

Metropolitan Planning Commission



Staff Reports

December 10, 2020



Metro Planning Commission Meeting of 12/10/20

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



Project Nos.	Text Amendment 2020Z-012TX-001
Project Name	Billboard Orientation
Council Bill No.	BL2020-460
Council District	Countywide
School District	Countywide
Requested by	Councilmember Brett Withers
Staff Reviewer	Shepard
Staff Recommendation	<i>Defer indefinitely.</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 indefinite deferral at the request of the applicant.



Project No.	Specific Plan 2007SP-037-002
Project Name	Bell Road/Blue Hole Road SP Amendment
Council District	31 – Rutherford
School District	2 – Elrod
Requested by	Lose Design, applicant; Forest View Residences, LLC and Richland South, LLC, owners.
Staff Reviewer	Elliott
Staff Recommendation	<i>Defer to the January 21, 2021, Planning Commission meeting.</i>

APPLICANT REQUEST

Amend SP to permit a mixed-use development.

SP Amendment

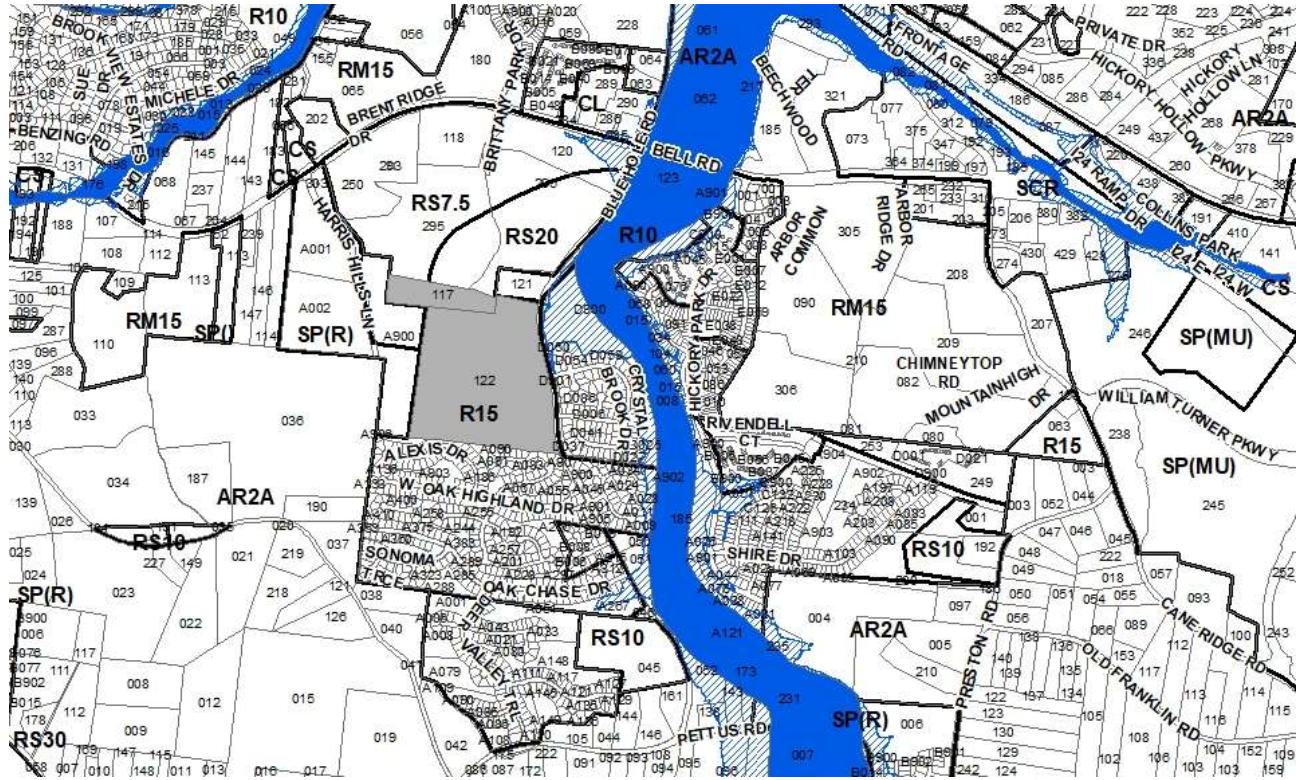
A request to amend a Specific Plan located at Bell Road (unnumbered) and 5439 Blue Hole Road and 7000 Harris Hills Lane, at the corner of Bell Road and Harris Hills Lane (101.91 acres), zoned Agricultural/Residential (AR2a), One and Two-Family Residential (R15), Single-Family Residential (RS20), One and Two-Family Residential (RS7.5), and Specific Plan (SP), to permit a mixed-use development.

STAFF RECOMMENDATION

Staff recommends deferral to the January 21, 2021, Planning Commission meeting.



Metro Planning Commission Meeting of 12/10/20



95P-025-007
MILLWOOD COMMONS PUD (CANCELLATION)
Map 162, Parcel(s) 117, 122
12, Southeast
31 (John Rutherford)



Project No.	Planned Unit Development 95P-025-007
Project Name	Millwood Commons PUD (Cancellation)
Council District	31 – Rutherford
School District	2 – Elrod
Requested by	Lose Design, applicant; Richland South, LLC, owners.
Staff Reviewer	Elliott
Staff Recommendation	<i>Defer to the January 21, 2021, Planning Commission meeting.</i>

APPLICANT REQUEST

Cancel a portion of an existing Planned Unit Development Overlay District.

PUD Cancellation

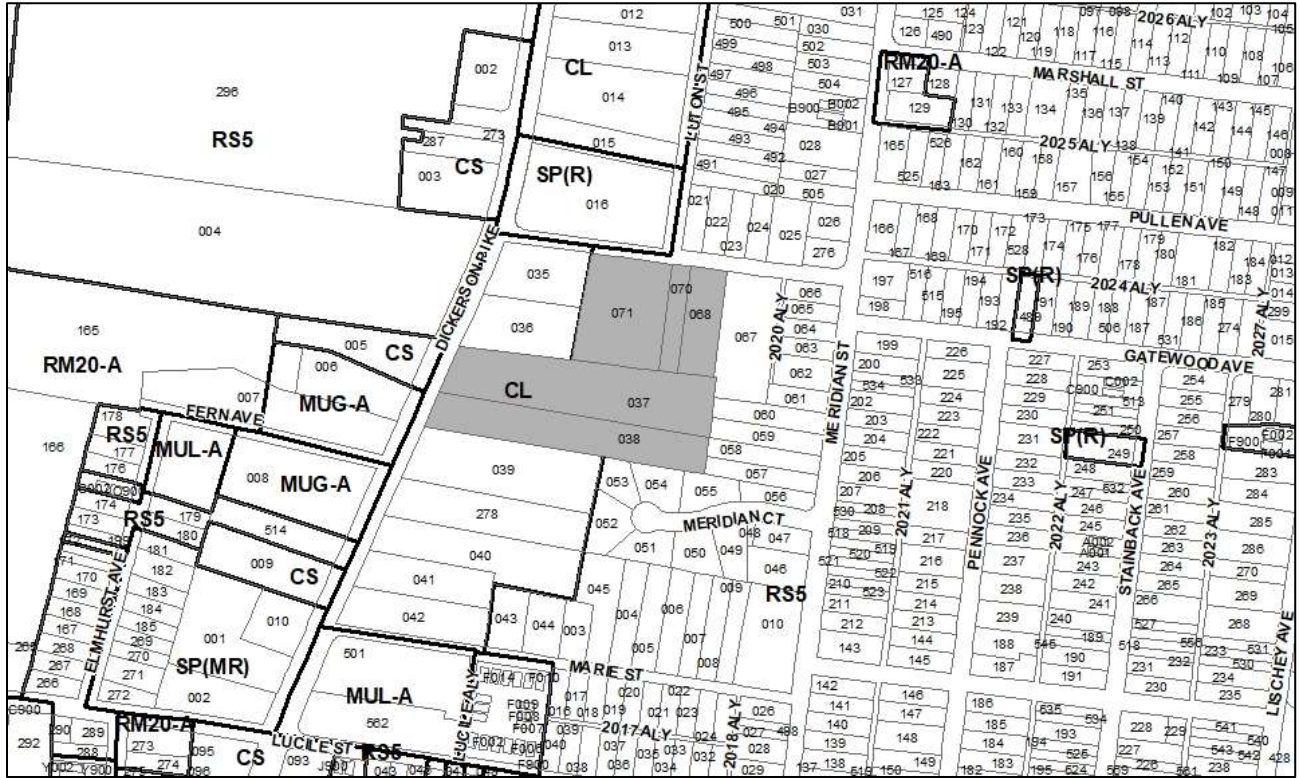
A request to cancel a portion of a Planned Unit Development Overlay District located at 5439 Blue Hole Road and Bell Road (unnumbered), approximately 560 feet north of W. Oak Highland Drive (54.81 acres), zoned One and Two-Family Residential (R15), Single-Family Residential (RS20), One and Two-Family Residential (RS7.5).

STAFF RECOMMENDATION

Staff recommends deferral to the January 21, 2021, Planning Commission meeting.



Metro Planning Commission Meeting of 12/10/20



2020SP-051-001
1411 DICKERSON PIKE SP
Map 071-11, Parcel(s) 037-038, 068, 070-071
05, East Nashville
05 (Sean Parker)



Project No.	Specific Plan 2020SP-051-001
Project Name	1411 Dickerson Pike SP
Council District	05 – Parker
School District	5 – Buggs
Requested by	Smith Gee Studio, applicant; Donald E. & Michael E. Wall, and Tony Ray Clouse, owners.
Staff Reviewer	Lewis
Staff Recommendation	<i>Defer to the January 21, 2021, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit multi-family development.

Zone Change

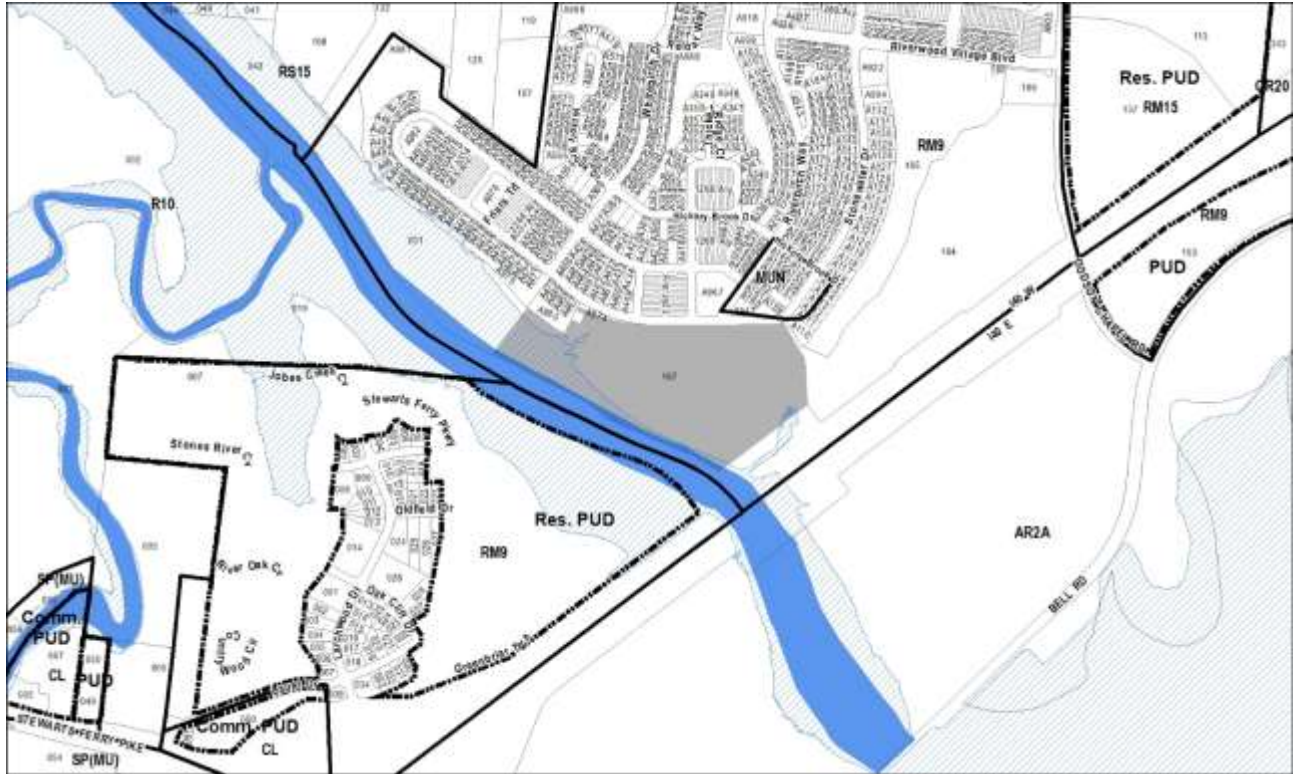
A request to rezone from Commercial Limited (CL) and Single-Family Residential (RS5) to Specific Plan (SP) zoning for properties located at 1411 and 1413 Dickerson Pike and 198, 200, and 204 Gatewood Avenue, approximately 260 feet east of Dickerson Pike, (6.77 acres), to permit a multi-family development.

STAFF RECOMMENDATION

Staff recommends deferral to the January 21, 2020, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 12/10/20



2004UD-002-011

VILLAGES OF RIVERWOOD SECTION M (MODIFICATION)

Map 097, Parcel(s) 167

14, Donelson - Hermitage - Old Hickory

14 (Kevin Rhoten)



Project No. Urban Design Overlay 2004UD-002-011
Project Name Villages of Riverwood – Section M
(Modification)
Council District 14 – Rhoten
School District 4 – Little
Requested by Dale and Associates, applicant; Villages of Riverwood and Browns Farm, owner.

Deferrals This item was deferred at the October 22, 2020, Planning Commission meeting. A public hearing was held and remains open.

Staff Reviewer Elliott
Staff Recommendation *Defer to the January 21, 2021, Planning Commission meeting.*

APPLICANT REQUEST

Modify the Villages of Riverwood Urban Design Overlay District.

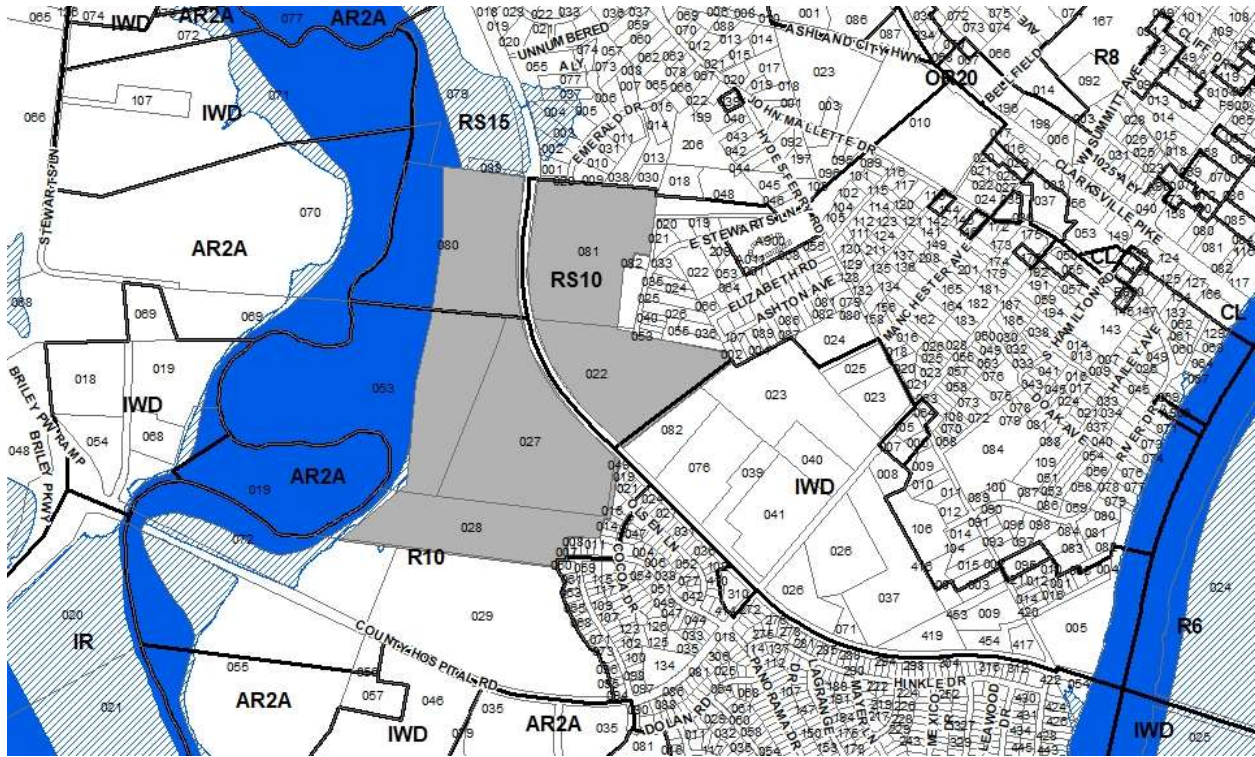
A request to modify the Villages of Riverwood Urban Design Overlay District for property located at Stonewater Drive (unnumbered), approximately 400 feet southwest of Hickory Brook Drive, zoned Multi-Family Residential (RM9) and within the Villages of Riverwood Urban Design Overlay District (23.35 acres), to change the 776 assisted living units to 210 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the January 21, 2021, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 12/10/20



2020S-145-001

BORDEAUX AGRIFOOD

Map 069, Part of Parcel 081

Map 069, Part of Parcel 080

Map 080, Parcel(s) 022, 027

Map 080, Part of Parcel(s) 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, September 24, 2020, and November 12, 2020, Planning Commission meetings. No public hearing was held.

Staff Reviewer	Elliott
Staff Recommendation	<i>Defer to the January 21, 2021, Planning Commission meeting.</i>

APPLICANT REQUEST

Concept plan approval to create 412 lots for a total of 456 units.

Concept Plan

A request for concept plan approval to permit a maximum of 368 single-family lots and 44 two-family lots for a maximum of 456 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) (129.2 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the January 21, 2021, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 12/10/20



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



Project No.	Zone Change 2020Z-096PR-001
Council District	08 - VanReece
School District	3 - Masters
Requested by	S + H Group, applicant; Matthew Nicholson, owner.
Staff Reviewer	Dunnavant
Staff Recommendation	<i>Defer Indefinitely.</i>

APPLICANT REQUEST

Zone change from RS20 to RM2.

Zone Change

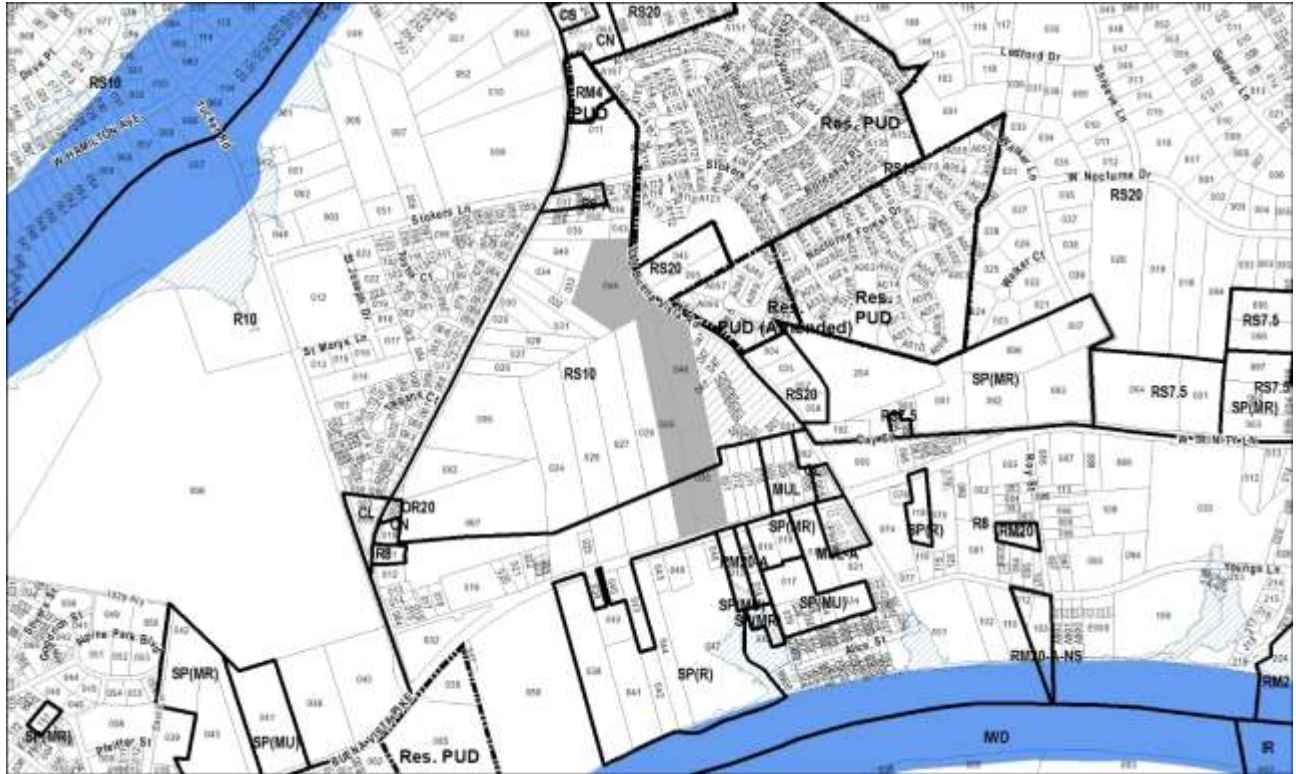
A request to rezone from Single-Family Residential (RS20) to Multi-Family (RM2) for property located at 1013 Chadwell Drive, approximately 425 feet west of S. Graycroft Avenue (1.79 acres).

STAFF RECOMMENDATION

Staff recommends indefinite deferral at the request of the applicant.



Metro Planning Commission Meeting of 12/10/20



2020Z-108PR-001

Map 070-02, Parcels 044, 046

Map 070-06, Parcels 029-030

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyonzte Toombs)



Project No. Zone Change 2020Z-108PR-001
Council District 02 - Toombs
School District 1 - Gentry
Requested by D & M Development LLC, applicant; Aubrey Gregory, Doss Hill, Amon Ringemann, and Anna Ringemann, owners.

Deferrals This request was deferred from the September 24, 2020 and the October 8, 2020, Planning Commission meetings. A public hearing was held at the October 8, 2020, Planning Commission meeting.

Staff Reviewer Swaggart
Staff Recommendation *Defer to the January 21, 2021, Planning Commission meeting.*

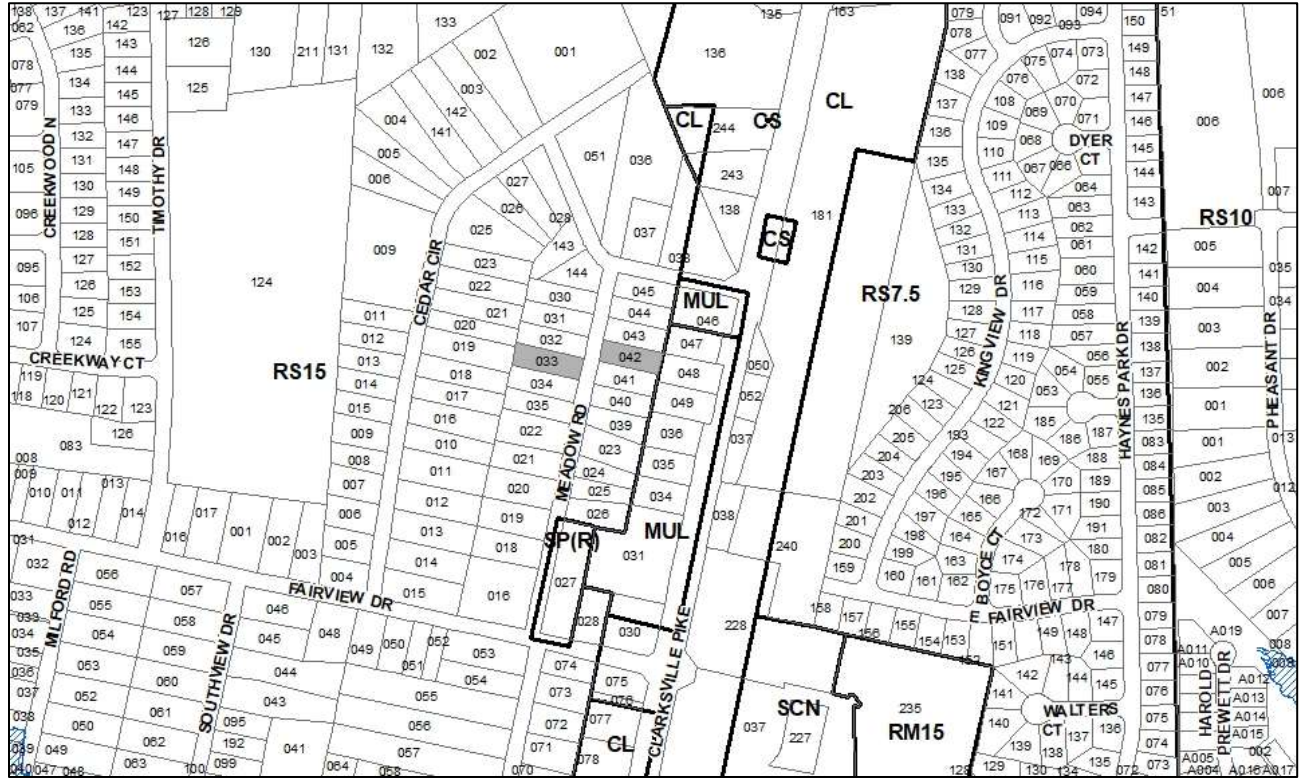
APPLICANT REQUEST
Zone change from R8 and RS10 to RM20-A.

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

STAFF RECOMMENDATION
Staff recommends deferral to the January 21, 2021, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 12/10/20



2020Z-138PR-001

Map 058-16, Parcel(s) 033, 042

03, Bordeaux-Whites Creek-Haynes Trinity

01 (Jonathan Hall)



Project No.	Zone Change 2020Z-138PR-001
Council District	1– Hall
School District	1 – Gentry
Requested by	Phillip Nesmith, applicant; Phillip Nesmith and Michael Thompson, owners.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Defer to the January 21, 2021, Planning Commission meeting.</i>

APPLICANT REQUEST

Zone change from RS15 to R15.

Zone Change

A request to rezone from Single-Family Residential (RS15) to One and Two-Family Residential (R15) zoning for properties located at 4019 and 4020 Meadow Road, on either side of Meadow Road and approximately 220 feet south of Cedar Circle (0.72 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the January 21, 2021, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 12/10/20



2020S-176-001

RESUB 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.	Final Plat 2020S-176-001
Project Name	Resub Of Lot 2 Final Plat Of The Swinging Bridge Subdivision
Council District	11 - Hagar
School District	4 - Little
Requested by	CESO Inc., applicant; Cobalt Ventures, LLC, owner.
Deferrals	This item was deferred at the October 22, 2020, and November 12, 2020, Planning Commission hearings. No public hearing was held.
Staff Reviewer	Lewis
Staff Recommendation	<i>Defer to the January 21, 2021, Planning Commission hearing.</i>

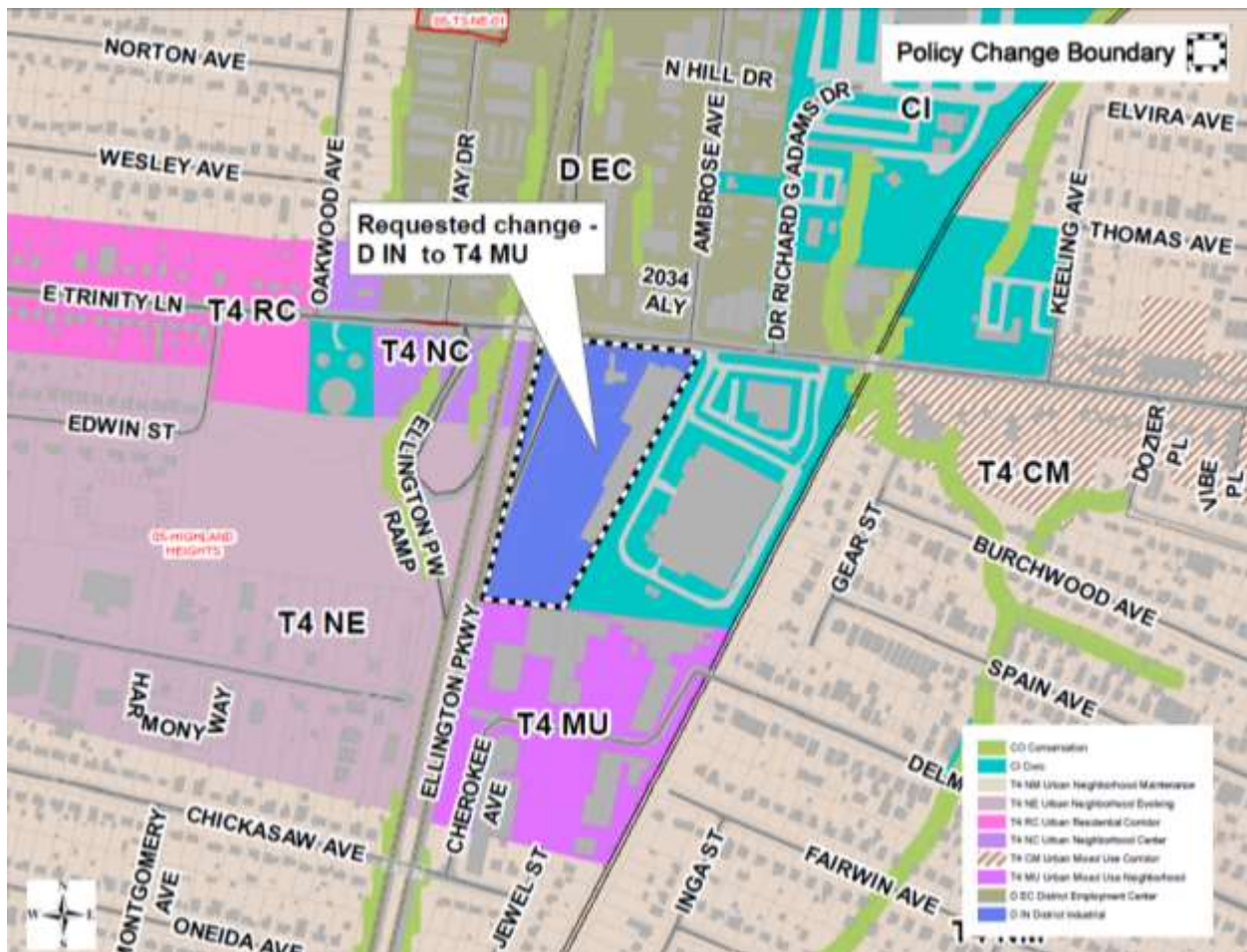
APPLICANT REQUEST
Final plat to create eight lots.

Final Plat
 A request for final plat approval to create eight lots on 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 January 21, 2021, Planning Commission hearing at the request of the applicant.



Metro Planning Commission Meeting of 12/10/20



2020CP-005-003

EAST NASHVILLE COMMUNITY PLAN AMENDMENT

Map 072-05, Parcel(s) 059, 150

05, East Nashville

05 (Sean Parker)



Project No.	Minor Plan Amendment 2020CP-005-003
Project Name	East Nashville Community Plan Amendment
Associated Cases	2020Z-134PR-001
Council District	05 – Parker
School District	5 – Buggs
Requested by	Fulmer Lucas Engineering, applicant; Joseph William Suave, owner.
Staff Reviewer	Grider
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend East Nashville Community Plan to change the policy.

Minor Plan Amendment

A request to amend the East Nashville Community Plan by amending the Community Character Policy from District Industrial (D IN) to T4 Urban Mixed Use Neighborhood (T4 MU) on property located at 900 and 914 East Trinity Lane, at the southeast corner of Ellington Parkway and East Trinity Lane, zoned Industrial Restrictive (IR) (approximately 5.88 acres).

EAST NASHVILLE COMMUNITY PLAN

Current Policy

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.

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

BACKGROUND

The community plan amendment was requested in conjunction with zone change application 2020Z-134PR-001, a request to change the zoning from Industrial Restrictive (IR) to Mixed Use General-Alternative (MUG-A) zoning to permit a mix of uses on 5.88 acres at 900 and 914 East Trinity Lane. As part of the application process, the Executive Director determined the plan amendment is minor with a required community meeting.

The proposed plan amendment area (site) consists of an industrial warehouse and a converted gas station. The site is in East Nashville, directly adjacent to Ellington Parkway and the on and off



Metro Planning Commission Meeting of 12/10/20

ramps to East Trinity Lane. The site abuts Ellington Parkway to the west and the East Police Precinct to the east. Highland Heights neighborhood is located on the other side of Ellington Parkway, and the East Hill neighborhood is to the south and east of the site. Gallatin Pike is a half-mile to the east and Dickerson Pike is one mile to the west along Trinity Lane.

The applicant has applied for MUG-A zoning to permit a mix of uses. Mixed uses are not supported by the existing D IN policy. As a result, the applicant has proposed a policy change to T4 MU, which is intended to create urban mixed-use neighborhoods.

COMMUNITY PARTICIPATION

On November 18, 2020, a Planning-led virtual community meeting was held to discuss the applicant's plan amendment and zoning requests. Notices were mailed to 200 property owners in a 1,000 foot buffer of the plan amendment area. Councilmember Parker shared details of the meeting on his social media and meeting information was also available on Planning's webpage. Approximately 12 people attended, including Councilmember Sean Parker, the applicant and development team, and staff from the Planning Department. The meeting was available via WebEx and streamed live on Metro Nashville Network's Facebook page. The recording was subsequently uploaded to Metro Planning's YouTube channel to be viewed by those who were unable to attend the live meeting. To date the recording has received 74 unique views.

Planning staff spoke and answered questions regarding the plan amendment request. The applicant presented plans and renderings for the rezoning. Following these presentations questions from attendees were taken. The questions centered on two main themes: traffic and access and types of uses proposed by the applicant team. No concerns about the proposed T4 MU policy were raised.

ANALYSIS OF T4 URBAN MIXED USE NEIGHBORHOOD POLICY

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

NashvilleNext's Growth & Preservation Concept Map

The Growth & Preservation Concept Map reflects Nashvillians' desires for growth and preservation in the future. The concept map designates the plan amendment area as within a "Tier Two Center" and a half-mile from a "Tier One Center" on Gallatin Pike. The area is also one mile from a Tier Two Center at Dickerson Pike and Trinity Lane. The Highland Heights Study recommends updating the center around Trinity Lane to Tier One. Centers are intended to be pedestrian-friendly areas with frequent transit service that contain a dense mix of homes, shops, jobs, and parks. The *NashvilleNext* planning process applied the concept map designations generally rather than at the parcel-specific level. Sometimes they include areas used and zoned for uses that may be incompatible with surrounding uses and that should transition to more compatible uses over time. In this case, the current zoning of IR and the industrial buildings currently occupying the site are unusual within the surrounding area as East Trinity Lane; the surrounding area has transitioned to a residential and mixed use corridor in recent years.

The neighborhoods around the plan amendment request are compact and walkable with a generally gridded street pattern, short blocks, and a range of housing types from single-family to apartments. This diversity of housing types, typical of many East Nashville neighborhoods, provides housing to people at many different phases of life and at a variety of price points. Providing additional housing



Metro Planning Commission Meeting of 12/10/20

in strategic locations, such as the housing proposed at this site, is a key element supported by *NashvilleNext*.

Key Findings

- The plan amendment area is identified as a Tier Two Center on the Growth & Preservation Concept Map and is appropriate for T4 MU policy because of its location within this center and proximity to two additional Centers.
- The current IR zoning and industrial use are no longer compatible with the surrounding residential and mixed use character that has developed along Trinity Lane.
- Providing additional housing at strategic locations is a key element of *NashvilleNext*.

Community Character Policy Application

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

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

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

Residents in urban neighborhoods are generally within a five- to ten-minute walk of neighborhood-scaled commercial and mixed-use centers. Urban centers are often mixed use, accommodating commercial and residential land uses. Mixed use buildings with residential or office on upper floors and commercial uses on the ground floor promote active uses at the pedestrian level, adding to the bustling atmosphere of the neighborhood.

The requested T4 MU policy encourages a greater mix of higher-density residential and mixed use development along and near corridors. T4 MU policy is intended to enhance and create high-intensity 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. The intent of T4 MU policy to encourage the provision of additional homes, new businesses, and employment opportunities to support residents, businesses, and transit is appropriate for this area.



Metro Planning Commission Meeting of 12/10/20

Key Findings

- T4 MU's intent of creating urban mixed use areas that provide a mix of land uses that create high-intensity urban mixed use neighborhoods make this an appropriate application of the policy.
- Applying T4 MU is appropriate at this densely populated location.

Transportation and Connectivity

The subject property is located on a key corridor in East Nashville, Trinity Lane, and is adjacent to an interchange with Ellington Parkway. Gallatin Pike is within a half-mile and Dickerson Pike is one mile from the site. Ellington Parkway, which hugs the west side of the site, is a heavily trafficked highway. Trinity Lane is classified as a three-lane arterial boulevard by the Major & Collector Street Plan. Dickerson and Gallatin Pikes are both classified as arterial boulevards on the Major & Collector Street Plan and as immediate need, high capacity transit corridors in *NashvilleNext*. High capacity transit corridors represent a framework of more intense housing and commercial areas along major roadways with more frequent transit service. The immediate need priority means the street is slated for near-term improvements to transit service. The Concept Map designates Trinity Lane as a long-term need high capacity transit corridor recommended for improvements to transit service.

WeGo provides bus service along Gallatin Pike, Lischey Avenue, Dickerson Pike, and Ellington Parkway, all within close proximity of the site. Sidewalks exist on both sides of Trinity Lane and a bikeway is planned along Trinity Lane. Allowing a mix of land uses, supported by T4 MU policy, in locations with convenient access to major transportation and transit networks (existing and planned) near a primary corridor to downtown Nashville is appropriate.

Key Findings

- Gallatin Pike and Dickerson Pike are classified as immediate need high capacity transit corridors, and Trinity Lane is identified as a long-term high capacity transit corridor. All three streets call for future frequent transit.
- The existing and planned transportation infrastructure surrounding this location make it an accessible multimodal site and suitable for T4 MU policy.

Relationship to Surrounding Policies

The site's relationship to surrounding policies is as follows:

- D IN policy is applied to the site and is the only location with District Industrial (D IN) policy in this area.
- T4 MU policy is applied to the property directly to the south.
- Civic (CI) policy is applied to Metro Government-owned property (East Police Precinct and East Convenience Center) to the east and northeast.
- District Employment Center (D EC) is applied to a large area to the north of the site.
- A range of corridor and neighborhood policies within the T4 Urban Transect are applied to the Trinity Lane corridor and neighborhoods off the corridor.

T4 MU policy is applied to two large parcels directly to the south. Extension of T4 MU policy to the site would allow the opportunity for additional services for the neighborhood that can develop in a compatible manner consistent with mixed use development.



Metro Planning Commission Meeting of 12/10/20

Key Finding

- T4 MU policy would allow the opportunity for compatible development to occur as an extension of existing T4 MU policy to the north along Trinity Lane.

Analysis Summary

Amending the Community Character Policy from D IN to T4 MU is appropriate at this location. In summary, the change in policy for the study area is appropriate due to the following:

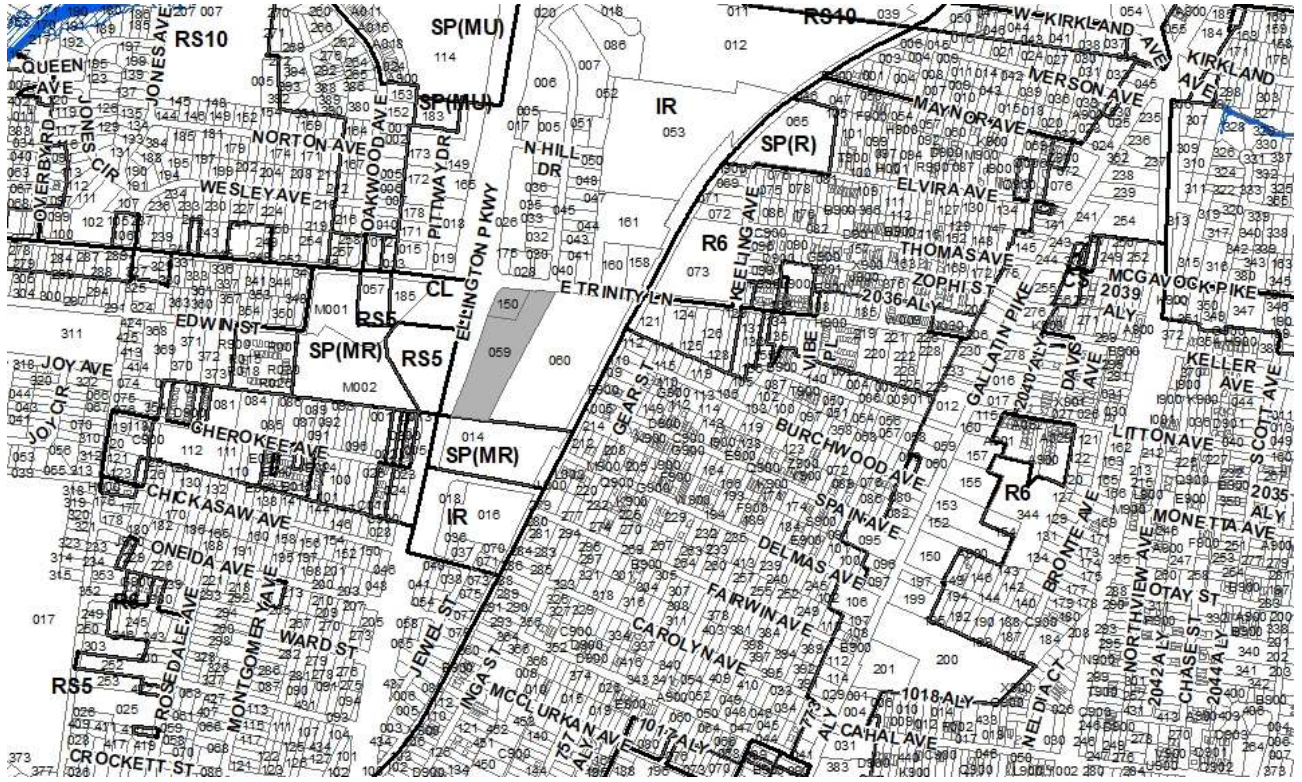
- The plan amendment area is identified as a Tier Two Center on the Growth & Preservation Concept Map and is appropriate for T4 MU policy because of its location within this center and proximity to two additional Centers.
- The current IR zoning and industrial use are no longer compatible with the residential and mixed use character that has developed along Trinity Lane.
- Providing additional housing at strategic locations is a key element of *NashvilleNext*.
- T4 MU's intent of creating urban mixed use areas that provide a mix of land uses that create high-intensity urban mixed use neighborhoods make this an appropriate application of the policy.
- Applying T4 MU policy is appropriate at this densely populated location.
- Gallatin Pike and Dickerson Pike are classified as immediate need high capacity transit corridors, and Trinity Lane is identified as a long-term high capacity transit corridor. All three streets call for future frequent transit.
- The existing and planned transportation infrastructure surrounding this location make it an accessible multimodal site and suitable for T4 MU policy.
- T4 MU policy would allow the opportunity for compatible development to occur as an extension of existing T4 MU policy to the north along Trinity Lane.

STAFF RECOMMENDATION

Staff recommends approval of T4 Urban Mixed Use Neighborhood (T4 MU) policy.



Metro Planning Commission Meeting of 12/10/20



2020Z-134PR-001
Map 072-05, Parcels 059, 150
05, East Nashville
05 (Sean Parker)



Project No. Zone Change 2020Z-134PR-001
Associated Case 2020CP-005-003
Council District 05 - Parker
School District 5 - Buggs
Requested by Fulmer Lucas Engineering, applicant; Joseph William Suave, owner.

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

APPLICANT REQUEST
Zone change from IR to MUG-A-NS.

Zone Change

A request to rezone from Industrial Restrictive (IR) to Mixed Use General - Alternative - No Short Term Rentals (MUG-A-NS) zoning for properties located at 900 and 914 E. Trinity Lane, at the southeast intersection of Ellington Parkway and E. Trinity Lane, (5.88 acres).

Existing Zoning

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

Proposed Zoning

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

EAST NASHVILLE COMMUNITY PLAN

Existing 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 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.

Proposed Policy

T4 Urban Mixed Use Neighborhood (T4 MU) policy 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



Metro Planning Commission Meeting of 12/10/20

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

ANALYSIS

The existing industrial policy does not support the proposed MUG-A-NS zoning district. The industrial policy is intended to support industrial uses and MUG-A-NS permits residential as well as nonresidential uses. MUG-A-NS does not permit industrial uses. MUG-A-NS is consistent with the proposed mixed use policy as it permits uses supported by the policy. Given the location of the site, at the intersection of Ellington Parkway and E. Trinity Lane, the intensity permitted by MUG-A-NS is appropriate.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	5.88	0.6 F	153,679 SF	289	44	47

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	2.94	3.0 F	384 U	2863	172	196

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	1.47	3.0 F	192,099 SF	12193	611	1314

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	1.47	3.0 F	192,099 SF	16106	141	1499

Traffic changes between maximum: **IR and MUG-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+30873	+880	+2962



Metro Planning Commission Meeting of 12/10/20

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed MUG-A-NS district: 21 Elementary 24 Middle 18 High

The proposed MUG-A-NS district would generate 63 more student than the existing IR zoning district. Students would attend Hattie Cotton Elementary School, Gra-Mar Middle School, and Maplewood High School.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 12/10/20



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.

Deferrals This request was deferred from the November 12, 2020, Planning Commission meeting. No public hearing was held.

Staff Reviewer Swaggart
Staff Recommendation *Approve with conditions and disapprove without all conditions for the portion of the SP associated with farm equipment sales.*

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 Use (SP-MU) zoning for properties located at 7215, 7221 and 7227 Whites Creek Pike, approximately 210 feet south of Gifford Place (9.26 acres), to permit a mixed use development.

Existing Zoning

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

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

Proposed Zoning

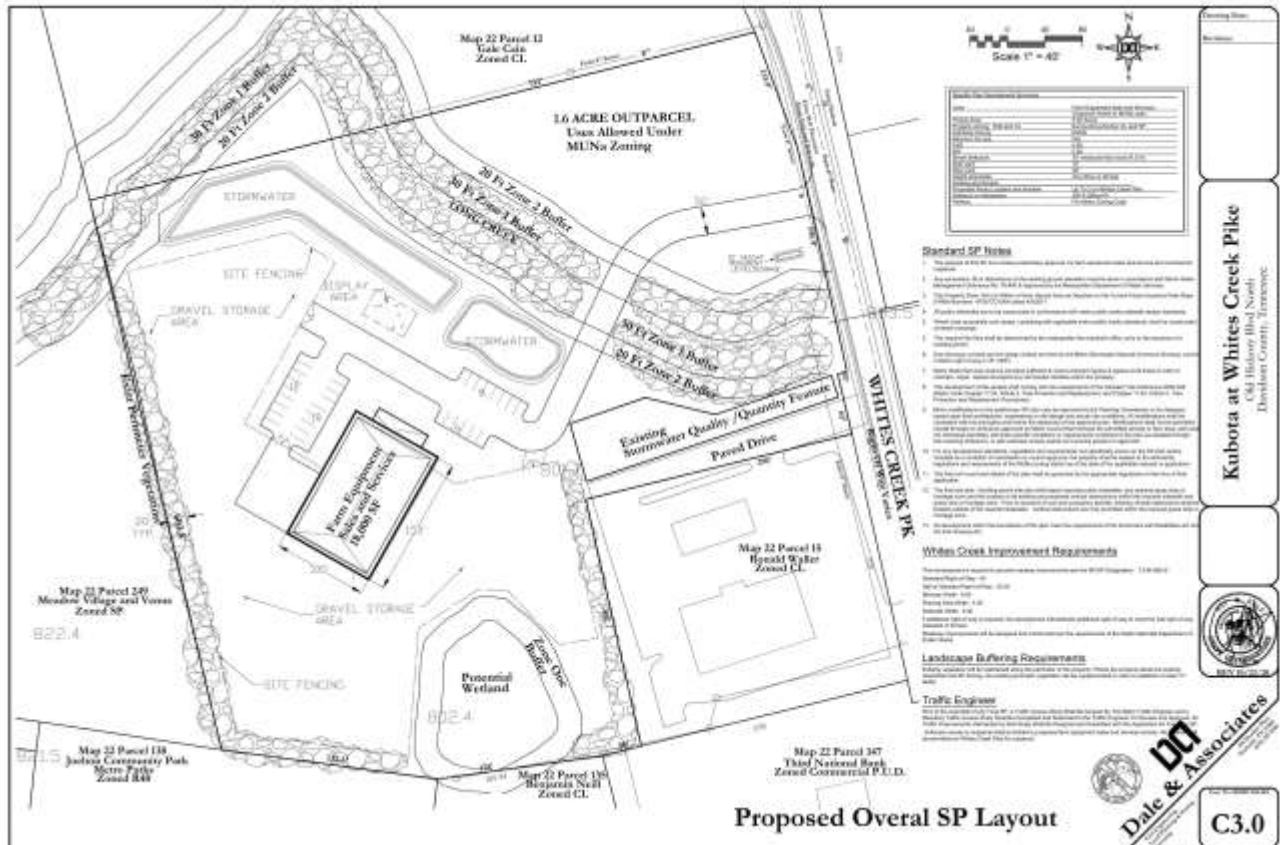
Specific Plan-Mixed Use is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition to office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

SITE CONTEXT AND PLAN DETAILS

The approximately nine-acre site is comprised of three properties along the west side of Whites Creek Pike. The site is just south of the on/off ramps to Interstate 24. Portions of the site are developed, and some areas have been cleared of trees and consist of open field. The site also includes a densely wood area and possible wetland. Long Creek also bisects the site. Fuel



Metro Planning Commission Meeting of 12/10/20



Proposed site plan



Metro Planning Commission Meeting of 12/10/20

station/convenience markets are located immediately to the north and south of the site and are both zoned Commercial Limited (CL). Properties on the east side of Whites Creek Pike include commercial development and are zoned Commercial Services (CS). There is also a commercial Planned Unit Development overlay on the opposite side of Whites Creek Pike. The property immediately west of the site is zoned SP and is approved for a single-family home and wedding event space.

Site Plan

The plan proposes a farm and equipment sales and service facility and an outparcel that would allow for all uses permitted by the MUN-A zoning district. The farm equipment facility is located at the back of the site and the outparcel is located along Whites Creek Pike. As shown the plan includes an 18,000 square foot farm equipment facility, equipment display area, storage area and associated parking. No development is shown on the outparcel, but could develop in the future under the SP standards. The plan limits the building height to one story in 30 feet and permits a floor area ratio of 0.6 and an impervious surface ratio of 0.9. These standards apply to the farm equipment sales and service facility as well as the outparcel.

Access for both the farm equipment facility and the outparcel are shown from a single private drive on Whites Creek Pike; however, the plan allows for up to two driveways. The drive to the farm equipment facility crosses Long Creek. The plan includes a ten-foot tall monument sign along Whites Creek Pike. The plan requires that the frontage along Whites Creek Pike be improved consistent with the Major and Collector Street Plan (MCSP). In addition to possible right-of-way dedication, the MCSP requires an eight-foot wide sidewalk, four-foot wide planting strip and six-foot wide bikeway.

JOELTON COMMUNITY PLAN

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

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.

ANALYSIS

The majority of the site is in CO policy. The CO policy recognizes Long Creek, associated stream buffers and soils that are designated as problem soils. Development in CO policy areas is typically not appropriate. In this case the soil type recognized by the CO policy is not problematic at this location. The Taft Silt Loam soil that covers the site is prone to slippage on slopes. The subject site is relatively flat; therefore, the soil type should not be an issue. The site plan provides the appropriate buffers along Long Creek with one crossing.



Metro Planning Commission Meeting of 12/10/20

Areas outside of the CO policy are in T2 NC policy. The T2 NC policy recognizes the rural character of the surrounding area. The maintenance of a harmonious development pattern, the preservation of prime agricultural lands, and the conservation of sensitive environmental resources and rural character is the key focus of any T2 Rural development. Rural centers provide services and a mixture of uses for surrounding rural areas. A primary purpose of rural areas is to promote and encourage agricultural activity in a supportive environment. This existing center is larger and more intense than typical rural neighborhood centers, primarily due to its proximity to an interstate interchange. Currently, the center contains underutilized land that could provide additional services. A design-based zoning to allow agricultural equipment sales supports agricultural activity in the area. This use is appropriate in this location since it serves a large, surrounding rural area.

Staff is recommending that the SP be limited to the area necessary for farm equipment sales and service as shown on the plan and that the area shown as an outparcel remain its current R40 zoning. Farm equipment sale and services is defined as “The retail or wholesale sale, rental, maintenance and repair of farm equipment and yard equipment including sales of parts, incidental and related merchandize. The maximum weight of any farm or yard equipment shall be no more than 25,000 pounds (lbs.)”.

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

- 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.

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 for site.
- Comply with MPW traffic comments.

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- TIS may be required for outparcel at time of development.



Metro Planning Commission Meeting of 12/10/20

- Vehicular access to outparcel shall be limited to proposed farm equipment sales and services access. No access shall be permitted on Whites Creek Pike for outparcel.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	4.39	0.6 F	114,737 SF	7,283	365	785

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (210)	4.87	1.089 D	6 U	79	10	7

*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
Tractor Supply (810)	7.66	-	18,000 SF	3,655	78	42

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)	0.80	1.0 F	34 U	249	16	20

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)	0.40	1.0 F	17,424 SF	1,106	56	120

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)	0.40	1.0 F	17,424 SF	1,461	13	136

Traffic changes between maximum: **CL, R40 and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-891	-212	-474

STAFF RECOMMENDATION

Approve with conditions and disapprove without all conditions.



Metro Planning Commission Meeting of 12/10/20

CONDITIONS

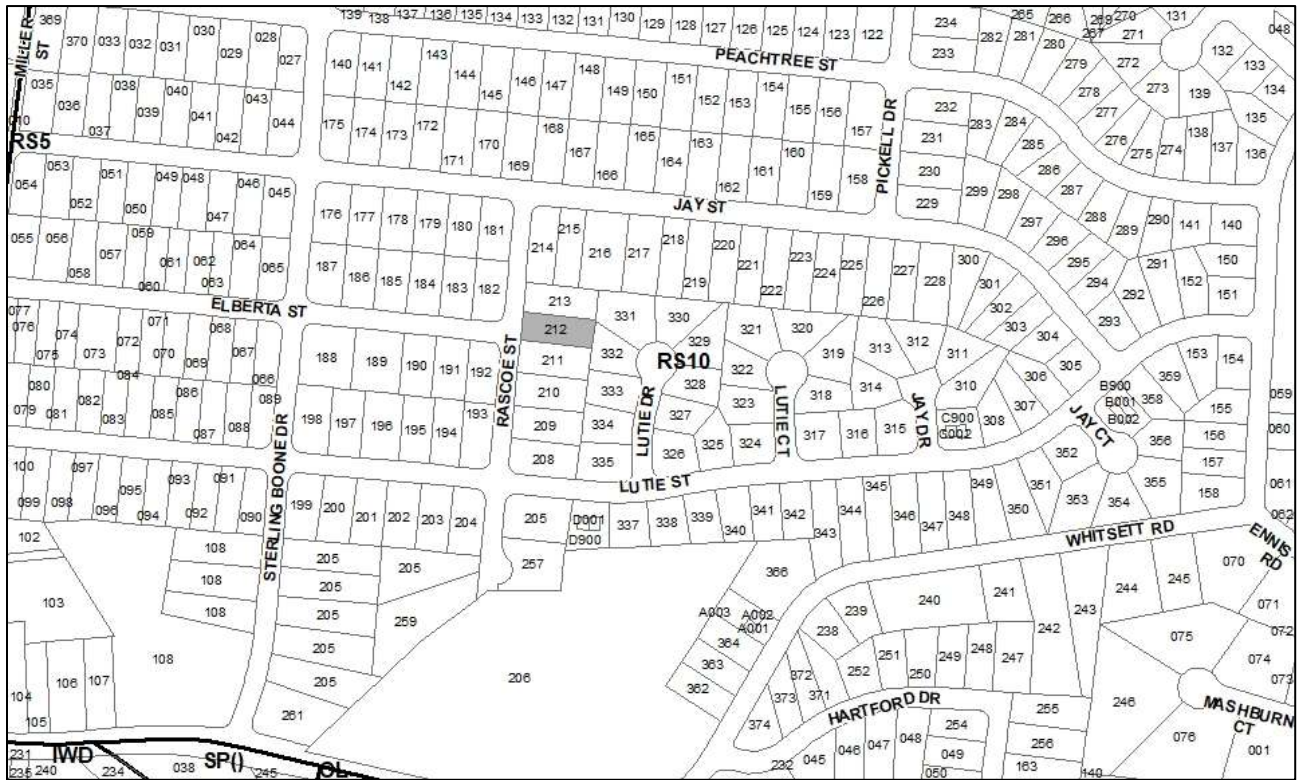
1. Permitted uses shall be limited farm equipment sales and service.
2. On the corrected copy add the following definition: “The retail or wholesale sale, rental, maintenance and repair of farm equipment and yard equipment including sales of parts, incidental and related merchandize. The maximum weight of any farm or yard equipment shall be no more than 25,000 pounds (lbs.)”.
3. An access easement shall be provided along the private commercial drive from Whites Creek Pike to the stream buffer. The easement shall allow access to Whites Creek Pike for any future development north of the drive.
4. The SP boundary shall be modified so that the area shown as a 1.6 acre outparcel is not within the SP and remains as currently zoned.
5. 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.
6. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
7. Comply with all conditions and requirements of Metro reviewing agencies.
8. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUN zoning district as of the date of the applicable request or application. Uses are limited as described in the Council approved plan.
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.
10. 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.



SEE NEXT PAGE



Metro Planning Commission Meeting of 12/10/20



2020SP-050-001
2512 RASCOE STREET
Map 119-06, Parcel(s) 212
11, South Nashville
16 (Ginny Welsch)



Project No.	Specific Plan 2020SP-050-001
Project Name	2512 Rascoe Street
Council District	16 – Welsch
School District	7 – Player-Peters
Requested by	XE Development Company, LLC, applicant; Nathan Jones, owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit a detached accessory dwelling unit and all other uses permitted under RS10.

Preliminary SP

A request to rezone from Single-Family Residential (RS10) to Specific Plan (SP) zoning for property located at 2512 Rascoe Street, approximately 260 feet south of Jay Street, to permit a detached accessory dwelling unit and all other uses permitted under RS10 zoning (0.28 acres).

Existing Zoning

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

Proposed Zoning

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

SITE CONTEXT AND PLAN DETAILS

The 0.28-acre site is located on the east side of Rascoe Street, north of Lutie Street and west of Lutie Drive. The property is developed with a single-family unit and detached accessory structure. The surrounding area to the north and west includes primarily single-family residential land uses. The development pattern to the east, and along and north of Lutie Street, includes a high concentration of two-family residential uses. Property located immediately east of the site is developed with a two-family residential unit.

The plan proposes to permit one detached accessory dwelling unit (DADU) and all other uses of the RS10 zoning district. Development standards of any newly constructed DADU would comply with the requirements of Sec.17.16.030.G of the Metro Zoning Ordinance. No additions or expansions will be permitted to any existing detached structure that is to be used as the DADU.



Metro Planning Commission Meeting of 12/10/20

2512 Rascoe St. - Specific Plan

Case Number: 2020SP-050-001

Development & Site Summary

The purpose of this specific plan is to permit a detached accessory dwelling unit on the subject property and maintain all other standards of Rs10 zoning for any pre-existing primary structure and any other new accessory structures built after the specific plan adoption date.

Address: 2512 Rascoe St. Nashville, TN 37210

Parcel Number: 11906021200

Site Area: 0.28 acres

Existing Zoning: Rs10

Proposed Zoning: SP-R

Community Plan Policy: T3-NM

Council District: 16

Applicant: XE Development Company, LLC

Owner: Nathan P. Jones

Allowable Land Uses

Detached Accessory Dwelling units and all uses permitted in Rs10

SP Notes & Development Standards

1. The SP will allow for one detached accessory dwelling unit on the property as well as all other standards of Rs10.
2. Development standards found in Section 17.16.030.G of the Metro Zoning Code shall apply to any newly constructed detached accessory dwelling unit. No additions or expansions will be permitted to any existing detached structure that is to be used as the detached accessory dwelling unit.
3. Setbacks for any newly constructed detached accessory dwelling unit shall meet the setback found in Section 17.12.040.E. of the Zoning Code for accessory buildings. Setbacks for any pre-existing permitted accessory structure to be used as a detached accessory dwelling unit shall be grandfathered in.
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 RS10 zoning district as of the date of the applicable request or application.



Proposed regulatory plan



Metro Planning Commission Meeting of 12/10/20

SOUTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

Guidance from the T3 NM policy recommends that the developed character be maintained, and that when change occurs over time, efforts should be made to retain the existing character. In this case, the site has previously developed with a primary residence and detached structure to the rear, similar to many of the surrounding developed properties. The site's existing detached structure is located at the rear of the property, close to the existing detached structures developed on adjacent properties to the north and east. Additionally, the development pattern shifts to primarily two-family residential uses for properties located along Lutie Drive, directly behind the site. Given the existing development pattern and locational characteristics, staff finds the proposed SP standards to be consistent with the intent of the T3 NM policy.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Coordinate with planning on sidewalk requirement.

WATER SERVICES RECOMMENDATION

Approve

- Approved as preliminary only.

STORMWATER RECOMMENDATION

Approve with conditions

- Must comply with all regulations in the Stormwater Management Manual at the time of final submittal.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Provide parking per code.



Metro Planning Commission Meeting of 12/10/20

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)	0.28	4.356 D	1 U	10	1	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	0.28	-	2 U	15	1	2

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

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

METRO SCHOOL BOARD REPORT

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

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

The proposed SP will generate no additional students than what is typically generated under the existing RS10 zoning district. Students would attend Whitsitt Elementary School, Cameron College Prep Middle School, and Glencliff High School.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses within this SP shall be limited to a detached accessory unit (DADU) and all other uses of the RS10 zoning district.
2. Development standards found in Sec. 17.16.030 of the Metro Zoning Ordinance shall apply to any newly constructed DADU. No additions or expansions shall be permitted to any existing detached structure that is to be used as the DADU.
3. The final SP can be waived and combined with building permit review.
4. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone, and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
5. Comply with all conditions and requirements of Metro reviewing agencies.
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 RS10 zoning district as of the date of the applicable request or application.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.

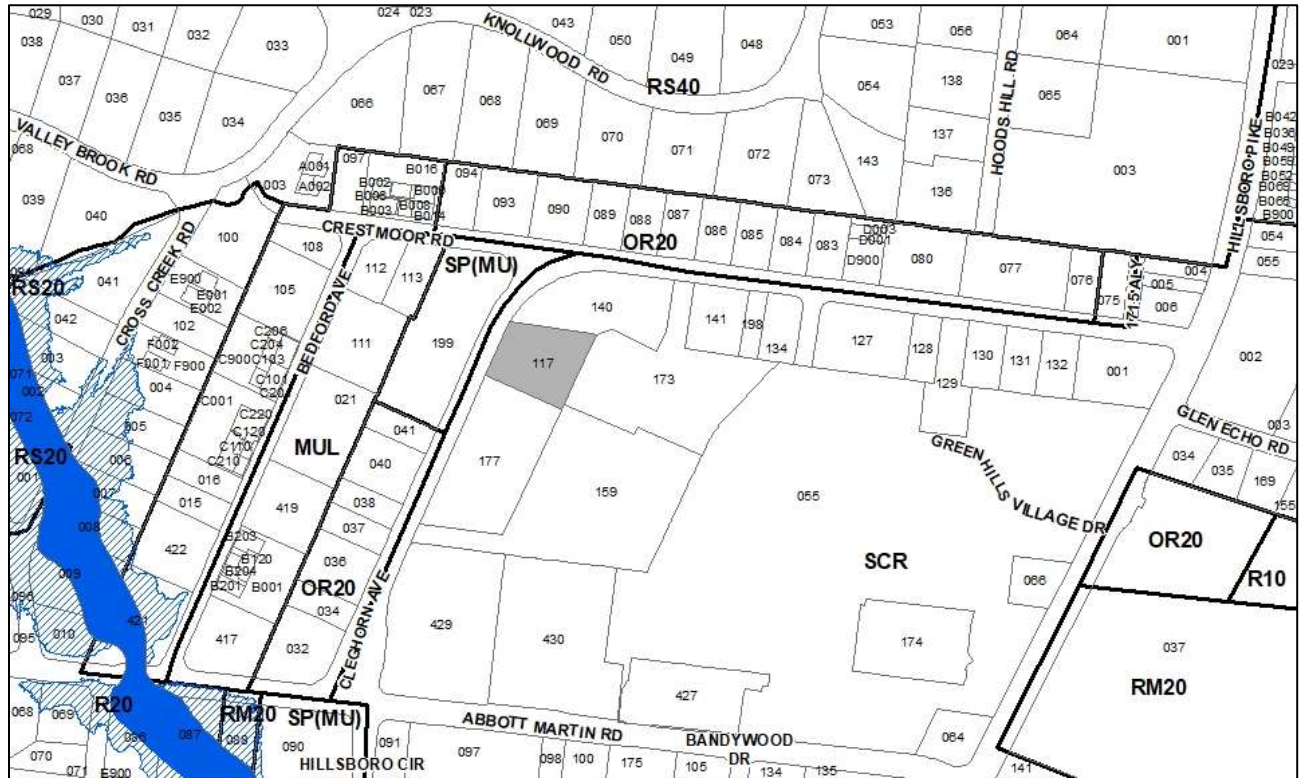


Metro Planning Commission Meeting of 12/10/20

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



Metro Planning Commission Meeting of 12/10/20



2020SP-054-001
3808 CLEGHORN SENIOR LIVING
Map 117-10, Parcel(s) 117
10, Green Hills - Midtown
25 (Russ Pulley)



Project No.	Specific Plan 2020SP-054-001
Project Name	3808 Cleghorn Senior Living
Council District	25 – Pulley
School District	8 – Pupo-Walker
Requested by	Catalyst Design Group, applicant; RC Battleship Partners, owner.
Staff Reviewer	Lewis
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit assisted care living and multi-family residential.

Zone Change

A request to rezone from Shopping Center Regional (SCR) to Specific Plan – Mixed Use (SP-MU) zoning for property located at 3808 Cleghorn Avenue, approximately 215 feet south of Crestmoor Road, (0.99 acres), to permit assisted care living and 115 multi-family units, with associated amenity and leasing space.

Existing Zoning

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

Proposed Zoning

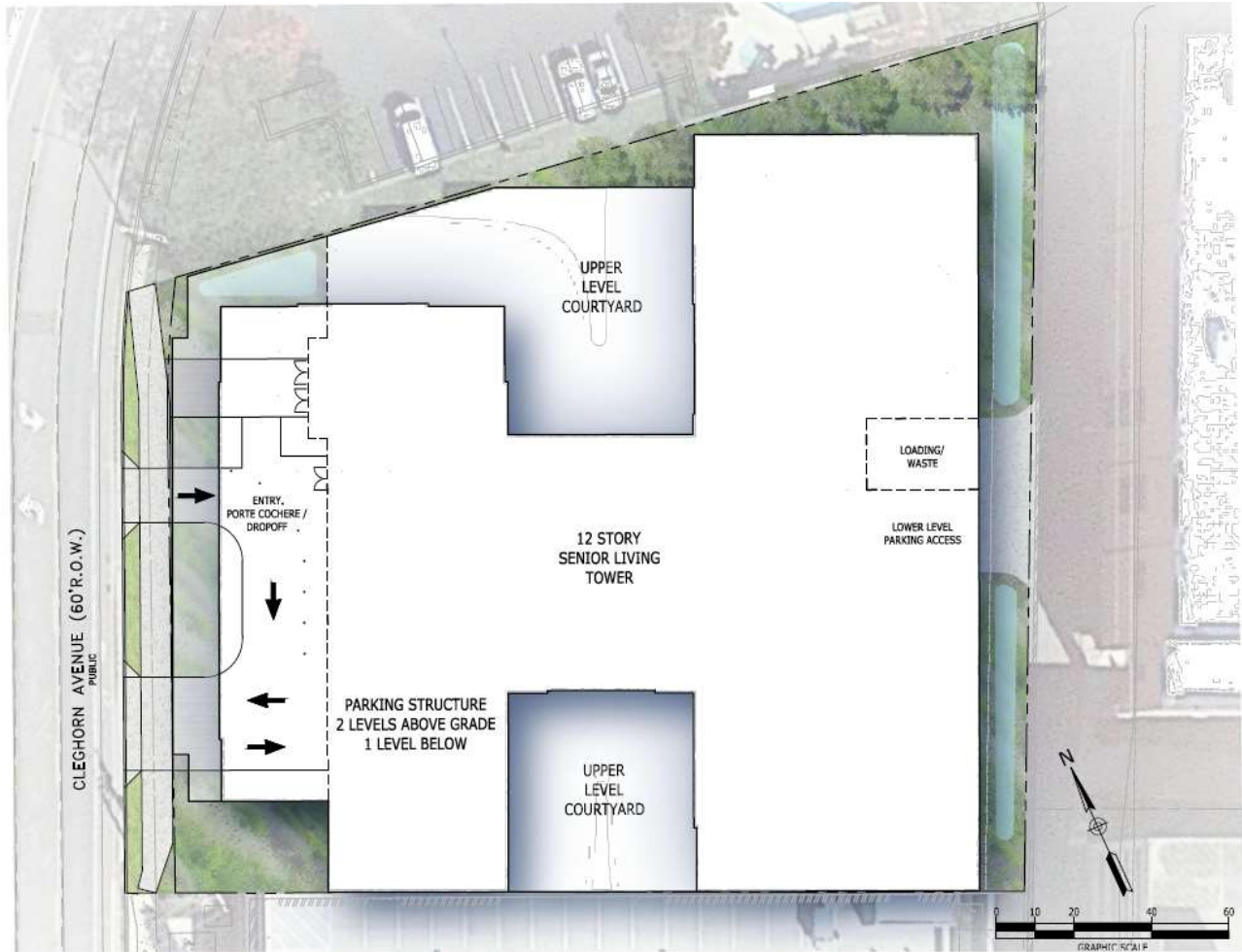
Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition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

GREEN HILLS - MIDTOWN COMMUNITY PLAN

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



Metro Planning Commission Meeting of 12/10/20



Proposed site plan



Metro Planning Commission Meeting of 12/10/20

SITE CONTEXT AND PLAN DETAILS

The 0.99 acre site is located on the east side of Cleghorn Avenue, south of Crestmoor Road. The western property line abuts Cleghorn Avenue and the east property line abuts a private alley. The site has been developed with a two-story restaurant. If this plan is approved, this structure would be demolished.

The properties along the east side of Cleghorn Avenue, and the areas north and south of the site, are primarily zoned SCR and have been developed with hotel uses and structured parking associated with the nearby Green Hills Mall. The west side of Cleghorn Avenue is zoned SP-MU and Office/Residential (OR20) and has been developed with hotel and non-residential and office uses.

Site Plan

The proposed development is for a 12-story structure to permit assisted living, 115 multi-family units, and associated amenity and leasing space. The intent of the development is to create a senior living building with various programming elements. The proposed site plan identifies the following specific programming elements by floor levels including memory care, several assisted living levels, and independent living levels.

There is an overall maximum building height of 12 stories in 144 feet for the proposed structure. The first floor of the development includes a double story lobby, amenity space, and structured parking. There is an additional lower level of parking, which can be access by the private alley on the east side of the site. There is an existing easement that allows for the use of the alley. The structured parking extends to the second floor, which is the upper level of the amenity space on the first floor. The third through twelfth floors are intended for assisted living. On the sixth floor, the front of the building along Cleghorn Avenue, includes a 19-foot setback to provide for outdoor amenity space on this level. Floors 7-12 are stepped back 12 feet from the first-floor building façade. This creates a building overhang, but a larger amenity space on this level. This level also includes varying building setbacks along the northern building façade to continue the amenity space along the sixth level. This creates a reduced building floorplate as the building height increases, to minimize the bulk of the building.

The front of the building, along Cleghorn Avenue, features a porte cochere and building overhang above the circular drive entrance, and an entrance to the structured parking along the southwest portion of the building. There is a proposed eight-foot wide sidewalk and four-foot wide grass strip along Cleghorn Avenue, in accordance with the Major and Collector Street Plan (MCSP).

ANALYSIS

The intent of the T5 RG Policy is to enhance and create regional centers with mixed-uses to serve the region and to create opportunities to live, work, and recreate. The proposed use of the building would create 205 residential units within an existing commercial center. The provision of living units within proximity to the surrounding commercial uses, creates the opportunities to live, work, and recreate within the area, as intended for by the policy.

The proposed SP meets the design principles including massing, orientation, setbacks, height, and parking, of the T5 RG Policy. The proposed massing of the building reflects the moderate to high lot coverage indicated by the policy. Given the smaller lot size, the proposed building extends



Metro Planning Commission Meeting of 12/10/20

vertically with a series of varying stepbacks along the northern and western building façade to minimize a towering effect. The open space for residents is also incorporated into the vertical building design and proposed building stepbacks. By stepping the upper stories of the building back from Cleghorn Avenue, an elevated open space for residents is created and the footprint of the building is reduced, contributing to the reduction of the building massing. A reduced building mass prevents a towering effect along Cleghorn Avenue. Cleghorn Avenue is a constrained Collector Avenue as classified by the MCSP. The proposed building articulation create an appropriate relationship of the height of the building with Cleghorn Avenue.

The building is oriented to Cleghorn Avenue, which features a large drop off entrance for residents. This creates a prominent entrance along the public right-of-way. The area at the southwest corner of the building provides one of two entrances to the parking garage. This area of the building is adjacent to an existing parking garage associated with the Green Hills Mall. The proposed site plan takes advantage of the existing infrastructure around the site to provide a second garage entrance from the existing private alley. The proposed design will reduce the visual impact of a large surface parking lot by locating a new parking structure for the development adjacent to an existing parking structure. Ample parking for residents and visitors will still be provided without negatively impacting the view from the public right-of-way.

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 with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary or New SP only. Private water and/or sanitary sewer 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 constructions plans shall comply with the design regulations established by the Department of Public Works. On the final SP, show/label sidewalks, ramps, curb & gutter, etc. per MPW standards and specifications.
- Provide cross access easement agreement for waste/loading off alley.
- Comply w/ MPW prelim traffic comments.



Metro Planning Commission Meeting of 12/10/20

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Install a pedestrian crossing with a raised refuge median across Cleghorn Avenue on the east leg of the T-intersection with Crestmoor Road. Advanced warning flashers may be necessary.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.99	0.5 F	21,562 SF	1369	69	148

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)	0.99	-	205 U	1509	95	112

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+140	+26	-36

METRO SCHOOL BOARD REPORT

Given the proposed uses of the SP Assisted Care Living, it is not likely to result in any additional students. Any students generated as a result of this project would attend Julia Green Elementary, J.T. Moore Middle School, and Hillsboro High School.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to assisted care living, 115 multi-family units, and associated amenities and leasing space. Short Term Rental Property (STRP) owner-occupied and not owner-occupied shall be prohibited.
2. Parking shall comply with requirements of the Metro Zoning Code.
3. With the submittal of the final site plan, the applicant shall provide architectural elevations complying with the elevations submitted with the Preliminary SP for review and approval.
4. Comply with all conditions and requirements of Metro reviewing agencies.
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. 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.
7. 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



Metro Planning Commission Meeting of 12/10/20

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.

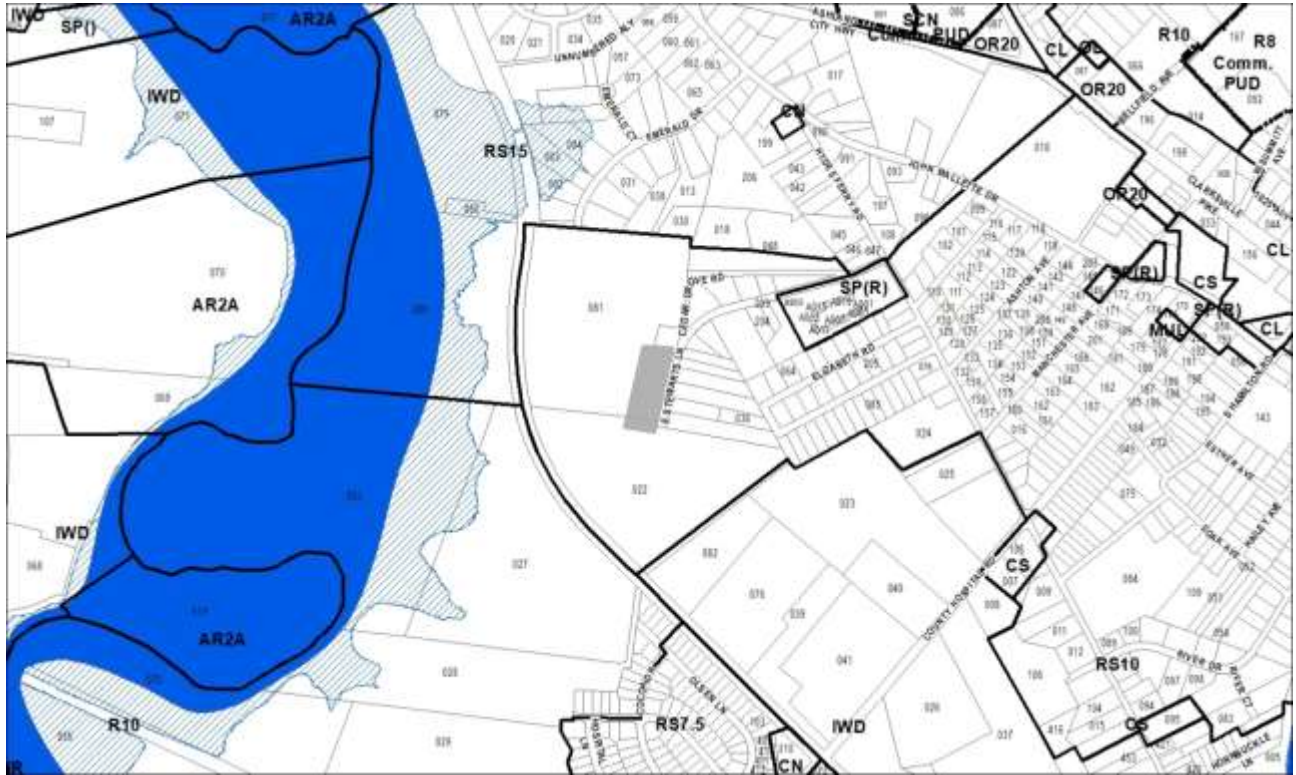
8. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
9. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon 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.
10. 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 12/10/20



2019S-109-001

RICHARDS FARMS SUBDIVISION

Map 008, Part of Parcel(s) 022

Map 069, Part of Parcel(s) 081

03, Bordeaux - Whites Creek - Haynes Trinity

02 (Kyonzté Toombs)



Project No.
Project Name
Council District
School District
Requested by

Final Plat 2019S-109-001
Richards Farms Subdivision
02 – Toombs
1 – Gentry
Clint Elliott Survey, applicant; Wildflower Partners LLC,
owner.

Deferrals

This item was deferred at the November 12, 2020 Planning Commission meeting. No public hearing was held.

Staff Reviewer
Staff Recommendation
Staff Recommendation

Napier

Defer to the January 21, 2021, Planning Commission meeting.

APPLICANT REQUEST

Final Plat to create up to 11 lots.

Final Plat

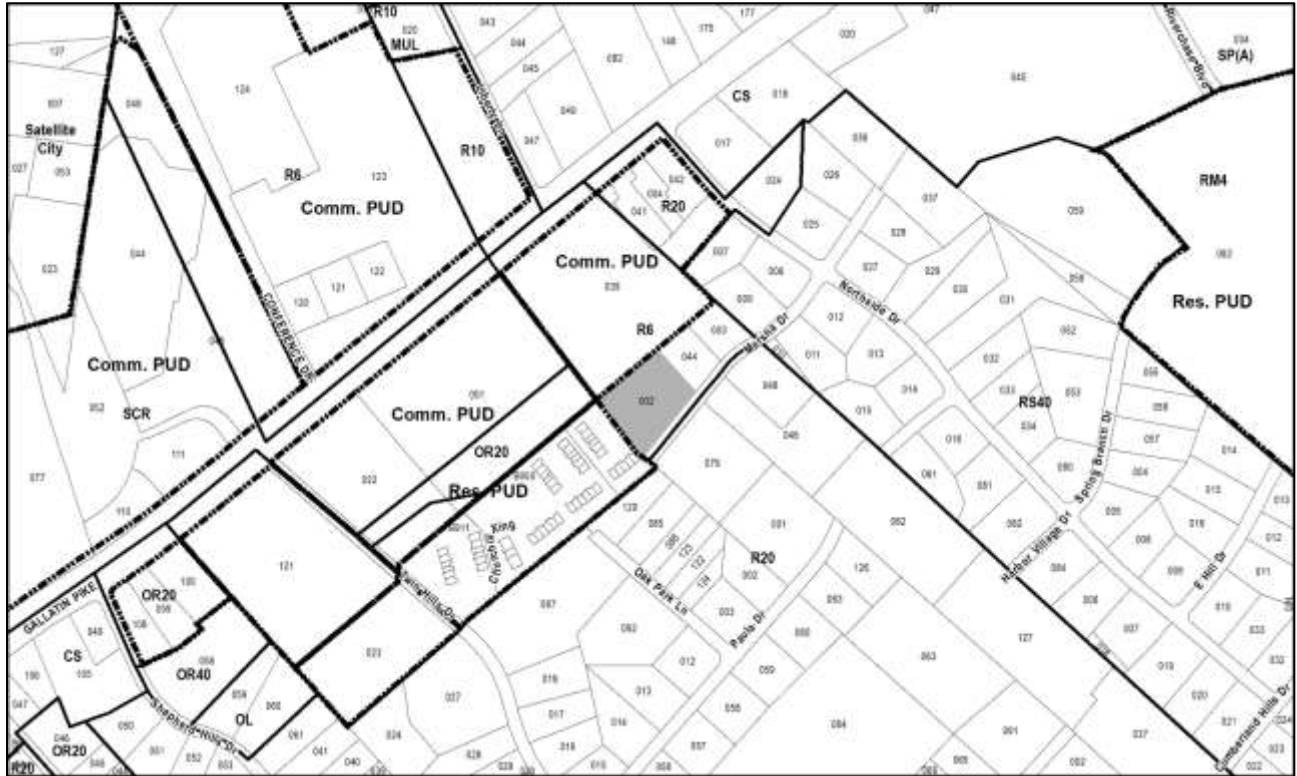
A request for final plat approval to create 11 lots on property located at 1601 East Stewarts Lane and a portion of property at 1501 East Stewarts Lane, approximately 375 feet south of Cedar Grove, zoned Single-Family Residential (RS10) (2.55 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the January 21, 2021, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 12/10/20



2020S-188-001
RIVERGATE VIEW
Map 026-15, Parcel(s) 002
04, Madison
10 (Zach Young)



Project No.	Concept Plan 2020S-188-001
Project Name	Rivergate View
Council District	10 – Young
School District	3 – Masters
Requested by	Civil Site Engineering, applicant; Eldee Properties, LLC, owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Request for concept plan approval to create nine lots.

Concept Plan

A request for concept plan approval for property located at Marsha Drive (unnumbered), at the current terminus of Marsha Drive, zoned One and Two-Family Residential (R6) to permit nine single-family residential lots (1.87 acres).

SITE DATA AND CONTEXT

Location: The site is located on the north side of Marsha Drive, west of Northside Drive, approximately 0.27 miles southeast of Gallatin Pike in Madison.

Street type: Marsha Drive is a local street with 50 feet of existing right-of-way. Marsha Drive terminates at the western boundary.

Approximate Acreage: 1.87 acres or 81,457 feet.

Parcel/Site History: This site is comprised of a single parcel. The parcel was created by deed in 1994.

Zoning History: This site has been zoned R6 since 1986. The site was previously proposed to be included in a Commercial PUD Overlay that was adopted in 1986, but the PUD was amended at Council to remove the site from the overlay. Surrounding properties to the north remain in the PUD, as adopted by Council.

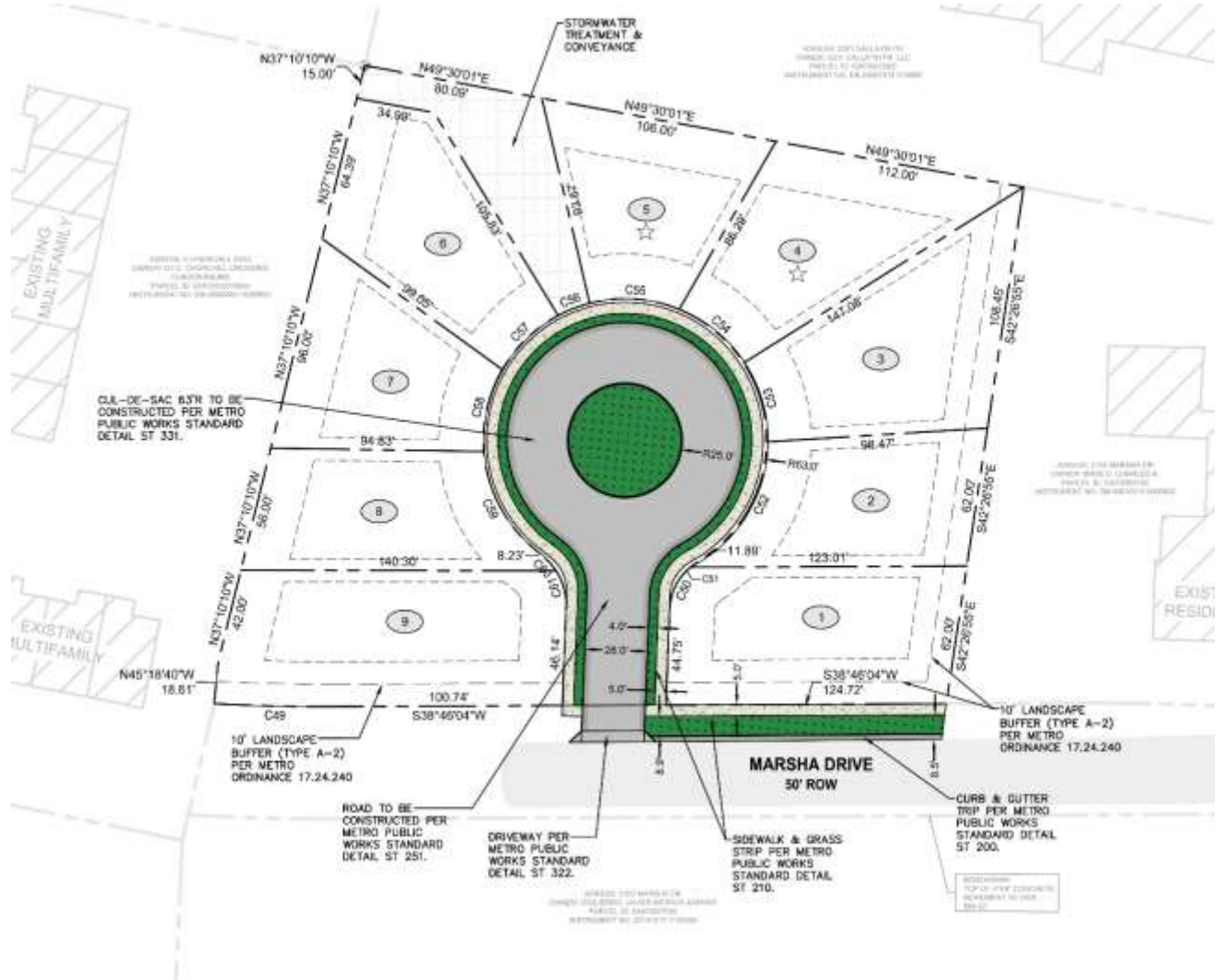
Existing land use and configuration: The site is vacant.

Surrounding land use and zoning:

- North: commercial (R6 and Commercial PUD Overlay)
- South: single-family residential (R20)
- East: single-family residential (R6)
- West: multi-family residential (R6 and Residential PUD Overlay)



Metro Planning Commission Meeting of 12/10/20



Proposed Concept Plan



Metro Planning Commission Meeting of 12/10/20

Zoning: One and Two-family Residential (R6)

- Min. lot size: 6,000 square feet
- Max. height: 3 stories
- Min. street setback: 20'
- Min. rear setback: 20'
- Min. side setback: 5'
- Max. building coverage: 0.50

PROPOSAL DETAILS

Number of lots: 9 single-family lots

Lot sizes: Lots range from approximately 6,013 square feet (0.14 acres) to 9,079 square feet (0.21 acres).

Access: Access is provided from a new public street that forms a cul-de-sac north of Marsha Drive, providing access to all lots. No vehicular access is proposed from Marsha Drive. The new street contains a proposed right-of-way width of 46 feet at the entrance, which widens around the cul-de-sac consistent with the standard access requirements of Public Works.

Subdivision Variances or Exceptions Requested: None

APPLICABLE SUBDIVISION REGULATIONS

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

3-1 General Requirements

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

3-2 Monument Requirements

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

3-3 Suitability of the Land

This site does not contain FEMA floodway or floodplain, rock formations, problem soils, sinkholes, other adverse earth formations or topography, utility easements, or other features which may be harmful to the safety, health and general welfare of the inhabitants of the land and surrounding areas. Based on available data, this site may contain steeper slopes at the rear of the site, as identified on Metro's topographical maps. Two of the proposed lots (lot 4 and lot 5) have been identified as critical lots, as these lots contain areas of natural slopes greater than 20 percent. The steeper slopes are located at the back of both lots, leaving ample space for building envelopes on the remaining portion of these lots. Critical lots are reviewed with a future phase, prior to issuance of building permits, consistent with the requirements of Section 17.28.030 of the Metro Zoning Code.



Metro Planning Commission Meeting of 12/10/20

3-4 Lot Requirements

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

3-5 Infill Subdivisions

In order to ensure compatibility with the General Plan, the Commission has adopted specific regulations applicable to infill subdivisions, defined as residential lots resulting from a proposed subdivision within the R, R-A, RS, and RS-A zoning districts on an existing street. The proposed subdivision is not located on an existing street; therefore, it is not classified as an infill subdivision.

3-6 Blocks

The existing block network located north and west of Marsha Drive was established when the surrounding commercial and multi-family residential uses developed several years ago. The proposed subdivision introduces a new public street and block. The length, width, and shape of the proposed block provides efficient use of land, given the surrounding, established block pattern of the area.

3-7 Improvements

Construction plans for any required public improvements (public infrastructure, including stormwater, water and sewer lines and connections) will be reviewed with the final site plan.

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

Sidewalks are required in association with new streets. The proposed public street includes sidewalks located within the right-of-way, on both sides of the street. A sidewalk is also proposed along the north side of Marsha Drive, east of the new street.

3-9 Requirements for Streets

The concept plan proposes construction of a new public road that forms a cul-de-sac north of Marsha Drive. Although cul-de-sacs are generally discouraged, they are permitted in certain situations, including when property boundaries prevent street connections. The Marsha Drive right-of-way currently terminates at the western boundary, where a fence separates the site from an existing multi-family residential development served by private drives, preventing street connectivity to the west. The northern site boundary abuts existing commercial development, where a northern connection is not feasible due to an existing building and parking lot. Public street requirements, including the arrangement of streets, are reviewed by Metro Public Works. Public Works has reviewed the concept plan and found it to be in compliance with the standards of this section.

3-10 Requirements for Dedication, Reservations, or Improvements

The plan proposes right-of-way dedication for the new public street to meet the standard right-of-way required for local streets. Along Marsha Drive, no additional right-of-way dedication is required.



Metro Planning Commission Meeting of 12/10/20

3-11 Inspections During Construction

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

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

No new street names are proposed with this concept plan. Public Works reviews street names and signage requirements for public roads and has recommended approval of the plan.

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

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

3-14 Drainage and Storm Sewers

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

3-15 Public Water Facilities

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

3-16 Sewerage Facilities

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

3-17 Underground Utilities

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

PLANNING STAFF COMMENTS

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

COMMENTS FROM OTHER REVIEWING AGENCIES

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 12/10/20

addressed during the construction permitting process. Future development or construction may require changes to meet adopted fire and building codes.

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Concept plan only. Public Water and Sewer construction plans must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Should I add the critical lot condition? Any critical lots shall be subject to the hillside development standards of Section 17.28.030 of the Metro Zoning Code.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. The final site plan/building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
5. Pursuant to 2-3.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.

RECOMMENDED ACTION

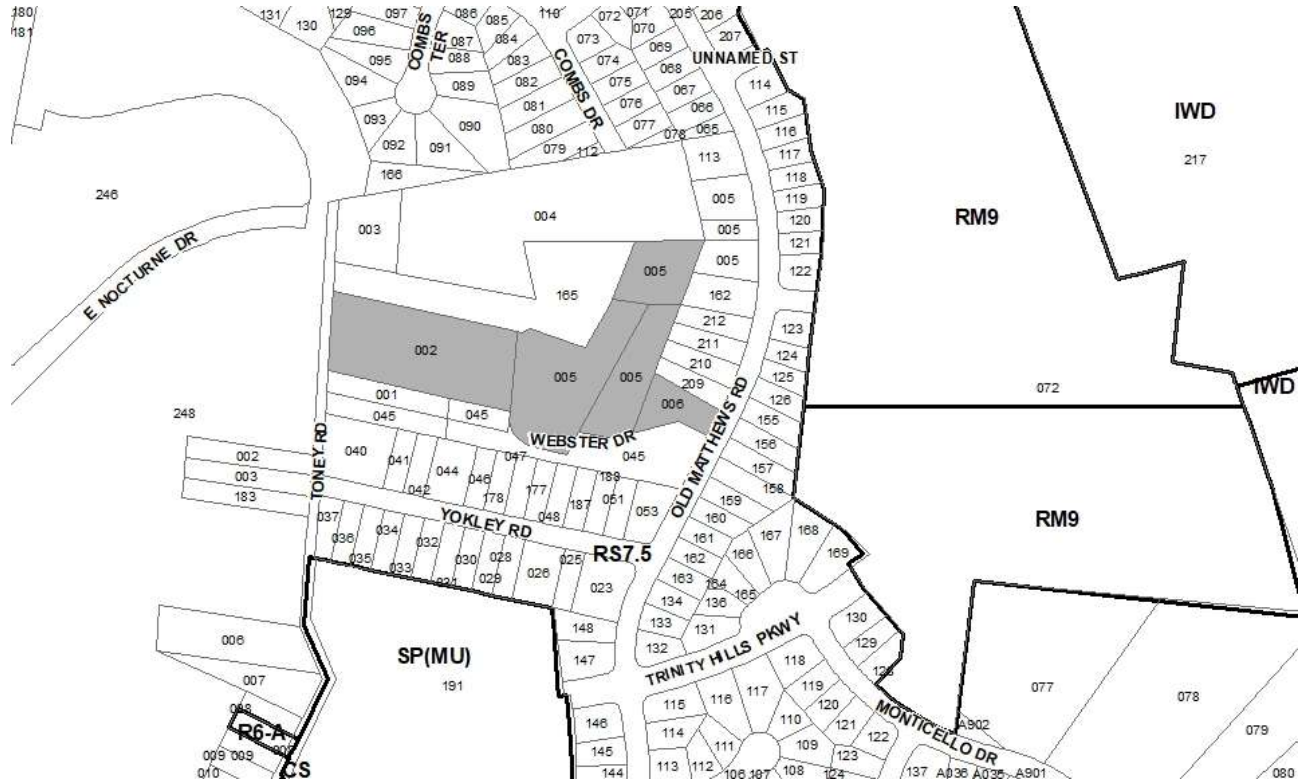
Motion to approve proposed subdivision Case No. 2020S-188-001 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



SEE NEXT PAGE



Metro Planning Commission Meeting of 12/10/20



2020S-203-001

OLD MATTHEWS AND WEBSTER

Map 060-13, Parcel(s) 005.01, 005.02, 005.03, 002, 006

03, Bordeaux - Whites Creek - Haynes Trinity

02 (Kyonzté Toombs)



Project No.	Concept Plan 2020S-203-001
Project Name	Old Matthews and Webster
Council District	2 - Toombs
School District	01 - Gentry
Requested by	Dale & Associates, applicant; REI615, LLC, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Concept plan approval to create 8 lots.

Concept Plan

A request for concept plan approval to create 8 lots and open space on properties located at 2504 and 2506 Webster Road, 2528 Old Matthews Road and Old Matthews Road (unnumbered), and Toney Drive (unnumbered), approximately 275 feet north of Yokley Road, zoned RS7.5 (5.21 acres).

SITE DATA AND CONTEXT

Location: The site is located along the west side of Old Matthews Road, 275 feet north of Yokley Road.

Street Type: The site has frontage along Old Matthews Road. The plan proposes two new public streets. One of the streets will provide a connection to Old Matthews Road. Old Matthews Road is a Residential Collector Street with 50 feet of existing right-of way and 26' of existing pavement.

Approximate Acreage: 5.21 acres or 226,947 square feet

Parcel/Site History: This site is comprised of five parcels, all the parcels were created by deed prior to 1971.

Zoning History: All parcels have been zoned RS7.5 since 1998.

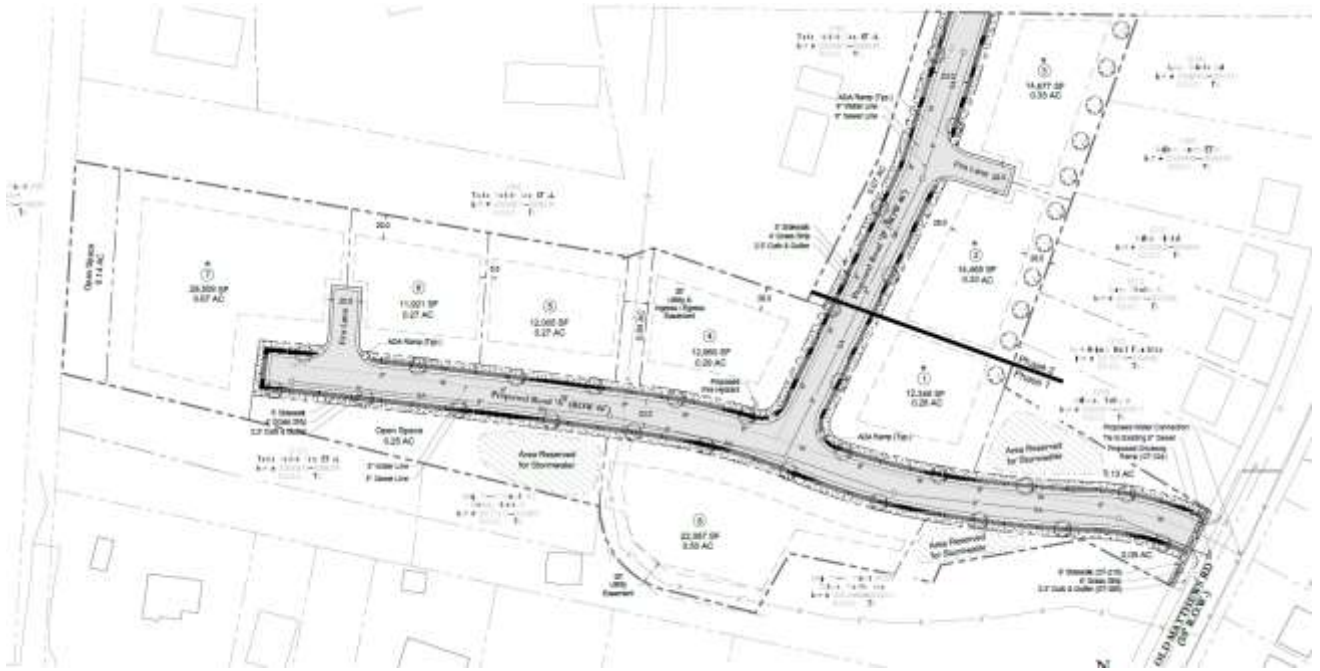
Existing land use and configuration: Two parcels. The northern parcel contains one single-family residential structure which is proposed to remain.

Surrounding land use and zoning:

- North: Single-family residential (RS7.5)
- South: Single-family residential (RS7.5)
- East: Single-family residential (RS7.5)
- West: Single-family residential (RS7.5)



Metro Planning Commission Meeting of 12/10/20



Proposed Concept Plan



Metro Planning Commission Meeting of 12/10/20

Zoning: Single-family residential (RS7.5)

Min. lot size: 7,500 square feet

Max. height: 3 stories

Min. street setback: 20'

Min. rear setback for all properties: 20'

Min. side setback for all properties: 5'

Maximum Building Coverage: 0.45

PROPOSAL DETAILS

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

Number of lots: 8

Lot sizes: range from 12,346 square feet – 22,087 square feet.

Access: All lots have access from the new streets proposed within the concept plan; both streets contain 46' of right of way. Old Mathews Road, an existing collector street with a pavement width of 26' and a right-of-way width of 50' will provide access to the new streets. A 0.5' right-of-way dedication is required along Old Mathews Road to meet the standards of the Major and Collector Street Plan (MCSP). Each new street will contain a fire code compliant turnaround.

Open space: Approximately 33,811 square feet (approximately 30% of the total site area) of the site is proposed as open space, including two stormwater detention areas and one landscape buffer area.

Subdivision Variances or Exceptions Requested: None.

APPLICABLE SUBDIVISION REGULATIONS

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

3-1 General Requirements

Staff finds that all standards are met.

3-2 Monument Requirements

Monuments will be placed on property corners or referenced to property lines consistent with the requirements of the subdivision regulations.

3-3 Suitability of the Land

Based on available data, this site does not contain FEMA floodway or floodplain. Steep slopes as identified on Metro's topographical maps are located within this site. Lots which contain a portion of slope greater than a 20% change in grade are required to be marked as critical lots. Planning staff recommends lot 6 be marked as a critical lot as it contains a 20% change in grade. No other features such as, rock formations, problem soils, sinkholes, other adverse earth formations or topography,



Metro Planning Commission Meeting of 12/10/20

utility easements, or other features which may be harmful to the safety, health and general welfare of the inhabitants of the land and surrounding areas are located on the site.

3-4 Lot Requirements

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

3-5 Infill Subdivisions

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

All of the proposed lots are oriented to new public streets, therefore infill compatibility criteria does not apply to this concept plan.

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

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

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

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

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

d. The proposed lots comply with any applicable special policy. If the property is also within Neighborhood Maintenance policy and the special policy was adopted to preserve community character, not to create infill opportunities, then the standards of Section 3-5.2 also apply.

Not applicable to this case.

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

Not applicable to this case.

3-5.5 Infill Subdivision Frontage

Not applicable to this case.

3-5.6 Reasonable Conditions

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

3-6 Blocks

Each block meets the length requirement.



Metro Planning Commission Meeting of 12/10/20

3-7 Improvements

Construction plans for any required public improvements, stormwater, water and sewer lines and connections) will be reviewed at the time of building permit.

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

Sidewalks which meet the MCSP standards are shown along Old Matthews Road. The sidewalks along Old Matthews Road will be required at the time of building permit pursuant to Section 17.20.120 of the Zoning Code. Sidewalks which meet the local street standard are shown long all local street frontages consistent with the requirements of the subdivision regulations.

3-9 Requirements for Streets

Each street as shown will meet the minimum requirements of Public Works standards.

3-10 Requirements for Dedication, Reservations, or Improvements

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

3-11 Inspections During Construction

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

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

Each street as shown will meet the minimum requirements of Public Works standards.

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

Not applicable to this case. The proposal contains public streets.

3-14 Drainage and Storm Sewers

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

3-15 Public Water Facilities

Metro Water Services has reviewed this proposed concept plan for water and has recommended approval.

3-16 Sewerage Facilities

Metro Water Services has reviewed this proposed concept plan for sewer and has recommended approval with conditions.

3-17 Underground Utilities

Utilities are required to be located underground whenever a new street is proposed. The proposal has noted the required utilities will be placed underground as required.



Metro Planning Commission Meeting of 12/10/20

PLANNING STAFF COMMENTS

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

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve with conditions

- Add Preliminary Note to plans:

Drawing is for illustration purposes to indicate the basic premise of the development, as it pertains to Stormwater approval / comments only. The final lot count and details of the plan shall be governed by the appropriate stormwater regulations at the time of final application.

- Must comply with all regulations in the Stormwater Management Manual at the time of final submittal.

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

Approved as a Concept Plan only. Public water and/or sanitary sewer construction plans must be submitted and approved prior to Final Site/Development Plan approval. The approved construction plans must match the Final Site/Development Plans. The required capacity fees must also be paid prior to Final Site/Development Plan approval.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. The right-of-way consistent with the Major and Collector Street Plan shall be dedicated with the final plat.
2. Lot 6 shall be marked as a critical lot with the submittal of the final site plan.
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
5. The final site plan/building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical



Metro Planning Commission Meeting of 12/10/20

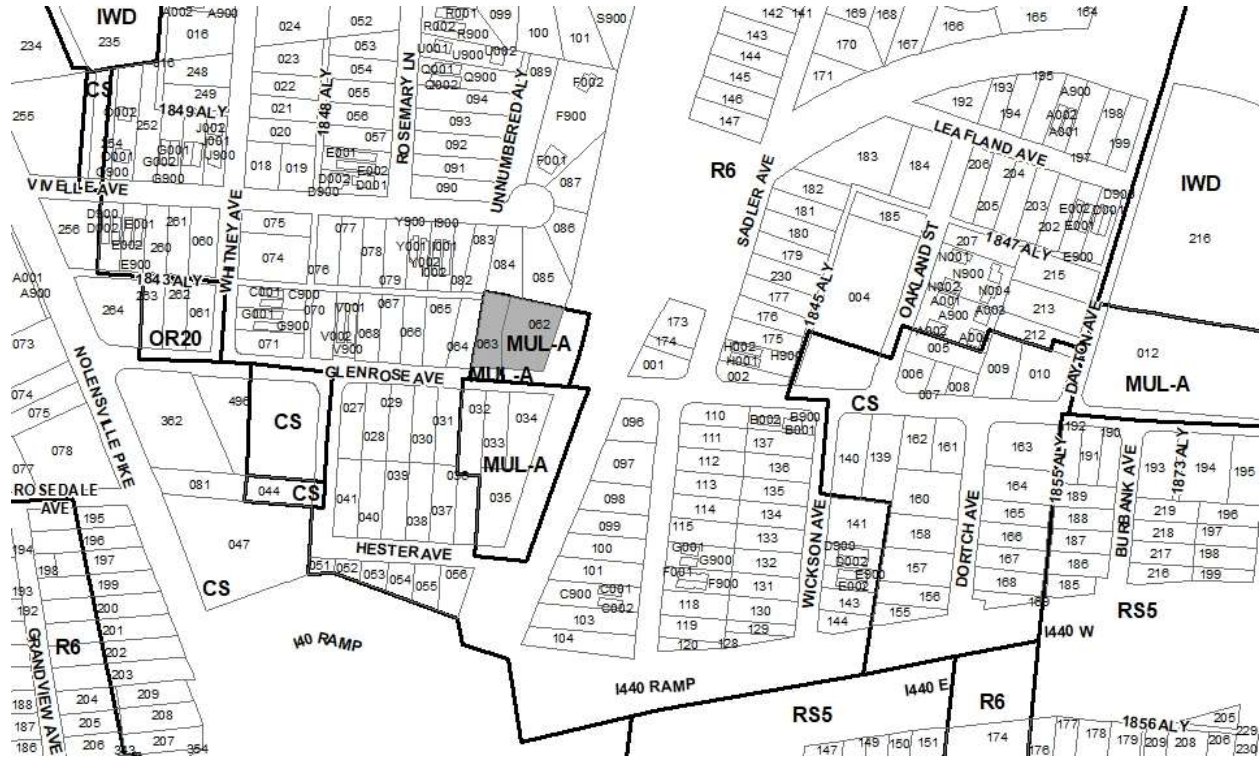
obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.

RECOMMENDED ACTION

Motion to approve proposed concept plan Case No. 2020S-203-001 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



Metro Planning Commission Meeting of 12/10/20



202S-204-001
REDD HEIGHTS
Map 106-13, Parcels 062, 063
11, South Nashville
17 (Colby Sledge)



Project No.	Plat Amendment 2020S-204-001
Project Name	Redd Heights
Council District	17 - Sledge
School District	1 - Gentry
Requested by	William & Hamilton G.P., owner; Duane Cuthbertson, applicant.
Staff Reviewer	Elliott
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

To amend a previously approved plat to remove a platted setback line.

Plat Amendment

A request to amend a previously approved plat to remove the platted setback for properties located at 356 and 358 Glenrose Avenue (0.61 acres) approximately 330 feet west of Sadler Avenue, zoned Mixed-Use Limited-Alternative (MUL-A).

SITE DATA AND CONTEXT

Location: The site is located in south Nashville along the north side of Glenrose Avenue, west of Foster Avenue and immediately west of a railroad.

Street Type: The site has frontage along Glenrose Avenue, designated a Collector Avenue in the Major and Collector Street Plan.

Approximate Acreage: 0.61 acres or 26,326 square feet

Parcel/Site History: This site is comprised of two parcels: 10613006200 (eastern) and 10613006300 (western). The eastern parcel, in its existing form, dates back to a deed from 1987 and the western parcel, in its existing form, dates back to a deed from 1968. Both parcels are portions of lots from a previously recorded plat, Redd Heights.

Zoning History: In 2016, the eastern parcel was rezoned from One and Two-Family Residential (R6) to Mixed-Use Limited-Alternative (MUL-A) with a MPC recommendation of approval. In 2018, the western parcel was rezoned from One and Two-Family Residential (R6) to Mixed-Use Limited-Alternative (MUL-A) with a MPC recommendation of approval.

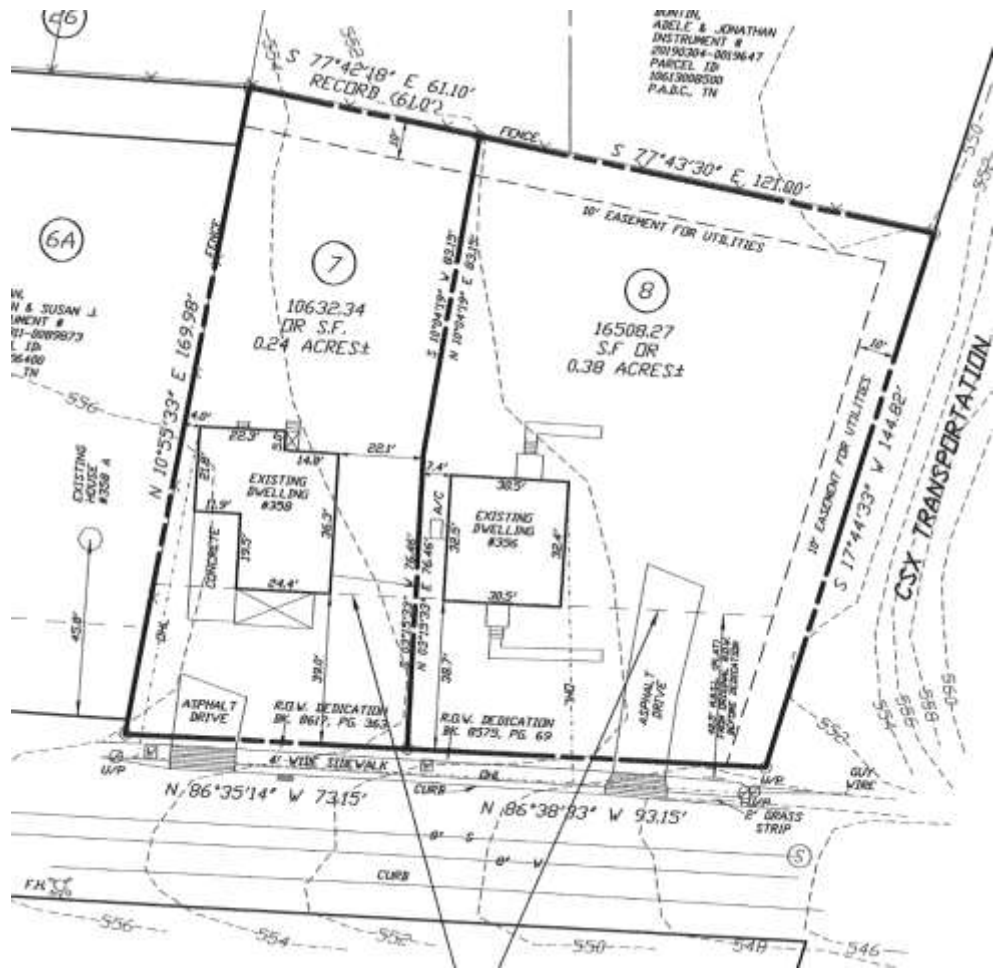
Existing land use and configuration: Two parcels that each contain a single-family residential use with individual access to Glenrose Avenue.

Surrounding land use and zoning:

- North: One and Two-family residential (R6)
- South: Mixed-Use Limited-Alternative (MUL-A)
- East: One and Two-family residential (R6)
- West: One and Two-family residential (R6)



Metro Planning Commission Meeting of 12/10/20



Proposed Plat Amendment



Metro Planning Commission Meeting of 12/10/20

Zoning: Mixed-Use Limited-Alternative (MUL-A)

Min. lot size: None

Max. height: 4 stories in 60 feet. 3 stories in 45 feet in the Build-to-Zone.

Build to requirement: 0 feet to 15 feet

Min. rear setback for all properties: 20'

Min. side setback for all properties: None

Maximum Building Coverage: 1.00

PROPOSAL DETAILS

This proposal is to amend the street setback of two parcels that have platted setbacks to the build-to required by the Metro Zoning Code.

PLANNING STAFF COMMENTS

The current plat requires a set back of just over 40 feet from the front property line. Removing this platted setback will permit a development consistent with the intent of the land use policy and would allow for development to meet the intent of the existing zoning. Staff recommends approval.

COMMENTS FROM OTHER REVIEWING AGENCIES

STORMWATER RECOMMENDATION

Approve

FIRE MARSHAL RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

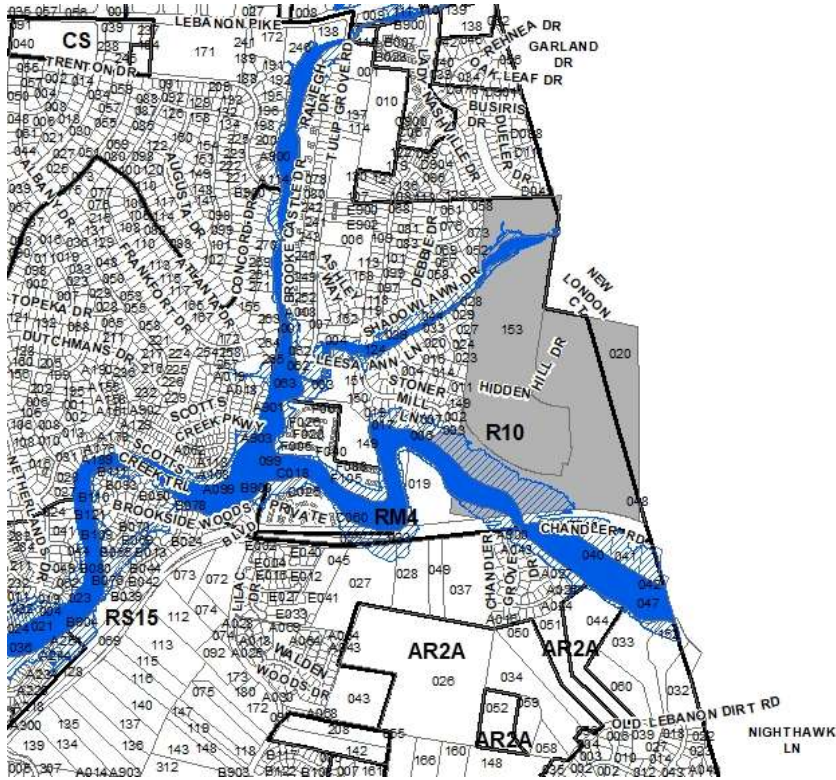
Approve

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 12/10/20



2020S-207-001

CHANDLER RESERVE

Map 076, Parcel(s) 020, 153

14, Donelson - Hermitage - Old Hickory

11 (Larry Hagar)



Project No.	Concept Plan 2020S-207-001
Project Name	Chandler Reserve
Council District	11 – Hagar
School District	4 – Little
Requested by	CSDG, applicant; JD Eatherly Revocable Living Trust and Desperado Partners, owners.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Concept plan to create up to 253 lots.

Concept Plan

A request for concept plan approval to create 253 lots on property located at Chandler Road (unnumbered), approximately 2,500 feet east of Tulip Grove Road, zoned One and Two-Family R10 (107.14 acres).

SITE DATA AND CONTEXT

Location: The parcels are located at the terminus of Rowena Drive, Shadow Lawn Drive, Leesa Ann Lane, and Hidden Hill Drive. The site is bounded to the south by the Nashville and Eastern railway, and to the east by the edge of the of Davidson and Wilson County Line. The Heritage Hills Subdivision is located to the North of the site.

Street Type: All street connections and proposed streets are local streets. Leesa Ann Lane will serve as the main connection to the proposed subdivision. Leesa Ann Lane provides a connection to Tulip Grove Road, a Major Arterial Street.

Approximate Acreage: 107.14 acres or 4,667,018 square feet.

Parcel/Site History: This site is comprised of two parcels. These parcels were created by deed in 2007.

Zoning History: The site has been zoned R10 since 1974.

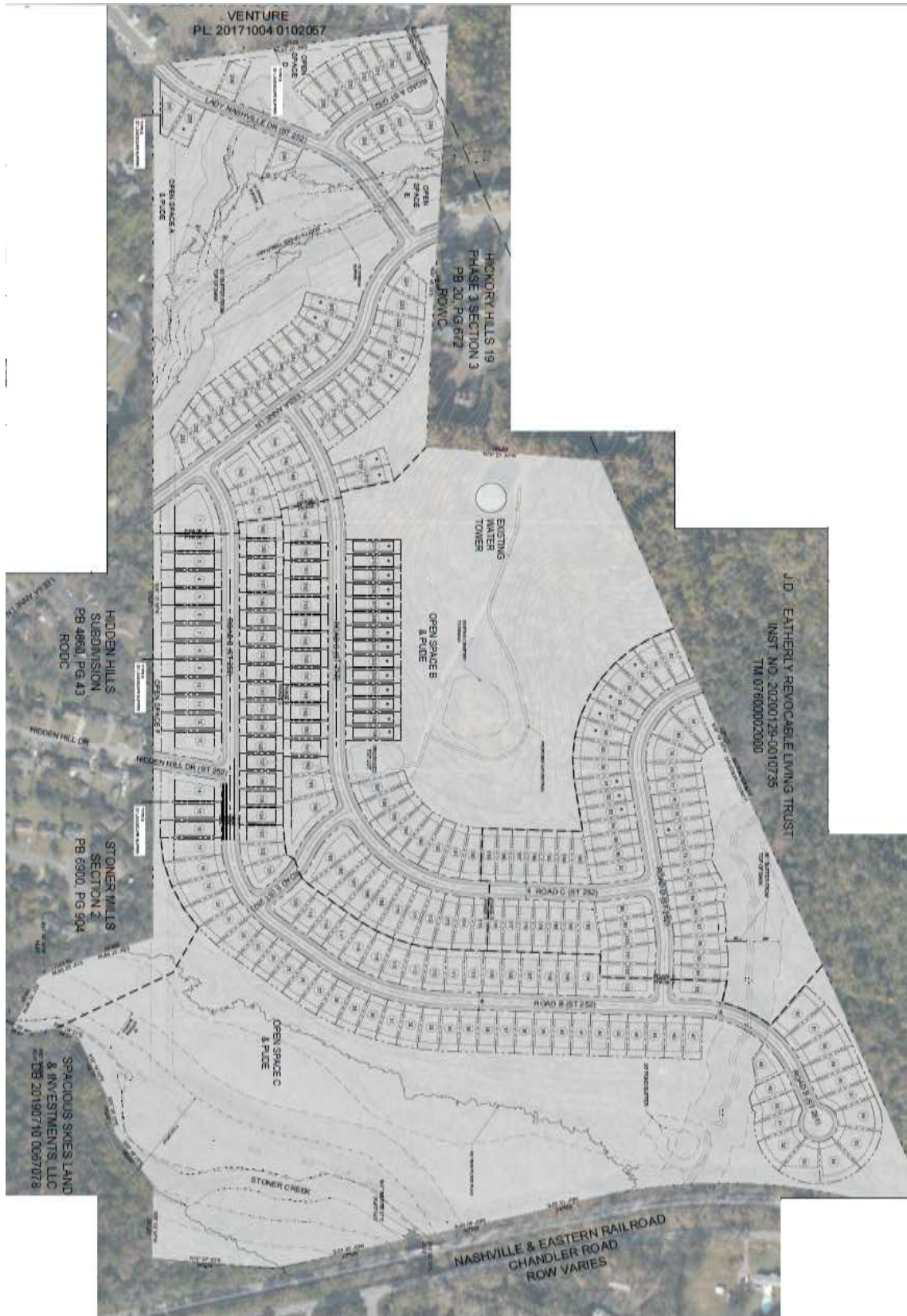
Existing land use and configuration: The site consists of vacant residential land.

Surrounding land use and zoning:

- **North:** Multi-Family Residential (RM6) Planned Unit Development Overlay (PUD)
- **South:** Single-Family Residential (RS10), Agricultural/Residential (AR2a)
- **East:** N/A
- **West:** One and Two-Family Residential (R10)



Metro Planning Commission Meeting of 12/10/20



Proposed Concept Plan



Metro Planning Commission Meeting of 12/10/20

Zoning: One and Two-Family Residential (R10)

- Min. lot size: 10,000 square feet
- Max. height: 3 stories
- Min. Contextual setbacks will apply for lots along streets which will be extended with the improvements to this site. These setbacks will be based on the average setback of the four nearest single-family or two-family houses oriented to the same street on the same block face.
- Min. street setback: 20' for new lots oriented to new public streets where there are no existing lots with structures which establish a development pattern.
- Min. rear setback for all properties: 20'
- Min. side setback for all properties: 5'

PROPOSAL DETAILS

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

Number of lots: 253

Lot sizes: Lots range in size between 6,012 sq. ft. to 18,275 sq. ft.

Access: All lots will be accessed by new public streets, which meet the minimum requirements for local streets. The existing stub streets will be extended through this site.

Subdivision Variances or Exceptions Requested: None

CLUSTER LOT OPTION

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

Plan Requirements (Section 17.12.090.A)

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

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

The minimum area within the cluster lot subdivision shall be no less than ten times the minimum lot area for the base zoning district. The site is zoned R10, which has a minimum lot area of 10,000 square feet. The minimum area within a cluster lot subdivision in the R10 district is 100,000 square feet (10 x 10,000 sf). The site contains approximately 4,667,018 square feet and exceeds the minimum area requirement to be eligible to utilize the cluster lot option.

Maximum Lot Yield (Section 17.12.090.E)

The Cluster Lot Option includes specific standards for calculation of maximum lot yield within a cluster lot subdivision that ensure that the maximum number of lots does not exceed what is permitted by the existing base zoning. The Zoning Code specifies that the lot yield shall be based on



Metro Planning Commission Meeting of 12/10/20

the gross acreage of the site, minus 15 percent of area which is reserved for streets, and then division of the remaining 85 percent of the gross area by the minimum lot size of the base zoning district.

The gross area of this site is approximately 107.14 acres or 4,667,018 square feet. The minimum lot size of the existing zoning district, R10, is 10,000 square feet.

$4,667,018 \text{ sq. ft.} \times 0.15 = 700,052 \text{ square feet}$ (15% of the gross site area reserved for streets)

$4,667,018 \text{ sq. ft.} - 700,052 \text{ sq. ft.} = 3,966,966$ (85% of the gross area remaining to yield lots)

$3,966,966 \text{ sq. ft.} / 10,000 \text{ sq. ft.} = 396 \text{ lots}$

The concept plan proposes 253 lots, which is significantly less than the maximum number of lots that could be permitted based on the lot yield calculation established in the Zoning Code and the existing R10 base zoning.

Open Space Requirements (Section 17.12.090.D)

A minimum of 15 percent of the gross land area of each phase is required to be provided as open space in a cluster lot subdivision. The proposed concept plan includes 5 phases of development. Approximately 2,484,226 square feet 53% (57.03 Acres) of the site is proposed as open space, including landscape buffers, area for stormwater detention, children's playground, and walking trails. The proposed open space exceeds the minimum requirement.

Alternative Lot Sizes (Section 17.12.090.C)

Lots within a cluster lot subdivision may be reduced in area the equivalent of two smaller base zone districts. The subject site is zoned R10. A reduction of two base zone districts would be down to the R6 district, which requires a minimum lot size of 6,000 square feet. The smallest lots proposed in this subdivision meet or exceed minimum lot size requirement.

The bulk standards of the zoning district which most closely resembles the alternative lot sizes chosen for any given phase of the development shall be employed for that phase of the subdivision. Based on the proposed lot sizes, the bulk standards of R6 will apply. Those standards are:

Min. Contextual setbacks will apply for lots along streets which will be extended with the improvements to this site. These setbacks will be based on the average setback of the four nearest single-family or two-family houses oriented to the same street on the same block face.

Min. street setback: 20' for new lots oriented to new public streets where there are no existing lots with structures which establish a development pattern. Min. street setback for properties on Valley Bend Drive: 20'

Min. rear setback for all properties: 20'

Min. side setback for all properties: 5'

Maximum Building Coverage: 0.35

Perimeter lots oriented to an existing street are required to be at least ninety percent of the minimum lot size of the actual zoning of the property. There are no perimeter lots oriented to existing streets.



Metro Planning Commission Meeting of 12/10/20

Lots 1, 13, and 14 abut conventional subdivisions of R zoned property to the west of the site. These lots may be reduced in size the equivalent of one zoning district (R10 to R8) with the installation of a standard B landscape buffer yard located within common open space, or reduced the equivalent of two zoning districts (R15 to R8) with the installation of a standard C landscape buffer yard located within common open space. Each of these lots exceeds the minimum requirement of the existing R10 zone district and therefore this requirement does not apply. A landscape buffer is being provided between these lots and the existing adjacent lots within a conventional subdivision.

Hillside Development Standards (Section 17.28.30)

This site contains several areas of slope which exceed a 20% grade. All lots which contain a portion of a 20% slope are noted as critical lots. The hillside development standards will apply to all critical lots shown on the concept plan.

Floodplain Development Standards (Section 17.28.40)

This site contains a significant area of floodplain, all of the floodplain has been placed in open space. No development is proposed within the floodplain areas and no portion of a single-family lot will contain any portion of the floodplain.

Recreational Facilities (Section 17.12.090.G)

This section establishes the requirements for recreational facilities in subdivisions utilizing the cluster lot option. The concept plan proposes 253 lots, recreational facilities are provided which meet the minimum requirements for a cluster lot subdivision. A playground is shown in a central location along Road "C", a walking trail will also be constructed to provide a path to a high point on the site.

APPLICABLE SUBDIVISION REGULATIONS

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

3-1 General Requirements

Staff finds that all standards are met.

3-2 Monument Requirements

Monuments will be placed on property corners or referenced to property lines consistent with the requirements of the subdivision regulations.

3-3 Suitability of the Land

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



Metro Planning Commission Meeting of 12/10/20

-4 Lot Requirements

All proposed lots comply with the minimum lot size of the zoning code. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of R10 zoning at the time of building permit. All proposed lots have frontage on a public street

3-5 Infill Subdivisions

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

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

Not applicable, as this is not an infill subdivision.

3-5.6 Reasonable Conditions

Not applicable as this is not an infill subdivision.

3-6 Blocks

All proposed block lengths meet the distance requirements as established in the subdivision regulations.

3-7 Improvements

Construction plans for any required private improvements (private stormwater, water and sewer lines and connections) will be reviewed at the time of building permit.

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

Sidewalks are required in association with new streets. The proposed subdivision includes new public streets. The proposed concept plan indicates sidewalks will be provided consistent with the local street standard. Sidewalks will be required at the time of building permit pursuant to Section 17.20.120 of the Zoning Code.

3-9 Requirements for Streets

All streets as shown on the concept plan meet the minimum requirements for a public street.

3-10 Requirements for Dedication, Reservations, or Improvements

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



Metro Planning Commission Meeting of 12/10/20

3-11 Inspections During Construction

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

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

Public Works will require the review and approval of streets with the submittal of the final site plan. Street names for new streets will be reserved at that time.

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

Not applicable to this case. The concept plan does not propose any new private streets.

3-14 Drainage and Storm Sewers

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

3-15 Public Water Facilities

Metro Water Services has reviewed this proposed concept plan for water and has recommended approval.

3-16 Sewerage Facilities

Metro Water Services has reviewed this proposed final plat for sewer and has recommended approval with conditions.

3-17 Underground Utilities

Utilities are required to be located underground whenever a new street is proposed. The concept plan notes all new utilities will be placed underground as required.

PLANNING STAFF COMMENTS

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

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Provide temporary fire apparatus turnarounds for any dead-end street exceeding 150' in length until through connection is made.
- Limited building or construction details provided. Subject to full and complete plan review for compliance with adopted building and fire code.

STORMWATER RECOMMENDATION

Approve with conditions

- Add a note stating the project will comply with all regulations regarding the floodway.



Metro Planning Commission Meeting of 12/10/20

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Prior to submission of the construction plans, applicant is to explore the possibility of installation of traffic calming measures with the MPW Traffic Calming program. The streets to be explored are Leesa Ann Lane and Lady Nashville Drive.
- Prior to the first final plat, applicant is to refurbish and lengthen the left turn lane striping on Leesa Anne Lane at the intersection with Tulip Grove Road, and on Lady Nashville Drive at the intersection with Lebanon Pike. The length of the storage and taper should be determined by the applicant's traffic engineer and submitted to MPW for confirmation.
- The pavement markings at the intersections of Lebanon Pike at Tulip Grove Road and Big Horn Drive are to be refurbished with this development; submit plans with the construction plan submission.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Public water and/or sanitary sewer construction plans must be submitted and approved prior to Final Site/Development Plan approval. The approved construction plans must match the Final Site/Development Plans. The required capacity fees must also be paid prior to Final Site/Development Plan approval (T2020064063).

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. The approval of a concept plans shall be effective for four years from the date of Planning Commission Approval to the recording of the final plat or a phase of the plat as described in Section 2-2.4.g.
2. Comply with all conditions and requirements of Metro agencies.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

RECOMMENDED ACTION

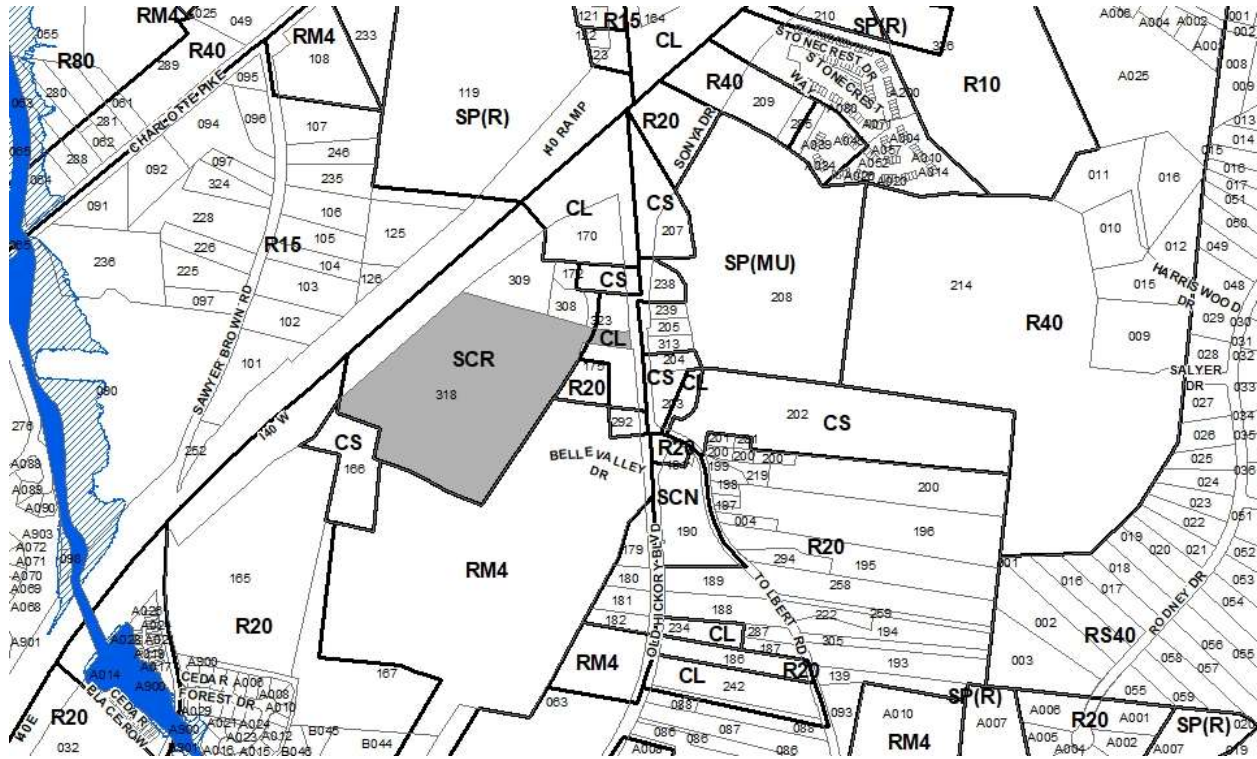
Motion to approve proposed subdivision Case No. 2020S-207-001 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



SEE NEXT PAGE



Metro Planning Commission Meeting of 12/10/20



2020S-210-001
NOVEL HARPETH HEIGHTS
Map 114, Parcel 318
06, Bellevue
22 (Gloria Hausser)



Project No.	Final Plat 2020S-210-001
Project Name	Novel Harpeth Heights
Council District	22 – Hausser
School District	9 – Tylor
Requested by	Barge Design Solutions, applicant; Sam's Real Estate Business Trust, owner.
Staff Reviewer	Elliott
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Final plat approval to create 3 lots.

Final Plat

A request for final plat approval to create three lots on property located at 615 Old Hickory Boulevard, approximately 435 feet north of Tolbert Road, zoned Commercial Limited (CL) and Shopping Center Regional (SCR) (21.23 acres).

SITE DATA AND CONTEXT

Location: The site is located along the west side of Old Hickory Boulevard, approximately 800 feet south of I-40.

Street Type: The site has frontage onto Old Hickory Boulevard. Old Hickory Boulevard is an Arterial Boulevard Scenic roadway with varying widths of existing right-of way.

Approximate Acreage: 21.23 acres or 924,778 square feet

Parcel/Site History: This site is comprised of one parcel: 11400031800. The parcel has existed since 1993 when the parcel was subdivided from the remainder of Commercial PUD 88P-040G. A Sam’s Club previously occupied the building on site.

Zoning History: The parcel has been zoned CL and SCR since at least 1998 when the zoning map was re-established for Davidson County. The parcel was a part of Commercial PUD 88P-040G and was removed from this PUD in 2019 (BL2019-1666).

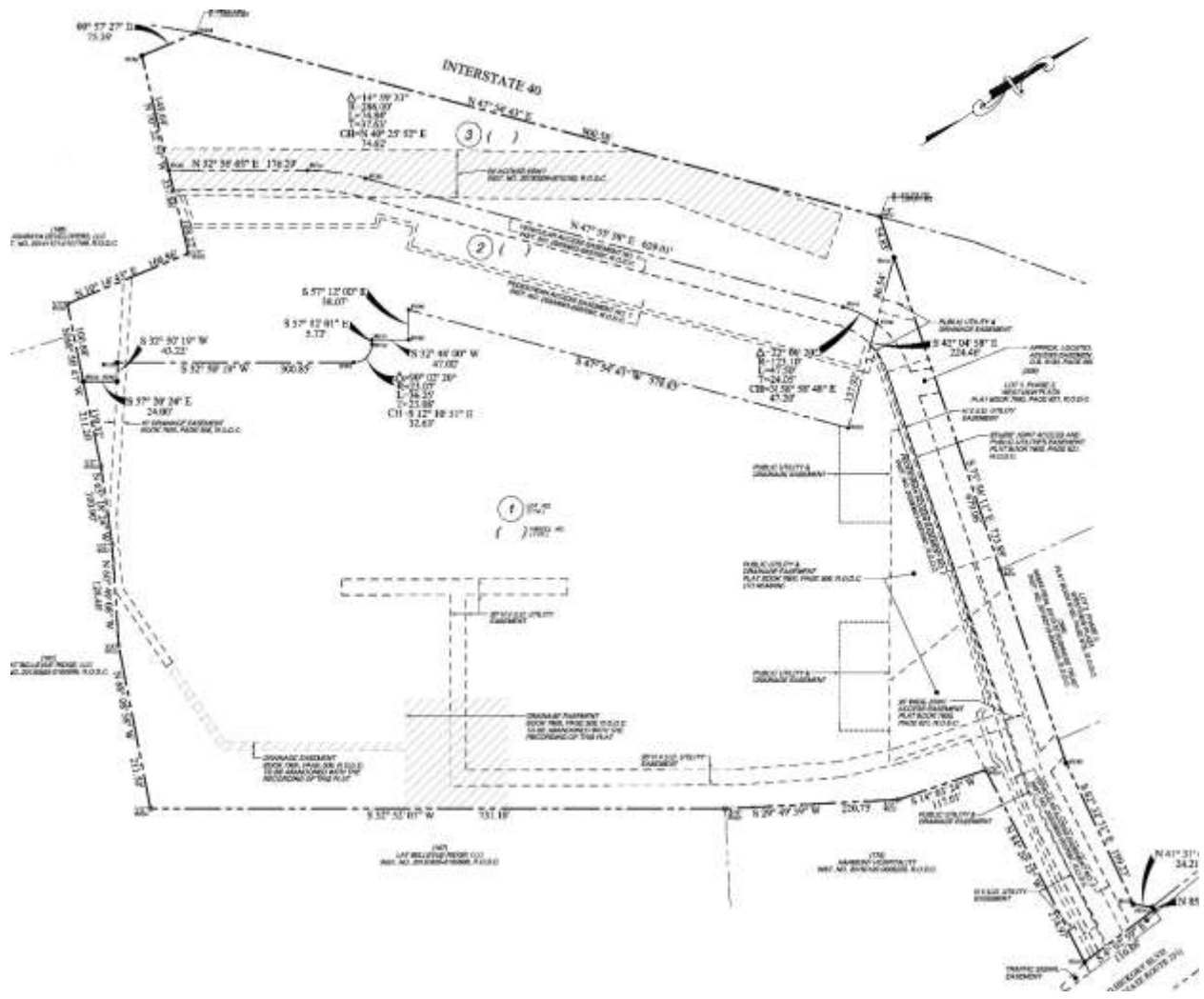
Existing land use and configuration: The parcel contains a vacant big-box retail store and an expansive surface parking lot.

Surrounding land use and zoning:

- North: Shopping Center Regional (SCR) and Commercial PUD
- South: Commercial Service (CS), Multi-Family Residential (RM4), and Residential PUD
- East: Commercial Limited (CL), Multi-Family Residential (RM4), and One and Two-Family Residential (R20)
- West: I-40 Interstate



Metro Planning Commission Meeting of 12/10/20



Proposed Plat



Metro Planning Commission Meeting of 12/10/20

Zoning: Commercial Limited (CL)

Min. lot size: None

Max. height: 30 feet

Min. street setback for properties on Old Hickory Boulevard: 15 feet in addition to the 75-foot scenic easement from the centerline of the Old Hickory Boulevard right-of-way.

Min. rear setback for all properties: 20 feet

Min. side setback for all properties: None

Maximum Building Coverage: 0.60

Shopping Center Regional (SCR)

Max. height: 30 feet

Min. street setback: 20 feet (not applicable; no street frontage within SCR)

Min. rear setback for all properties: 20 feet

Min. side setback for all properties: None

Maximum Building Coverage: 1.0

PROPOSAL DETAILS

This proposal is for a subdivision of a single parcel under existing zoning entitlements. No rezoning is proposed with this application.

Number of lots: 3

Lot sizes: Lot 1 - 15.06 acres, lot 2 - 3.95 acres, lot 3 - 2.86

Access: Lot 1 draws access from Old Hickory Boulevard, an existing Scenic Arterial Boulevard. Lots 2 and 3 draw access from Old Hickory Boulevard through an access easement over the existing private drive on lot 1.

Open space: Not applicable to a commercial subdivision.

Subdivision Variances or Exceptions Requested: None.

APPLICABLE SUBDIVISION REGULATIONS

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

3-1 General Requirements

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

3-2 Monument Requirements

New streets are not included with this application, so this section of the Subdivision Regulations does not apply.



Metro Planning Commission Meeting of 12/10/20

3-3 Suitability of the Land

Based on available data, this site contains steep slopes as identified on Metro's topographical maps and the plat has identified Lot 3 as a critical lot. The development of this lot will be reviewed for compliance with the Hillside Development Standards.

3-4 Lot Requirements

All proposed lots comply with the minimum lot size of the zoning code pursuant to Section 17.12.020. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of SCR and CL zoning at the time of building permit. Lots 2 and 3 do not have street frontage, but are served by an access easement that permits access to Old Hickory Boulevard through the existing private drive.

3-5 Infill Subdivisions

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

Not applicable to this case. This site is in an area of T3 Mixed-Use Corridor policy.

3-6 Blocks

The proposed final plat does not establish new blocks or streets, so this section of the Subdivision Regulations does not apply.

3-9 Requirements for Streets

New streets are not included with this application, so this section of the Subdivision Regulations does not apply.

3-10 Requirements for Dedication, Reservations, or Improvements

Old Hickory Boulevard is classified as a Scenic Arterial Boulevard that is planned for multi-modal transportation. The planned right-of-way is 98 feet wide and the current half right-of-way is about 60 feet but varies. This parcel recently dedicated right-of-way to allow for a sidewalk and no additional dedications are required or proposed with this application.

3-11 Inspections During Construction

This section is applicable at the time of construction. Required public infrastructure must be inspected and accepted for dedication prior to recording of a final plan, or the applicant may choose to post a bond securing the required public improvements.

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

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



Metro Planning Commission Meeting of 12/10/20

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

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

3-14 Drainage and Storm Sewers

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

3-15 Public Water Facilities

Public Water is provided to this site by Harpeth Valley Utility District (HVUD). HVUD has reviewed this plan and has recommended approval.

3-16 Sewerage Facilities

Public sewer is available to this site from Harpeth Valley Utility District (HVUD). HVUD has reviewed the plat and found it to be in compliance with all requirements of this section subject to conditions.

3-17 Underground Utilities

Utilities are required to be located underground whenever a new street is proposed. New streets are not included with this application, so this section of the Subdivision Regulations does not apply.

PLANNING STAFF COMMENTS

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

COMMENTS FROM OTHER REVIEWING AGENCIES

STORMWATER RECOMMENDATION

Approve with conditions

- DRC/LTMP instrument number to be placed on plat before recording.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

HARPETH VALLEY UTILITY DISTRICT RECOMMENDATION

Approve



Metro Planning Commission Meeting of 12/10/20

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. The final site plan/building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.

RECOMMENDED ACTION

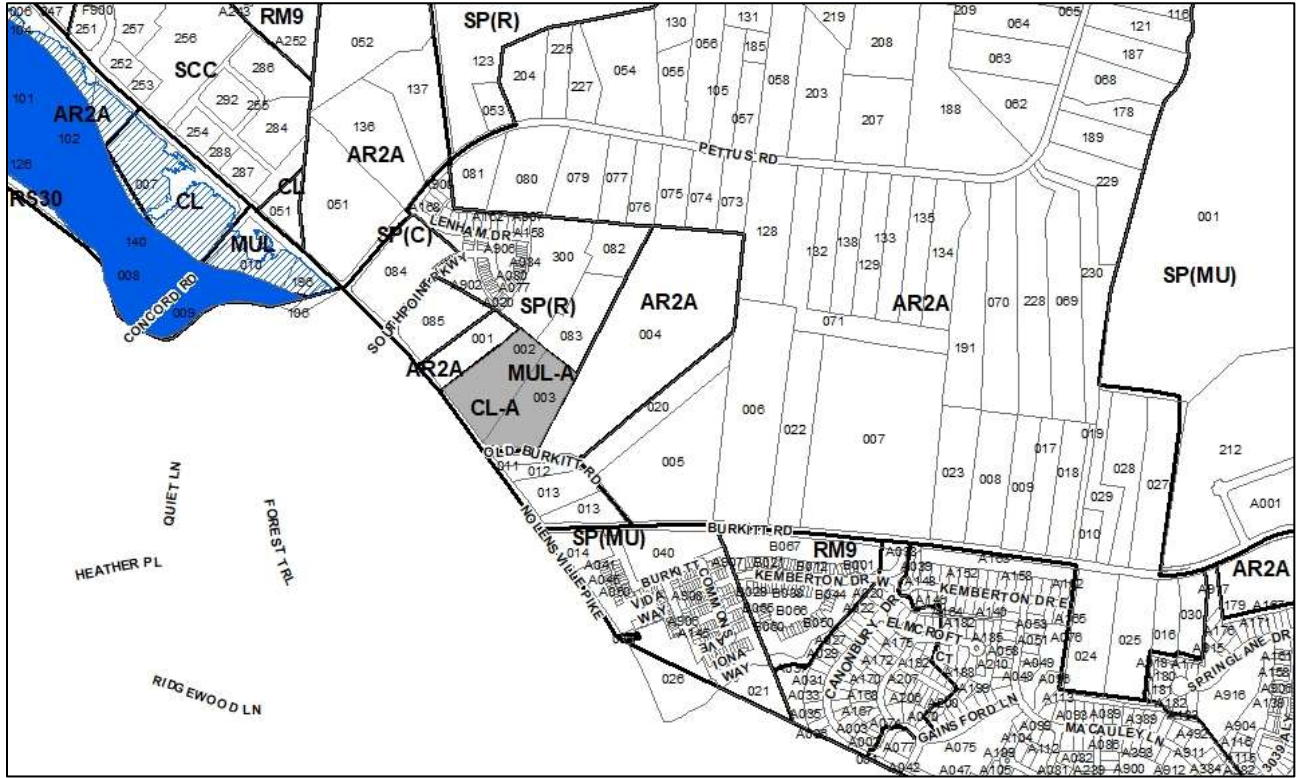
Motion to approve proposed subdivision Case No. 2020S-210-001 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



SEE NEXT PAGE



Metro Planning Commission Meeting of 12/10/20



2020S-213-001
OLD BURKITT MIXED USE
Map 186, Parcel(s) 002-003
12, Southeast
31 (John Rutherford)



Project No.	Concept Plan 2020S-213-001
Project Name	Old Burkitt Mixed Use
Council District	31 – Rutherford
School District	2 – Elrod
Requested by	Kimley-Horn, applicant; Brentwood United Methodist, Ralph Jenkins, and Edward Johnson, owners.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Request for concept plan approval to create six lots and dedicate right-of-way.

Concept Plan

A request for concept plan approval to create six lots and dedicate right-of-way on properties located at 6944 Nolensville Pike and 7236 Old Burkitt Road, at the corner of Old Burkitt Road and Nolensville Pike, zoned Commercial Limited-Alternative (CL-A) and Mixed Use Limited-Alternative (MUL-A) (8.56 acres).

SITE DATA AND CONTEXT

Location: The site is located on the east side of Nolensville Pike, at the corner of Nolensville Pike and Old Burkitt Road.

Street type: The site has frontage on Nolensville Pike, Old Burkitt Road, and a new public street. Nolensville Pike is an arterial boulevard with approximately 70 feet of existing right-of-way, Old Burkitt Road is a local street with approximately 40 feet of exiting right-of-way, and the new public street is a local street with a minimum proposed right-of-way width of 46 feet.

Approximate Acreage: 8.56 acres or 372,874 square feet.

Parcel/Site History: This site is comprised of two parcels. The northern parcel (002) was created by deed in 1973. The southern parcel (003) was created by deed in 2020 to reflect right-of-way dedication along Old Burkitt Road.

Zoning History: The site was recently rezoned to MUL-A and CL-A on September 4, 2020. The portion zoned CL-A is located on the front half of the site, and the portion zoned MUL-A is located to the rear. The site had previously been zoned AR2a since 1974.

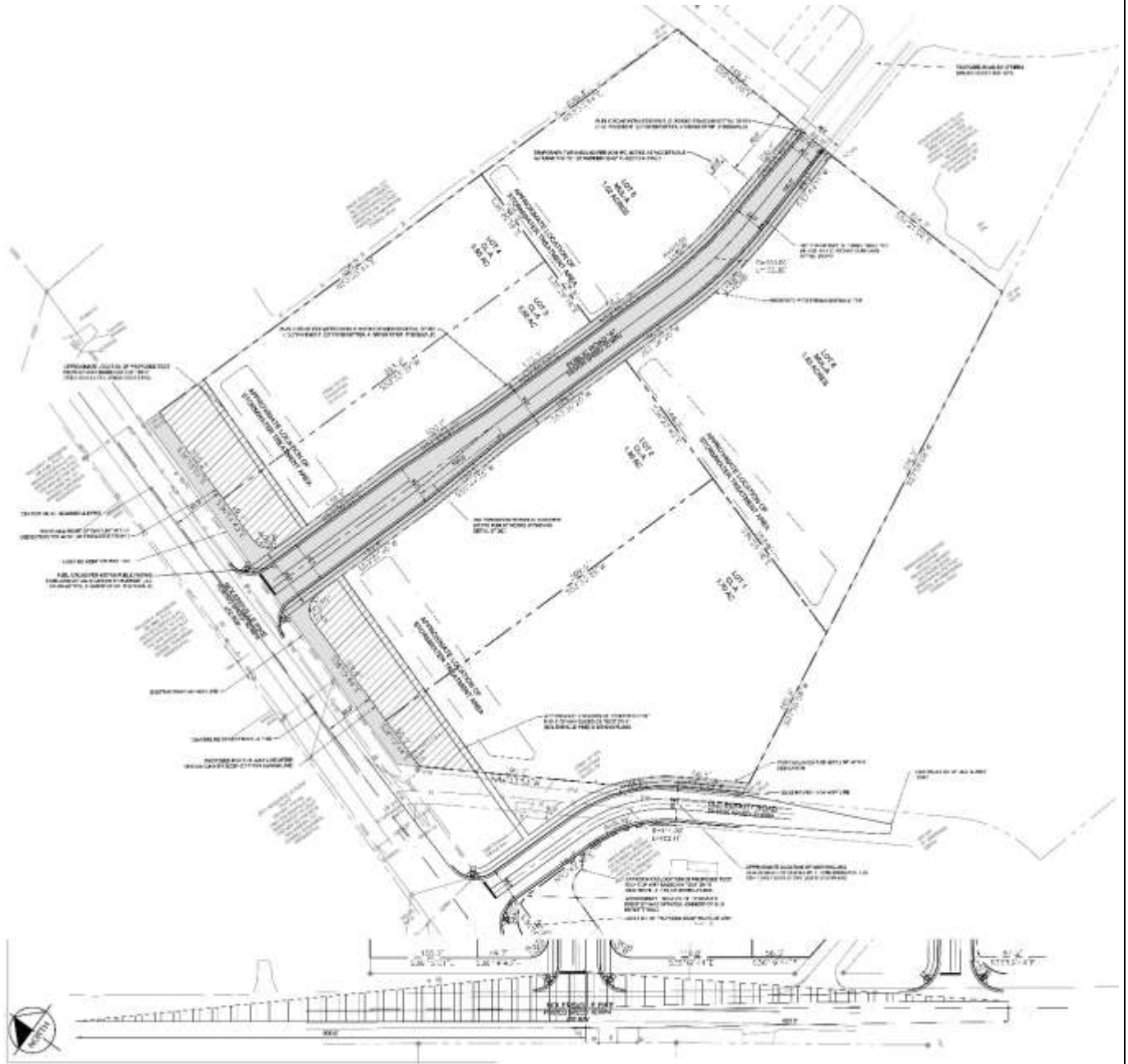
Existing land use and configuration: Each parcel contains a single-family land use. Parcel 002 has frontage on Nolensville Pike. Parcel 003 has frontage primarily on Old Burkitt Road.

Surrounding land use and zoning:

- North: Two-Family Residential (AR2a)
- South: Single-Family Residential and Vacant (SP-Commercial)
- East: Multi-Family Residential and Vacant (SP-Residential and AR2a)
- West: N/A (Williamson County)



Metro Planning Commission Meeting of 12/10/20



Proposed Concept Plan



Metro Planning Commission Meeting of 12/10/20

Zoning: Commercial Limited-Alternative (CL-A) and Mixed Use Limited-Alternative (MUL-A)

Min. lot size: None

Max. density: N/A

Max. FAR (CL-A): 0.60

Max. FAR (MUL-A): 1.00

Max. ISR: 0.90

Min. rear setback: 20'

Min. side setback: None required

Max. height in build-to zone: 3 stories in 45 feet

Min. stepback: 15 feet

Max. height: 4 stories in 60 feet

Built-to Zone: 0-15 in the UZO, 0-80 outside of the UZO

PROPOSAL DETAILS

Number of lots: 6

Lot sizes: Lots range from approximately 28,314 square feet (0.65 acres) to 84,071 square feet (1.93 acres).

Access: Access is provided from a proposed public road (Public Road 'A') that extends from Nolensville Pike to the east, separating the 3 proposed northern lots from the 3 southern lots. Public Road A is proposed as a local street with a minimum right-of-way width of 46 feet, extending to the eastern property line where a temporary turnaround has been included. No access is proposed from Nolensville Pike.

Subdivision Variances or Exceptions Requested: None

APPLICABLE SUBDIVISION REGULATIONS

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

3-1 General Requirements

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

3-2 Monument Requirements

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

3-3 Suitability of the Land

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



Metro Planning Commission Meeting of 12/10/20

3-4 Lot Requirements

All proposed lots comply with the minimum lot size of the zoning code. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of CL-A and MUL-A zoning at the time of building permit. All proposed lots have frontage on a public street, including Nolensville Pike, Public Road A, and/or Old Burkitt Road. In order to minimize curb cuts when property is divided along an existing street, the Planning Commission may require that lots not derive access from arterial or collector streets. No access is proposed from the arterial street (Nolensville Pike). Vehicular access to all lots will be limited to the Public Road A and Old Burkitt Road.

3-5 Infill Subdivisions

In order to ensure compatibility with the General Plan, the Commission has adopted specific regulations applicable to infill subdivisions, defined as residential lots resulting from a proposed subdivision within the R, R-A, RS, and RS-A zoning districts on an existing street. The proposed subdivision is not located within a residential zoning district; therefore, it is not classified as an infill subdivision.

3-6 Blocks

The proposed street pattern improves the existing block structure in the area. The inclusion of a new public street will provide future connectivity the east, setting up an east-west block structure that aligns with the approved road network included in the adjacent Southgate SP residential development, currently under construction. A temporary turnaround will be provided until the road is extended to the east. Old Burkitt Road, which currently intersects Nolensville Pike at an angle, will be widened and realigned to a T-type intersection, providing for better access management. The realignment is proposed in conjunction with TDOT plans to widen Nolensville Pike.

3-7 Improvements

Construction plans for any required public improvements (public infrastructure, including stormwater, water and sewer lines and connections) will be reviewed with the final site plan.

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

Sidewalks are required in association with new streets. Proposed Public Road A includes sidewalks located within the right-of-way, on both sides of the street. On Nolensville Pike and Old Burkitt Road, which are existing streets, sidewalk requirements will be reviewed at the time of building permit, pursuant to Section 17.20.120 of the Zoning Code.

3-9 Requirements for Streets

The concept plan proposes construction of a new public road with a temporary turnaround, until the future road extension is developed to the east. Public street requirements are reviewed by Metro Public Works. Public Works has reviewed the concept plan and found it to be in compliance with the standards of this section subject to several conditions. Those conditions are listed in the recommendations from all agencies section below.



Metro Planning Commission Meeting of 12/10/20

3-10 Requirements for Dedication, Reservations, or Improvements

Nolensville Pike is classified by the Major and Collector Street Plan as an arterial boulevard with 100 feet of required right-of-way. The current right-of-way is approximately 70 feet. Approximately 15 feet of right-of-way is proposed for dedication along Nolensville Pike to meet the 50' half of standard right-of-way requirement. Along Old Burkitt Road, right-of-way will be dedicated in conjunction with the proposed realignment. In addition to the proposed dedication areas, right-of-way reservation has also been identified along Nolensville Pike in accordance with proposed TDOT construction plans.

3-11 Inspections During Construction

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

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

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

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

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

3-14 Drainage and Storm Sewers

Drainage and storm sewer requirements are reviewed by Metro Stormwater. Metro Stormwater has reviewed the proposed plan and found it to be in compliance with all applicable standards of this section, subject to conditions. Those conditions are listed in the recommendations from all agencies section below.

3-15 Public Water Facilities

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

3-16 Sewerage Facilities

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

3-17 Underground Utilities

Utilities in subdivisions are required to be located underground whenever a new street is proposed.



Metro Planning Commission Meeting of 12/10/20

PLANNING STAFF COMMENTS

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

COMMENTS FROM OTHER REVIEWING AGENCIES

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 with conditions

- Must comply with all regulations in the Stormwater Management Manual at the time of final submittal.

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Realign Old Burkitt Road at the intersection of Nolensville Pike per the approved plans (remove skew).
- Widen Old Burkitt Road to one lane in each direction and a center turn lane from Nolensville Pike to east of project frontage.
- Install 2-2' conduit along Nolensville Pike outside of proposed future roadway travel area from south of Old Burkitt Road to north of project frontage with pull boxes on each end for future Public Works traffic communication.
- Driveway locations on Proposed Road A are not finalized or approved.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Concept Plan only. Public water and/or sanitary sewer construction plans must be submitted and approved prior to Final Site/Development Plan approval. The approved construction plans must match the Final Site/Development Plans. Any required capacity fee balance must be paid prior to Final Site/Development Plan approval.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Vehicular access to all lots shall be limited to Public Road A and Old Burkitt Road.
2. Comply with all conditions and requirements of Metro reviewing agencies.



Metro Planning Commission Meeting of 12/10/20

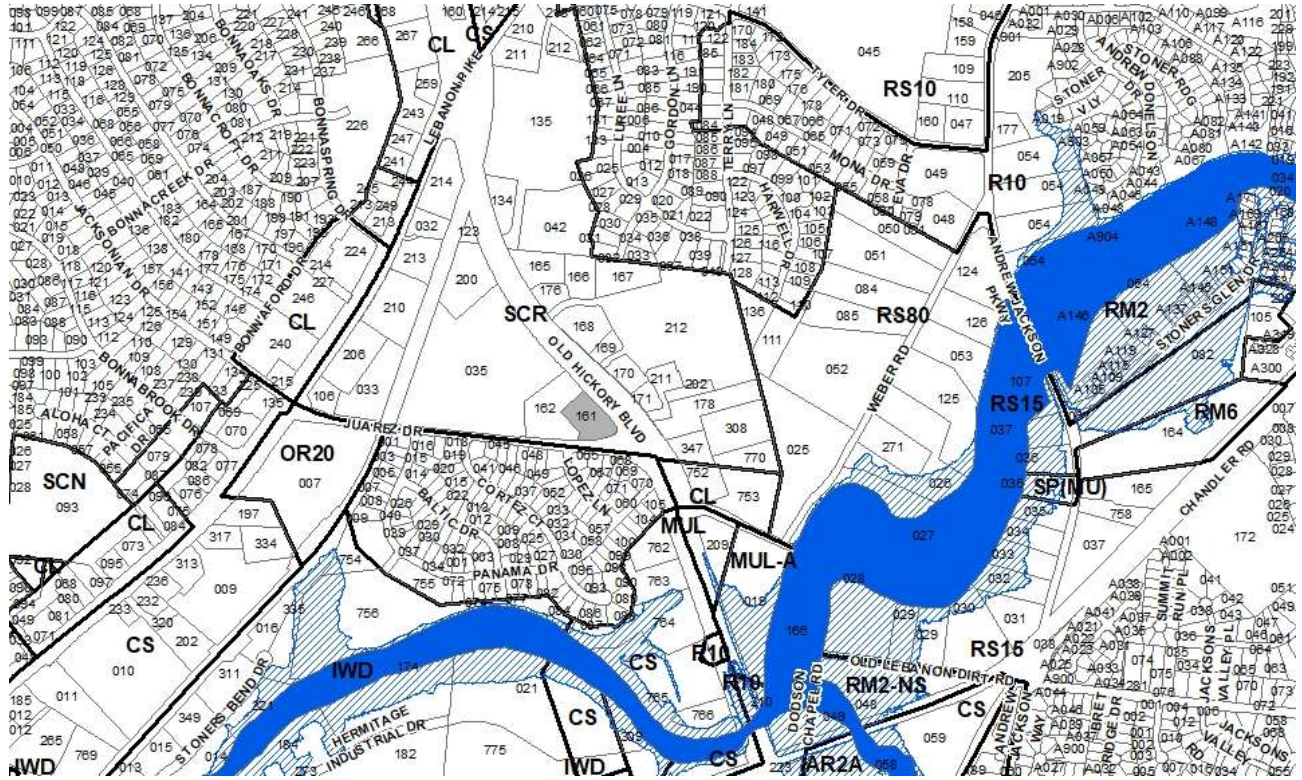
3. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. The final site plan/building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
5. Pursuant to 2-3.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2020S-213-001 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



Metro Planning Commission Meeting of 12/10/20



69-83P-004

HICKORY VILLAGE COMMERCIAL PUD (REVISION AND FINAL)

Map 075, Parcel(s) 161

14, Donelson – Hermitage – Old Hickory

14 (Kevin Rhoten)



Project No.
Project Name

Planned Unit Development 69-83P-004
Hickory Village Commercial PUD (Revision and Final)

Council District
School District
Requested by

14 – Rhoten
4 – Little
Kimley-Horn, applicant; Appalachian Land and Leasing Company LLC, owner.

Staff Reviewer
Staff Recommendation

Lewis
Approve with conditions.

APPLICANT REQUEST

Revise preliminary plan and final site plan to permit a restaurant.

PUD Revision and Final Site Plan

A request to revise the preliminary plan and for final site plan approval for property located at 5055 Old Hickory Boulevard, at the northwest corner of Old Hickory Boulevard and Juarez Drive, zoned Shopping Center Regional (SCR) and within a Commercial Planned Unit Development Overlay District (1.52 acres), to permit a restaurant.

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 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.

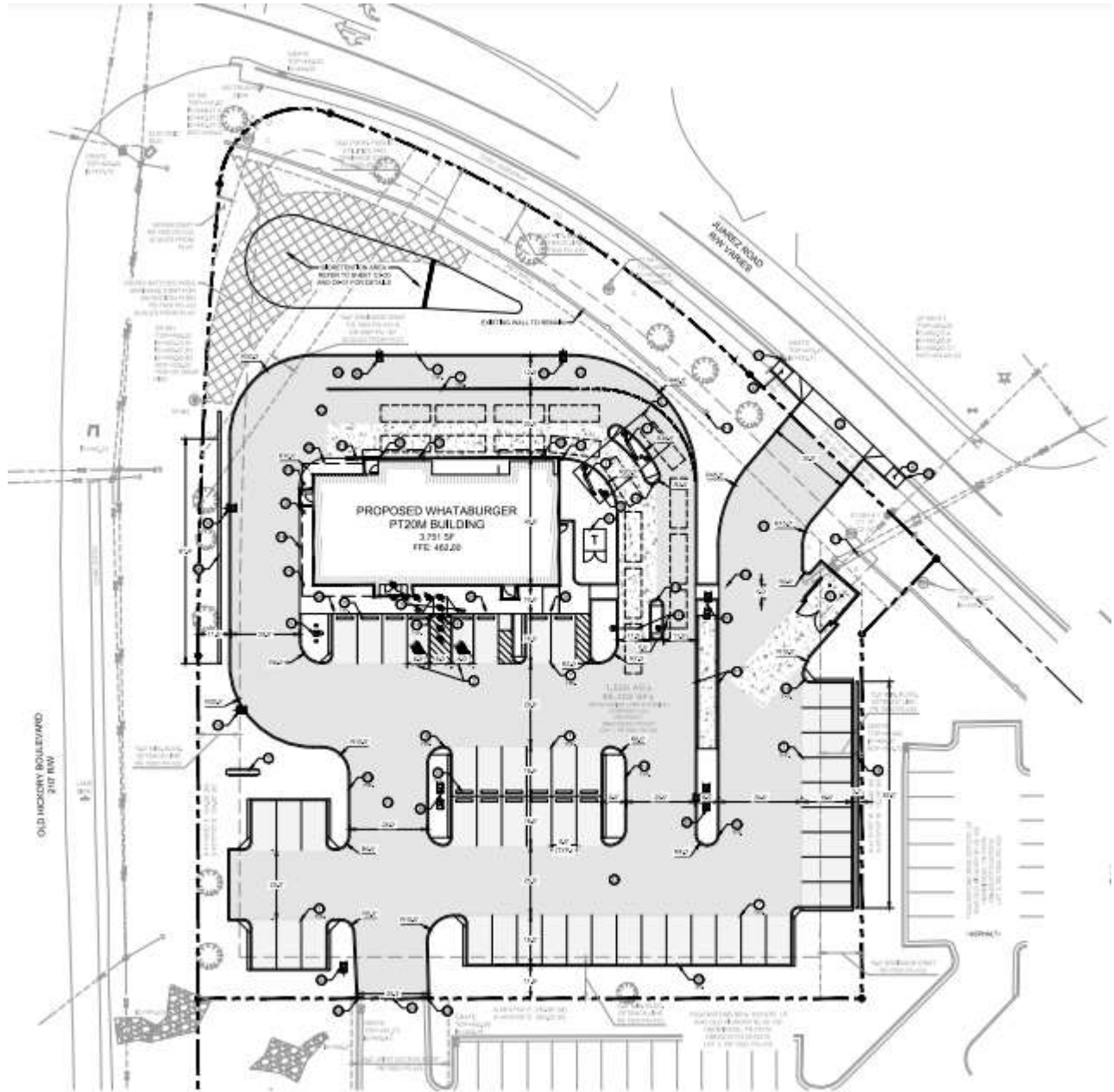
PLAN DETAILS

The 1.52 acre site is located at the intersection of Juarez Drive and Old Hickory Boulevard. The site has been developed with an existing restaurant and surface parking. The Hickory Village PUD was last amended in 2017 under BL2017-962, to permit two restaurants and create an access drive off of Juarez Drive. This approved plan was never constructed. This proposal would revise the preliminary PUD plan and approve a final site plan for the site.

The site is a part of a commercial center which features a strip mall building and several stand-alone buildings. These parcels are all connected by surface parking and private drives that are accessed from Old Hickory Boulevard. The subject site is the most southern parcel in this commercial center.



Metro Planning Commission Meeting of 12/10/20



Proposed Site Plan



Metro Planning Commission Meeting of 12/10/20

Site Plan

The proposed site plan includes a 3,751 square foot restaurant (fast-food) located at the southeast portion of the site. If approved, the existing restaurant on the site would be demolished. The proposed location of the new building is closer to the intersection of Old Hickory Boulevard and Juarez Drive, with surface parking located behind the building on the northern portion of the site. There is one new vehicular entrance to the site from Juarez Drive. The other vehicular entrance from the site is through the existing commercial development to the west of the site, which is currently serving the site.

ANALYSIS

Section 17.40.120.F 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.F, and is provided below for review.

F. Changes to a Planned Unit Development District (PUDs).

1. Modification of a Master Development Plan. Applications to modify a master development plan in whole or in part shall be filed with and considered by the planning commission according to the provisions of subsection A of this section. If approved by the commission, the following types of changes shall require concurrence by the metropolitan council in the manner described:

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

The request does not expand the boundary of the PUD, nor does it include any new access points. As proposed, the plan is consistent with the Council approved plan to provide a commercial use. 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 SCR zoning district. Restaurant is a permitted use by the Council approved plan and by the SCR zoning district. 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.



Metro Planning Commission Meeting of 12/10/20

There is a previously approved sidewalk waiver for this property. There are no sidewalks along the Old Hickory Boulevard frontage. There is an existing sidewalk along Juarez Drive that does not meet the MCSP Standards. Due to the topography on the site, a sidewalk meeting the MCSP specifications would be challenging to construct on the site. The waiver on this site is still applicable. The plans reflect the existing sidewalk with no changes proposed.

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve with conditions

- Approved plans must match approved grading plans.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions. Following approval of final plans by MPW, a recorded copy of any ROW dedications and waste/recycle disposal private hauler will need to be submitted to MPW for Bldg. permit approval.

TRAFFIC & PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Private water and/or sanitary sewer site utility construction plans must be submitted and approved prior to Building Permits. The approved construction plans must match the Final Site Plan/SP plans/PUD Amendment. Any additional capacity requirements will be accounted for prior to issuance of any building permit.

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. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.
4. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.

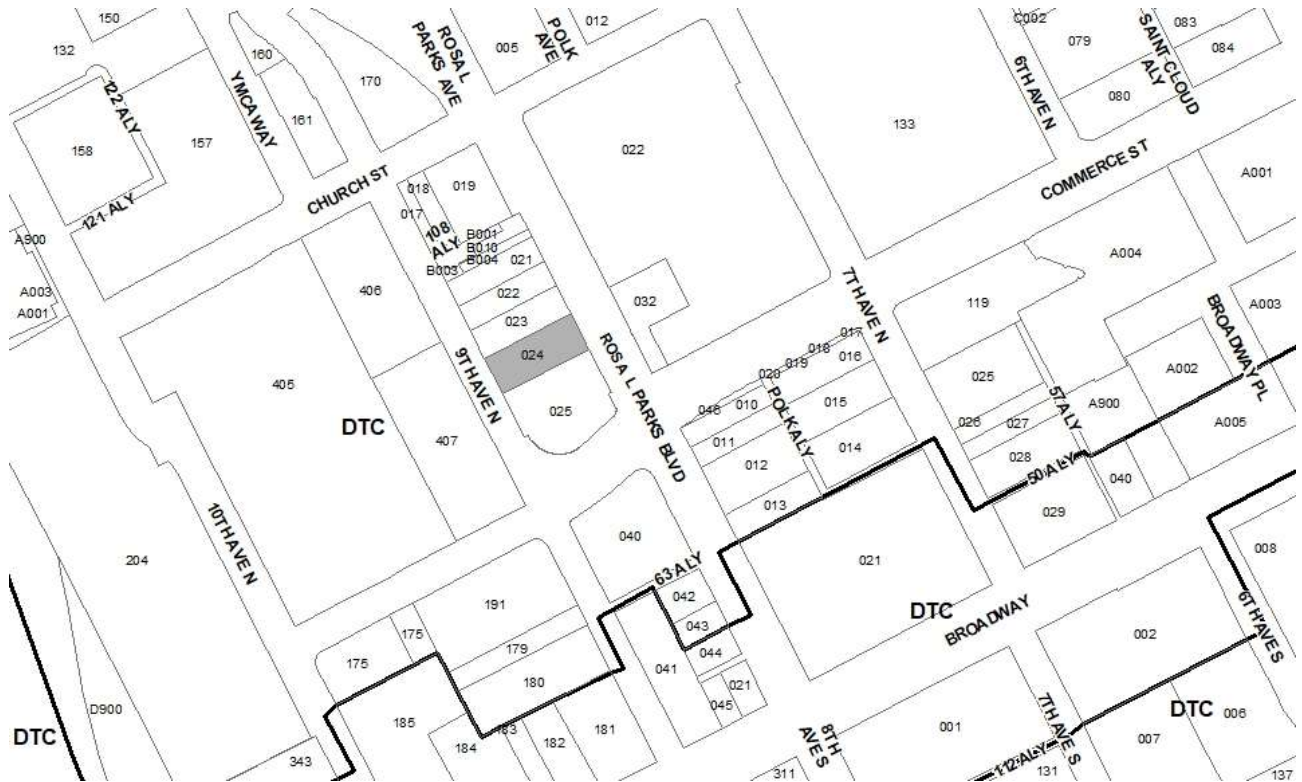


Metro Planning Commission Meeting of 12/10/20

5. Prior to the issuance of any permits, confirmation of PUD 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.
6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
7. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four additional copies of the approved plans have been submitted to the Metro Planning Commission.
8. The PUD 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 12/10/20



2020HL-008-001

161 ROSA L. PARKS BLVD.

Map 093-05-4, Parcel(s) 024

09, Downtown

19 (Freddie O'Connell)



Project No.	Historic Landmark Overlay 2020HL-008-001
Project Name	161 Rosa L. Parks Blvd.
Council Bill No.	BL2020-575
Council District	19 - O'Connell
School District	5 - Buggs
Requested by	Councilmember Freddie O'Connell, applicant; Uptown Property Holdings LLC, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Apply a Historic Landmark Overlay District.

Historic Landmark Overlay

A request to apply a Historic Landmark Overlay District to property located at 161 Rosa L. Parks Boulevard, approximately 130 feet north of Commerce Street, zoned Downtown Code (DTC) (0.28 acres).

Existing Zoning

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

Proposed Zoning

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

DOWNTOWN COMMUNITY PLAN

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

REQUEST DETAILS

The Metro Historic Zoning Commission (MHZC) considered this application at its May 16, 2018, meeting. Historic Zoning Commission staff recommends approval of this application. Metro Historic Commission staff provided the following background information:



Metro Planning Commission Meeting of 12/10/20

The Frost Building, constructed in 1913, was listed in the National Register in 1980 for its significant architecture. (The former address was 161 Eighth Avenue North.) According to the nomination, the building figures prominently in the history of the Southern Baptist Convention, the largest Protestant denomination in the United States at the time of the nomination. The Frost Building was the first structure designed and built exclusively to serve as the headquarters building of the Sunday School Board, the denomination's educational and publishing agency organized in 1891. The building was used intermittently by the same denominational publishing house for a period of 63 years as office space for professional and clerical workers.

The building is a Neo-classical Revival style of architecture, popular in urban buildings of the early 1900's. The stone columns with ornate Corinthian capitals at the top represent the Greek style of architecture. The building was remodeled in the late 1970s without destroying the original atmosphere and décor. The Metro Historical Commission recognized the remodel in May of 1980 with an architectural award. Since then there have been no alterations that would warrant removal of the building from the National Register, according to MHZC Staff.

Analysis & Findings:

The Frost Building is significant as an excellent example of its style of architecture and retains its historic character and features. The property is listed in the National Register of Historic Places and so meets criterion 5 of Section 17.36.120 of the Ordinance.

METRO HISTORIC ZONING COMMISSION RECOMMENDATION

On May 16, 2018, the Metro Historic Zoning Commission reviewed the request and recommended approval of the Historic Landmark designation. Staff suggests the Commission recommend to City Council that the Frost Building be adopted as a Historic Landmark and the existing design guidelines for Historic Landmarks be used to guide future changes.

STAFF RECOMMENDATION

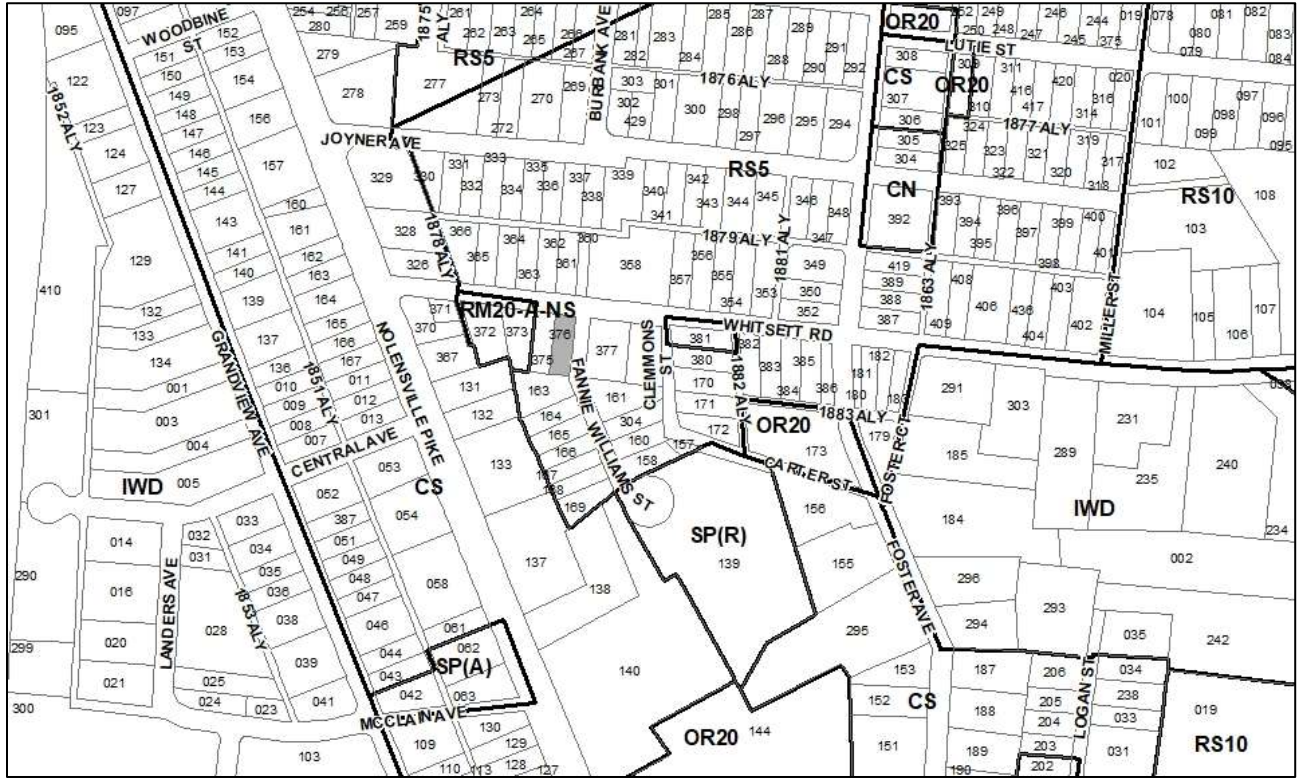
The proposed Historic Landmark Overlay District is intended to preserve the historic structures on the property through the implementation of development guidelines by the Metro Historic Zoning Commission and Staff. The T6 Downtown Core policy encourages the protection and preservation of historic features. Staff recommends approval of the Historic Landmark Overlay District.



SEE NEXT PAGE



Metro Planning Commission Meeting of 12/10/20



2020Z-135PR-001
Map 119-05, Parcel(s) 376
11, South Nashville
16 (Ginny Welsch)



Project No.	Zone Change 2020Z-135PR-001
Council District	16 – Welsch
School District	7 – Player-Peters
Requested by	S+H Group, applicant; Martha Carter and Gwendolyn Murphy, et al, owners.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from RS5 to RM20-A-NS.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential-Alternative-No STRP (RM20-A-NS) zoning for property located at 323 Whitsett Road, at the southwest corner of Fannie Williams Street and Whitsett Road (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 1 unit.*

Proposed Zoning

Multi-Family Residential-Alternative-No STRP (RM20-A-NS) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. The -NS designation prohibits Short Term Rental Property – Owner Occupied and Short Term Rental Property - Not-Owner Occupied uses from the district. *RM20-A-NS would permit a maximum of 3 units.*

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.

ANALYSIS

The 0.17 acre site is located on the south side of Whitsett Road, at the corner of Whitsett Road and Fannie Williams Street. The site is vacant and is located approximately 380 feet east of Nolensville



Metro Planning Commission Meeting of 12/10/20

Pike, which is designated as an arterial-boulevard by the Major and Collector Street Plan. The surrounding development pattern to the north and east includes primarily single and two-family residential uses with a larger cluster of industrial uses located further to the east, near and along Foster Avenue. West of the site and towards Nolensville Pike, the surrounding development pattern includes a two-family residential unit, properties that were recently rezoned to RM20-A-NS, and non-residential uses that wrap the Whitsett Road/Nolensville Pike corner.

The site is located on a corner near the western edge of a T4 NE policy area, in proximity to properties zoned for higher intensity development, including the RM20-A-NS-zoned parcels located approximately 50 feet to the west, and commercial and non-residential development located along the Nolensville Pike corridor. The site is located approximately 230 feet east of the T4 CC, Urban Community Center, policy area near the corner of Whitsett Road and along Nolensville Pike, where additional intensity would be appropriate. The area along the corridor is also within an area identified by NashvilleNext as a Tier 1 Center. Areas identified as centers contain pedestrian-friendly areas with frequent transit services that contain a dense mixture of land uses.

Rezoning to RM20-A-NS will create more opportunity for housing choice, consistent with the T4 NE policy, in a manner that transitions from the existing residential development interior to the neighborhood to the more intense land uses along the corridor. The bulk and building placement standards associated with the RM20-A-NS district ensure that development addresses the pedestrian realm and limits the amount of parking between the building and the street, and the surrounding street network and public transportation service allows for improved pedestrian, bicycle and vehicular connectivity.

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.

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	2.178 D	1 U	10	1	1

Maximum Uses in Proposed Zoning District: **RM20-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	0.17	20 D	3 U	22	2	2



Metro Planning Commission Meeting of 12/10/20

Traffic changes between maximum: RS5 and RM20-A-NS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+2 U	+12	+1	+1

METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 zoning districts: 0 Elementary 0 Middle 0 High

Projected student generation proposed RM20-A-NS district: 0 Elementary 0 Middle 0 High

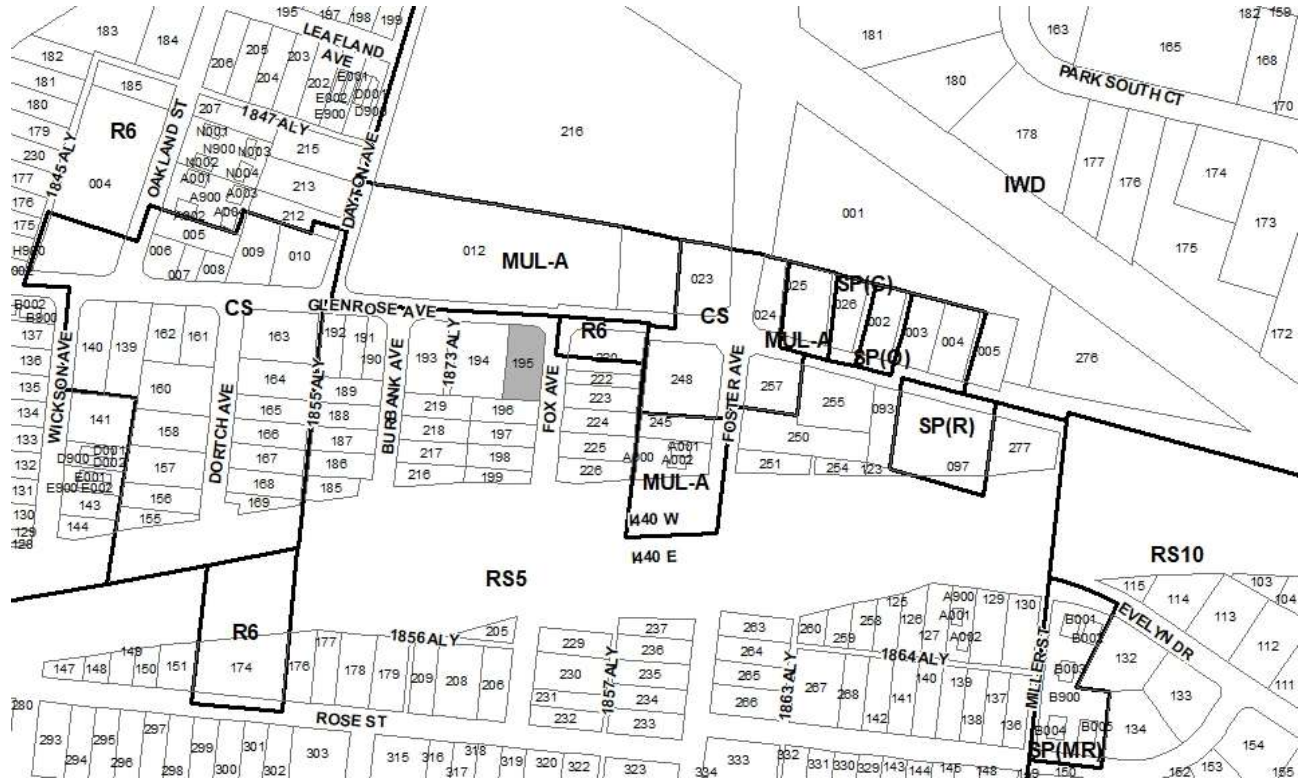
The proposed RM20-A-NS zoning is not expected to generate any additional students than what would be generated under the existing RS5 zoning. Students would attend Whitsitt Elementary School, Cameron College Prep Middle School, and Glencliff High School.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 12/10/20



2020Z-136PR-001
Map 119-01, Parcel(s) 195
11, South Nashville
17 (Colby Sledge)



Project No.	Zone Change 2020Z-136PR-001
Council District	17 – Sledge
School District	7 – Player-Peters
Requested by	Armando Alvarado, applicant and owner.
Staff Reviewer	Lewis
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential Alternative (R6-A) zoning for property located at 2201 Fox Avenue, at the corner of Glenrose Avenue and Fox Avenue (0.25 acres).

Existing Zoning

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

Proposed Zoning

One and Two-Family Residential Alternative (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-A would permit a maximum of one lot with two units based on acreage alone. Final determinations regarding duplex eligibility would be determined by the Metro Codes Department.*

SOUTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The 0.25 acre site is located at the southwest corner of Fox Avenue and Glenrose Avenue. The site has frontage along both public streets. The site has been developed with an existing single-family residence oriented to Fox Avenue. The properties on the north side of Glenrose Avenue are zoned Mixed-Use Limited Alternative (MUL-A) and Commercial Services (CS) and have been developed with industrial uses and a parking lot. The properties to the east, west, and south of the site are zoned RS5 and R6 and have been developed with single-family residential uses.

The intent of the T4 MU Policy is to maintain, enhance, and create urban, mixed use neighborhoods with a diverse mix of moderate to high density residential, commercial, office, and light industrial land uses. When considering rezoning properties in this policy area, the size of the site,



Metro Planning Commission Meeting of 12/10/20

environmental conditions, the character of adjacent transect and policy areas, as well as locational characteristics and surrounding context of the subject property should be considered. There are several factors to support a rezoning on this site including the size of the site meeting the minimum lot size of R6-A, the location at a corner with frontage along two streets, and no environmental features that would be negatively impacted with any future development. The proposed zoning district is consistent with the existing residential development on the south side of Glenrose Avenue and increasing intensity at a level compatible with the surrounding residential development.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

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)	0.25	8.712 D	2 U	19	2	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (210)	0.25	7.26 D	2 U	19	2	2

*Based on two-family lots

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

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

METRO SCHOOL BOARD REPORT

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

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

The proposed R6-A zoning district is not anticipated to generate any additional students than what could be generated under the existing RS5 zoning. Students would attend Whitsitt Elementary, Cameron College Preparatory Middle School, and Glencliff High School.

STAFF RECOMMENDATION

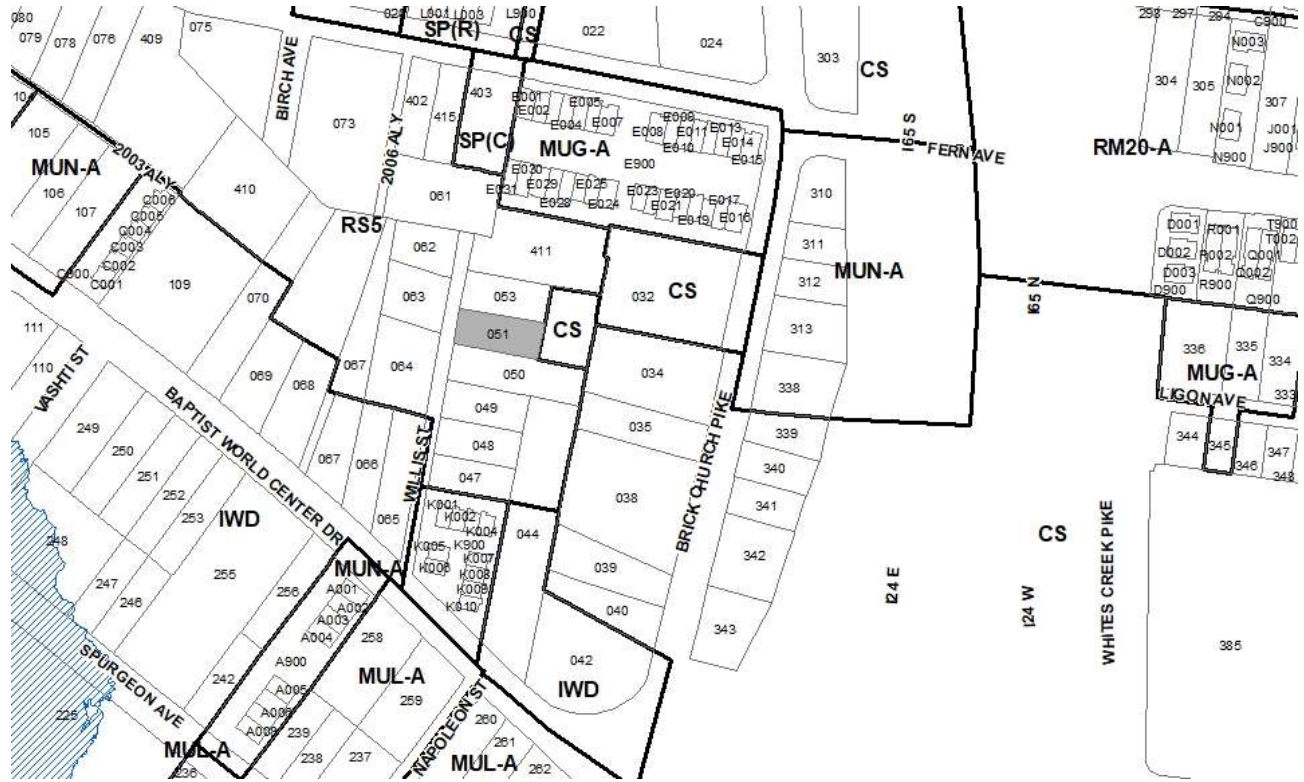
Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 12/10/20



2020Z-140PR-001

Map 071-14, Parcel(s) 051

03, Bordeaux - Whites Creek - Haynes Trinity

02 (Kyonzté Toombs)



Project No.	Zone Change 2020Z-140PR-001
Council District	02 – Toombs
School District	1 – Gentry
Requested by	Build Nashville, applicant and owner.
Staff Reviewer	Elliott
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from RS5 to RM20-A-NS.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential-Alternative-No Short Term Rentals (RM20-A-NS) zoning for property located at 18 Willis Street, approximately 315 feet north of Baptist World Center Drive (0.13 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 1 unit.*

Proposed Zoning

Multi-Family Residential (RM20-A-NS) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. The -NS designation prohibits owner occupied short-term residential uses and not-owner occupied short term residential uses. *RM20-A-NS would permit a maximum of 2 units.*

BORDEAUX - WHITES CREEK - HAYNES TRINITY COMMUNITY PLAN

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

Supplemental Policy

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

SITE AND CONTEXT

The approximately 0.13 acre site is located on the east side of Willis Street near Baptist World Center Drive and Brick Church Pike. The Major and Collector Street Plan classifies both Baptist



Metro Planning Commission Meeting of 12/10/20

World Center Drive and Brick Church Pike as Arterial Boulevards and Willis Street is a dead-end local street. The property is currently vacant and the surrounding land uses are a mixture of single-family residential, multi-family residential, industrial, and vacant.

ANALYSIS

The subject site is a single parcel within the Urban Mixed Use Neighborhood land use policy and the Haynes Trinity Small Area Plan. The proposed zoning district would permit a level of intensity and land uses that are consistent with the land use policy. The alternative standards would ensure an urban building form that would enhance the area as an urban mixed-use district and is consistent with the guidance in the Haynes Trinity Small Area plan.

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)	0.13	2.178 D	1 U	10	1	1

Maximum Uses in Proposed Zoning District: **RM20-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	0.13	20 D	2 U	15	1	2

Traffic changes between maximum: **RS5 and RM20-A-NS**

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

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed **RM20-A-NS** district: 0 Elementary 0 Middle 0 High

The proposed RM20-A-NS zoning district would generate no more students than what is typically generated under the existing RS5 zoning district. Students would attend Alex Green Elementary School, Brick Church College Preparatory Middle School, and Whites Creek High School.



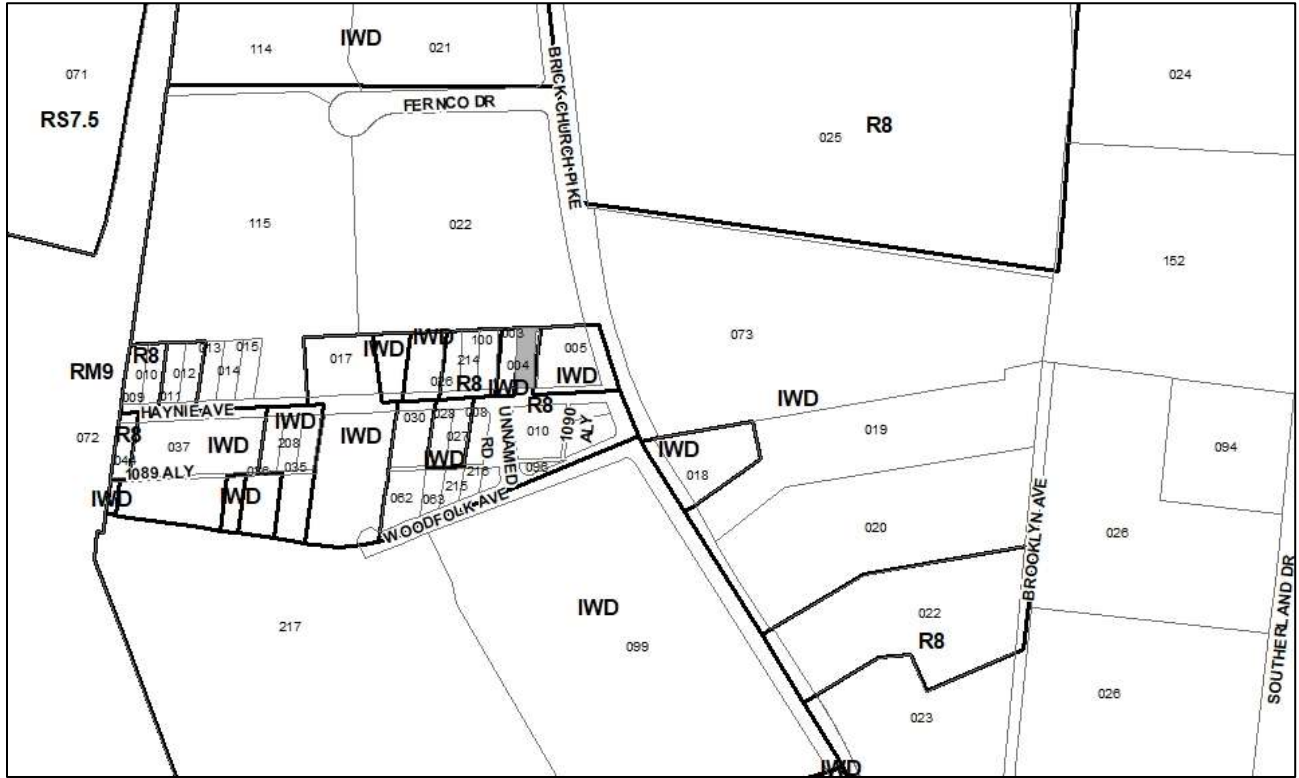
Metro Planning Commission Meeting of 12/10/20

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 12/10/20



2020Z-142PR-001

Map 060-14, Parcel(s) 004

03, Bordeaux-Whites Creek-Haynes Trinity

02 (Kyonzté Toombs)



Project No.	Zone Change 2020Z-142PR-001
Council District	02 – Toombs
School District	1 – Gentry
Requested by	Crunk Engineering, applicant; Start, LLC, owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST
Zone change from R8 to IWD

Zone Change

A request to rezone from One and Two-Family Residential (R8) to Industrial Warehousing/Distribution (IWD) zoning for property located at 309 Haynie Avenue, approximately 195 feet east of Brick Church Pike (0.18 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 for a total of 2 units. The Codes Department provides a final determination on duplex eligibility.*

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

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.

ANALYSIS

The site is located on the north side of Haynie Avenue, approximately 200 feet west of Brick Church Pike, which is designated as an arterial-boulevard identified by the Major and Collector Street Plan. Unimproved alley right-of-way forms the eastern boundary. The property currently contains a single-family residential use. Haynie Avenue is characterized by primarily vacant land uses, with scattered residential and industrial uses. Adjacent properties to the north, east, and west, are located in the IWD zoning district, as well as surrounding properties on the south side of Haynie Avenue and along both sides of Brick Church Pike. Many of the IWD-zoned properties contain larger parcels that have developed with industrial land uses, including mixed business parks.



Metro Planning Commission Meeting of 12/10/20

The site is located within a much larger area of D IN policy that spans the majority of the length of the Brick Church Pike corridor, south of Interstate 24. The proposed IWD zoning would permit compatible light-industrial and non-industrial uses in an area dominated by industrially supported activities, consistent with policy guidance.

In general, permanent residential activities are not found in D IN areas. Rezoning the site from a residential zoning district to an industrial zoning district is consistent with policy guidance and with the surrounding developed character. In addition, the site is centrally located within a larger industrial policy area that is separated from the surrounding community, rather than located at the edge of a lower-intensity policy area, where transitions may be 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.

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)	0.18	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)	0.18	0.8 F	6,272 SF	11	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
-	-	-	-	-4	+1	0

STAFF RECOMMENDATION

Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 12/10/20



2020CP-011-001

SOUTH NASHVILLE COMMUNITY PLAN AMENDMENT

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

11, South Nashville

17 (Colby Sledge)



Project No. **Minor Plan Amendment 2020CP-011-001**
Project Name **South Nashville Community Plan Amendment**
Associated Cases 2020SP-048-001
Council District 17 – Sledge
School District 5 – Buggs
Requested by Catalyst Design Group, applicant; 101 Factory Street LLC, owner.

Deferrals This item was deferred at the November 12, 2020 Planning Commission Meeting.

Staff Reviewer McCullough
Staff Recommendation *Approve.*

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 Geysers 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



Metro Planning Commission Meeting of 12/10/20

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.

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 12/10/20

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 12/10/20

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 12/10/20

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 12/10/20

- 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

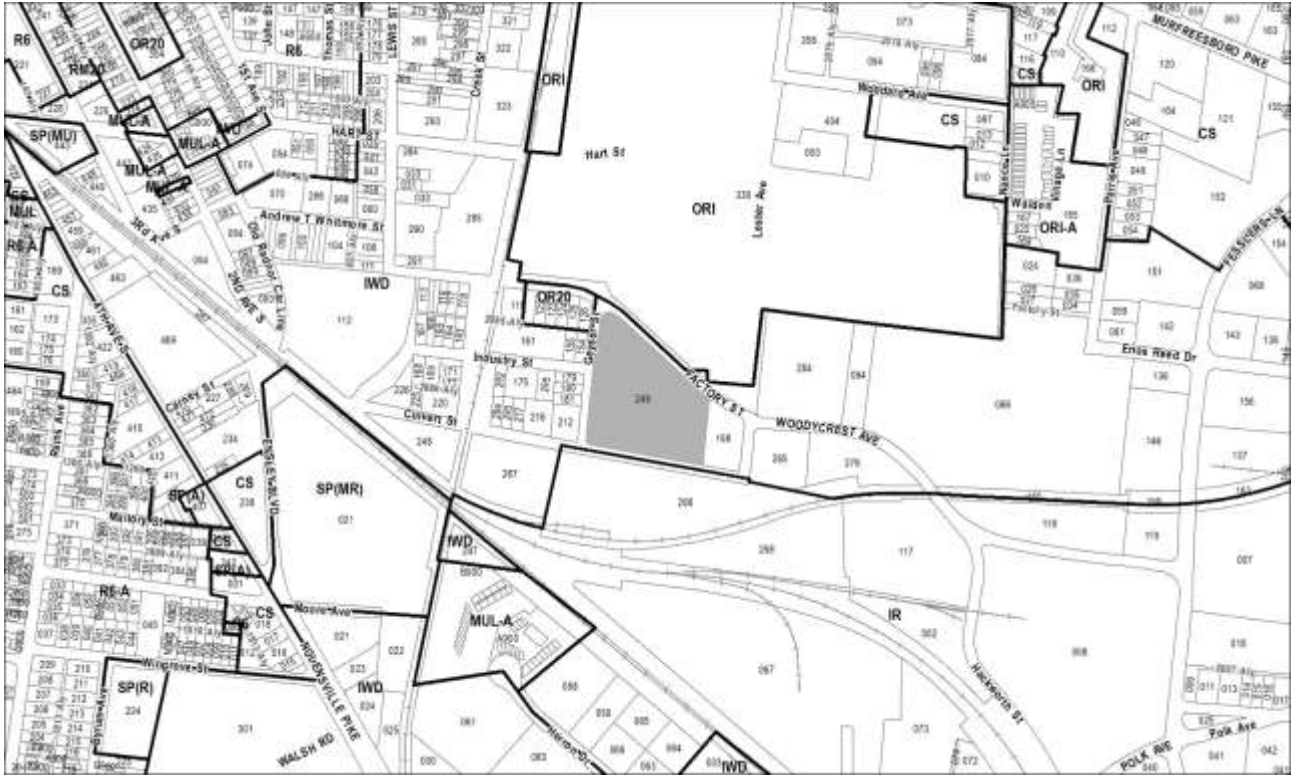
Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 12/10/20



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
Associated Case 2020CP-011-001
Council District 17 - Sledge
School District 5 - Gentry
Requested by Catalyst Design Group, applicant; 101 Factory Street LLC, owner.

Deferrals This item was deferred from the November 12, 2020, Planning Commission meeting. No public hearing was held.

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

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 Geysler 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.



Metro Planning Commission Meeting of 12/10/20



Proposed Site Plan

Proposed Policy



Metro Planning Commission Meeting of 12/10/20

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

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

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



Metro Planning Commission Meeting of 12/10/20

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.

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



Metro Planning Commission Meeting of 12/10/20

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

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.

STAFF RECOMMENDATION

Approve with conditions and disapprove without all conditions subject to the approval of the associated community plan amendment.

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 12/10/20



2016SP-083-003
50 MUSIC SQUARE WEST (AMENDMENT #1)
Map 092-16, Parcel(s) 439
10, Green Hills - Midtown
19 (Freddie O'Connell)



Project No.	Specific Plan 2016SP-083-003
Project Name	50 Music Square West (Amendment # 1)
Council District	19 – O’Connell
School District	5 – Buggs
Requested by	Barge Cauthen & Associates, applicant; SAI RAM 009 LLC, owner.

Deferrals This request was deferred from the November 12, 2020, Planning Commission meeting. No public hearing was held.

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

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

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

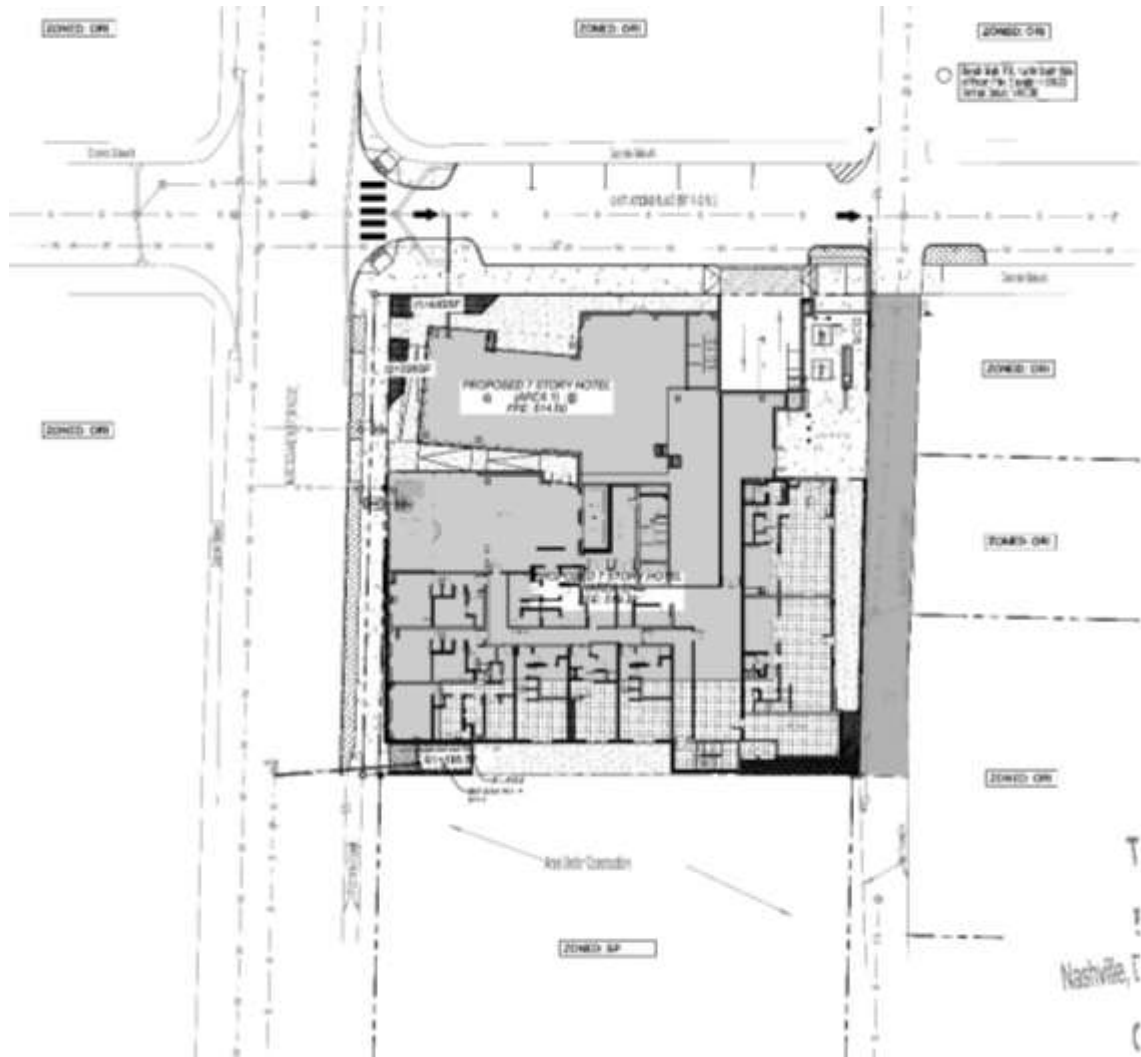
Music Row Vision Plan

The Music Row Vision Plan identifies the significance of and pressures facing Music Row. It contains a broad range of recommendations and action steps to pursue. The overarching theme of the Vision Plan is to ensure that Music Row continues to be a vital hub of music business and innovation and a unique creative cluster within Nashville. It is a planning document, but also a call to action for the public and private sectors, neighbors, and developers, and all those who support and strengthen the Row. The purpose of the Music Row Vision Plan is to guide and inform the preparation and consideration of implementation tools and development proposals.

The subject site is located in the Music Row Core character area of the Vision Plan, which is intended to focus on Class A office buildings that cater to music-related businesses. The site is



Metro Planning Commission Meeting of 12/10/20



Proposed site plan



Metro Planning Commission Meeting of 12/10/20

within Subdistrict 2A, which supports office and supporting ground floor retail and restaurants. Residential uses are not supported in this subdistrict.

PLAN DETAILS

The site is located at 50 Music Square West, at the southeast corner of Music Square West and Chet Atkins Place. The site is approximately half an acre in size. The existing building on the site is known as the United Artist Tower and is currently nine stories in height. The 50 Music Square West Specific Plan (SP) was approved by the Planning Commission in 2016 and enacted in 2017. The SP allows for a mixed use building with a maximum height of eleven stories and rooftop amenities. Permitted uses in the approved SP include a maximum of 200 hotel units and a maximum of 6,270 square feet of restaurant space.

The purpose of this proposed amendment is to add multi-family residential as a permitted use. As proposed, the amended SP would permit 132 multi-family residential units or a hotel with a maximum of 180 rooms. It would also permit up to 6,270 sq. ft. of restaurant space that could be included with the residential use or the hotel use. The amendment would not permit a mixture of residential and hotel. The amendment also carries over previous requirements adopted with the enacting ordinance.

ANALYSIS

The primary uses found in District Office Concentration (D OC) policy areas are office; however, the policy can also support auxiliary uses such as retail, restaurant and hotels. These type of uses support office areas by allowing employees and visitors options to stay, eat and shop without straying far from the office. These uses also help reduce vehicular traffic by making these areas more walkable. While residential uses can be found in these areas, the D OC policy nor the Music Row Vision plan support residential. Since residential is not supported by the Music Row Vision plan, staff is recommending disapproval.

This site is located within the Music Row Core character area of the Music Row Vision Plan. The Music Row Vision Plan was adopted by the Planning Commission in January of 2019 after approximately four years of analysis and public engagement in the neighborhood. The Vision Plan identifies Music Row as a key creative hub for Nashville, and also speaks to some of the pressures facing the neighborhood and obstacles to its continued success as an area of music industry collaboration and innovation. One of the pressures identified in the plan includes the intrusion of multi-family residential development, which reduces opportunities for music-related businesses by impacting affordability, exacerbating demands on constrained infrastructure, and creating conflicts between residents and business uses that are crucial to Music Row's atmosphere.

In order to minimize the pressures created by large-scale multi-family residential development, defined in the plan as sites greater than ½ acre containing more than 20 residential units, multi-family residential uses are identified as appropriate only in limited character areas and subdistricts of the plan. Multi-family residential is a supported use in the Music Row North character area, which has the greatest flexibility in terms of land use, building height and intensity, and there are opportunities for smaller scale residential in the Music Row Village and Music Row South character areas. This represents an attempt to balance uses across the Music Row area and to protect the Music Row Core from further intrusion by multi-family residential uses in order to preserve opportunities for office and music-related business uses. As multi-family residential is not a



Metro Planning Commission Meeting of 12/10/20

supported use in this area of the Music Row Vision Plan, staff recommends disapproval of the proposed SP amendment.

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 disapproval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 12/10/20



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, October 22, 2020, and November 12, 2020, Planning Commission meetings. No public hearing was held.

Staff Reviewer Rickoff
Staff Recommendation *Approve.*

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).

Existing Zoning

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

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

Proposed Zoning

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

SOUTH NASHVILLE COMMUNITY PLAN

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



Metro Planning Commission Meeting of 12/10/20

Wedgewood-Houston Chestnut Hill Supplemental Policy

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

The site is located in Character Area 1, North Wedgewood-Houston, which currently contains a wide variety of commercial and small-scale light industrial uses. Adaptive reuse with a variety of uses is encouraged. When adaptive reuse is not possible, new construction should reflect and respond to the surrounding industrial buildings.

ANALYSIS

The site comprises three parcels located on the south side of Houston Street, southwest of Chestnut Street, a collector-avenue designated on the Major and Collector Street Plan. The two smaller parcels are vacant and are located on the west side of Martin Street, at the southwest corner of Houston Street and Martin Street. Alley #184 forms the western boundary and Alley #189 forms the southern boundary. The larger parcel is located on the east side of Martin Street, with frontage on Houston Street (north), Humphreys Street (south), Brown Street (east), and Martin Street (west). The larger parcel contains an industrial use. The smaller parcels are currently zoned CS, Commercial Service, and the larger parcel is split-zoned with CS zoning on the northern half and MUL, Mixed Use Limited, zoning on the southern portion.

The surrounding area includes a variety of uses, featuring older industrial buildings and recently constructed commercial, light industrial, and residential uses that have developed through a combination of new construction and adaptive reuse of older buildings. Surrounding properties include Houston Station and Jackalope Brewing Company, and the area is also home to a rising number of residential uses, artisan and maker uses, art galleries, and emerging retail and restaurants. The area is served by an existing MTA route along Chestnut Street, including an MTA stop that is located approximately 500 feet from the site.

The MUL-A-NS district is consistent with the T4 MU policy and the WHCH supplemental policy at this site. Guidance from the supplemental policy recommends that the area comprising Character Area 1 contain a variety of uses to create a vibrant and walkable neighborhood that adds services to the broader community. Uses permitted by MUL-A-NS zoning include residential and mixed-use development, which will help to support existing and future transit services, and the Alternative district standards will provide building placement and design standards intended to achieve an urban character and enhance the pedestrian realm.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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



Metro Planning Commission Meeting of 12/10/20

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)	1.64	0.6 F	42,863 SF	2721	137	294

Maximum Uses in Existing 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)	0.27	1.0 F	11 U	81	6	7

Maximum Uses in Existing 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)	0.13	1.0 F	5,662 SF	360	19	39

Maximum Uses in Existed 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)	0.13	1.0 F	5,662 SF	475	5	45

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	1.09	1.0 F	47 U	345	22	27

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.54	1.0 F	23,522 SF	1493	75	161

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	0.54	1.0 F	23,522 SF	1973	18	184

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+174	-52	-13



Metro Planning Commission Meeting of 12/10/20

METRO SCHOOL BOARD REPORT

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

STAFF RECOMMENDATION

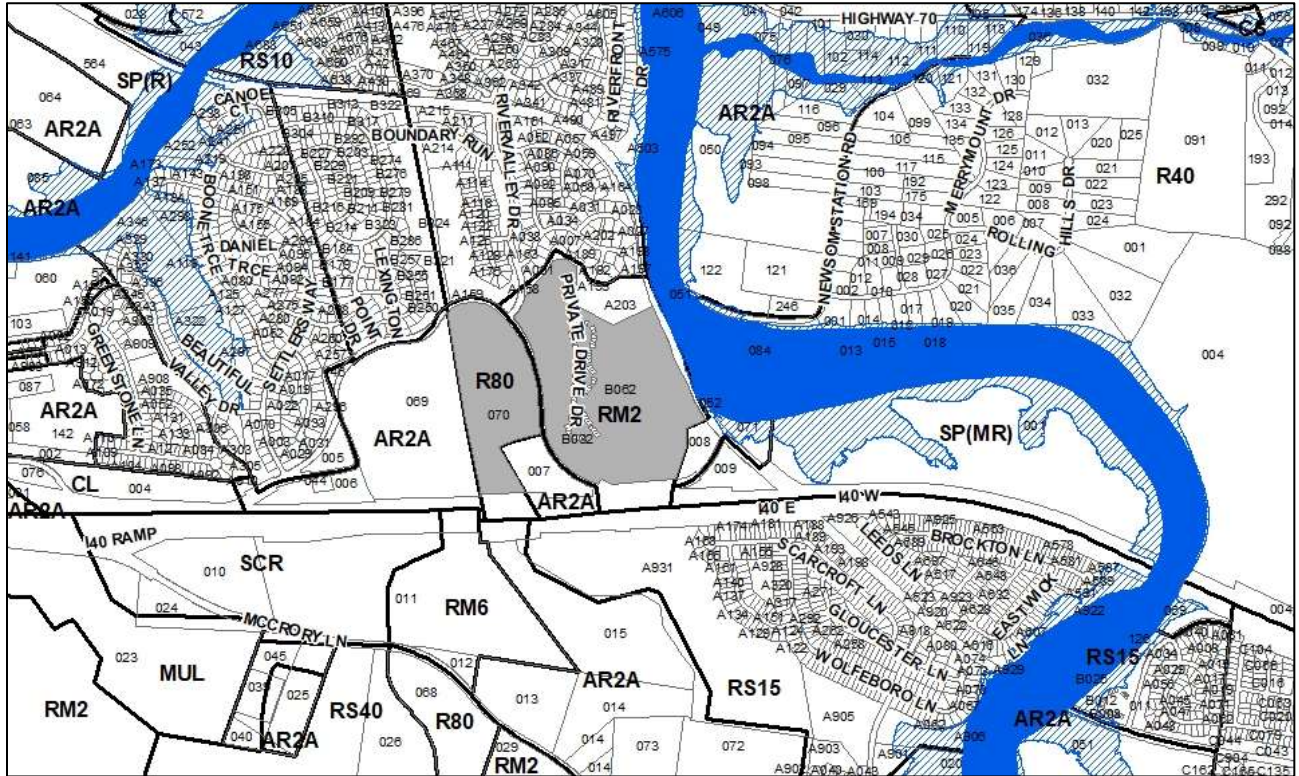
Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 12/10/20



2000P-003-002
RIVERWALK PUD (PERIODIC REVIEW)
Map 126-00, Parcel(s) 070
Map 126-16-0-B, Parcel(s) 062
06, Bellevue
35 (Dave Rosenberg)



Project No.	Planned Unit Development 2000P-003-002
Project Name	Riverwalk PUD (Periodic Review)
Council District	35 – Rosenberg
School District	9 – Tylor
Requested by	Councilmember Dave Rosenberg, applicant; W. Brian Reames and O.I.C Ridgecrest at Riverwalk, owners.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Find portion of PUD Active.</i>

APPLICANT REQUEST

Periodic review of a Planned Unit Development.

Periodic PUD Review

A request for a periodic review for a portion of a Planned Unit Development on properties located at 6000 Rivervalley Drive and Newsom Station Road (unnumbered), at the corner of Rivervalley Drive and Newsom Station Road, zoned One and Two-Family Residential (R80) and Multi-Family Residential (RM2), (approximately 86.16 acres).

Existing Zoning

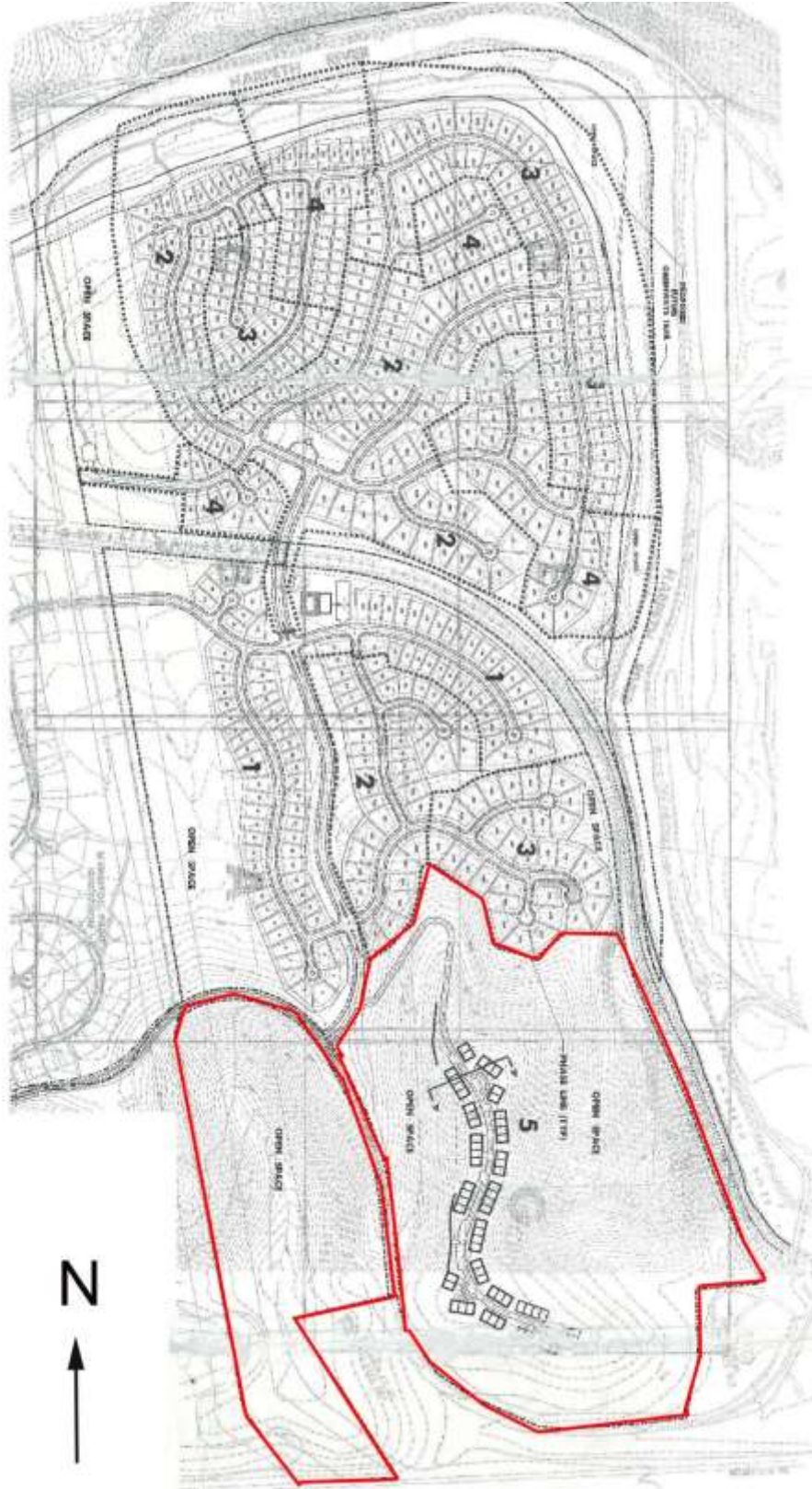
One and Two-Family Residential (R80) requires a minimum 80,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of .58 dwelling units per acre including 25 percent duplex lots. *Approximately 27.54 acres are zoned R80. Uses are controlled by the PUD overlay, which currently permits open space on the portion zoned R80.*

Multi-Family Residential (RM2) is intended for single-family, duplex, and multi-family dwellings at a density of two dwelling units per acre. *Approximately 58.62 acres are zoned RM2. Uses are controlled by the PUD overlay, which currently permits 61 multi-family residential units on the portion zoned RM2.*

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



Metro Planning Commission Meeting of 12/10/20



Approved PUD Site Plan (Portion of PUD under review outlined in red)



Metro Planning Commission Meeting of 12/10/20

PUD DETAILS

The site is approximately 86.16 acres and includes two vacant parcels, located north of I-40 and south of Rivervalley Drive. Newsom Station Road bisects the two parcels, and the eastern boundary runs parallel with an existing CSX rail line. The original PUD was approved by Metro Council in 2000 to permit 552 residential units, comprised of 491 single-family lots, 61 townhome units, a pool, clubhouse and playground with access from Newsom Station Road and a one mile long greenway trail along the Harpeth River, on approximately 320.64 acres (BL2000-231 as amended). In 2003, the PUD was amended to add 7 additional single-family lots, resulting in 498 single-family lots and 61 townhome units for 559 total units (BL2003-1327). All of the single-family lots have since developed in previous Phases 1-4. The preliminary PUD permitted 61 townhome units and open space in the subject section of the PUD, in an area designated as Phase 5, located at the southern boundary. A final site plan and grading plan for 61 townhome units was approved in 2004. The master permit was approved in 2006 and has since expired.

An application for a final site plan to develop 61 townhome units in Phase 5 was filed with the Planning Department on September 30, 2020 (case # 2000P-003-001). This periodic review was requested after the final site plan application was submitted. No further review of the final site plan application is permitted until a decision has been made on this periodic review.

PERIODIC PUD REVIEW

Section 17.40.120 H of the Metro Zoning Ordinance authorizes the Planning Commission, a councilmember or the property owner of the area to be reviewed to request the Metropolitan Planning Commission to review any Planned Unit Development (PUD) overlay district, or portion thereof, to determine whether the PUD is “inactive,” and if so, to recommend to the Council what action should be taken with respect to the PUD. The Commission determines whether the PUD is “inactive” by examining whether development activity has occurred within six years from the date of the initial enactment, subsequent amendment, or re-approval by the Metro Council. If the Planning Commission determines the PUD to be inactive, the Commission is required to recommend legislation to the Council to re-approve, amend, or cancel the PUD.

Timeline for Planning Commission Action

The Zoning Code requires that, within 90 days from the initiation of its review, the Planning Commission must hold a public hearing to make a determination of activity, and if necessary, make a recommendation to the Council. A request for the periodic review for the subject portion of the PUD was received on October 7, 2020 from Councilmember Dave Rosenberg. The 90-day period extends to January 5, 2020. If the Planning Commission does not make a determination within 90 days from the initiation of a review, it is considered to be a recommendation to re-approve by ordinance the existing PUD overlay district without alteration. The last Planning Commission meeting date before January 5, 2020, is December 10, 2020.

Classification of the PUD (Active or Inactive)

Under 17.40.120 H., the Commission is first required to determine whether the portion of the Commercial PUD requested for periodic review is active or inactive by examining whether development activity has occurred within six years from the date of the initial enactment, subsequent amendment, or re-approval by the Metro Council.



Metro Planning Commission Meeting of 12/10/20

Per Section 17.40.120 H.3.a. of the Metro Code, to determine that a PUD or portion of a PUD is inactive, the Planning Commission shall establish each of the findings as outlined below i., ii, and iii. All three findings must be made for a PUD to be determined inactive.

- i. *Six or more years have elapsed since the latter of*
- (1) *The effective date of the initial enacting ordinance of the PUD,*
 - (2) *The effective date of any ordinance approving an amendment to the PUD,*
 - (3) *The effective date of any ordinance re-approving or amending a PUD after it has been reviewed and decided in accordance with subsection 5.a. or b. of this section, or*
 - (4) *The deadline for action by the metropolitan council in accordance with subsection 5.d. of this section.*

The initial enacting ordinance for the PUD became effective in 2000 (amended BL2000-231). Metro Council subsequently approved a PUD amendment in 2003 (BL2003-1327). No other amendments have been approved by Council.

- ii. *Construction has not begun on the portion of the PUD under review; construction shall mean physical improvements such as, but not limited to, water and sewer lines, footings, and/or foundations developed on the portion of the PUD under review; clearing, grading, the storage of building materials, or the placement of temporary structures shall not constitute beginning construction.*

The preliminary PUD was approved with 61 multi-family (townhome) units located on the eastern parcel (B062). All units would be accessed from a private drive that extends south of Rivervalley Drive, a public street constructed in a previous phase. The owner's representative has indicated that grading plans were approved for the eastern parcel in 2004, and portions of the site were under construction between approximately 2004-2007, including grading for approximately 75% of the development site. Areas were cleared and prepared for the private drive. Additionally, storm sewer infrastructure, including inlets and 155 linear feet of piping, has been installed near the site's entrance and along the drive. The western parcel (070) was approved as open space.

- iii. *Neither right-of-way acquisition from a third party nor construction has begun on off-site improvement(s) required to be constructed by the metropolitan council as a condition of the PUD approval.*

The owner's representative has indicated that a portion of the Phase 5 sanitary sewer system has been installed off-site, including over 300 feet of sanitary piping and several manholes. The piping extends from Riverplace Drive, through a previously-constructed phase, to the northeastern corner of the eastern parcel. This portion of the sewer system was dedicated to and accepted by the Harpeth Valley Utility District. Additionally, off-site stormwater detention and water quality areas have been installed. These areas were sized to accommodate stormwater detention for all areas within the PUD, including the townhome units.



Metro Planning Commission Meeting of 12/10/20

Right-of-way was previously dedicated along the frontage of both parcels, including near the intersection of Newsom Station Road and Rivervalley Drive, where improvements were previously constructed.

Section 17.40.120 H.3.a. states that the Commission “*may also take into consideration the aggregate of actions, if any, taken by the owner of the PUD within the prior 12 months to develop the portion of the PUD under review.*”

The owner’s representative has provided further information to show that this portion of the PUD should be considered active due to the “aggregate of actions” taken by the owner to develop the property.

The owner acquired the property in 2010. Over the last 10 years, the owner has maintained the property, including removal of trash and general cleanup, and improvements to a portion of the storm drainage system, which posed safety hazard. Updated engineering/construction plans have been prepared, and stormwater grading plans were submitted to Water Services for review (T2020061903) around the time that the Phase 5 final site plan was submitted to Planning on September 30, 2020. The application for final site plan review was submitted prior to the request for this periodic review. No further review of the final site plan application is permitted until a decision has been made on this periodic review.

Planning Commission Recommendation to Metro Council

If the Planning Commission determines the PUD to be active, then no further action is required. If the Commission determines the PUD to be inactive, then the Commission is required to recommend legislation to the Council to re-approve, amend, or cancel the PUD.

With respect to the legislation to be recommended to the Metro Council, the Planning Commission is directed by the Code to take two distinct steps.

First, the Commission is to determine whether the “*existing PUD is consistent with the goals, policies, and objectives of the General Plan and any applicable specific redevelopment, historic, neighborhood, or community plans.*”

Second, the Commission is to recommend the legislation, and include, as required:

- a) The appropriate base zoning district(s), if different from current base zoning, to retain and implement the PUD overlay district as it exists.
- b) Any amendment(s) to the inactive PUD's master development plan and base zoning district(s) to reflect existing conditions and circumstances, including the land use policies of the general plan and the zoning of properties in the area.
- c) Base zoning district(s) consistent with the adopted general plan, should the PUD overlay district be recommended for cancellation.

BELLEVIEW COMMUNITY PLAN

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



Metro Planning Commission Meeting of 12/10/20

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.

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

Consistent with Policy?

Yes. T3 NM policy supports various types of residential development, including single-family, two-family and multi-family. The Council-approved master plan for the overall PUD includes single-family lots to the north, and multi-family units at the subject site under review. Although the site includes areas of CO policy, identifying potentially sensitive environmental features, these areas are generally located outside of the Phase 5 development footprint, where land disturbance has already occurred. The layout of the Council-approved master plan clusters the townhome development footprint to the T3 NM policy area, limiting additional disturbance in the CO policy areas. It is also important to note that the final site plan that was submitted for review maintains the general layout of the Council-adopted plan, and it is also consistent with the T3NM and CO policies.

STAFF RECOMMENDATION

In accordance with the requirements of 17.40.120 H, staff recommends that the Planning Commission find this portion of the PUD to be active. While physical construction of the multi-family units has not begun, major infrastructure has been completed in order to serve the subject site. This includes, but is not limited to, the dedication of ROW, grading and stormwater detention, and the construction of water and sewer lines. The developer is also actively making progress to begin construction. A final site plan was submitted prior to this review request, and the applicant has also applied for stormwater grading permits. If the Commission determines that the subject portion of the PUD is inactive, then staff recommends that the Commission recommend that Council maintain the PUD and base zoning district as it is consistent with the T3 NM land use policy.