

Metropolitan Planning Commission



Staff Reports

February 10, 2022



Metro Planning Commission Meeting of 2/10/22

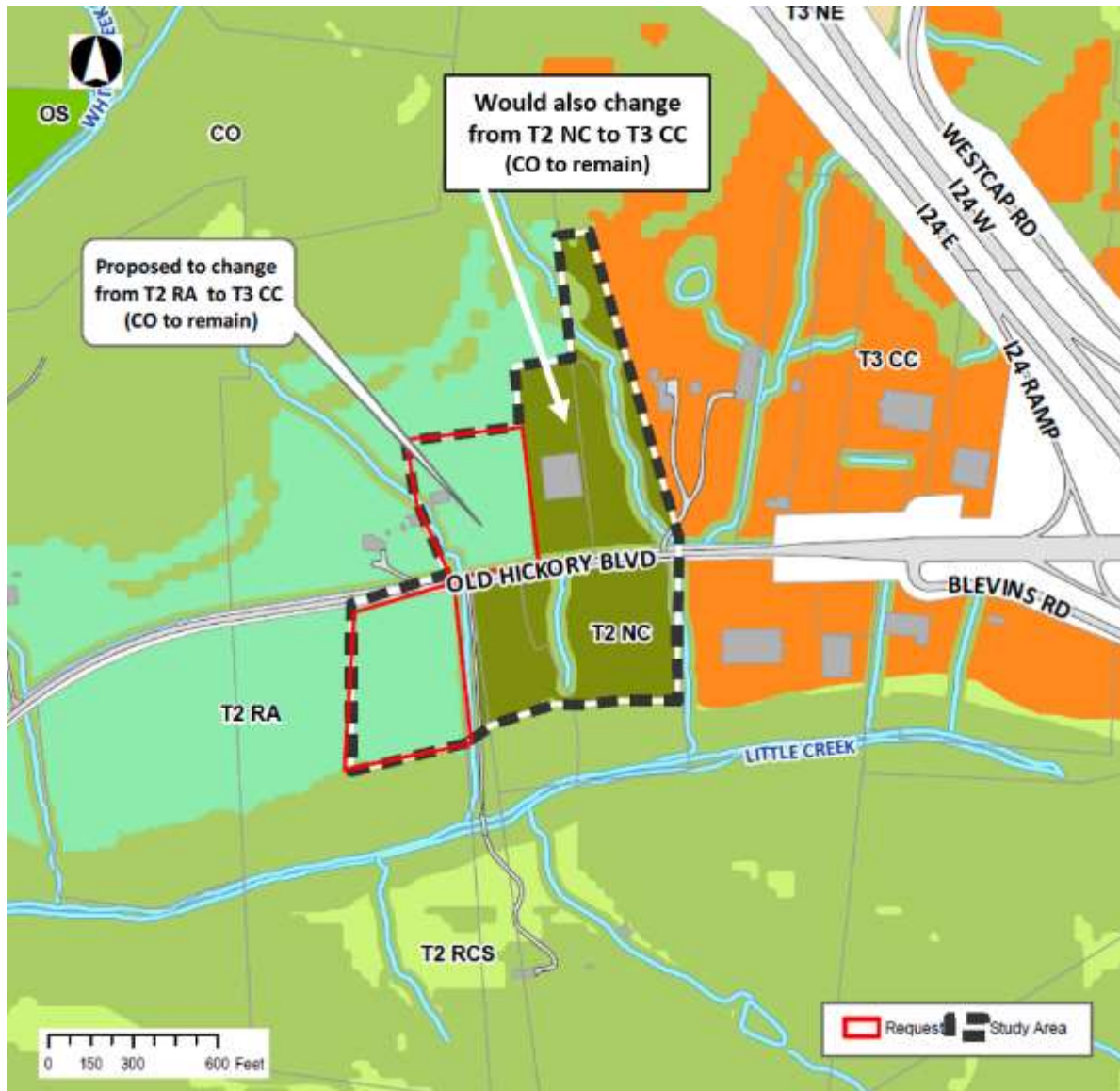
Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



SEE NEXT PAGE



Metro Planning Commission Meeting of 2/10/22



2020CP-003-002

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN AMENDMENT

Map 40, Parcel(s) 57, 160, 161, 170

Map 40, Part of Parcel(s) 23, 55, 56

Map 31, Part of Parcel(s) 68

3, Bordeaux – Whites Creek – Haynes Trinity

3 (Jennifer Gamble)



Metro Planning Commission Meeting of 2/10/22

Item #1a
Project Name

Major Plan Amendment 2020CP-003-002
Bordeaux-Whites Creek-Haynes Trinity
Community Plan Amendment

Associated Case
Council District
School District
Requested by

2020SP-022-001
03 – Gamble
01 – Gentry
Dale and Associates, applicant; Anchor Property Holdings LLC, Forrest Bulter, Ellis P. Jakes Revocable Living Trust, L & W Tenway LLC, Little Creek G.P., and TKM Real Estate LLC, owners.

Deferrals

This item was deferred at the December 9, 2021, and January 13, 2022, Planning Commission meetings. No public hearing was held.

Staff Reviewer
Staff Recommendation

McCaig
Defer indefinitely.

APPLICANT REQUEST

Amend Bordeaux–Whites Creek–Haynes Trinity Community Plan to change the policy for an area along Old Hickory Boulevard in Whites Creek.

Major Plan Amendment

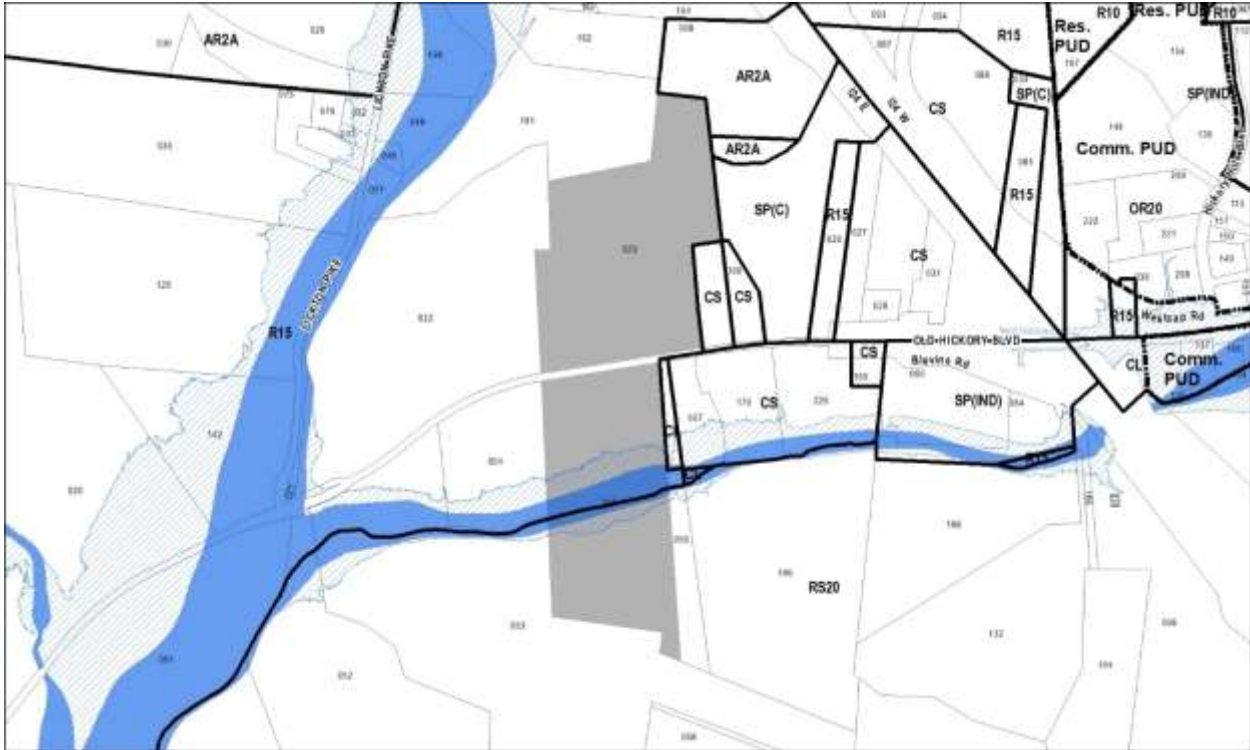
A request to amend the Bordeaux-Whites Creek-Haynes Trinity Community Plan by changing from T2 Rural Agriculture (T2 RA) policy and T2 Rural Neighborhood Center (T2 RC) policy to T3 Suburban Community Center (T3 CC) policy for properties located at 7417 and 7425 Old Hickory Boulevard and a portion of properties located at 7395, 7412, 7435 and 7450 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), approximately 2,330 feet east of Lickton Pike, zoned Commercial Limited (CL), Commercial Services (CS), Specific Plan (SP). and One and Two-Family residential (R15) (26.48 acres).

STAFF RECOMMENDATION

Staff recommends indefinite deferral at the request of the applicant.



Metro Planning Commission Meeting of 2/10/22



2020SP-022-001
HICKORY HIGHLANDS AT LITTLE CREEK
Map 040, Parcel(s) 023, 055
03, Bordeaux - Whites Creek - Haynes Trinity
03 (Jennifer Gamble)



Metro Planning Commission Meeting of 2/10/22

Item #1b	Specific Plan 2020SP-022-001
Project Name	Hickory Highlands at Little Creek
Associated Case	2020CP-003-002
Council District	03 – Gamble
School District	1 – Gentry
Requested by	Dale and Associates, applicant; TKM Real Estate LLC, owner.

Deferrals This item was deferred at the December 9, 2021, and January 13, 2022, Planning Commission meetings. No public hearing was held.

Staff Reviewer	Elliott
Staff Recommendation	<i>Defer indefinitely.</i>

APPLICANT REQUEST

Preliminary SP to permit a mixed non-residential development.

Preliminary SP

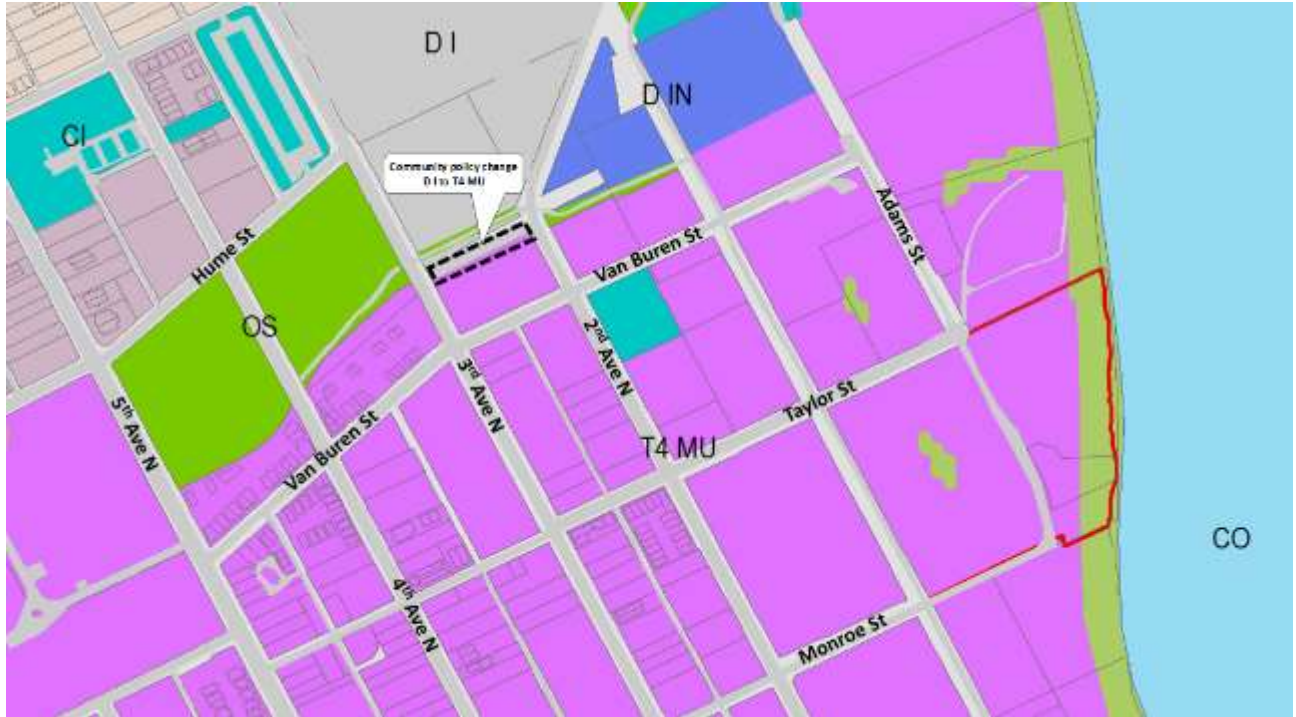
A request to rezone from One and Two-family Residential (R15) to Specific Plan (SP) zoning for properties located at 7395 Old Hickory Boulevard, approximately 1,850 feet east of Lickton Pike (69.3 acres), to permit warehouse and transportation uses.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 2/10/22



2021CP-008-003

NORTH NASHVILLE COMMUNITY PLAN AMENDMENT

Map 082-05, Parcel(s) 173

08, North Nashville

19, (Freddie O'Connell)



Metro Planning Commission Meeting of 2/10/22

Item #2a
Project Name

Plan Amendment 2021CP-008-003
North Nashville Community Plan
Amendment

Associated Case
Council District
School District
Requested by

2021SP-044-001
19 – O’Connell
01 – Gentry
Martin Construction Company, applicant; MPAG, LLC,
owner

Staff Reviewer
Staff Recommendation

Clark
Defer to the February 24, 2022, Planning Commission
meeting.

APPLICANT REQUEST

Amend the North Nashville Community Plan to change the community policy.

Minor Plan Amendment

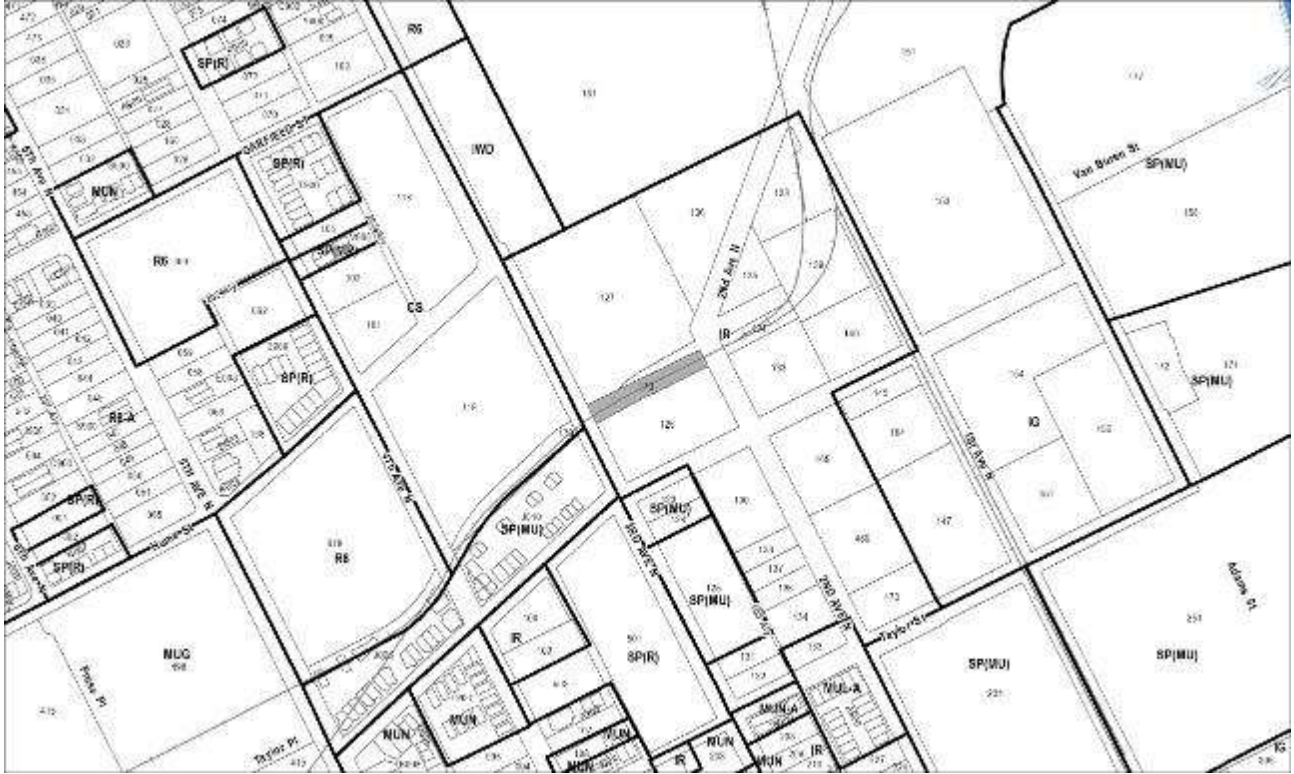
A request to amend the North Nashville Community Plan by changing from District Industrial (D IN) policy to T4 Urban Mixed Use Neighborhood (T4 MU) community policy for a portion of the property located at Third Avenue North (unnumbered), zoned Industrial Restrictive (IR) (approximately 0.19 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the February 24, 2022, Planning Commission meeting.



Metro Planning Commission Meeting of 2/10/22



2021SP-044-001
GERMANTOWN GREEN
Map 082-05, Parcel(s) 173
08, North Nashville
19 (Freddie O'Connell)



Metro Planning Commission Meeting of 2/10/22

Item #2b	Specific Plan 2021SP-044-001
Project Name	Germantown Green
Associated Case	2021CP-008-003
Council District	19 – O’Connell
School District	01 - Gentry
Requested by	Dale and Associates, applicant; MPAG LLC, owner.
Staff Reviewer	Harrison
Staff Recommendation	<i>Defer to the February 24, 2022, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit 4 multi-family units.

Zone Change

A request to rezone from Industrial Restrictive (IR) to Specific Plan (SP) zoning for property located at 3rd Avenue North (unnumbered), approximately 145 feet north of Van Buren Street (0.33 acres), to permit 4 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends to defer to the February 24, 2022, Planning Commission Meeting.



Metro Planning Commission Meeting of 2/10/22



2021CP-014-001

DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN AMENDMENT

Map 086-00, Portion of Parcel(s) 55
14, Donelson-Hermitage-Old Hickory
14, (Kevin Rhoten)



Metro Planning Commission Meeting of 2/10/22

Item #3a
Project Name

Major Plan Amendment 2021CP-014-001
Donelson-Hermitage-Old Hickory
Community Plan Amendment

Associated Case
Council District
School District
Requested by

2021SP-092-001
14 – Rhoten
04 – Little
Kimley-Horn, applicant; Dodson Chapel United
Methodist Church, owner

Deferrals

This item was deferred from the January 13, 2022,
Planning Commission meeting. No public hearing was
held

Staff Reviewer
Staff Recommendation

Clark
Withdraw.

APPLICANT REQUEST

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

Major Plan Amendment

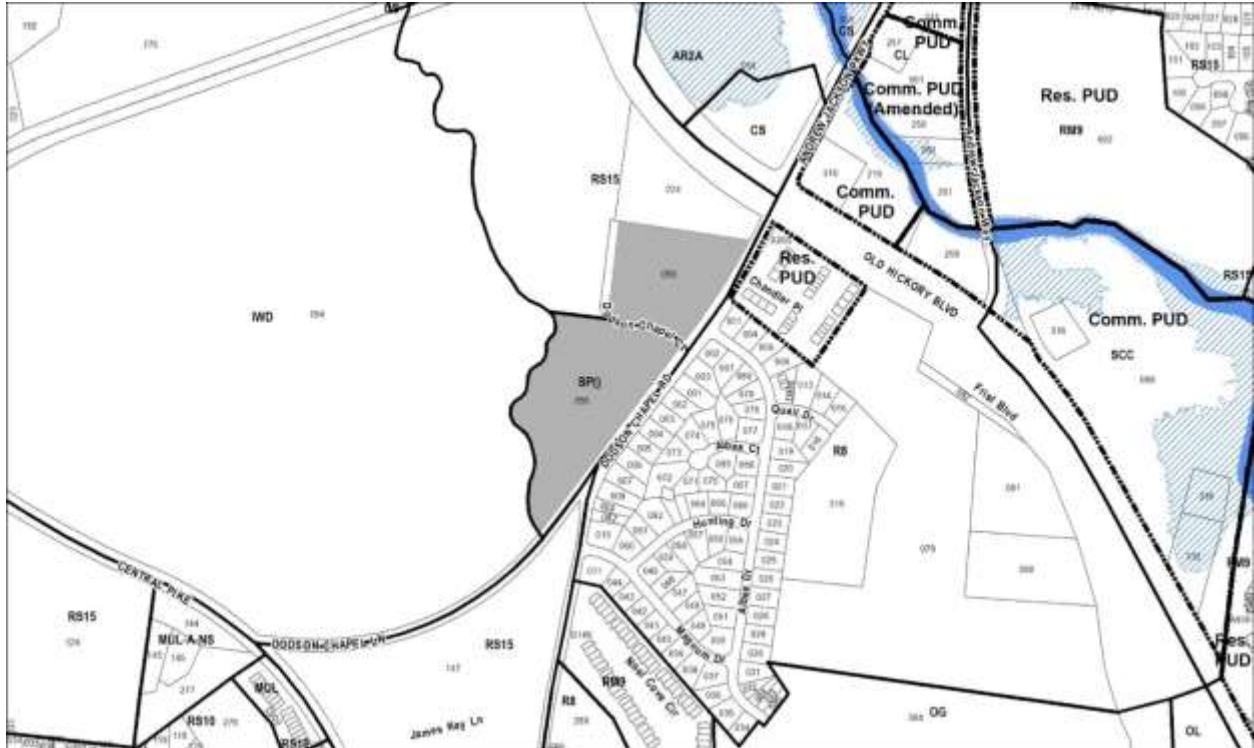
A request to amend the Donelson-Hermitage-Old Hickory Community Plan by changing from T3 Suburban Neighborhood Evolving (T3 NE) policy to T3 Suburban Neighborhood Center (T3 NC) policy for a portion of property located at 4186 Dodson Chapel Road (approximately 1.7 acres) requested by Kimley-Horn, applicant; Dodson Chapel United Methodist Church, owner.

STAFF RECOMMENDATION

Staff recommends withdrawal of the community plan amendment at the request of the applicant.



Metro Planning Commission Meeting of 2/10/22



2021SP-092-001

DODSON CHAPEL

Map 086, Parcel(s) 055-056

14, Donelson – Hermitage – Old Hickory

14 (Kevin Rhoten)



Metro Planning Commission Meeting of 2/10/22

Item #3b

Specific Plan 2021SP-092-001

Project Name

Dodson Chapel

Associated Case

2021CP-014-001

Council District

14 – Rhoten

School District

04 – Little

Requested by

Kimley-Horn, applicant; Dodson Chapel United Methodist Church, owner.

Deferrals

This item was deferred from the January 13, 2022, Planning Commission meeting. No public hearing was held.

Staff Reviewer

Shane

Staff Recommendation

Defer to the February 24, 2022, Planning Commission Meeting

APPLICANT REQUEST

Preliminary SP to permit a mixed-use development.

Zone Change

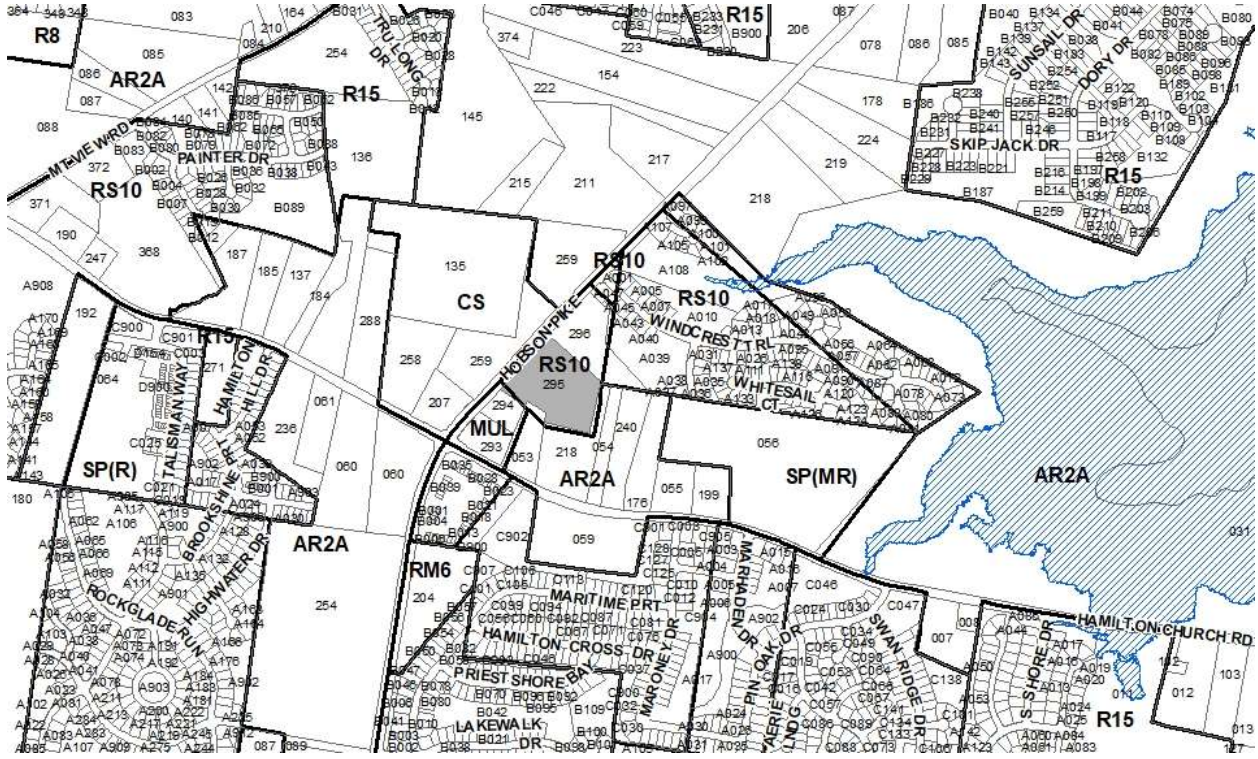
A request to rezone from Single-Family Residential (RS15) and Specific Plan (SP) to Specific Plan (SP) zoning for properties located at 4107 Dodson Chapel Court and 4186 Dodson Chapel Road, approximately 115 feet southwest of Old Hickory Boulevard (11.47 acres), to permit 250 multi-family residential units and 1,000 square feet of retail space.

STAFF RECOMMENDATION

Staff recommends deferral to the February 24, 2022, Planning Commission meeting.



Metro Planning Commission Meeting of 2/10/22



2021SP-057-001
MARINA GROVE
Map 164, Parcel(s) 295
13, Antioch – Priest Lake
33 (Antoinette Lee)



Metro Planning Commission Meeting of 2/10/22

Item #4	Specific Plan 2021SP-057-001
Project Name	Marina Grove
Council District	33 – Lee
School District	06 – Bush
Requested by	Civil Design Consultants, LLC, applicant; FAM Properties, LLC, owners.

Deferrals This item was deferred at the September 23, 2021, October 14, 2021, October 28, 2021, November 18, 2021, December 9, 2021, and January 13, 2022, Planning Commission meetings. No public hearing was held.

Staff Reviewer	Lewis
Staff Recommendation	<i>Defer to the February 24, 2022, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit a mixed-use development.

Zone Change

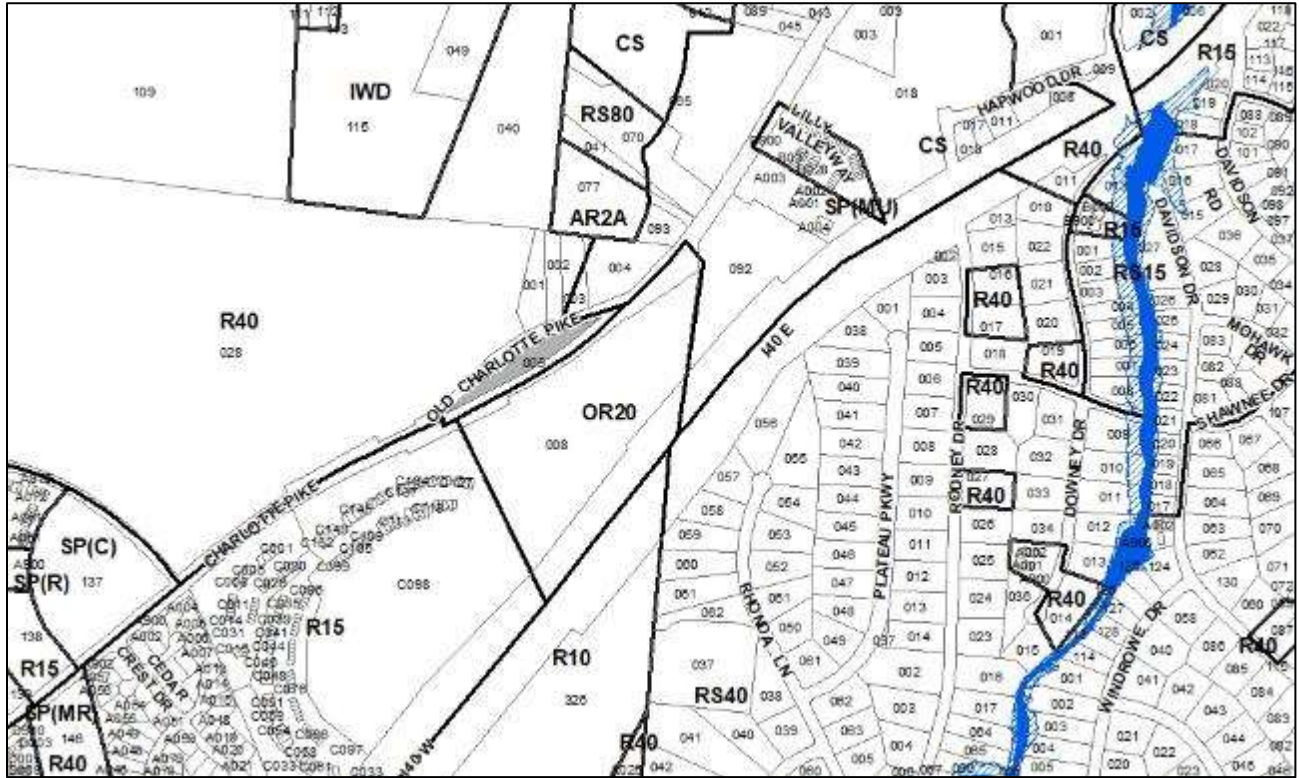
A request to rezone from Single-Family Residential (RS10) to Specific Plan (SP) zoning for property located at Hobson Pike (unnumbered), approximately 460 feet northeast of Hamilton Church Road, (5.94 acres), to permit a mixed-use development.

STAFF RECOMMENDATION

Staff recommends deferral to the February 24, 2022, Planning Commission meeting.



Metro Planning Commission Meeting of 2/10/22



2021SP-063-001
CHARLOTTE VIEW WEST
Map 115, Parcel(s) 005
06, Bellevue
35 (Dave Rosenberg)



Metro Planning Commission Meeting of 2/10/22

Item #5	Specific Plan 2021SP-063-001
Project Name	Charlotte View West
Council District	35 – Rosenberg
School District	09 – Tylor
Requested by	Dale & Associates, applicant; Robert B. Beck, ET UX, owner.
Deferrals	This item was deferred at the September 23, 2021, October 14, 2021, November 18, 2021, and January 13, 2022, Planning Commission meetings. No public hearing
Staff Reviewer	Elliott
Staff Recommendation	<i>Defer to the February 24, 2022, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit 57 multi-family units.

Zone Change

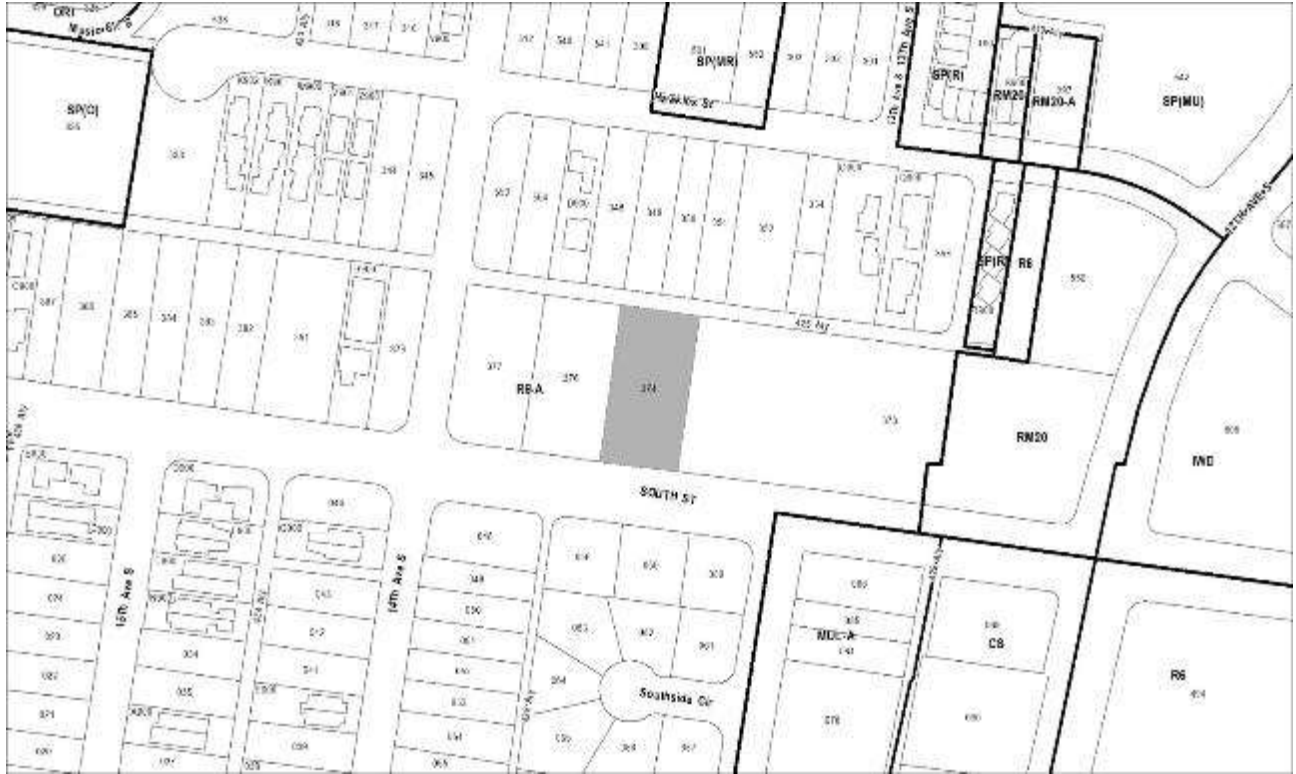
A request to rezone from One and Two-Family Residential (R40) to Specific Plan (SP) zoning for property located at Charlotte Pike (unnumbered), at the corner of Charlotte Pike and Old Charlotte Pike, (1 acre), to permit 57 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the February 24, 2022, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 2/10/22



2021SP-068-001

SOUTH STREET NORTH

Map 093-13, Parcel(s) 374, 376-377

10, Green Hills – Midtown

19 (Freddie O’Connell)



Metro Planning Commission Meeting of 2/10/22

Item #6	Specific Plan 2021SP-068-001
Project Name	South Street North
Council District	03 – Gamble
School District	03 – Masters
Requested by	Dale and Associates and Elouise Curcio, applicants; Rebecca Marks and Elouise Curcio, owners.
Deferrals	This item was deferred from the October 14, 2021, November 18, 2021, December 9, 2021, and January 13, 2022, Planning Commission meetings. No public hearing was held.
Staff Reviewer	Harrison
Staff Recommendation	<i>Defer to the February 24, 2022 Planning Commission Meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit 6 multi-family units.

Zone Change

A request to rezone from One and Two-Family Residential-Alternative (R6-A) to Specific Plan (SP) zoning for property located at 1306 South Street, approximately 200 feet east of 14th Avenue South (0.46 acres), to permit 6 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the February 24, 2022, Planning Commission Meeting.



Metro Planning Commission Meeting of 2/10/22



2021SP-072-001

4319 SAUNDERSVILLE ROAD

Map 065, Parcel(s) 012, 021

14, Donelson – Hermitage – Old Hickory

11 (Larry Hagar)



Metro Planning Commission Meeting of 2/10/22

Item #7	Specific Plan 2021SP-072-001
Project Name	4319 Saundersville Road
Council District	11 - Hagar
School District	04 – Little
Requested by	Dale and Associates, applicant; Guerrier Development, owner.
Deferrals	This item was deferred from the December 9, 2021, and January 13, 2022, Planning Commission meetings. No public hearing was held
Staff Reviewer	Shane
Staff Recommendation	<i>Defer to the February 24, 2022, Planning Commission Meeting.</i>

APPLICANT REQUEST

Rezone from R20 to Specific Plan to permit a multi-family residential development.

Preliminary SP

A request to rezone from One and Two-Family Residential (R20) to Specific Plan (SP) zoning for properties located at 4319 Saundersville Road and Woodside Drive (unnumbered), approximately 240 feet east of Woodside Drive (7.5 acres), to permit 49 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the February 24, 2022, Planning Commission meeting.



Metro Planning Commission Meeting of 2/10/22



2021SP-081-001

OLIVERI MIXED-USE SP

Map 175, Parcel(s) 235

13, Antioch – Priest Lake

33 (Antoinette Lee)



Metro Planning Commission Meeting of 2/10/22

Item #8	Specific Plan 2021SP-081-001
Project Name	Oliveri Mixed-Use SP
Council District	33 - Lee
School District	6 – Bush
Requested by	Anderson, Delk, Epps and Associates, applicant; Oliveri LLC, owner.
Deferrals	This item was deferred from the November 18, 2021, December 9, 2021, and January 13, 2022, Planning Commission meetings. No public hearing was held
Staff Reviewer	Shane
Staff Recommendation	<i>Defer to the February 24, 2022, Planning Commission Meeting.</i>

APPLICANT REQUEST

Rezone from AR2a to Specific Plan to permit a mixed use development.

Preliminary SP

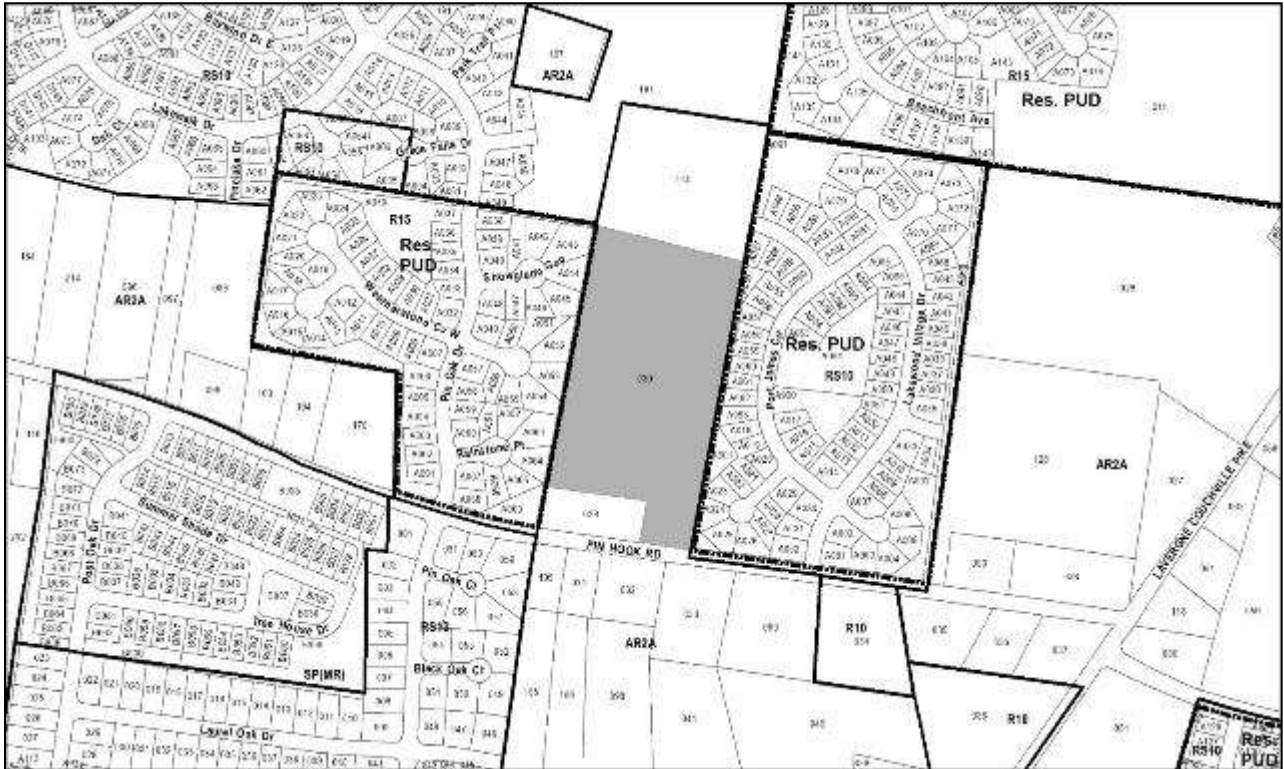
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for property located at 4154 Murfreesboro Pike, approximately 350 feet southeast of Parks Retreat Drive and located within the Murfreesboro Pike Urban Design Overlay (4.09 acres), to permit a mixed use development.

STAFF RECOMMENDATION

Staff recommends deferral to the February 24, 2022, Planning Commission meeting.



Metro Planning Commission Meeting of 2/10/22



2021SP-091-001

PIN HOOK RIDGE

Map 165, Parcel(s) 030

13, Antioch-Priest Lake

33 (Antoinette Lee)



Metro Planning Commission Meeting of 2/10/22

Item #9	Specific Plan 2021SP-091-001
Project Name	Pin Hook Ridge
Council District	33 – Lee
School District	6 – Bush
Requested by	Ragan Smith, applicant; Century Communities of Tennessee, LLC, owner.
Deferrals	This item was deferred from the January 13, 2022, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Defer to the March 10, 2022, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit 39 single-family lots.

Preliminary SP

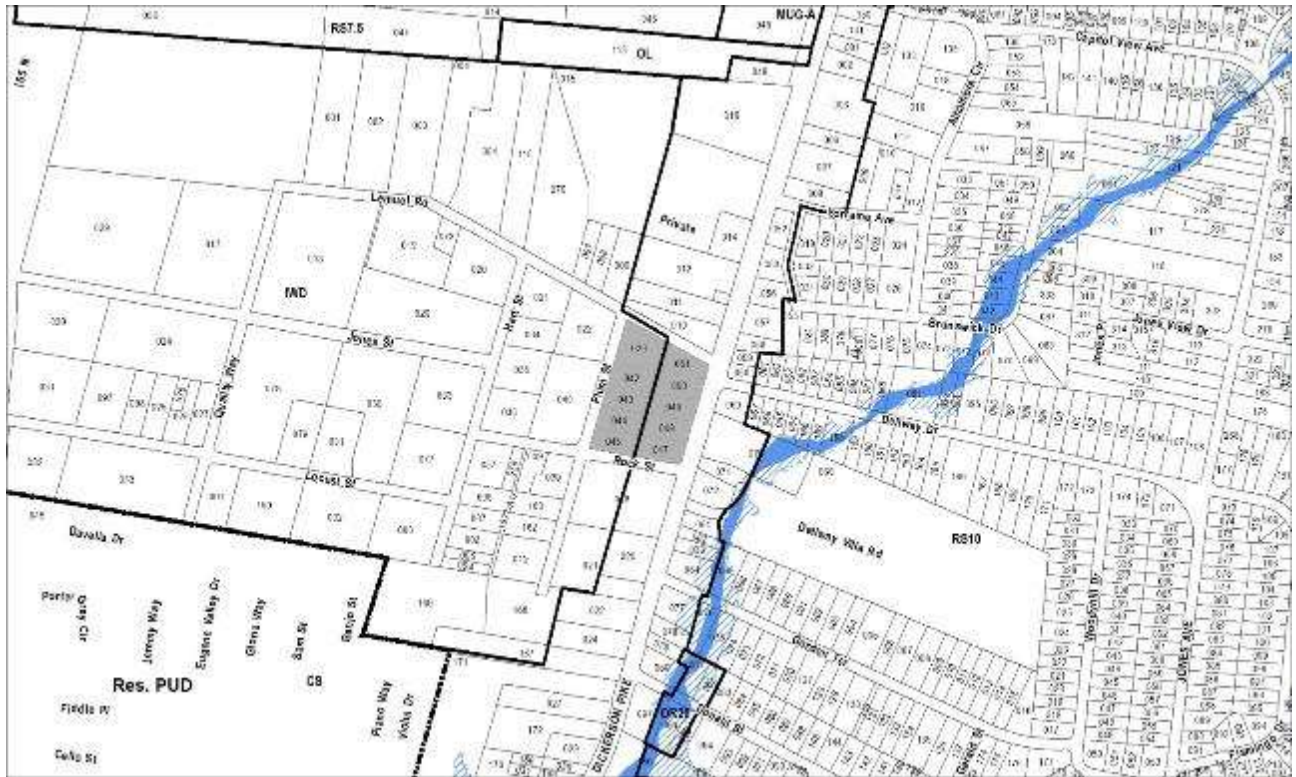
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for property located at 3834 Pin Hook Road, approximately 390 feet west of Lakewood Village Drive, to permit 39 single family residential lots (10.2 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the March 10, 2022, Planning Commission meeting.



Metro Planning Commission Meeting of 2/10/22



2021SP-095-001

2600 DICKERSON PIKE SP

Map 060-15, Parcel(s) 023, 042-045, 047-051

18, East Nashville

02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 2/10/22

Item #10 **Specific Plan 2021SP-095-001**
Project Name **2600 Dickerson Pike SP**
Council District 02 – Toombs
School District 01 – Gentry
Requested by Kimley-Horn, applicant; Bobbie Sue Hastings, C.A. Henry, and C.L. Hughes, owners.

Deferrals This item was deferred from the December 9, 2021, and January 13, 2022, Planning Commission meetings. No public hearing was held.

Staff Reviewer Harrison
Staff Recommendation *Defer to the February 24, 2022, Planning Commission meeting.*

APPLICANT REQUEST

Preliminary SP to permit 345 multi-family units.

Zone Change

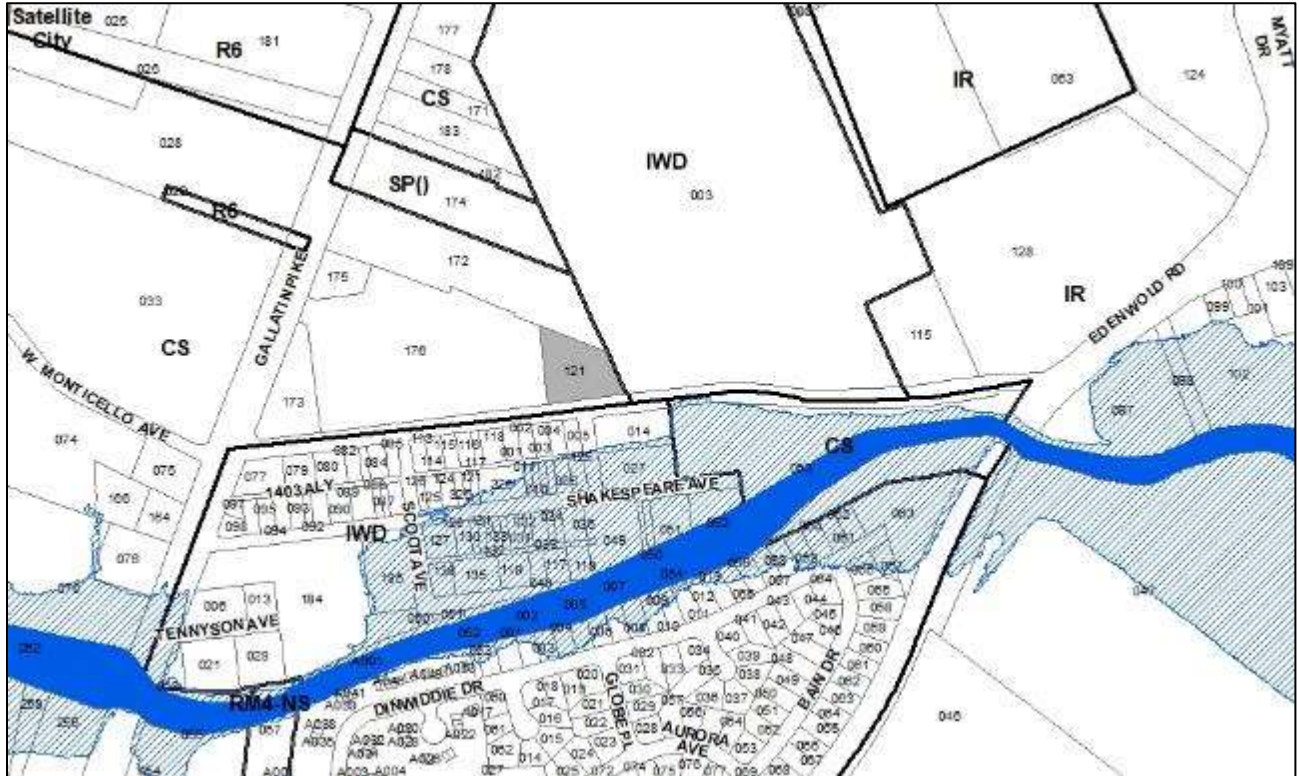
A request to rezone from Commercial Service (CS) and Industrial Warehouse/Distribution (IWD) to Specific Plan (SP) zoning for properties located at 2405 Plum Street, 2600 and 2604 Dickerson Pike, Plum Street (unnumbered), and Dickerson Pike (unnumbered), at the northwest corner of Rock Street and Dickerson Pike (5.22 acres), to permit 345 multi-family units.

STAFF RECOMMENDATION

Staff recommends deferral to the February 24, 2022, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 2/10/22



2022SP-003-001
EDENWORLD SP
Map 034-10, Parcel(s) 121
04, Madison
10 (Zach Young)



Metro Planning Commission Meeting of 2/10/22

Item #11	Specific Plan 2022SP-003-001
Project Name	Edenwold SP
Council District	10 - Young
School District	03 – Masters
Requested by	James Terry, applicant; Alireza Nouri, owner.
Staff Reviewer	Swaggart.
Staff Recommendation	<i>Defer to the February 24, 2022, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit automobile repair and warehouse.

Zone Change

A request to rezone from Commercial Services (CS) to Specific Plan (SP) zoning for property located at 400 Edenwold Road, approximately 1,000 feet east of Gallatin Pike, (1.08 acres), to permit an automotive repair shop and warehouse.

STAFF RECOMMENDATION

Staff recommends deferral to the February 24, 2022, Planning Commission meeting.



Metro Planning Commission Meeting of 2/10/22



2022SP-007-001

BLUFF HEIGHTS

Map 181, Parcel 096, 172, 296

12, Southeast

04 (Robert Swope)



Metro Planning Commission Meeting of 2/10/22

Item #12

Specific Plan 2022SP-007-001

Project Name

Bluff Heights

Council District

04 - Swope

School District

02 - Little

Requested by

Alfred Benesch & Company, applicant; BBDB Investments, LLC and Ann Marie Gillis, owners.

Deferrals

This item was deferred from the January 13, 2022, Planning Commission meeting. No public hearing was held.

Staff Reviewer

Elliott

Staff Recommendation

Defer to the February 24, 2022, Planning Commission meeting.

APPLICANT REQUEST

Preliminary SP to permit 182 multi-family residential units.

Zone Change

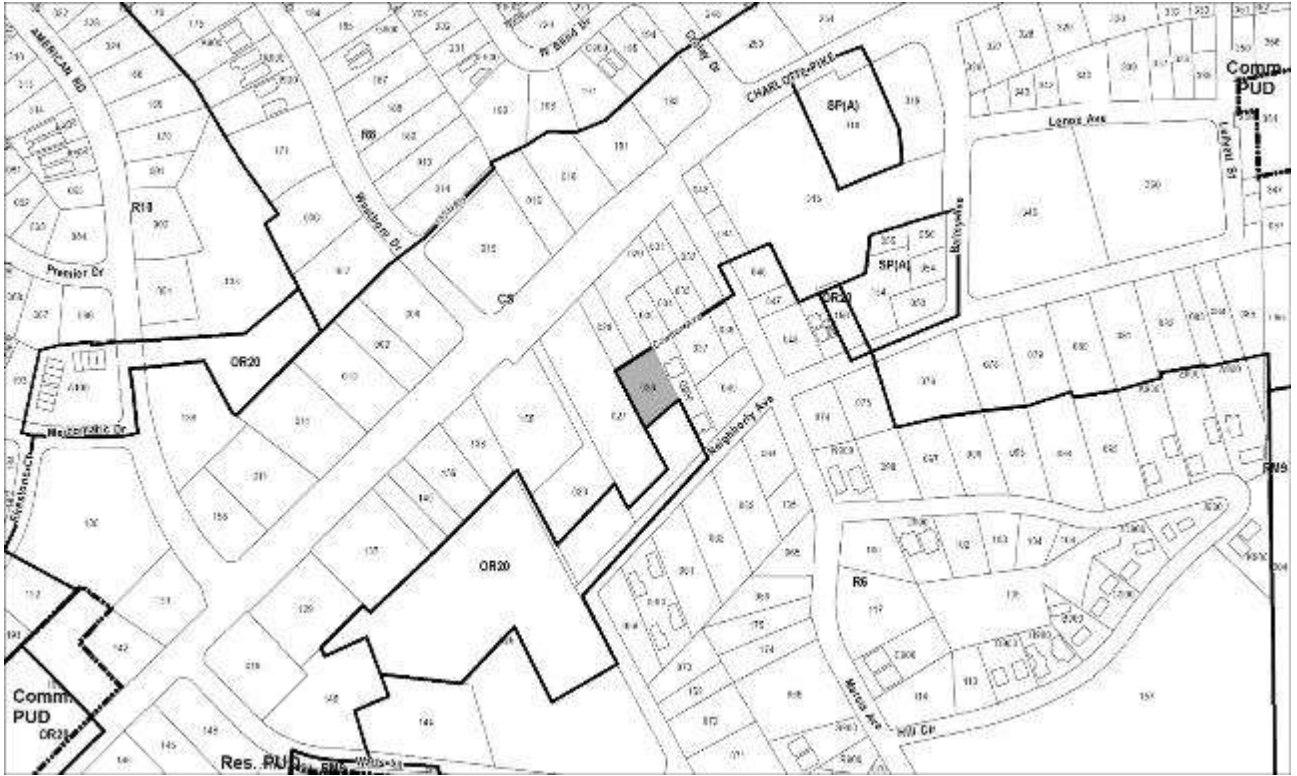
A request to rezone from Agricultural/Residential (AR2a), Multi-Family Residential (RM4), and Single-Family Residential (RS10) to Specific Plan (SP) zoning for properties located at 6578 Bluff Road and Bluff Road (unnumbered), approximately 275 feet north of Stone Bluff Drive, (62.2 acres) (and partially located within the Floodplain Overlay District), to permit 182 multi-family units.

STAFF RECOMMENDATION

Staff recommends deferral to the February 24, 2022, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 2/10/22



2021Z-077PR-001

Map 103-01, Parcel(s) 036

07, West Nashville

20 (Mary Carolyn Roberts)



Metro Planning Commission Meeting of 2/10/22

Item # 13
Council District
School District
Requested by

Zone Change 2021Z-077PR-001
20 – Roberts
09 – Taylor
Barge Cauthen & Associates, applicant; JJZ Realty Partnership, G.P., owner.

Deferrals

This item was deferred from the August 26, 2021, September 23, 2021, October 14, 2021, October 28, 2021 and the January 13, 2022, Planning Commission meetings. No public hearing was held.

Staff Reviewer
Staff Recommendation

Swaggart
Defer to the February 24, 2022, Planning Commission meeting.

APPLICANT REQUEST
Zone change from R6 to OR20.

Zone Change

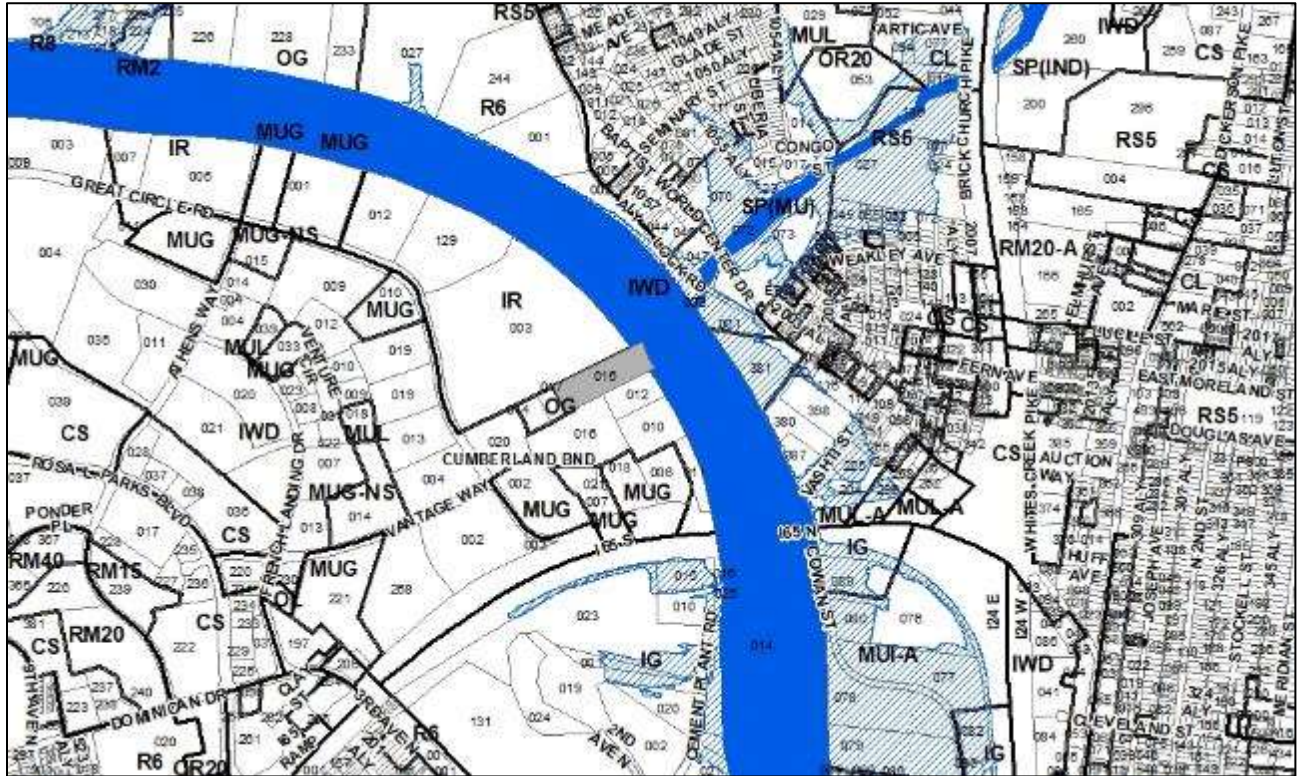
A request to rezone from One and Two-Family Residential (R6) to Office and Residential (OR20) zoning for property located at 6111 Cowden Avenue, at the current terminus of Cowden Avenue (0.29 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the February 24, 2022, Planning Commission meeting.



Metro Planning Commission Meeting of 2/10/22



2022Z-010PR-001

Map 071-13, Parcel(s) 015

08, North Nashville

02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 2/10/22

Item #14
Council District
School District
Requested by

Zone Change 2022Z-010PR-001
02 – Toombs
01 - Gentry
Catalyst Design Group, applicant; Apex Riverstone, LLC, owner.

Staff Reviewer
Staff Recommendation

Harrison
Defer to the February 24, 2022, Planning Commission meeting.

APPLICANT REQUEST

Zone change from IWD to MUG.

Zone Change

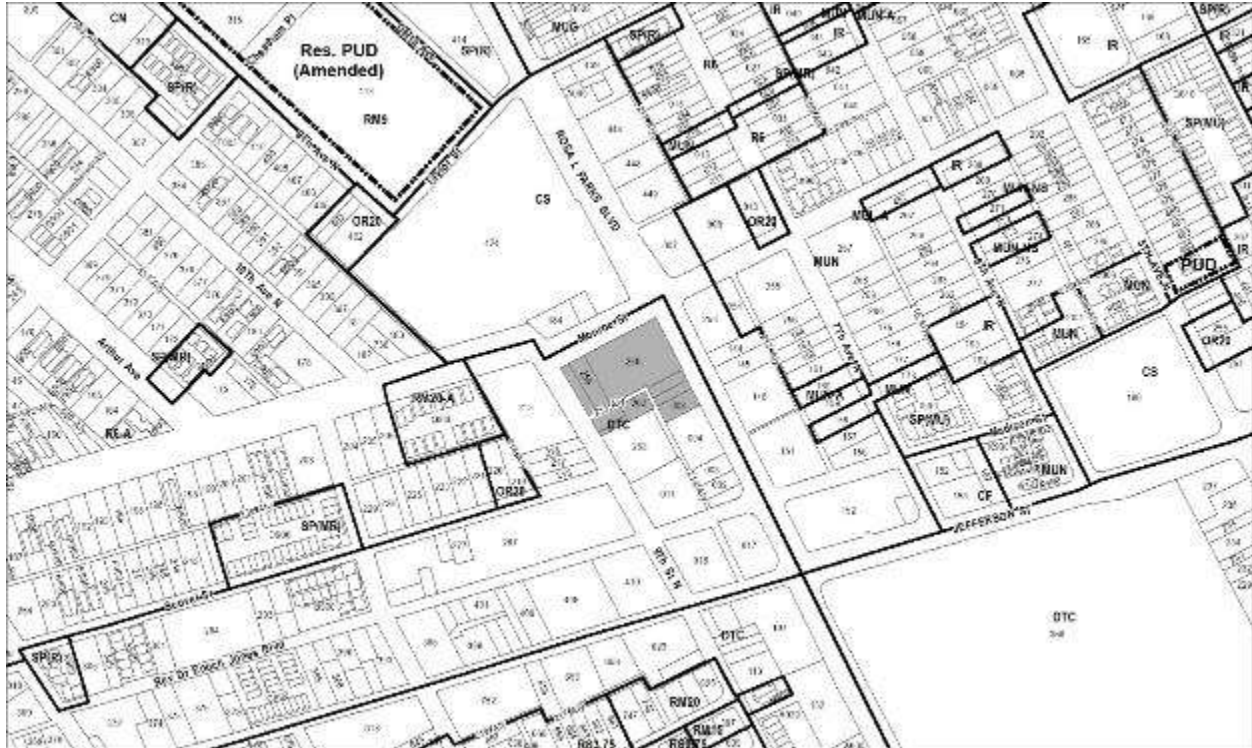
A request to rezone from Industrial Warehouse/Distribution (IWD) to Mixed-Use General (MUG) zoning for property located at 230 Cumberland Bend, approximately 860 feet east of Great Circle Road (4.96 acres).

STAFF RECOMMENDATION

Staff recommends to defer to the February 24, 2022, Planning Commission Meeting.



Metro Planning Commission Meeting of 2/10/22



2021DTC-027-001

801 MONROE

Map 82-13, Parcels 01-03

Map 81-16, Parcels 26, 55-56, 60

9, Downtown

19 (Freddie O'Connell)



Metro Planning Commission Meeting of 2/10/22

Item #15

**DTC Overall Height Modification
2021DTC-027-001**

Project Name
Council District
School District
Requested by

801 Monroe
19 – O’Connell
05– Buggs
Daniel Tansey, STG Design;
Monroe Nashville, LP, owner.

Deferrals

This item was deferred at the January 13, 2022, Planning Commission meeting. No public hearing was held.

Staff Reviewer
Staff Recommendation

Islas
Defer to the March 10, 2022, Planning Commission meeting.

APPLICANT REQUEST

Modification of overall height standards of the DTC, Hope Gardens Subdistrict, to allow ten stories of building height where seven is permitted by right, and four stories of building height where three are permitted by right.

DTC Overall Height Modification

A request for an overall height modification on properties located at 801, 811 and 817 Monroe Street, 1217, 1221 and 1223 Rosa L Parks Boulevard, 1214 9th Avenue North and 9th Avenue North (unnumbered), at the southern corner of Monroe Street and Rosa L Parks Boulevard, zoned DTC and located with the Phillips-Jackson Street Redevelopment District Overlay (1.43 acres), to permit a ten-story building on Rosa L Parks Boulevard, a five-story building on Monroe Street and a four-story building on 9th Avenue North.

STAFF RECOMMENDATION

Staff recommends deferral to the March 10, 2022, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 2/10/22



2021S-227-001
RESUB LOT 364 PLAN OF D.T. MCGAVOCK
Map 081-11, Parcels 244
08, North Nashville
21 (Brandon Taylor)



Metro Planning Commission Meeting of 2/10/22

Item # 16

Final Plat 2021S-227-001

Project Name

Resub Lot 364 Plan of D.T. McGavock

Council District

21 – Taylor

School District

1 – Gentry

Requested by

WT-Smith Surveying, applicant; Frank Beasley, owner.

Deferrals

This item was deferred from the December 9, 2021, and January 13, 2022, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Swaggart

Staff Recommendation

Defer to the March 24, 2022, Planning Commission meeting.

APPLICANT REQUEST

Request for final plat approval to create two lots.

Final Plat

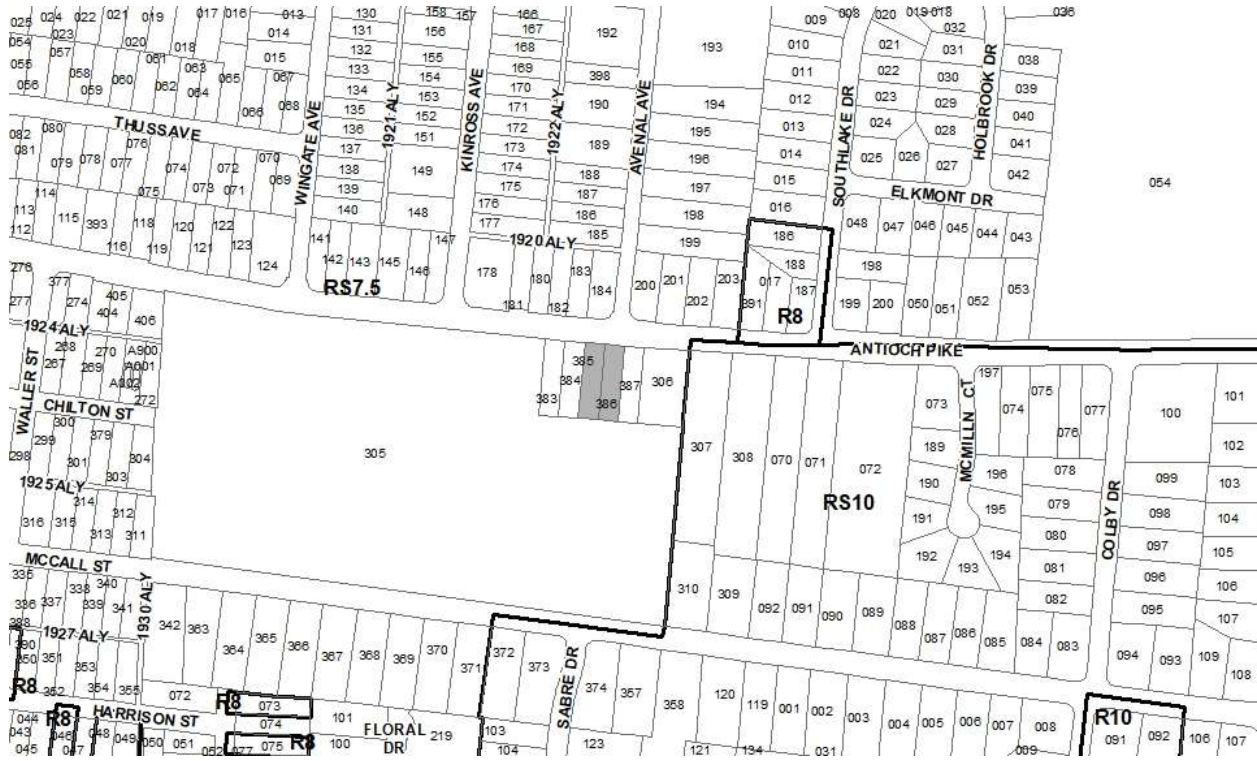
A request for final plat approval to create two lots on property located at 1720 17th Avenue North, at the southeast corner of Century Street and 17th Avenue North, zoned Single-Family Residential (RS5) (0.38 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the March 24, 2022, Planning Commission meeting.



Metro Planning Commission Meeting of 2/10/22



2021Z-107PR-001
Map 133-02, Parcel(s) 385-386
11, South Nashville
16 (Ginny Welsch)



Metro Planning Commission Meeting of 2/10/22

Item #17
Council District
School District
Requested by

Zone Change 2021Z-107PR-001
16 – Welsch
7 – Player-Peters
JMR Investments LLC, applicant; Music City Holdings LLC, owner.

Deferrals

This item was deferred at the January 13, 2022, Planning Commission meeting. No public hearing was held.

Staff Reviewer
Staff Recommendation

Elliott
Approve.

APPLICANT REQUEST
Zone change from RS7.5 to R8.

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to One and Two-Family Residential (R8) zoning for properties located at 193 and 201 Antioch Pike, approximately 250 feet east of Kinross Avenue (0.45 acres).

Existing Zoning

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

Proposed Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 2 duplex lots for a total of 4 units.*

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.

SITE

The application includes two parcels comprising approximately 0.45 acres located on the south side of Antioch Pike and adjacent to the Wright Middle School property. This portion of Antioch Pike is classified as a Collector Avenue in the Major and Collector Street Plan. The site is



Metro Planning Commission Meeting of 2/10/22

currently vacant and is surrounded by vacant, single-family, two-family, and institutional land uses.

ANALYSIS

Staff finds that the proposed zoning district to be consistent with the intent of T3 NM policy to infill vacant land with a broader mix of housing. The area has a pattern of single-family with some duplexes mixed in and the proposal would permit a similar pattern. The proposed zoning would permit an incremental increase in density and the vacant RS zoned parcels on either side of the subject site would transition this incremental increase in density from the remainder of Antioch Pike.

FIRE RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Ignore

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.45	5.808 D	2 U	27	4	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.45	5.445 D	4 U	51	5	2

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+2 U	+24	+1	-

METRO SCHOOL BOARD REPORT

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

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

The proposed R8 zoning is expected to generate no additional students than the existing RS7.5 zoning. Students would attend Glenclyff Elementary School, Wright Middle School, and Glenclyff High School. All three schools are identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

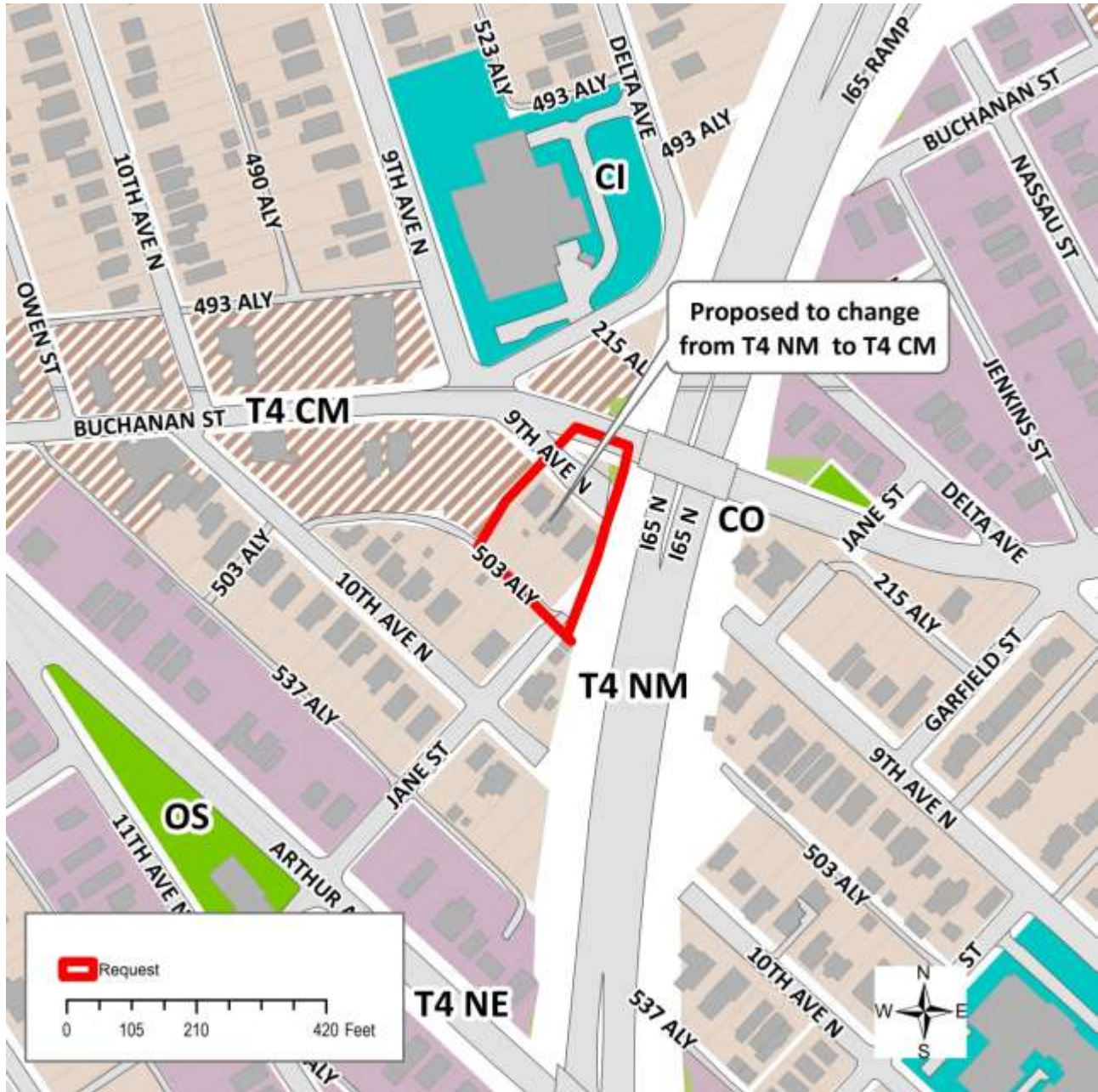
Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 2/10/22



2019CP-008-003

NORTH NASHVILLE COMMUNITY PLAN AMENDMENT

Map 081-12, Parcel(s) 028-034

08, North Nashville

21 (Brandon Taylor)



Metro Planning Commission Meeting of 2/10/22

Item #18a
Project Name

Minor Plan Amendment 2019CP-008-003
North Nashville Community Plan
Amendment

Associated Case
Council District
School District
Requested by

2021SP-059-001
21 – Taylor
01 – Gentry
Fulmer Lucas Engineering, applicant; 901 Buchanan Partners, LLC, JFM 1705 9th Avenue North, LLC & ETAL, 9th & Goal Partners, and Jimmy Antawan Dennis & Santez Boykin, owners.

Deferrals

This item was deferred at the December 9, 2021, and January 13, 2022, Planning Commission meetings. No public hearing was held.

Staff Reviewer
Staff Recommendation

Barbour
Approve.

APPLICANT REQUEST

Amend North Nashville Community Plan to change the policy.

Minor Plan Amendment

A request to amend the North Nashville Community Plan by amending the Community Character Policy from Urban Neighborhood Maintenance (T4 NM) to Urban Mixed Use Corridor (T4 CM) for various properties located along 9th Avenue North and Buchanan Street (approximately .054 acres).

NORTH NASHVILLE COMMUNITY PLAN

Current Policy

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

Requested Policy

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



Metro Planning Commission Meeting of 2/10/22

BACKGROUND

The plan amendment was initially requested in conjunction with zone change application 2019-135PR-001, a request to change the zoning from Commercial Service (CS) and Single-Family Residential (RS5) to Mixed Use Limited-Alternative (MUL-A) zoning for property located at the corner of Buchanan Street and 9th Avenue North. As part of the application process, the Executive Director determined the plan amendment is minor with a required community meeting. In 2019, both applications were deferred indefinitely. In September 2021, the plan amendment was reactivated and a new rezoning application for Specific Plan (SP) zoning to permit a mixed use development was filed.

The plan amendment area is located adjacent to I-65 and the Delta Avenue overpass, and just south of Buchanan Street in North Nashville. To the north is Jones Paideia Elementary School. To the west are a number of small-scale commercial uses along Buchanan Street, including restaurants and retail shops. South of the amendment area is a large area of residential development. T4 Urban Neighborhood Maintenance (T4 NM) policy is currently applied to the plan amendment area since it contains houses today. T4 NM is also applied to residential areas to the south, and to the east on the other side of the Interstate. Along Buchanan Street, T4 Urban Mixed Use Corridor (T4 CM) policy is applied.

Commercial uses are not supported by the existing T4 NM policy. As a result, the applicant proposed a policy change to extend the T4 CM policy that exists along Buchanan Street, which supports a mix of uses. Staff limited the study area to six properties since the properties are bounded by the interstate on the east side. Three of the properties in the study area are owned by Metro Government and are not part of the associated rezoning.

COMMUNITY PARTICIPATION

On August 21, 2019, the required Planning-led community meeting was held at 904 Buchanan Street to discuss the applicant's plan amendment and rezoning requests. Approximately 30 people attended, including Councilmember Ed Kindall (the district councilmember at that time), the applicant and development team, and staff from the Planning Department.

Planning staff spoke and answered questions regarding the plan amendment request, while listening to community thoughts and concerns. The applicant presented their rezoning request. Some attendees expressed support for extending the T4 CM policy at this location to expand the land area available for a mix of uses. Many community members requested additional time for continued discussion and more details on the proposed development, including traffic, parking, access, short-term rentals, and potential uses.

A follow-up meeting was held on August 27, 2019, at Swifts Tabernacle located at 905 Clay Street. This was the regularly scheduled Jones Buena Vista Neighborhood Association meeting and was facilitated by Pastor Leon Corder, the president of the Neighborhood Association. Approximately 50 people attended, including a number of those who were present at the August 21st community meeting. The applicant provided more details on the proposed development. Planning staff again described the requested plan amendment and listened to feedback.



Metro Planning Commission Meeting of 2/10/22

More people expressed support for the proposed amendment and associated rezoning than at the first meeting. Support centered on the desire to see development and revitalization of Buchanan Street. Currently, community groups continue work on a united vision for the future of the Buchanan Street corridor. At the follow-up meeting, many expressed a desire for growth to benefit existing residents rather than leading to displacement. Several people shared additional thoughts and raised concerns, including:

- The future of Buchanan Street;
- Appropriate depth of commercial policy and zoning off Buchanan Street;
- Adding new spaces for lease that would compete with existing businesses that appear to be struggling;
- Gentrification and displacement;
- Permitting of short-term rentals;
- Potential for increased parking on neighborhood streets;
- Building heights; and,
- Need for additional time for community input and discussion.

Following the second meeting, the applicant deferred the plan amendment and rezoning applications to allow time for further community discussion and possible revisions. A roundtable discussion was held on September 24, 2019, at Swifts Tabernacle, again facilitated by Pastor Leon Corder, the president of the Jones Buena Vista Neighborhood Association, with Councilmember Brandon Taylor (the newly elected district representative) in attendance. In October, 2019, the applicant indefinitely deferred their plan amendment and rezoning applications to continue discussions with the community.

The plan amendment application was reactivated in August of 2021, and the applicant submitted a new Specific Plan (SP) rezoning application. A hybrid meeting was held on November 4, 2021, that provided the community with an in-person or a virtual option to participate. The meeting took place at the North Nashville Police Precinct and was facilitated by Councilmember Brandon Taylor. Approximately five people attended the meeting. It should be noted there was another community meeting regarding the Jefferson Street Cap project held the same evening and time that may have impacted attendance. The applicant provided more detail on the proposed development. Planning staff again described the requested plan amendment and listened to feedback. No additional opposition was expressed during the meeting. Since this meeting, Planning staff has not heard concerns or opposition about the policy change and rezoning.

ANALYSIS OF URBAN MIXED USE CORRIDOR POLICY

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

NashvilleNext Growth & Preservation Concept Map

The Growth & Preservation Concept Map (Concept Map) is a county-wide vision and tool to shape improvements in quality of life so that new development and redevelopment align with community values. The Concept Map shows the policy amendment area (site) situated in a location designated as a “Neighborhood,” primarily residential areas offering a mix of housing types and character, with smaller civic and employment areas and small neighborhood centers. This area is also nearby “Center” and “Transition or Infill” areas which are intended to accommodate growth. The stretch of Buchanan Street from Dr. DB Todd Jr. Boulevard to Rosa



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L Parks Boulevard, including the plan amendment area, is designated as an “immediate need” High Capacity Transit Corridor on the Growth and Preservation Concept Map. High Capacity Transit Corridors are envisioned to support high capacity transit from Bus Rapid Transit Lite (BRT Lite) service to transit running in its own lanes. These Corridors are defined as “immediate need” or “long-term need.” “Immediate need” corridors should have service improvements within the next ten years.

Allowing for strategic infill along transit corridors, such as Buchanan Street, provides the density of jobs and residents to support transit lines and transit improvements. Additionally, providing services in proximity to transit and other services on Buchanan Street increases the likelihood that residents and visitors can walk to meet some of their needs.

Key Finding

- The development would assist in supporting high capacity transit along an important mixed use corridor.

Community Character Policy Application

Community Plans provide history and context for Nashville’s 14 Community Planning areas, along with community-specific issues, strategies, and sketches of how different places in the community could change over time. During the most recent update to the North Nashville Community Plan (in 2010 and during NashvilleNext in 2015) participants stated they wish to see an increase in retail and service options in the community. One of the strategies of the Community Plan to address this desire is to emphasize enhancing prominent North Nashville corridors, such as Jefferson Street, Buchanan Street, and Rosa L. Parks Boulevard, by adding a mix of land uses and additional housing options.

The requested Community Character Policy of T4 CM is intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor. T4 CM is applied where there is an expressed interest in progressing to a balanced mixture of residential and commercial land uses along the corridor. In order to achieve adequate dimensions for building and site design that is consistent with this policy category, property consolidation to create larger development sites within the T4 CM area may be needed. In this case, extending the T4 CM policy along Buchanan Street would create a larger development site for new residential and commercial uses.

Human-made features such as interstates and major roads often form the boundaries of policy areas. The construction of the Interstate system in the late 1960s bifurcated 9th Avenue North and physically separated much of North Nashville. The current T4 CM policy application in this area applies to both sides of Buchanan Street to the north and west of the plan amendment area. This request will extend the T4 CM policy along Buchanan Street and 9th Avenue North to the interstate and to similar depth, matching the existing condition along Buchanan Street. The interstate becomes a clearly distinguishable boundary of the policy.

T4 CM policy contains guidance for transitioning in intensity and uses with buildings at the edges to form transitions in scale and massing where adjoining lower-intensity policy areas. The plan amendment area is within, and adjacent to, T4 NM policy, a lower-intensity residential



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policy. The guidance in the T4 CM policy encourages the appropriate transition in density and intensity between these two policy areas and contains guidance on how to design transitions and infill development, including the use of alleys as transitions. The alley between 9th and 10th Avenues North will be used to achieve this transition.

Because T4 CM areas are intended to be mixed use corridors with higher density residential and mixed use development, applying this policy to the plan amendment area offers the opportunity to promote the North Nashville Community Plan's goal of enhancing the major corridors.

Key Findings

- During the last North Nashville Community Plan update, participants stated they wish to see an increase in retail and service options in the community, especially along the major corridors.
- Extending the T4 CM policy would create a larger development site for new residential and mixed uses along Buchanan Street.
- The guidance in the T4 CM policy encourages the appropriate transition in density and intensity between these two policy areas and contains guidance on how to design transitions and infill development, including the use of alleys as transitions. In this case, the alley between 9th and 10th Avenues North will be used for this transition.

Transportation and Connectivity

T4 CM areas have high levels of connectivity and complete street networks with sidewalks, and existing or planned transit and bikeways. T4 CM policy is applicable to prominent urban arterial-boulevard and collector-avenue corridors with adequate transportation capacity. The Major and Collector Street Plan classifies Buchanan Street as a two-lane collector-arterial. Currently, the street has local bus service which is planned to be upgraded to more frequent transit per *NashvilleNext* and *nMotion*. 9th Avenue North to the north of the plan amendment area is also classified as a two-lane collector street. The plan amendment area has sidewalks as well as a protected bikeway. Allowing a mix of uses, supported by T4 CM policy, in locations with convenient access to multimodal networks, along a primary corridor with transit service is appropriate.

Key Findings

- The existing complete streets network, including alleys, sidewalks, and a bikeway, supports T4 CM policy.
- Transit service is currently available, and plans call for improvements to transit frequency and services along Buchanan Street.

Relationship to Surrounding Policies

The requested policy amendment area's (site) relationship to surrounding policies is as follows:

- T4 Urban Neighborhood Maintenance (T4 NM) policy is currently applied to the site.
- T4 Urban Mixed Use Corridor (T4 CM) policy is adjacent to the west and north of the site.
- Civic (CI) policy is applied to the school property 0.05 miles to the north of the site.
- T4 Urban Neighborhood Maintenance (T4 NM) surrounds the site immediately to the south and to the north.



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- T4 Urban Neighborhood Evolving (T4 NE) is applied to property 0.08 miles to the east of the site (across the Interstate).
- Conservation (CO) is applied to property 0.03 miles to the east of the property site providing a buffer to I-65.

Key Finding

- Extending T4 Urban Mixed Use Corridor (T4 CM) to the study area allows for a continuation of higher density residential and mixed use development along the corridor,

Analysis Summary

Amending the Community Character Policy from T4 NM to T4 CM is appropriate for the following reasons:

- The development would assist in supporting high capacity transit along an important mixed use corridor.
- During the last North Nashville Community Plan update, participants stated they wish to see an increase in retail and service options in the community, especially along the major corridors.
- Extending the T4 CM policy would create a larger development site for new residential and mixed uses along Buchanan Street.
- The guidance in the T4 CM policy encourages the appropriate transition in density and intensity between these two policy areas and contains guidance on how to design transitions and infill development, including the use of alleys as transitions. In this case, the alley between 9th and 10th Avenues North will be used for this transition between policy areas.
- The existing complete streets network, including alleys, sidewalks, and a bikeway, supports T4 CM policy.
- Transit service is currently available, and plans call for improvements to transit frequency and services along Buchanan Street.
- Extending T4 CM to the study area allows for a continuation of higher density residential and mixed use development along the corridor,

STAFF RECOMMENDATION

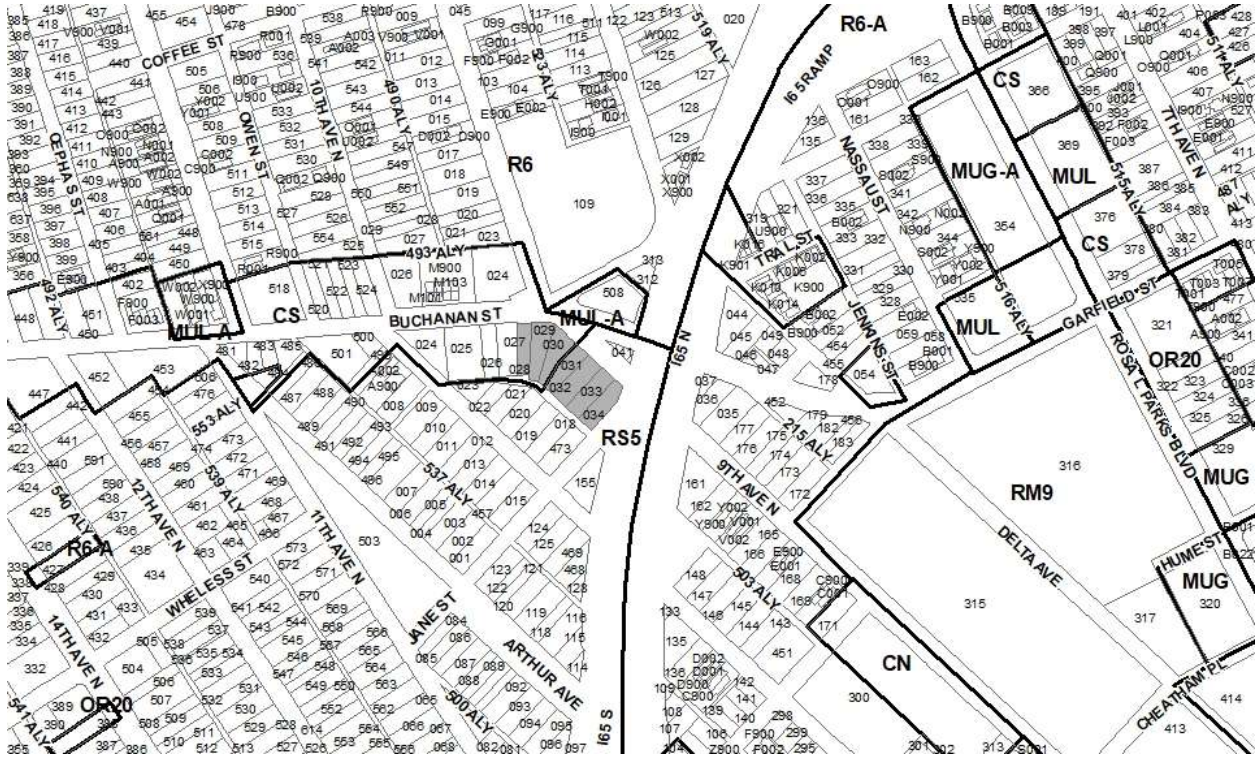
Staff recommends approval of T4 Urban Mixed Use Corridor (T4 CM) policy.



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Metro Planning Commission Meeting of 2/10/22



2021SP-059-001
9TH AND BUCHANAN SP
Map 081-12, Parcel(s) 028-034
08, North Nashville
21 (Brandon Taylor)



Metro Planning Commission Meeting of 2/10/22

Item #18b	Specific Plan 2021SP-059-001
Project Name	9th and Buchanan SP
Associated Case	2019CP-008-003
Council District	21 – Taylor
School District	01 – Gentry
Requested by	Fulmer Lucas Engineering, applicant; 901 Buchanan Partners, LLC, JFM 1705 9th Avenue North, LLC & ETAL, 9th & Goal Partners, and Jimmy Antawan Dennis & Santez Boykin, owners.

Deferrals This item was deferred from the December 9, 2021 and January 13, 2022, Planning Commission meetings. No public hearing was held.

Staff Reviewer	Harrison
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions if the associated plan amendment is approved. If the associated plan amendment is not approved, staff recommends disapproval</i>

APPLICANT REQUEST

Preliminary SP to permit a mixed-use development.

Zone Change

A request to rezone from Commercial Service (CS) and Single-Family Residential (RS5) to Specific Plan (SP) zoning for properties located at 1701, 1703, 1705, 1707, 1709, and 1711 9th Ave N and 901 Buchanan Street, approximately 360 feet east of 10th Ave N, (1.08 acres), to permit a mixed-use development.

Existing Zoning

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

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 4 units.

Proposed Zoning

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



Metro Planning Commission Meeting of 2/10/22



Proposed Preliminary SP



Metro Planning Commission Meeting of 2/10/22

NORTH NASHVILLE COMMUNITY PLAN

Existing Policy

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

Proposed Policy

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

SITE CONTEXT AND PLAN DETAILS

The approximately 1.08 acre site is located at the southwest corner of the intersection of Buchanan Street and 9th Avenue North. Currently the surrounding area consists of single-family residential and commercial uses. Buchanan Street is classified as a Collector Avenue in the Major and Collector Street Plan (MCSP).

The site plan proposes up to 7,500 square foot building with 3,750 square feet of commercial on the first level and 6 multi-family units on the second level. Additionally, there is a proposed 32,093 outdoor commercial amusement, defined on the plan, consisting of a membership based dog park, restrooms, and food truck area.

Access for the site is limited to 9th Avenue North, which is a permanent dead-end road, and the alley located on the south from 10th Avenue North and Jane Street. Sidewalks have been provided along Buchanan Street and 9th Avenue North, as required by the MCSP, and to the alley and dog park. Parking for the site includes 14 surface parking stalls located on the west side, with 15 spots located off 9th Avenue North, for a total of 29 spaces. A landscape buffer has been provided along the north side of the alley to screen to proposed commercial use from the existing single-family residential to the south.

ANALYSIS

Currently, associated with this case, there is a policy amendment for the T4 NM portion of this site to change to T4 CM. The T4 CM policy calls for higher intensity mixed-use development along major roadways and intersections, while also being pedestrian friendly. There are pedestrian connections around the site, as well as a bike lane currently located along Buchanan Street. The proposed mixed-use building, while meeting the goal of mixed-use, does not meet the level of intensity T4 CM usually call for. As this site moves east and south, it becomes a more transitional area for this policy, allowing for a less intense proposal, and maintaining a landscape buffer along the south eases the transition from mixed-use to single-family residential. Based on



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the mix of uses, landscaping, and additional uses currently not located in the area the proposed plan is consistent with the policy goals of T4 CM, at this location.

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.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans. A minimum of 30% of W&S Capacity must be paid before issuance of building permits.

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- Call out alley widening/paving to meet ST-263(18 ft. min.) from 10th to Jane St. Show ROW dedication for alley to accommodate widening.
- In order to discourage left turns into and out of 9th Ave North, install a median Westbound at the Garfield/Buchanan St.
- Show additional paving improvements for entirety of 9th Ave North.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Parking is required per Code.
- Modifications to the intersection of Buchanan Street / Delta Avenue / 9th Avenue and/or the traffic signal may be required for access to site. Continue to coordinate with NDOT prior to Final SP approval.
- Provide on-street parking along the Northern side of 9th Ave to meet the required 25 spaces (1 space/1,300 sqft.) for the dog park, that was determined from the parking study. No on-street parking shall be located within 30' of an intersection, and shall be signed appropriately.



Metro Planning Commission Meeting of 2/10/22

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 (820)	0.43	0.6 F	11,238 SF	424	11	43

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)	0.65	8.712 D	5 U	66	8	6

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 3-10 (221)	1.08	-	6 U	31	3	3

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 (820)	1.08	-	3,750 SF	142	3	14

Traffic changes between maximum: CS/RS5 and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-317	-13	-32

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP-MU district: 1 Elementary 1 Middle 1 High

The proposed SP is anticipated to produce an additional 3 students above the current RS5 zoning. Students would attend Churchwell Elementary, John Early Middle School, and Pearl-Cohn High School. All three schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 2/10/22

CONDITIONS

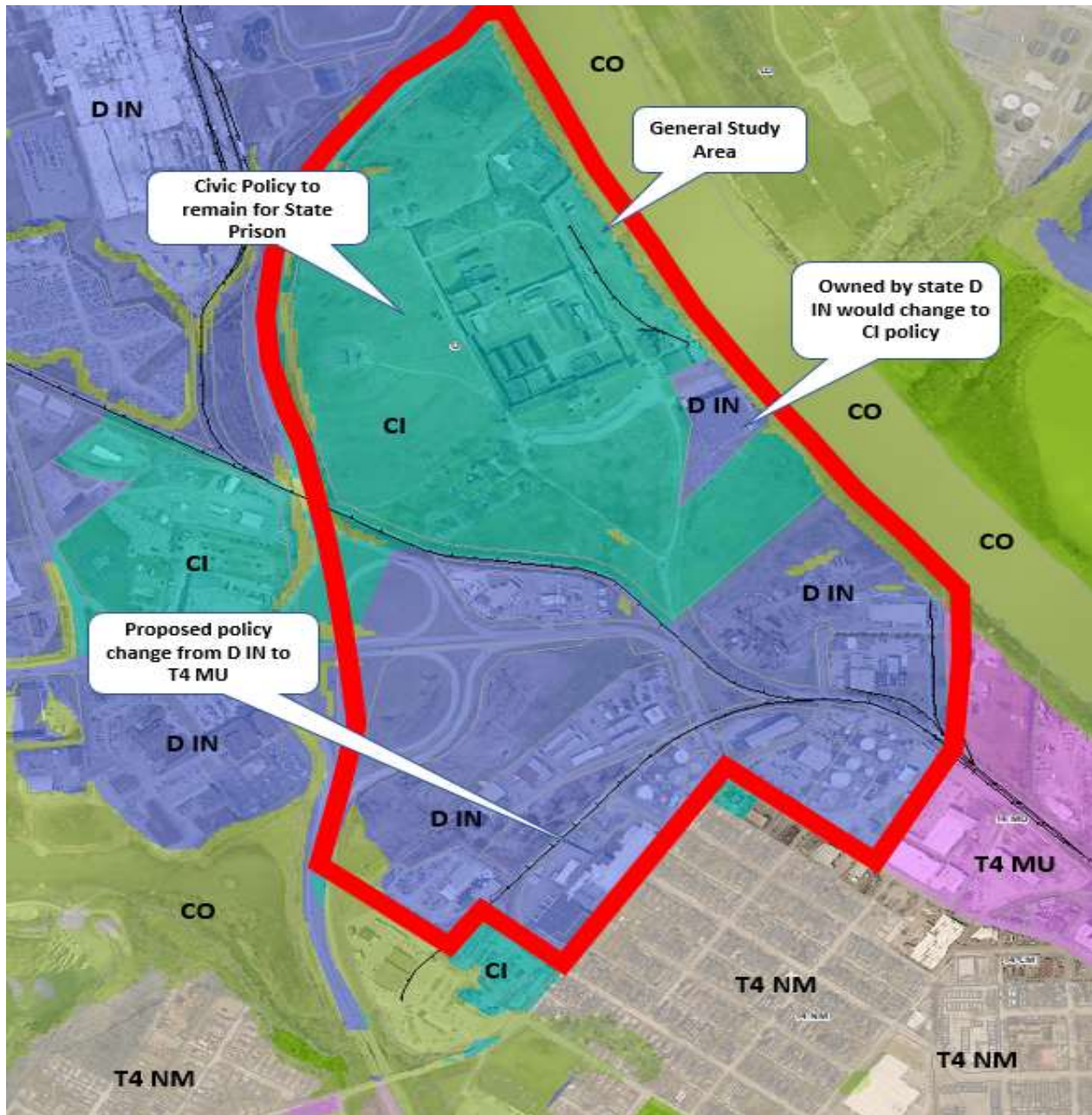
1. Permitted uses shall be limited to a maximum of 6 multi-family residential units in the building shown on the plan. Non-residential uses in the building shown on the plan shall be limited to restaurant, general retail, and general office. The remainder of the site is permitted for dog park as identified on the proposed SP plan, only. Short term rental properties, owner occupied, and short term rental properties, not-owner occupied shall be prohibited.
2. Remove the following note: "In the event the dog park is no longer operational, uses permitted in MUL-A shall be permissible with a revised final site plan approval.
3. Fencing is allowed around the dog park portion of the site, consistent with Metro Code. Adjustments may be permitted for portions of the fence with full details at final site plan.
4. Landscaping shall be required to follow the minimum requirements of MUL-A and additional landscaping as shown on the Preliminary SP Plan.
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 MUL-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 SP 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.
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.



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Metro Planning Commission Meeting of 2/10/22



2021CP-007-004

WEST NASHVILLE COMMUNITY PLAN AMENDMENT

Numerous properties; various Maps/Parcels

07, West Nashville

20 (Mary Carolyn Roberts)



Metro Planning Commission Meeting of 2/10/22

Item # 19a
Project Name

Major Plan Amendment 2021CP-007-004
West Nashville Community Plan
Amendment

Associated Case
Council District
School District
Requested by

2022SP-009-001
20 – Roberts
01 – Gentry
Jay Fulmer, Fulmer Lucas Engineering, applicant;
Dennis, Jimmy Antawan & Boykin, Santez; owner.

Staff Reviewer
Staff Recommendation

Barbour
Approve the T4 MU policy for the D IN portion of the study area along with a supplemental policy. Also, staff recommends approval of changing one State-owned property from D IN to CI policy for consistency.

APPLICANT REQUEST

Amend West Nashville Community Plan to change Community Character Policy.

Major Plan Amendment

A request to amend the West Nashville Community Plan by amending the Community Character Policy from District Industrial (D IN) and Civic (CI) to T4 Urban Mixed Use Neighborhood (T4 MU) for properties located along 63rd Avenue North, Briley Parkway, Centennial Boulevard, and 61st Avenue North, zoned Industrial Restrictive (IR) (approximately 274.12 acres).

WEST NASHVILLE COMMUNITY PLAN

Current Policy

District Industrial (D-IN) policy is intended to maintain, enhance, and create districts 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.

Civic (CI) policy's intent is to preserve and enhance existing publicly owned properties that are used for civic purposes so that they can continue to serve public purposes over time, even if the specific public purposes they serve or the manner in which they serve them change. This recognizes that locating sites for new public facilities will become more difficult as available sites become scarcer and more costly. The secondary intent of CI policy is to provide guidance for rezoning of sites if it is ultimately determined that conveying the property in question to the private sector is in the best interest of the public.

Requested Policy

Civic (CI) policy will remain at this time as the State continues to own the properties. Also, there is currently a property owned by the State at 6404 Centennial Boulevard that is in D IN policy. Staff recommends that policy change to CI to reflect the State's ownership.



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

BACKGROUND

The study area is in West Nashville and part of the Nations Neighborhood, directly adjacent to Briley Parkway with 63rd Avenue North as the southern boundary, Centennial Boulevard running through the middle, and the Cumberland River as the eastern boundary.

The applicant has applied for Specific Plan (SP) zoning (Case # 2022SP-009-001) for properties along 63rd Avenue North to allow for renovating an old industrial building and its surrounding property, formerly the Genesco factory, into a mix of uses, including multifamily, office, retail, and restaurants. As a result, the applicant has proposed a policy change from D IN to T4 MU, which is intended to create urban mixed-use neighborhoods and allows residential uses.

Staff created a larger study boundary to encompass adjacent properties within D IN policy. The district Councilmember requested that staff also study the State's property that includes the former State Prison facility, and potentially change the policy from Civic (CI) to T4 Urban Mixed Use Neighborhood (T4 MU) for that area also. Today, the proposed plan amendment area consists of commercial office structures, industrial warehouses, manufacturing, and a former prison.

COMMUNITY PARTICIPATION

Prior to submitting applications, the applicant met with neighbors and the neighborhood association. On December 14, 2021, Community Plans staff conducted a virtual community meeting to discuss the applicant's plan amendment. The meeting was available via WebEx. Notices were mailed to 644 property owners in a 1,300 foot buffer of the plan amendment site. Details of the community meeting were made readily available on Metro Nashville Planning Department's webpage. Approximately 11 people attended, including the applicant, development team, and staff. Staff outlined the request to change policy. The applicant and development team presented site plans and conceptual renderings for the proposed development. Following the presentation, attendees were given the opportunity to ask questions. No questions were asked of the applicant, development team, or staff by attendees. The meeting was recorded and posted to Metro's YouTube page. To date there have been a total of 21 views of the public meeting.

ANALYSIS OF CIVIC POLICY AREA

In brief discussions with Metro Government and the State, the State continues to retain ownership of the properties currently in Civic (CI) policy. It is common practice for CI policy to remain on Federal, State, and Metro-owned property until such time as the property is changing ownership and potentially being considered for redevelopment. If the property is sold for redevelopment Planning staff will work with potential property owners to change the policy from CI policy.



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ANALYSIS OF T4 URBAN MIXED USE NEIGHBORHOOD POLICY

In this analysis, property currently in District Industrial (DI) policy, with the exception of the one State-owned property, is being studied to change the policy to T4 MU. This study area is approximately 121.51 acres and shown below.



The proposed policy amendment area, currently in D IN policy, is a suitable location for T4 MU policy for the following reasons:

NashvilleNext Growth & Preservation Concept Map

The Growth & Preservation Concept Map (Concept Map) is a county-wide vision and tool to shape improvements in quality of life so that new development and redevelopment align with community values. The Concept Map shows the policy amendment area situated in a location designated as a “Special Impact Area” recognizing the District Transect. Special impact areas include intense industrial areas, airports, landfills, and other uses, many of which should be kept separate from homes.

Adjacent are “Neighborhood” and “Green Network” areas, reflecting the larger Nations Neighborhood, Richland Creek, and area parks. Neighborhood areas are primarily residential areas offering a mix of housing types and character, with smaller civic and employment areas and small neighborhood centers. Green Network areas are natural and rural areas that provide natural resources, ecological services, and passive and active recreation opportunities. They also



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include sensitive natural features that can be disturbed or destroyed by development or that pose a health or safety risk when developed. The NashvilleNext planning process applied the Concept Map designations generally rather than at the parcel-specific level.

Key Finding

- The policy amendment area is identified as adjacent to a Neighborhood area on the Growth & Preservation Concept Map and is suitable to change to allow a mix of uses and incorporate into the adjacent Neighborhood area.

Community Character Policy Application

There are 14 Community Plans which provide the vision and policy guidance of land uses for communities within Davidson County. The West Nashville Community Plan makes use of Community Character Policies elements to ensure that the urban residential neighborhood character of this part of Nashville is maintained and enhanced through centers and mixed use neighborhoods. The West Nashville Community Plan emphasizes enhancing centers and corridors to provide more services and options and strategically locating additional housing options, such as on a prominent corridor to support businesses and transit. The transition between these higher-intensity areas and the surrounding neighborhoods is anticipated to be addressed through well-designed land use transitions sensitive to adjacent residential areas. West Nashville also includes several mixed use neighborhoods.

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. In this transect, social interaction is a product of density of housing, a mixture of uses, and streets and open spaces that create a welcoming public realm. With multiple housing types and choices, there is the potential for a greater socioeconomic mixture of residents. Commercial centers exist within walking distance of homes and provide residents with daily needs and conveniences. Open space is also within walking distance of homes and is an essential piece in the fabric of the neighborhood. These elements combined create a bustling neighborhood atmosphere.

The requested T4 MU policy promotes urban, mixed use neighborhoods with a diverse mix of moderate- to high-density residential, commercial, office, and light industrial land uses. The Nations Neighborhood is a highly sought-after neighborhood for living and working. Former industrial properties along Centennial Boulevard to the southeast have transitioned to a mix of uses in recent years, and that trend is continuing. While Planning staff remains concerned about the overall loss of D IN policy across Nashville, market trends are moving away from heavy manufacturing in this area of the Nations Neighborhood. D MU policy allows for light industrial uses, recognizing the benefits these uses provide to a neighborhood.



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Key Findings

- T4 MU policy's intent of creating and maintaining the urban mixed use neighborhood, along with commercial, office, and light industrial uses, contributes to the larger Nations Neighborhood.
- T4 MU allows for current industrial uses to remain while providing additional options for residential, commercial, and office uses as the area transitions over time.

Transportation and Connectivity

The plan amendment area consists of properties located along 63rd Avenue North, Centennial Boulevard, and Linder Industrial Drive. Centennial Boulevard is classified as an arterial boulevard and 63rd Avenue North is classified as a collector avenue by the Major & Collector Street Plan (MCSP).

The area is industrial in nature; therefore, certain transportation infrastructure and a complete street network are not present. Currently, there are no sidewalks or bike paths along 63rd Avenue North. With the associated rezoning, sidewalks will be constructed as part of redevelopment along its section of 63rd Avenue North. The MCSP envisions both 63rd Avenue North and Centennial Boulevard becoming complete streets that support all modes of travel.

West Park is nearby to the southwest of the study area. Richland Creek is adjacent to the study area on the west. Currently, the Richland Creek Greenway is constructed around McCabe Park. The Cumberland River runs along the eastern edge of the study area. Additional greenways are desired for both these waterways and guidance is included in the proposed Supplemental Policy in the next section.

The Growth & Preservation Concept Map highlights an immediate need high capacity transit corridor along Charlotte Pike and White Bridge Road, approximately 1.2 miles to the south. While public transit service is available in areas of West Nashville, there are no WeGo bus routes currently near the plan amendment area. In addition, this area has challenges, including Briley Parkway, a rail line, and utility line, in creating street connections and improving connectivity to the surrounding areas. In initial brief conversations with NDOT, a future opportunity may be to connect Linder Industrial Drive to the north and south, creating more of a loop that then could connect across to the west side of Centennial Boulevard.

For this area to transition to a vibrant mixed use neighborhood, additional infrastructure to create complete streets is needed and will be a vital component of future development and redevelopment. As such, along with the policy change, planners recommend adding a supplemental policy that addresses enhancing mobility and connectivity.

Recommended Supplemental Policy

Exact wording for the Supplemental Policy area is as follows:

SPA 07-T4-MU-01 – Centennial Boulevard Area

West Nashville's T4 Urban Mixed Use Neighborhood (T4 MU) Supplemental Policy Area (SPA) 07-T4-MU-01 applies to properties along Centennial Boulevard, north of 63rd Avenue North on the west side and 61st Avenue North on the east side. The area is bounded by Briley



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Parkway and the Cumberland River. The site today contains industrial uses, several warehouse structures, manufacturing, and storage, along with some office uses. In this SPA (shown in Figure 1), the following policies apply. Where the SPA is silent, the guidance of the T4 MU policy applies.



Within this SPA, development appropriate within T4 MU policy may be allowed subject to improvements to access and connections to and through the policy area for all modes of transportation. The overall intent of the supplemental policy is to provide additional connections from north to south and east to west through the policy area, in an area that is underserved with connections and circulation options. This will also provide opportunities for connections beyond the supplemental policy boundary as other properties redevelop in the larger neighborhood. In the future, should the T4 MU policy be expanded in this location, it is appropriate to extend this Supplemental Policy to address connectivity with future development.

Design Principle – Connectivity

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

- Extension of new street connections to create a system of streets with multiple routes and connections that reknit the network to create a strong and cohesive block structure and provide multiple direct, local street connections to and between local destinations. As each property rezones/redevelops, individual property owners will need to coordinate with Planning and NDOT staff to establish their portion of the broader infrastructure network. If overall connectivity cannot be achieved as properties rezone, then Planning



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staff may recommend less intense zoning for the area than if a fully connected street network is achieved.

- New access points to and through the policy area from each street on which proposed developments have frontage.
- Sidewalks which meet the local street standard along all street frontages.
- Sidewalk connections from any internal sidewalk network to sidewalks along each street frontage.
- Greenway extensions and connections are needed in this area for the Cumberland River on the east and Richland Creek on the west. Currently, Metro Greenways is desiring to build wider trails to allow for the steady increase in users as the city continues to grow and additional easements may be required. River and stream bank stabilization is also needed as adjacent properties redevelop.

Zoning

Rezoning requests within this SPA should utilize the Specific Plan (SP) zoning district to ensure that connectivity objectives are met.

End of supplemental policy text.

Key Findings

- There is an arterial boulevard, Centennial Boulevard, and a collector avenue, 63rd Avenue North, in the plan amendment area that support T4 MU policy.
- Street connectivity is adequate for the properties with associated rezoning request.
- As other parts of the plan amendment area redevelop, additional infrastructure, including sidewalks, bikeways, and in some instances, additional streets, will be needed to create a mixed use neighborhood with complete streets.
- Improving the transportation infrastructure and connectivity surrounding this location through the guidance of a supplemental policy assist in making it an accessible multimodal site and suitable for T4 MU policy.

Relationship to Surrounding Policies

The policy amendment area's relationship to surrounding policies is as follows:

- District Industrial (D IN) policy is applied to the current study area and adjacent properties on the other side of Briley Parkway to the northwest.
- Civic (CI) policy is applied to the adjacent area and will remain as the properties are owned by the State. CI policy, applied to a NES substation, is adjacent to the study area to the west.
- Urban Neighborhood Maintenance (T4 NM) policy is applied adjacent to the study area to the south for the residential area of the Nations Neighborhood.
- Conservation Policy (CO) policy is applied to property along Richland Creek adjacent to the western boundary of the study area.

Key Finding

- Extending the adjacent T4 MU policy to the study area allows the opportunity to maintain current light industrial uses while allowing additional residential, commercial, and office spaces in the neighborhood.



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Analysis Summary

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

- The policy amendment area is identified as adjacent to a Neighborhood area on the Growth & Preservation Concept Map and is suitable to change to allow a mix of uses and to incorporate into the adjacent Neighborhood area.
- T4 MU policy's intent of creating and maintaining the urban mixed use neighborhood, along with commercial, office, and light industrial uses, contributes to the larger Nations Neighborhood.
- Extending T4 MU to the study area allows the opportunity to maintain current light industrial uses while allowing additional residential, commercial and office spaces in the neighborhood as the neighborhood transitions over time.
- Street connectivity is adequate with access to 63rd Avenue North and Centennial Boulevard for the properties with the associated rezoning request.
- Improving the transportation infrastructure and connectivity surrounding this location through the guidance of a supplemental policy assists in making it an accessible multimodal site and suitable for T4 MU policy.
- As other parts of the plan amendment area redevelop, additional infrastructure, including sidewalks, bikeways, and in some instances, additional streets, will be needed to create a mixed use neighborhood with complete streets and mobility options.

STAFF RECOMMENDATION

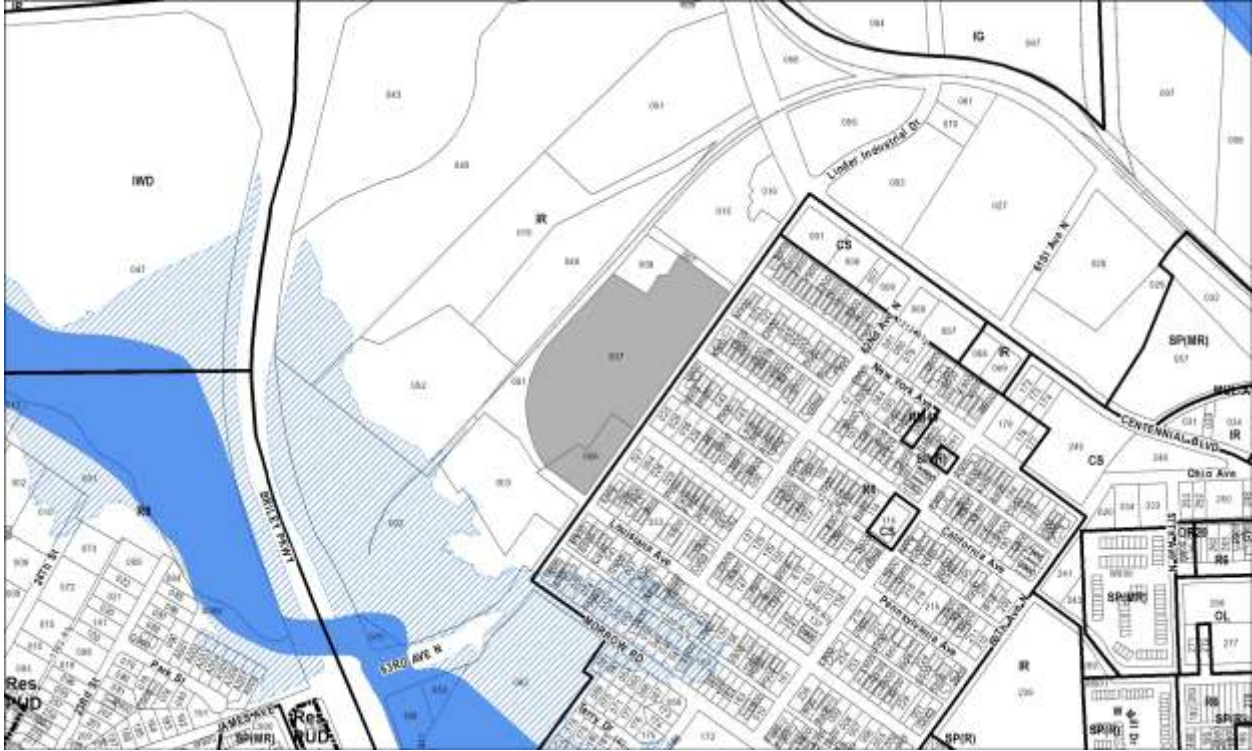
Staff recommends approval of the T4 Urban Mixed Use Neighborhood (T4 MU) policy for the District Industrial (D IN) portion of the study area along with a supplemental policy. Also, staff recommends approval of changing one State-owned property from D IN to Civic (CI) policy for consistency.



SEE NEXT PAGE



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2022SP-009-001

111163RD AVENUE NORTH SP

Map 091, Parcel(s) 006-007

07, West Nashville

20 (Mary Carolyn Roberts)



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Item No.19b	Specific Plan 2022SP-009-001
Project Name	1111 63rd Avenue North SP
Associated Case	2021CP-007-004
Council District	20 - Roberts
School District	01 – Gentry
Requested by	Fulmer Lucas Engineering, applicant; Genesco Inc.

Staff Reviewer	Swaggart.
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions subject to approval of the associated plan amendment. Disapprove if the plan amendment is not approved.</i>

APPLICANT REQUEST

Preliminary SP to permit a mixed-use development.

Zone Change

A request to rezone from Industrial Restrictive (IR) to Specific Plan (SP) zoning for properties located at 1101 and 1111 63rd Avenue North, approximately 90 feet southwest of New York Avenue (11.15 acres), to permit a mixed-use development.

Existing Zoning

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

Proposed Zoning

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

SITE CONTEXT AND PLAN DETAILS

The approximately 11-acre site is located on the northwest side of 53rd Avenue. The site is improved and contains several buildings. There is also a water tower on the site. Metro records indicate that the site is vacant industrial land. The surrounding area to the northeast and west of the site is zoned IR and is developed with industrial uses including fuel storage, warehousing, mineral extraction as well as other industrial uses. The area on the opposite side of the project site is zoned R6 and includes single and two-family homes.

Regulatory Plan

The plan is regulatory document and does not include a site plan. Primarily, standards are consistent with MUL-A-NS standards. The SP permits all uses permitted by MUL-A-NS. The maximum floor area permitted is 2.0 and height is limited to three stories within the build to zoned which is 0' to 15', four stories after a 15-foot-step-back from any public street and five stories after a 60' step-back from any public street. The plan requires that at least 85% of the



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1111 63RD AVE N Specific Plan (SP)

<u>Development Summary</u>	
SP Name	1111 63 rd Avenue North Specific Plan
SP Number	2022SP-009-001
Associated Case	2021CP-007-004
Council District	20
Map & Parcel	<u>Map 091; Parcel 007_006</u>

<u>Site Data Table</u>	
Site Acreage	11.15 Acres
Existing Zoning	IR (Industrial Restrictive)
Proposed Zoning	SP
Allowable Land Uses	Multifamily, office, retail, restaurant, bar, and all other uses permitted in the MUL-A-NS zoning district.

1. Short term rental, owner and non-owner occupied shall be prohibited.
2. Height. The maximum height of any structure on the property shall be three stories within the build-to zone, four stories after a 15-foot step-back from the street, and five stories after a 60-foot step-back from the street.
3. The maximum floor area ratio (FAR) for all structures combined is 2.0. Parking areas for required parking may be exempt from the maximum allowed FAR calculation.
4. At least 85% of the existing two-story structure located at the north end of the site shall be retained. Appurtenant structures may be removed.
5. Building materials will consist of the following: masonry, cementitious fiberboard or other cement-based products, metal panel, and wood accents.
6. The water tower at the rear of the site shall remain.
7. A pedestrian crosswalk shall be provided from the site across 63rd Avenue North.
8. Parking to be provided per Metro Code (UZO Standards) with the submittal of the final site plan. Above grade structure parking shall be designed in a such a way to be seamlessly integrated into the architectural design. Preference is for parking to be fully lined with active uses. If unlined, the parking shall be fully screened. Final elevations to be reviewed and approved by Planning Staff with the final site plan.
9. Landscaping and tree density requirements per Metro Zoning Ordinance. This site is eligible for Payment in lieu of meeting the TDU requirement.
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.
11. 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.
12. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the MUL-A-NS zoning district as of the date of the applicable request or application.
13. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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existing two-story structure located at the north end of the site be retained as well as an existing water tower.

WEST 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) 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. A Supplemental Policy is also proposed to provide for greater connectivity.

ANALYSIS

The proposed SP is not consistent with the existing D IN land use policy and is consistent with the proposed T4 MU land use policy and the Supplemental Policy. The proposed SP allows for the development of a mixture of uses including, residential, office, retail, restaurant as well as other commercial uses which are all supported by the proposed T4 MU land use policy. The design standards allow for a development that is urban in form consistent with the T4 MU land use policy. Staff is including a condition to provide for a public street connection through the site consistent with the intent of the Supplemental 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.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public and/or private Water and Sanitary Sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans. Submittal of an availability study is required before the Final SP can be reviewed. Once this study has



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been submitted, the applicant will need to address any outstanding issues brought forth by the results of this study. A minimum of 30% W&S Capacity must be paid before issuance of building permits.

NASHVILLE DOT RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- A traffic study maybe required once more information has been provided.
- Parking shall be per metro code.

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)	11.15	0.6 F	291,416 SF	506	49	55

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 3-10 (221)	5.57	1.0 F	243 U	1,323	81	104

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 (820)	2.79	1.0 F	121,532 SF	4,588	114	463

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 (932)	2.79	1.0 F	121,532 SF	13,633	1,208	1,187

Traffic changes between maximum: IR and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+19,038	+1,354	+1,699

METRO SCHOOL BOARD REPORT

The mix of uses could vary and assumption of impact at this point is premature. Students would attend Cockrill Elementary School, McKissack Middle School, and Pearl-Cohn High School. All three schools are identified as having additional capacity. This information is based upon the



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2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

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

CONDITIONS

1. Permitted uses shall be limited to all uses permitted in MUL-A-NS. Short term rental property, owner occupied and short-term rental property, not owner occupied shall be prohibited.
2. Sidewalks along 63rd Ave. N shall be per the Major and Collector Street Plan.
3. Building facades for new construction shall be constructed of brick, brick veneer, stone, cast stone, cementitious siding, and glass, or materials substantially similar in form and function. Note five on the SP plan shall be updated to reflect this requirement.
4. Any final site plan shall provide for a public street connection to the north. This requirement may be accomplished by, but not excluded to, the extension of California Avenue, Pennsylvania Avenue and/or Louisiana Avenue. The location and final design standards for the public street connection shall be determined with the review of the final site plan.
5. Comply with all conditions and requirements of Metro reviewing agencies.
6. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
7. The development shall provide adequate access that meets the requirements of the Fire Marshal's Office and Department of Public Works.
8. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A-NS zoning district as of the date of the applicable request or application.
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.
11. 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 permit.



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2021SP-089-001

1705 HAYES STREET
Map 092-12, Parcel(s) 464
10, Green Hills – Midtown
21 (Brandon Taylor)

Item #20

Project Name
Council District
School District
Requested by

Specific Plan 2021SP-089-001

1705 Hayes Street

21 – Taylor
5 – Buggs
Catalyst Design Group, applicant; Cherry and Associates, owner.

Staff Reviewer

Elliott

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Rezone from MUI-A to SP to permit a mixed use development.

Specific Plan

A request to rezone from Mixed Use Intensive-Alternative (MUI-A) to Specific Plan (SP) zoning for property located at 1705 Hayes Street, approximately 100 feet west of 17th Avenue South (0.51 acres), to permit a maximum 295 multi-family residential or 345 hotel units and 2,500 square feet of restaurant.



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Existing Zoning

Mixed Use Intensive-Alternative (MUI-A) is intended for a 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.

Proposed Zoning

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

GREEN HILLS – MIDTOWN COMMUNITY PLAN

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

MIDTOWN STUDY SUPPLEMENTAL POLICY

The site is located within the T5 Center Mixed Use Subdistrict Area 1 (T5 MU-01) of the Midtown Study Community Character Plan that was adopted in 2012. The T5 MU-01 subdistrict is intended to contain a significant amount of high density residential development that is very mixed use in nature with civic and public benefit, and high intensity commercial, and office land uses.

Proposed Site Plan



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FIRST FLOOR PLAN - LOBBY & RESTAURANT

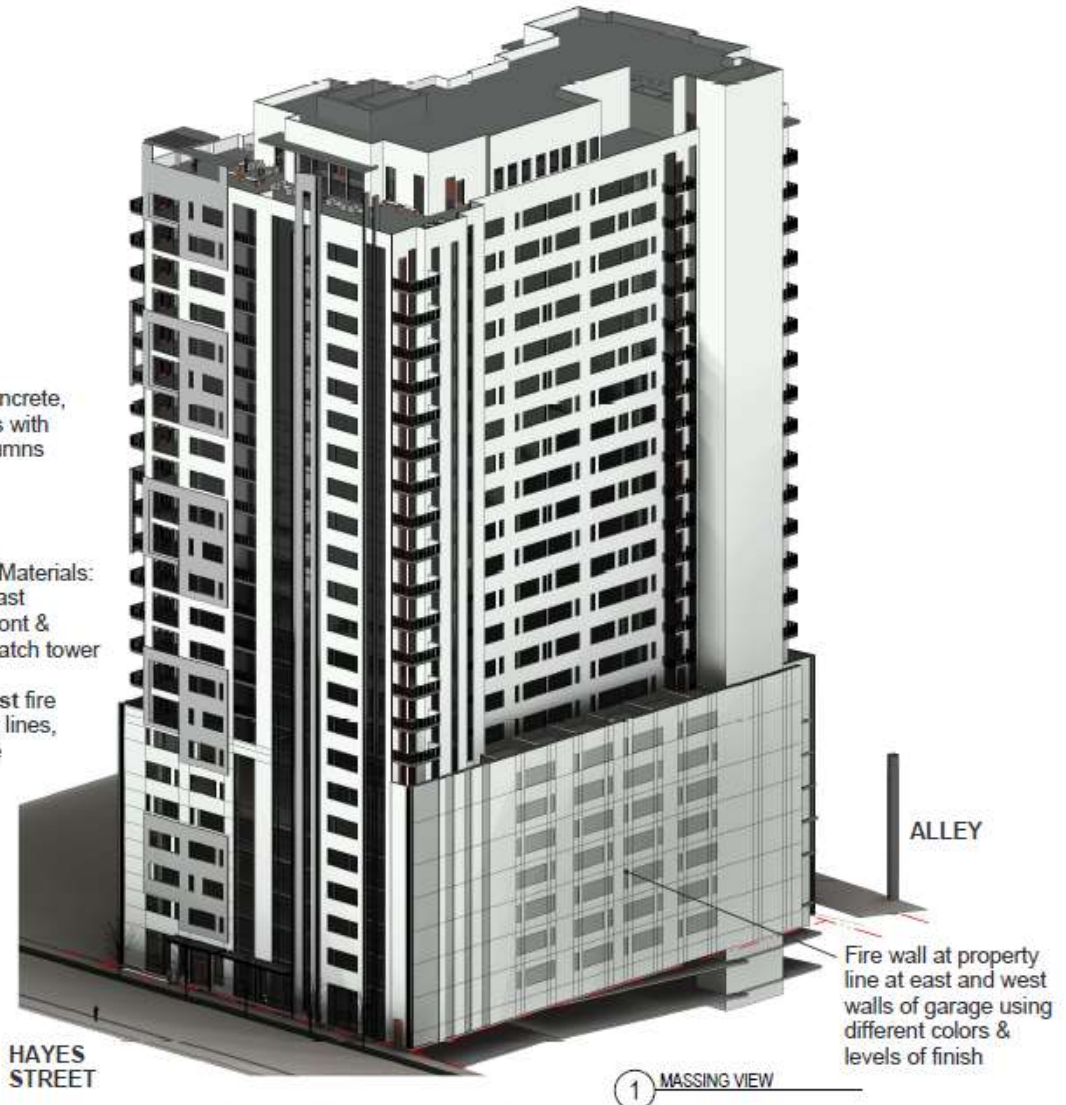




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Materials: Precast Concrete, Metal Panel and Glass with exposed concrete columns and slab edges

Garage Facade Materials:
At Hayes - precast concrete, storefront & curtain wall to match tower elevation.
At East and West fire walls at property lines, precast concrete



Design includes vertical integration of residential tower with garage & tower flush at Hayes Street elevation using the same materials and glazing systems at base & tower

Proposed Elevation





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SITE CONTEXT AND PLAN DETAILS

The site is approximately 0.51 acres and is located on the southern side of Hayes Street in the Midtown neighborhood. Hayes Street is a local street and the site is located between 17th Avenue North and 18th Avenue North. The site currently contains surface parking for automobiles. The site is accessed via Hayes Street and the alley located at the rear of the site. The area surrounding the site is a mixture of commercial, office, residential, vehicle parking, and vacant uses. One block north on Hayes Street is the Broadwest mixed-use development (formerly West End Summit) and immediately south of 18th Avenue North is an 8-story hotel building.

Site Plan

The plan proposes a 24-story podium style mixed-use tower that covers the majority of the site. The ground level of the tower proposes lobby space for the residential or hotel use and also includes a commercial space on Hayes Street. The plans include up to 6 levels of above ground parking and 2 levels of below grade parking and both the above ground and below grade parking are accessed via the alley at the rear of the site. Above the structured parking is 18 stories of habitable space that is proposed to either be hotel or residential land use. The top of the structured parking is an amenity deck with a swimming pool and the top floor of the building includes amenity space with a rooftop deck. The plans also include design standards for the building. The materials for all facades of the building, including the structured parking, are required to be high quality and the structured parking is required to be integrated with the residential portion of the tower using the same materials and glazing systems.

The plan proposes to improve the southern half of Hayes Street consistent with the local street standard and to improve the existing alley to the standard alley section. NES poles currently exist within the alley right-of-way and the proposed building is offset from the rear property line to allow for the necessary clearance between the building and the existing NES pole.

ANALYSIS

The proposed specific plan is consistent with the Midtown Study Supplemental Policy. The plan is consistent with the intent of the T5 MU-01 subdistrict to provide for high density residential or commercial uses that is very mixed use in nature. The applicant has responded to the fact that the northern side of Hayes street is within a less intense subdistrict as well as the fact that Hayes Street is classified as a tertiary street in the Midtown Study by reducing the overall building height and the number of stories. Staff finds that the application proposes an appropriate building height for this location.

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 2/10/22

STORMWATER RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public and/or private Water and Sanitary Sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans. A minimum of 30% W&S Capacity must be paid before issuance of building permits.

NASHVILLE DOT RECOMMENDATION

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- On final, call out ramps, sidewalks, curb & gutter, etc. per NDOT standard specifications.
- Note: A private hauler will be required for site waste/recycle disposal.
- Due to use of alley as primary access, show new paving along alley frontage, full extents, 20 ft. per ST-263 schedule. Call out alley paving for existing ROW out to 17th. per ST-263 schedule. Call out new alley ramp of 17th.

TRAFFIC AND PARKING RECOMMENDATION

- Parking shall be provided per Code.
- Per 17.20.030.F, a formal parking study may be considered if agreed to by NDOT. If so, it shall be scoped with NDOT prior to conducting the study and be stamped by a licensed engineer.

Maximum Uses in Existing Zoning District: MUI-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	0.25	5.0 F	54 U	298	19	25

Maximum Uses in Existing Zoning District: MUI-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.13	5.0 F	28,314 SF	1,069	27	108

Maximum Uses in Existing Zoning District: MUI-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.13	5.0 F	28,314 SF	3,176	282	277



Metro Planning Commission Meeting of 2/10/22

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 10+ (222)	0.51	-	171 U	886	61	67

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
Hotel (310)	0.51	-	171 R	1,504	80	102

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 (932)	0.51	-	2,500 SF	280	25	24

Traffic changes between maximum: MUI-A and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-1,873	-162	-217

METRO SCHOOL BOARD REPORT

**Projected student generation existing MUI-A district: 1 Elementary 0 Middle 0 High
 Projected student generation proposed SP-MU district: 4 Elementary 3 Middle 2 High**

The proposed SP zoning is expected to generate 8 more students than the existing MUI-A zoning. Students would attend Eakin Elementary School, West End Middle School, and Hillsboro High School. All three schools are identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 295 multi-family residential units or 345 hotel units and 2,500 square feet of non-residential use on the ground floor as permitted by the MUI-A zoning district. Short term rental properties- owner occupied and short-term rental properties- not-owner occupied shall be prohibited.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. The development shall provide adequate access that meets the requirements of the Fire Marshal's Office and Department of Public Works.

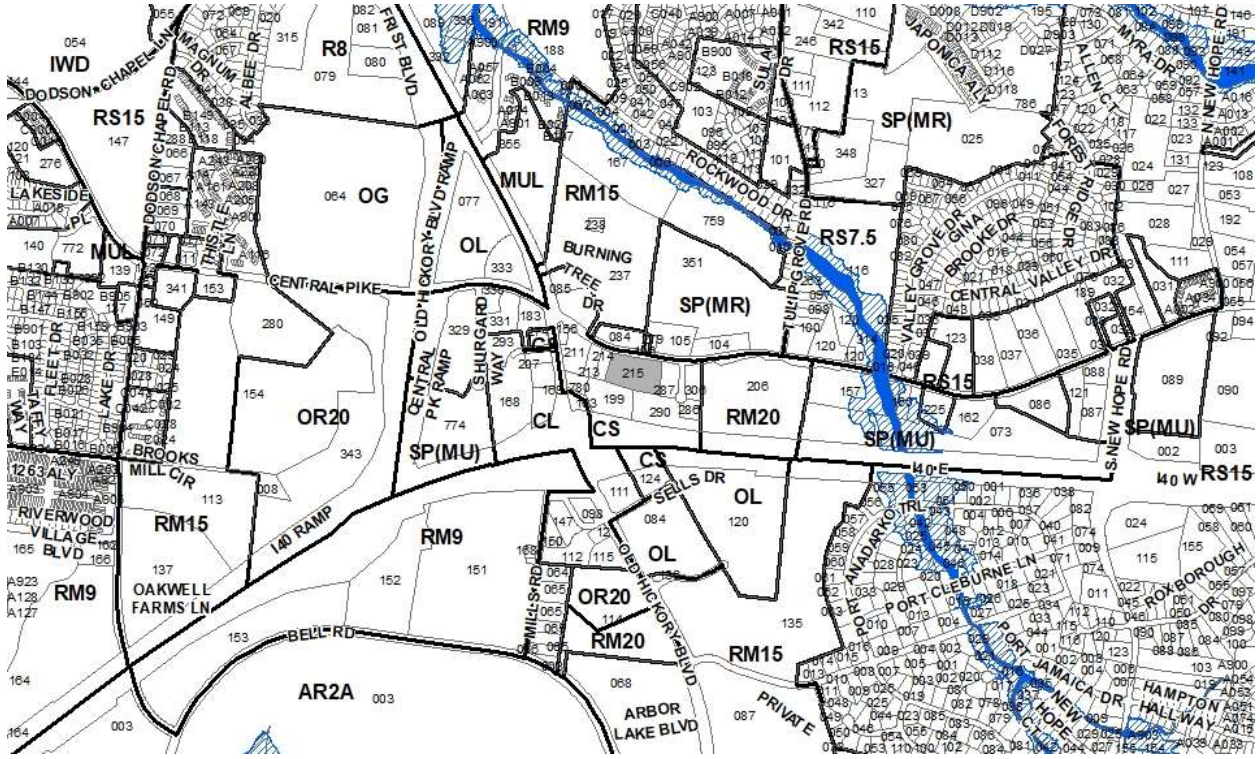


Metro Planning Commission Meeting of 2/10/22

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 MUI-A zoning district as of the date of the applicable request or application.
5. The Preliminary SP plan is the site plan and associated documents. Remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 2/10/22



2022SP-008-001

3887 CENTRAL PIKE SP

Map 086, Parcel(s) 215

14, Donelson – Hermitage – Old Hickory

12 (Erin Evans)



Metro Planning Commission Meeting of 2/10/22

Item #21a	Specific Plan 2022SP-008-001
Project Name	3887 Central Pike SP
Associated Case	6-74P-003
Council District	12 - Evans
School District	04 – Little
Requested by	Fulmer Lucas Engineering, applicant; Jai Ganesha, LLC, owner.
Staff Reviewer	Swaggart.
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit up to 112 multi-family units.

Zone Change

A request to rezone from Commercial Services (CS) to Specific Plan (SP) zoning for property located at 3887 Central Pike, approximately 175 feet west of Central Court, and located within a Planned Unit Development Overlay District (3.11 acres), to permit up to 112 multi-family units.

Existing Zoning

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

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

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.



Metro Planning Commission Meeting of 2/10/22



Proposed Site Plan



Metro Planning Commission Meeting of 2/10/22

SITE CONTEXT AND PLAN DETAILS

The approximately 3.11 acre site is located on the south side of Central Pike. The site is currently developed with a hotel and associated surface parking. The hotel consists of two individual buildings.

Site Plan

The proposed plan is to convert the existing 108 room hotel into 112 studio/efficiency multi-family units. The proposal does not require any expansion to the existing buildings and minimum changes to the surface parking lot.

DONELSON – HERMITAGE – OLD HICKORY COMMUNITY PLAN

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

ANALYSIS

As proposed, staff finds that the plan is consistent with the T3 CC land use policy that applies to the site. The T3 CC policy supports multi-family residential uses.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans. A minimum of 30% of W&S Capacity must be paid before issuance of building permits.

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. On final:



Metro Planning Commission Meeting of 2/10/22

Callout roadway sections, ramps, sidewalks, curb & gutter, etc. per NDOT detail standards. Note: A private hauler will be required for waste/recycle disposal.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Parking shall be per Metro Code.

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
Hotel (310)	3.11	0.6 F	108 R	792	49	55

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 3-10 (221)	3.11	-	112 U	609	38	49

Traffic changes between maximum: CS and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-183	-11	-6

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP district: 19 Elementary 15 Middle 13 High

The proposed SP zoning is not expected to generate 47 additional students than the existing CS/PUD zoning. Student generation typically assumes living units with more than one bedroom. The proposed SP is intended for studio/efficiency apartments and will likely not generate any additional students. Students would attend Dodson Elementary School, Dupont Tyler Middle School, and McGavock High School. All three schools are identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 112 multi-family residential units. Short term rental property, owner occupied and short-term rental property, not owner occupied shall be prohibited.
2. Landscaping shall be in compliance with Metro Zoning requirements.
3. Comply with all conditions and requirements of Metro reviewing agencies.



Metro Planning Commission Meeting of 2/10/22

4. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
5. The development shall provide adequate access that meets the requirements of the Fire Marshal's Office and Department of Public Works.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM20 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.
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 2/10/22



6-74P-003

PRIEST LAKE PUD (CANCELATION)

Map 086, Parcel(s) 215

14, Donelson – Hermitage – Old Hickory

12 (Erin Evans)



Metro Planning Commission Meeting of 2/10/22

Item #21b	Planned Unit Development 6-74P-003
Project Name	Priest Lake PUD (Cancelation)
Associated Case	2022SP-008-001
Council District	12 - Evans
School District	04 – Little
Requested by	Fulmer Lucas Engineering, applicant; Jai Ganesha, LLC, owner.
Staff Reviewer	Swaggart.
Staff Recommendation	<i>Approve if the associated SP is approved and disapprove if the associated SP is not approved.</i>

APPLICANT REQUEST **Cancel PUD.**

PUD Cancelation

A request to cancel a portion of a Planned Unit Development located at located at 3887 Central Pike, approximately 175 feet west of Central Court, (3.11 acres), zoned Commercial Services (CS).

Existing Zoning

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

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

DONELSON – HERMITAGE – OLD HICKORY COMMUNITY PLAN

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



Metro Planning Commission Meeting of 2/10/22

ANALYSIS

The PUD was originally approved in 1974 for various commercial uses including motel/hotel. The subject site is currently occupied with a hotel in two individual buildings. The proposal to cancel is associated with a request to apply an SP to allow for multi-family residential use in the existing hotel buildings.

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC & PARKING RECOMMENDATION

Approve

STAFF RECOMMENDATION

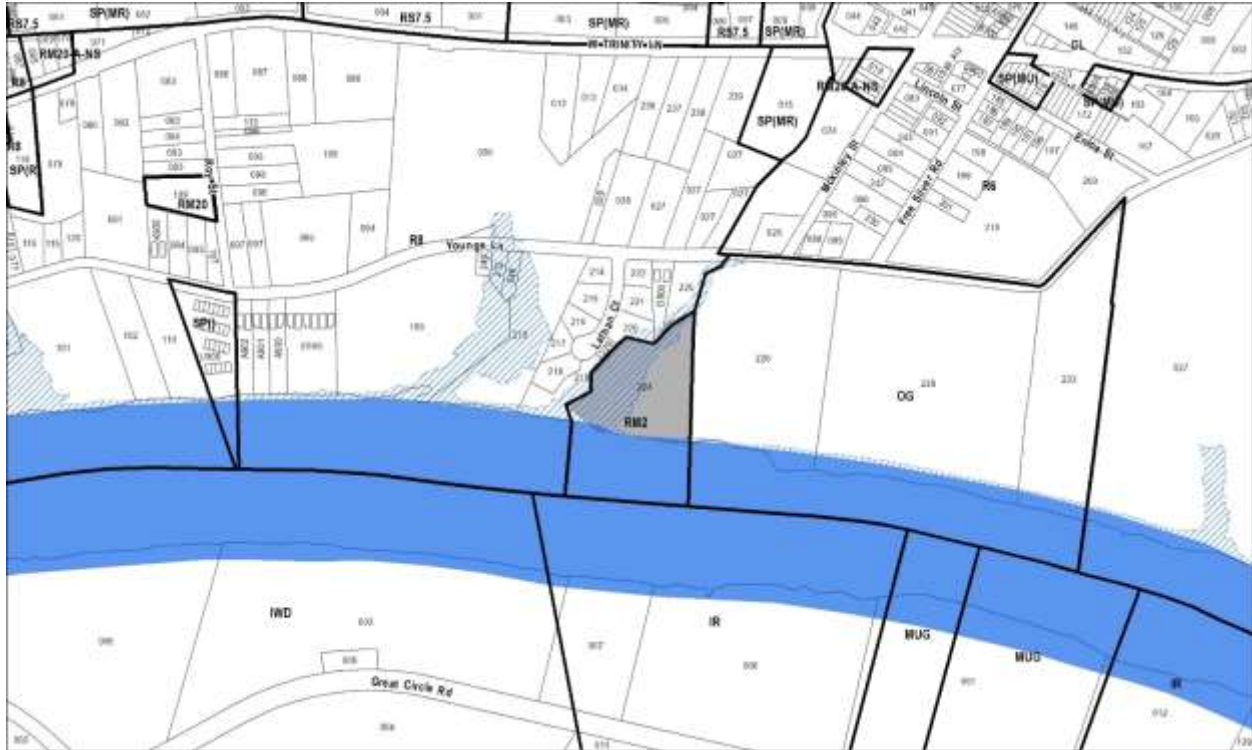
Staff recommends approval subject to the approval of the associated SP and disapproval if the associated SP is not approved.



SEE NEXT PAGE



Metro Planning Commission Meeting of 2/10/22



2021SP-077-001

YOUNGS DEVELOPMENT

Map 070-080, Parcel(s) 224

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 2/10/22

Item #22	Specific Plan 2021SP-077-001
Project Name	Youngs Development
Council District	02 – Toombs
School District	01 – Gentry
Requested by	Williams Engineering LLC, applicant; Joyce Acklen, owner.
Staff Reviewer	Harrison
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit 21 multi-family units.

Zone Change

A request to rezone from Multi-Family Residential (RM2) to Specific Plan (SP) zoning for property located at 820 Youngs Lane, approximately 200 feet south of Youngs Lane (4.0 acres), to permit 21 multi-family residential units.

Existing Zoning

Multi-Family Residential (RM2) is intended for single-family, duplex, and multi-family dwellings at a density of two dwelling units per acre. *RM2 would permit a maximum of 8 units.*

Proposed Zoning

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

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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

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



Metro Planning Commission Meeting of 2/10/22



Proposed Preliminary SP



Metro Planning Commission Meeting of 2/10/22

SITE CONTEXT AND PLAN DETAILS

The approximately 4 acre property is located on the south side of Youngs Lane, with no street frontage. The site currently contains three single-family residences near the southern portion of the site along the Cumberland River. The surrounding area consists of single-family residential, duplex, an elementary school, and vacant land. Youngs Lane is labeled as a Collector Avenue in the Major and Collector Street Plan (MCSP)

The site proposes up to 21 multi-family residential attached units with a max height of 4 stories. The 8 units on the south side of the site would front the river, while the remaining units would front the drive throughout the site.

Access for the side will be provided from Youngs Lane, but through a neighboring property with a recorded access easement. Parking for the site is a combination of garages and 11 surface parking spots. The plan includes architectural standards requiring raised foundations, minimum glazing percentage, minimum porch depths, and recommended materials. Since this site is located within the Haynes Trinity Supplemental Policy, a greenway along the river has been provided, extending from the western boundary of the site to the east, as required.

ANALYSIS

T4 CM calls for higher density residential with a high connectivity of transportation networks. Due to the neighboring uses, reduced access, and unique location of the site, the proposed access and form is appropriate within the policy at this location. The property features both T4 CM and CO policy, with the CO recognizing floodplain and floodway areas. CO is intended to preserve sensitive features on sites, such as slopes and floodplain, and maintain or enhance those features even if previously disturbed. In working with staff, the applicant has modified the plan to limit disturbance of the CO policy area. Some disturbance is proposed but it will be done in keeping with adopted regulations.

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans. A minimum of 30% of W&S Capacity must be paid before issuance of building permits.

Nashville DOT RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. Note: A private hauler will be required for waste/recycle disposal.



Metro Planning Commission Meeting of 2/10/22

- Prior to, and for building permit approval, submit a vegetation maintenance agreement for maintaining, or clearing, vegetation(trees) adjacent to ROW; to promote better line of sight for stopped/entering vehicles and Eastbound approaching vehicles.

TRAFFIC AND PARKING RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: **RM2**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	4.00	2 D	8 U	42	3	4

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 3-10 (221)	4.00	-	21 U	113	7	10

Traffic changes between maximum: **RM2 and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+13 U	+71	+4	+6

METRO SCHOOL BOARD REPORT

Projected student generation existing RM2 district: 2 Elementary 1 Middle 1 High

Projected student generation proposed SP-R district: 7 Elementary 4 Middle 3 High

The proposed SP-R zoning district is anticipated to generate an additional 10 students more than what could be generated under the existing RM2 zoning. Students would attend Alex Green 2 Elementary, Haynes Middle School, and Whites Creek High School. All schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 21 multi-family residential units as identified on the proposed SP plan. Short term rental properties, owner occupied, and short term rental properties, not-owner occupied shall be prohibited.
2. 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.
3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements



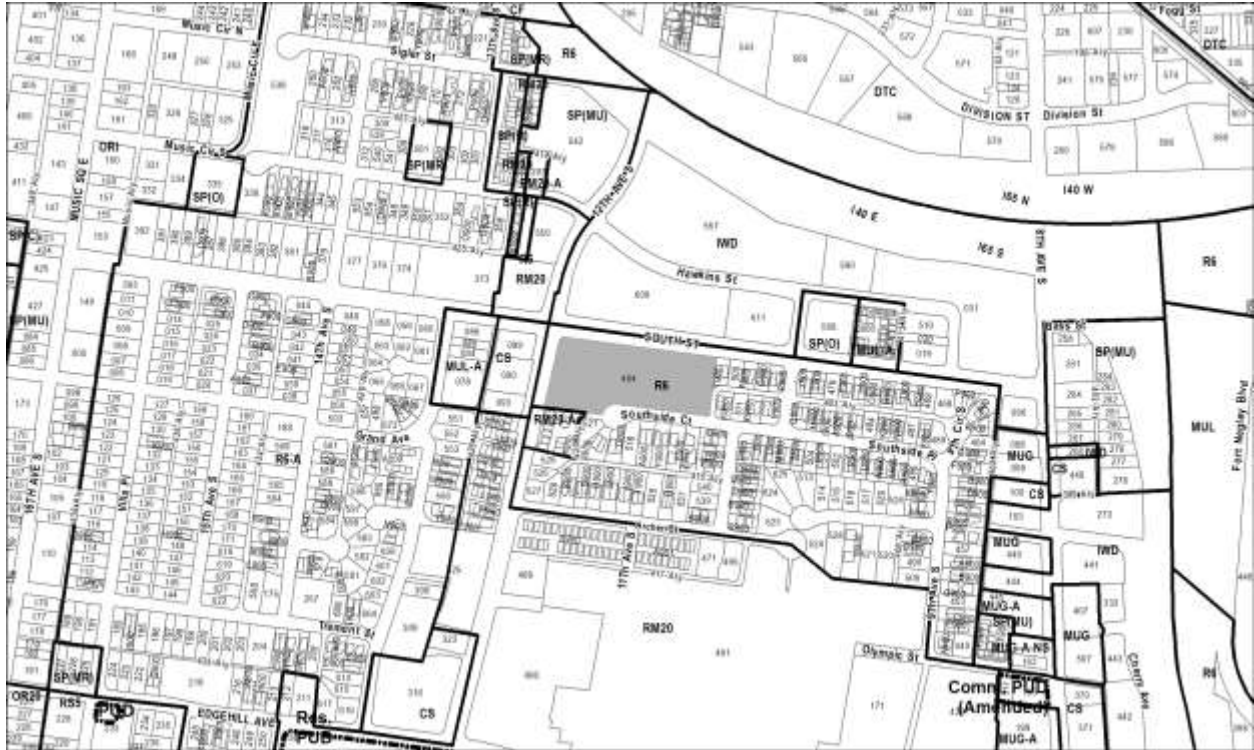
Metro Planning Commission Meeting of 2/10/22

of the RM6-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.

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



Metro Planning Commission Meeting of 2/10/22



2021SP-078-001

ALTA ROCHELLE

Map 105-01, Parcel 494

10, Green Hills - Midtown

17 (Colby Sledge)



Metro Planning Commission Meeting of 2/10/22

Item #23

Specific Plan 2021SP-078-001

Project Name

Alta Rochelle

Council District

17 - Sledge

School District

05 - Buggs

Requested by

Kimley Horn, applicant; Rochelle Center, owner.

Staff Reviewer

Lewis

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Preliminary SP to permit a multi-family development.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Specific Plan (SP) zoning for property located at 1020 Southside Court, at the southeast corner of South Street and 12th Avenue South (4.5 acres), to permit 360 multi-family residential units.

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 32 lots with eight duplex lots for a total of 40 units. This calculation is based on acreage alone and does not account for compliance with the subdivision regulations.*

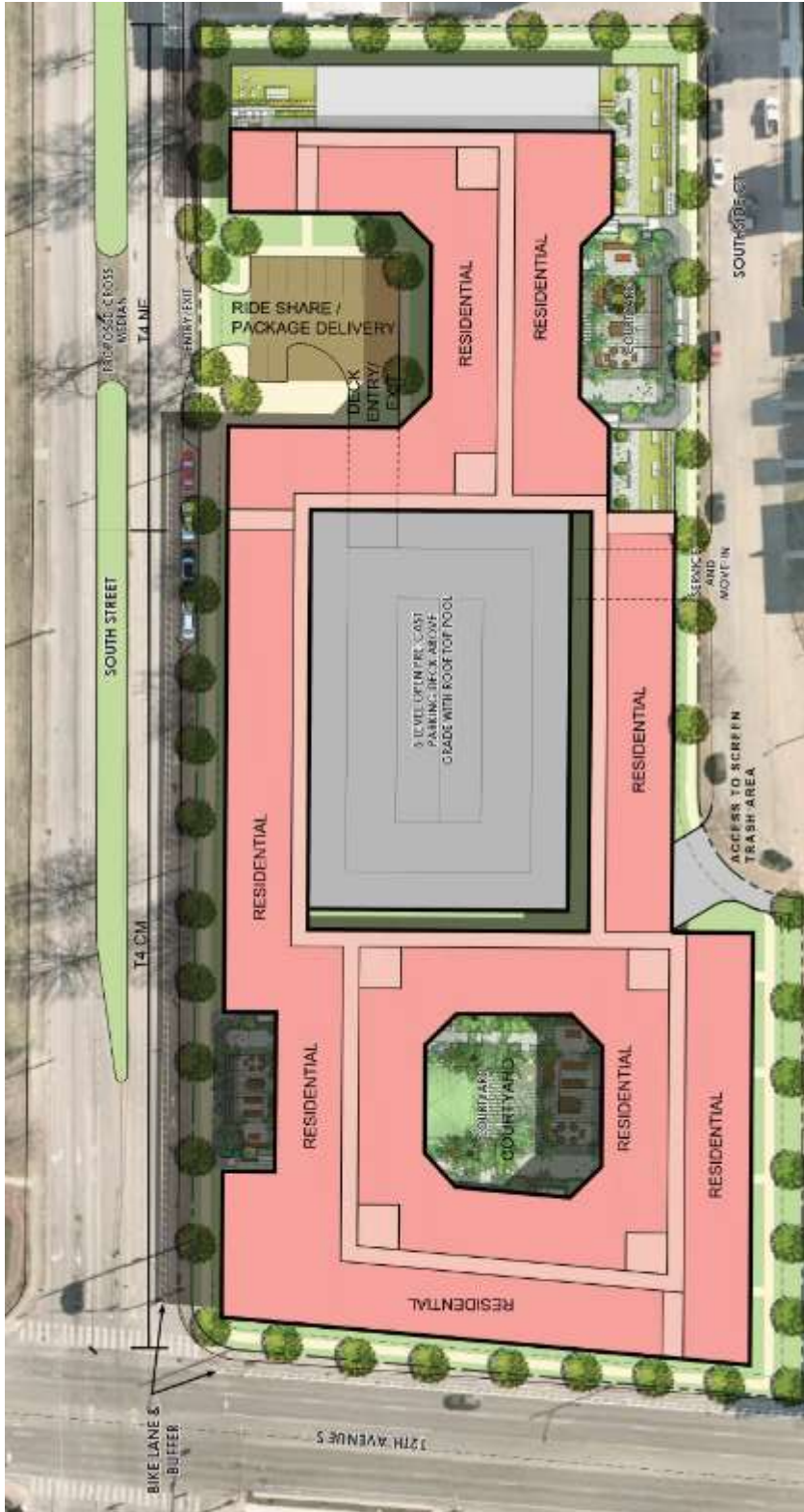
Proposed Zoning

Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes 360 multi-family units in one proposed structure.*

GREEN HILLS - MIDTOWN COMMUNITY PLAN

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

T4 Urban 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.



Proposed Site Plan



Metro Planning Commission Meeting of 2/10/22

T4 Urban Neighborhood Evolving (T4 NE) (cont.) 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.

SITE

The subject site is a 4.5 acre parcel located at the southeast corner of the intersection of 12th Avenue South and South Street. The site has frontage along three public streets; northern property line along South Street, the west property line along 12th Avenue South, and the southern property line along Southside Court, a cul-de-sac that terminates at the property. Alley 403 is located on the eastern property line and Alley 420 is located at the southwest corner of the site. The properties to the south and east are zoned R6 and multi-family residential (RM20-A) and have been established with a mix of residential units. The properties on the north side of South Street are zoned Industrial Warehousing/Distribution (IWD) and Specific Plan (SP). These land uses include commercial, office, and multi-family. The properties on the west side of 12th Ave South are zoned Commercial Service (CS) and RM20 and have been developed with non-residential and multi-family uses.

PLAN DETAILS

The proposed development consists of one structure with 360 units and 14,000 square feet of amenity, leasing, and co-working space for the residents. The western portion of the building at the intersection of South Street and 12th Avenue South is five stories. The building transitions to four stories at the eastern portion of the structure. The fourth level includes building stepbacks along the eastern and southeastern property lines. The western portion of the structure features an internal courtyard, wrapped by the structure. To break up the building façade along the structure’s building frontage, courtyards at the northeast portion of the structure, fronting South Street, and at southeast corner, fronting Southside Court are proposed.

The ground floor along South Street includes space for leasing, residential amenity areas and coworking space. In addition to increased glazing, building material changes, and façade modulations, this increases the pedestrian experience along what could be an expansive building façade. Individual entrances to units are located along the eastern property line and the southwest façade, reflecting the surrounding pattern created by the surrounding one and two-family structures.

Parking is proposed in a wrapped parking structure in the mid-section of the structure. The development shall be parked per Metro Zoning Code requirements. Vehicular access to the parking garage is located on South Street, at the northeast courtyard. Additional vehicular spaces for rideshare and package delivery is located in this area. Vehicular access on Southside Court is limited to trash service, service vehicles, and move-in services.

On 12th Avenue South, the proposed site plan shows an 8 foot wide sidewalk, four foot wide planting strip, 5 foot wide bike lane and 1 foot wide bike buffer, consistent with the Major and Collector Street Plan (MCSP). The 8 foot wide sidewalk continues to the frontage of South



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Street, with an increased 6 foot wide planting strip. An east bound bike lane, 6 feet in width, is shown on the South Street frontage. This is consistent with the MCSP requirements. A 5 foot wide sidewalk is located along the site's frontage along Southside Court and provides connections on the eastern property line connecting Southside Court to South Street, and along the southwest portion of the site, connecting Southside Court to 12th Avenue South.

ANALYSIS

The site is within the Urban Mixed Use (T4 CM) Policy and the Urban Neighborhood Evolving (T4 NE) Policy. The more intense policy, T4 CM, is located at the intersection of 12th Avenue South and South Street, along the western portion of the site, and T4 NE policy is on the eastern portion of the site. The surrounding properties are located within the Urban Neighborhood Maintenance (T4 NM) Policy. The proposed site and structure have been designed to meet the goals of each policy while creating an appropriate transition into the existing neighborhood.

The intent of the T4 CM Policy is to enhance urban mixed use corridors by encouraging a greater mix of higher-density residential and mixed use development. The guidance in the T4 CM Policy for transitioning states that buildings at the edge form transitions in scale and massing where it adjoins lower intensity policy areas. Located at the intersection of two major corridors, the highest point and the bulk of the structure is located at the corner of the site.

Away from the intersection, towards the internal and eastern portion of the site, is the T4 NE Policy area. This portion of the site is also critical in creating an appropriate transition to the existing residential neighborhood. The intent of the T4 NE Policy area is to create and enhance neighborhoods to include greater housing choice, improved connectivity, and more creative, innovative, an environmentally sensitive development techniques. At this point, the building transitions down to four stories, with increased building setbacks along Southside Court and the eastern property line, up against the T4 NM Policy.

The existing neighborhoods to the east and to the south along Southside Court are within the T4 NM Policy. The residential structures in this policy area are unique in that most of them have recently redeveloped with taller, larger building footprints. The setbacks on the fourth floor are intended to provide building heights compatible with those of the structures in the T4 NM Policy.

The proposed plan is consistent with several shared goals of both policies, including increasing residential density, improving pedestrian, bicycle, and vehicular connectivity, orienting buildings and units to public streets, shallow building setbacks, structured parking, limited surface parking, and limited curb cuts along 12th Avenue South and South Street.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Limited building detail, and/ or building construction information provided. Construction must meet all applicable building and fire codes.
- Where the vertical distance between the grade plane and the highest roof surface/ parapet exceeds 30 feet, approved aerial fire apparatus access roads shall be provided. Aerial fire apparatus access roads shall be a minimum of 26 feet in width, exclusive of shoulders.



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Aerial fire apparatus access roads shall be positioned parallel to at least one entire side of the building, a minimum of 15 feet, and a maximum of 30 feet from the building. Overhead utility and power lines or other obstructions shall not be located over the aerial apparatus access road or between the aerial fire apparatus and the building. Initial site plan shows overhead lines along all sides. Changes to meet aerial fire apparatus access requirements will be needed.

STORMWATER RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans. A minimum of 30% of W&S Capacity must be paid before issuance of building permits. (Per Capacity Study Permit #2021050962).

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by NDOT.
- Final design and improvements may vary based on actual field conditions. In general, on final: Callout roadway sections, ramps, sidewalks, curb & gutter, etc. per NDOT detail standards. Dimension ROW pavement widths for clarity. Note: A private hauler will be required for waste/recycle disposal. Final Comments:
- Proposed rideshare/delivery parking at site entrance is to signed as 'temporary-short term parking only'
- Callout or note: Service /load-in ramp off Southside Court is to be gated internally, thereby allowing fire and emergency only to the main garage.
- Change note on WeGo correspondence for bus stop on Dickerson Pike to 12th Ave South.
- Comply w/ NDOT traffic comments.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Parking spaces within the motor court do not meet the required queuing distance per 17.20.060.F.6. Remove the two Northern spaces from each side of the motor court to ensure proper spacing from the ROW.
- In addition to the recommendations from the TIS, on-street parking shall be restricted along frontage from the intersection of 12th Ave S & South St. to the bulb-out



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Maximum Uses in Existing Zoning District: R6

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	4.50	7.26 D	40 U	448	33	43

*Based on two-family lots

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential 3-10 (221)	4.50	-	360 U	1,960	120	151

Traffic changes between maximum: R6 and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+320 U	+1,512	+87	+108

METRO SCHOOL BOARD REPORT

Projected student generation existing R6 district: 4 Elementary 2 Middle 2 High

Projected student generation proposed SP district: 19 Elementary 13 Middle 13 High

The proposed SP zoning is expected to generate 37 additional students than the existing R6 zoning. Students would attend Waverly-Belmont Elementary School, J.T. Moore Middle School, and Hillsboro High School. J.T. Moore Middle School is identified as being overcapacity. Waverly-Belmont Elementary School and Hillsboro High School are identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 360 multi-family residential units Short term rental property, owner occupied and short term rental property, not-owner occupied shall be prohibited.
2. On the corrected plan set, update permitted uses on note 10 as follows: Permitted uses shall be limited to a maximum of 360 multi-family residential units. Short term rental property, owner occupied and short term rental property, not-owner occupied shall be prohibited.
3. On the corrected plan set, remove reference to Dickerson Pike on note 6 under Metro Public Works Notes.
4. Elevations submitted with the Final SP shall be consistent with the elevations submitted with the preliminary SP.
5. With the Final SP, applicants shall coordinate with WeGo on improved bus stop.
6. With the elevations for the final site plan, there shall be no portion of the parking structure visible from the street. Any unlined structure shall be screened with appropriate architectural



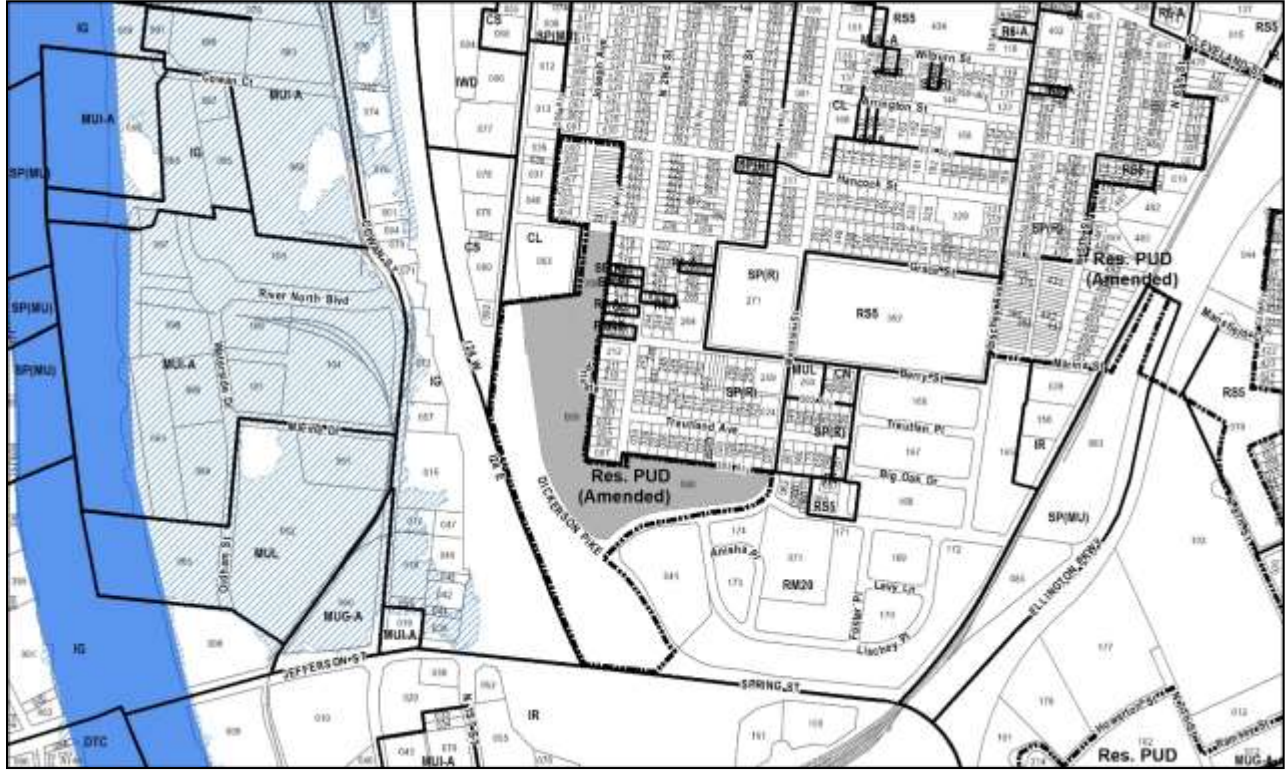
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screening. The Final SP elevations shall include prominent street level entrances at the corner of the structure at 12th Avenue South and South Street.

7. 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.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
9. Comply with all conditions and requirements of Metro reviewing agencies.
10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM80-A-NS zoning district as of the date of the applicable request or application.
11. 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.
12. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



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2021SP-083-001

MERIDIAN STREET DEVELOPMENT

Map 082-07, Parcel(s) 208

Map 082-11, Parcel(s) 009, 040

05, East Nashville

05 (Sean Parker)



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Item #24a	Specific Plan 2021SP-083-001
Project Name	Meridian Street Development
Associated Case	2003P-015-005
Council District	5 – Parker
School District	5 – Buggs
Requested by	Hastings Architecture, applicant; Riverchase Holdings, LP, owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit a mixed use development.

Preliminary SP

A request to rezone from Multi-Family Residential (RM20) to Specific Plan-Mixed Use (SP-MU) for properties located at 301 North 2nd Street and 651 and 660 Joseph Avenue, at the northeast corner of Dickerson Pike and Meridian Street and located in a Planned Unit Development Overlay District, to permit a mixed-use development with non-residential uses and a maximum of 1,150 multi-family residential units (14.52 acres).

Existing Zoning

Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre. *RM20 would permit a maximum of 290 units, although the underlying PUD would regulate the maximum number of units.*

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

The area was part of an older “Res – E” residential PUD. The Res-E PUDs were adopted in the early 1970’s prior to comprehensive zoning. The PUD permits multi-family residential units.

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.



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Proposed Site Plan – Option 1, No-build Alignment of Dickerson Pike



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Proposed Site Plan – Option 2, Build Realignment of Dickerson Pike



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SITE CONTEXT AND PLAN DETAILS

The site includes approximately 14.52 acres located along Dickerson Pike, Meridian Street, and forming the south side of Grace Street, east of Joseph Avenue. The site is located north of the intersection of Spring Street and Dickerson Pike and is bounded by an existing alley network at the rear, including Alley # 307 and Alley # 303. North 1st Street crosses with Dickerson Pike along the western boundary, between the site and Interstate 24. Buffalo Park is located on the north side of the street crossing within the divided median. The site borders the Salvation Army property located at the northwest corner, south of Grace Street.

The site includes 3 parcels that were previously developed with several low-rise multi-family residential structures that wrap Meridian Street, Dickerson Pike, and Grace Street. Berry Street, an existing local street to the east, terminates into the eastern boundary of the site. The McFerrin Park neighborhood is located to the east and is characterized by an urban residential development pattern consisting of smaller lots with single-family, two-family, and multi-family residential properties. The area includes a shorter block pattern with an existing alley network.

Specific Plan

The proposed SP is designed to accommodate various TDOT and NDOT plans for the Dickerson Corridor, including the opportunity for Dickerson Pike to be realigned where it currently crosses with N. 1st Street. Therefore, the SP includes two plan options to account for the possibility of different transit scenarios along Dickerson Pike. Option 1 retains the current alignment of Dickerson Pike, where no changes are proposed to the Dickerson Street/N. 1st Street crossing. Option 2 proposes realignment of Dickerson Pike and removal of the crossing.

Option 1 (No Build Alignment) retains the existing alignment of Dickerson Pike and proposes to wrap Berry Street, which currently terminates at the eastern boundary, to the north to Joseph Avenue. Option 2 (Build Realignment of Dickerson Pike) removes the Dickerson Pike/N. 1st Street “cross” and realigns Dickerson Pike along a curve that tees directly into N. 1st Street, south of Berry Street. Under this scenario, Berry Street extends from its current terminus to the west, connecting straight through to N. 1st Street, and Dickerson Pike would become a two-lane road between Spring Street and N. 1st Street. Modifications to the intersection of Dickerson Pike and Spring Street, south of the SP, would be needed to accommodate the realignment.

Staff requested both options be submitted to Planning for a full evaluation of the traffic implications under the current conditions and with the realignment to understand which option would be more appropriate from a traffic and pedestrian standpoint. Additional information with staff’s evaluation is included in the analysis section below.

Site Plan

The SP proposes a maximum of 1,150 multi-family residential units and all uses permitted by the MUG-A zoning district with the exception of STRP owner-occupied and not-owner occupied, which shall be prohibited. The maximum FAR is 3.0, excluding the floor area used for parking.

Both plan options propose six development nodes (Sites A through F). Each development node includes varying height standards as depicted in the proposed massing diagrams. In general, building heights are tallest towards the corridor and step back towards the neighborhood, along



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the eastern boundary. Both options propose a nearly identical development footprint within the SP boundary, with the exception of the treatment of Berry Street.

Sites A and B are located on the north end of the SP boundary. Site A is located on the east side of Joseph Avenue, spanning the south side of Grace Street. Site A proposes buildings with a maximum height of three stories, with surface parking areas accessed via Joseph Avenue and Alley #307. Site B is located on the west side of Joseph Avenue, south of the Salvation Army site, and includes a six-story building near the corridor. For Option 1 (No-Build scenario), the six-story building wraps the eastern edge of Dickerson Pike, fronting the corridor and a courtyard proposed to the south, where the area west of the Berry Street wrap remains open. Retaining this area as open space provides the opportunity for a viable future street connection to Dickerson Pike. For Option 2 (Realigned scenario), the south end of the building fronts the Berry Street extension rather than the courtyard. The building is in the same location as Option 1 but sits further back from N. 1st Street due to the street realignment.

Site C is located to the south, on the opposite side of Berry Street, and includes a six-story main building on the front half of the site that contains an internal parking garage. The structured parking is wrapped with residential uses on all sides except for the eastern (rear) façade. A central courtyard separates the main building from a smaller residential liner building that is proposed at the rear, near Alley # 307, where the maximum height is reduced to five stories. The fifth story is proposed on the front half of the residential liner building, stepping down to four stories on the back half. The northern corner of the building, wrapping Berry Street and the rear alley, steps down again from four stories to two stories. Stepbacks of 25 feet are also proposed between the fourth and fifth stories of the residential liner building. For Option 1, the main building wraps the corridor and forms the southern boundary of the courtyard that is proposed at Site B, with the residential liner building fronting the Berry Street wrap. For Option 2, both buildings front the Berry Street extension, framing the street near the intersection of Berry Street and N. 1st Street. Similar to Option 2 at Site B, the buildings are in the same location as the first option but the main building sits further back from N. 1st Street due to the realignment.

Sites D and E include buildings that frame Dickerson Pike under both plan options. Maximum heights are proposed to be six stories, with the exception of a portion that wraps the Meridian Street/Dickerson Pike corner (Site E) which is proposed to be ten stories. Each site includes an internal parking garage that is wrapped by residential liners on all sides. Heights step down towards the eastern boundary with the surrounding neighborhood.

Site F is the only development node that is located away from Dickerson Pike corridor, along the north side of Meridian Street. Site F proposes building heights of two, three, and four stories, including stepbacks that are proposed at the fourth story. North 2nd Street, a public street that currently terminates near the northern boundary shared by Sites E and F, is proposed to be extended between the sites, connecting to Meridian Street to the south. Vehicular access is provided from the rear alley to the surface parking areas.

No vehicular access to the parking garages or surface parking areas is provided directly from Dickerson Pike or N. 1st Street. Shared drives are proposed between Sites C, D, and E to access the structured parking in those buildings. All structured parking will be wrapped with residential



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liner buildings on all sides with the exception of Site C, where the parking will be unlined along the eastern façade of the garage. Although Site C is flanked by a courtyard and residential liner building at the rear to screen views of the garage from the neighborhood, any unlined portions of the garage will need to be treated per the garage treatment standards proposed with this SP. Staff's preference is that the 4-story portion of the Site C residential liner building be reduced in height, stepped back, or otherwise shifted further from the rear alley. As currently proposed, the 4-story portion is 60 feet tall and does not include a step back. This building is located closer to the existing residences than the other 4-story buildings, which do include stepbacks at the fourth level. With the final site plan, staff will work with the applicant on the details of the 4-story portion.

Pedestrian access will be provided from the public sidewalks along the public street frontage and internal to the site, where several pedestrian plazas are proposed. A 5' landscape buffer is identified along the rear boundary, adjacent to the rear alleys. At Site C, a pedestrian zone is also proposed along the edge of the rear alley, where the liner building is set back approximately 20-25 feet from the alley. Architectural standards, including materials, glazing, and parking garage treatments, are included in the plan.

EAST NASHVILLE COMMUNITY PLAN

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

T4 Urban 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.

Dickerson South Corridor Study

The Dickerson South Corridor Study (Study), was adopted by the Planning Commission on June 13, 2019 and February 27, 2020, after a participatory process with extensive community input. The Study provides supplemental guidance for future development in the Dickerson Pike area by addressing land use, transportation, and community design at the neighborhood scale while also supporting high-capacity transit envisioned by NashvilleNext.



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The Dickerson South Corridor Study also established a supplemental Building Heights Subdistricts policy for the area, which provides guidance on maximum building heights and appropriate zoning districts intended to create a pattern of development that is supported by the applicable subdistrict. This site is located in several subdistricts of the supplemental policy, including a T4 NE subdistrict which supports maximum heights of up to 3 stories (location of Site A); a T4 NE subdistrict which supports maximum heights of up to 4 stories (location of Site F), and a T4 CM subdistrict which supports heights of up to 6 stories (location of Sites B, C, D, and E), with punctuations of 8-10 stories supported near the intersection of Meridian Street and Dickerson Pike (corner of Site E).

The height limits specified by Dickerson South subdistricts contain guidance for appropriate base zoning districts that would align with the height and development intensity expected for the area. The T4 NE subdistrict (up to 3 stories) supports R6-A, R8-A, RM9-A, and RM15-A zoning, and the T4 NE subdistrict (up to 4 stories) supports up to RM20-A. The T4 CM subdistrict (up to 6 stories) supports the RM9-A, RM15-A, RM20-A, RM40-A, MUN-A, MUL-A, OR20-A, and OR40-A zoning districts. Flexibility on maximum heights may be considered on a case by case basis with a site plan that demonstrates how the project achieves the outcomes sought by the community and the surrounding policy context.

ANALYSIS

The site is located at the entrance of the McFerrin Park neighborhood and along a major corridor, Dickerson Pike, which is poised to serve as an important multi-modal corridor for Nashville. The plan proposes redevelopment of underutilized properties into a mixed use development along a major thoroughfare, where there is an expressed interest providing additional intensity along the corridor that carefully transitions to surrounding neighborhoods, consistent with the Dickerson South Corridor Study. The site plan includes development that frames that corridor with heights that step down to the interior neighborhood, forming a transition in scale and massing as the buildings relate to the lower-intensity policy areas to the east, meeting the goals of the policies.

Regarding the treatment of Dickerson Pike, Nashville DOT has evaluated both plan options to better understand the traffic and pedestrian implications under the current conditions and with the realignment. Staff's preference is for Option 2 (Build Realignment of Dickerson Pike), with the understanding that the final realignment will be determined at final SP review in conjunction with NDOT and TDOT, subject to the staff conditions listed below. If the realignment is not approved by TDOT, adjustments may be necessary to the site plan, including but not limited to building placement and the relationship to Dickerson Pike, N. 1st Street, Berry Street, Meridian Street, and the associated streetscape details. Pedestrian entries and street-level interaction will need to be demonstrated with the final site plan architectural elevations, regardless of the final alignment determination.

Other improvements that will enhance the existing street network include the extension of N. 2nd Street to Meridian Street, and the extension of Berry Street to extend to the west, which is identified in Option 2 but is also viable as a future connection in Option 1. These enhancements will improve the overall street network and support the additional intensity called for by the



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Dickerson South Corridor Study. The plan meets several critical policy goals envisioned for the corridor, including street activation that prioritizes pedestrians and a tree-lined streetscape in place of head-in parking and driveway access points that have long dominated Dickerson Pike. Additionally, the inclusion of non-residential uses provides transit-supportive uses and densities necessary for high-capacity transit service to succeed. Staff finds that the plan meets several critical planning goals and is consistent with the overall intent of the Dickerson South Corridor Study.

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.

HISTORIC ZONING RECOMMENDATION

- WOC-No exception taken.

STORMWATER RECOMMENDATION

Approved with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans. A minimum of 30% of W&S Capacity must be paid before issuance of building permits.

NASHVILLE DOT RECOMMENDATION

Approved with conditions

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.
- NDOTs preferred layout is labeled as the 'alternative layout'
- TDOT approval for modification to the access control fencing, modification to Dickerson Pike, N 1st Street, etc.
- Comply with the Traffic Conditions from the NDOT Traffic Engineer.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- A full signal warrant analysis shall be conducted prior to approval of any Final SP for any portion of the SP for the intersection of Dickerson Pike at Meridian Street and shall be constructed if warranted and/or directed by NDOT. If the development will be constructed



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in multiple phases, a signal warrant analysis may be requested prior to each Final SP approval.

- A full signal warrant analysis shall be conducted prior to approval of any Final SP for any portion of the SP for the intersection of Dickerson Pike at Grace Street and shall be constructed if warranted and/or directed by NDOT. If the development will be constructed in multiple phases, a signal warrant analysis may be requested prior to each Final SP approval.
- Development shall work with NDOT and TDOT to reconstruct the intersection of Spring Street at Dickerson Pike per the concept included within the Preliminary SP packet. Construction plans shall be finalized and bonded prior to Final SP approval of the 2nd phase of development, if phased. If not phased, this shall take place with 1st final site plan approval. A final plat will be required with bonding. Additional analysis may be required.
- The build scenario with the realignment of Dickerson Pike is the preferred alignment. Prior to the first Final SP approval, development shall begin working with NDOT and TDOT for final approval of the realignment which may require additional analysis. If it is determined by NDOT and TDOT to not proceed with the alignment, and no other alternatives are proposed, the no-build alignment of Dickerson Pike is adequate. If approved, the Dickerson Pike realignment construction plans shall be finalized and bonded prior to Final SP approval of the 2nd phase of development, if phased. If not phased, construction plans and bonding shall be finalized prior to 1st final site plan approval. A final plat will be required with bonding. Improvements to the intersection of Spring Street at Dickerson Pike are separate from this condition.
- NDOT may require additional TIS or analysis with additional improvements prior to any Final SP approval. Additional off-site improvements may be conditioned.
- Parking shall be provided per Code.

Maximum Uses in Existing Zoning District: RM20

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential 3-10 (210)	14.52	20 D	290 U	1,579	97	123

*Based on two-family lots

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential 3-10 (221)	14.52	-	1150 U	6,266	374	462

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
Office (710)	14.52	-	230,000 SF	2,380	243	251



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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 (820)	14.52	-	10,000 SF	378	10	38

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 (932)	14.52	-	10,000 SF	1,122	100	98

Traffic changes between maximum: **RM20 and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+8,567	+630	+726

METRO SCHOOL BOARD REPORT

**Projected student generation existing RM20 district: 63 Elementary 45 Middle 46 High
 Projected student generation proposed SP district: 250 Elementary 178 Middle 181 High**

The proposed SP-MU zoning is expected to generate 455 more students than the existing RM20 zoning district. Students would attend Ida B. Wells 1 Elementary School, Jere Baxter Middle School, and Maplewood High School. All schools are identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to all uses of MUL-A and a maximum of 1,150 multi-family residential units. Short Term Rental Property (STRP) owner-occupied and not owner-occupied shall be prohibited.
2. Option 2 (Build Realignment of Dickerson Pike) is the preferred option. If the realignment is not approved by TDOT, adjustments may be necessary to the site plan, including but not limited to building placement and streetscape details.
3. If the development is proposed to be phased, include a full phasing plan with the 1st final site plan.
4. Pedestrian entries and street-level interaction shall be demonstrated with the final site plan architectural elevations, regardless of the final alignment determination.
5. Final street cross sections and alignment details of Dickerson Pike, 1st Avenue North, Berry Street, Meridian Street, or realignment scenario, are subject to change and shall be determined with the final site plan.



Metro Planning Commission Meeting of 2/10/22

6. If Dickerson Pike is realigned under Option 2, setbacks on the upper stories may be necessary along the street frontage. Applicant shall work with staff during final SP review to incorporate as needed.
7. All structured parking shall be wrapped with habitable space, consistent with the residential liner areas specified on the preliminary SP, and include active uses. Active uses are those programmed spaces that generate pedestrian street activity and interaction. Hallways, storage rooms, fitness centers, and other ancillary spaces shall not qualify as an active use.
8. The residential liner building for Site C shall be included in the same phase as the Site C parking garage. The rear portion of the parking garage façade that is not wrapped with habitable space shall include parking garage treatments per the SP parking screening details.
9. Facades for parking garages shall be seamlessly integrated into the design. The materiality and proportions of any above-grade parking screening should be thoughtfully considered. The façade treatments shall integrate or complement the architectural characteristics of the habitable portion of the building and the surrounding built context. Openings for natural ventilation are permissible when integrated into the façade design.
10. On the corrected copy, update the location of the Site C residential liner building as needed to be consistent with the proposed rear setback.
11. On the corrected copy, update the Maximum Overall Height language: Maximum overall height shall comply with the massing diagrams provided in the preliminary SP. Height shall be measured per the Metro Zoning Ordinance.
12. On the corrected copy, update all language related to the timing of improvements to Dickerson and intersection details with the NDOT conditions.
13. No direct vehicular access to the parking garages or surface parking areas shall be provided directly from Dickerson Pike or Meridian Street.
14. On the final site plan, landscaping and TDU Requirements shall be provided per the Metro Zoning Ordinance.
15. All private drives, access, and open spaces shall include public access easements, which shall be included on the final site plan. Prior to final site plan approval, provide easement documentation.
16. Comply with all conditions and requirements of Metro reviewing agencies.
17. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
18. 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.
19. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
20. 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.



Metro Planning Commission Meeting of 2/10/22

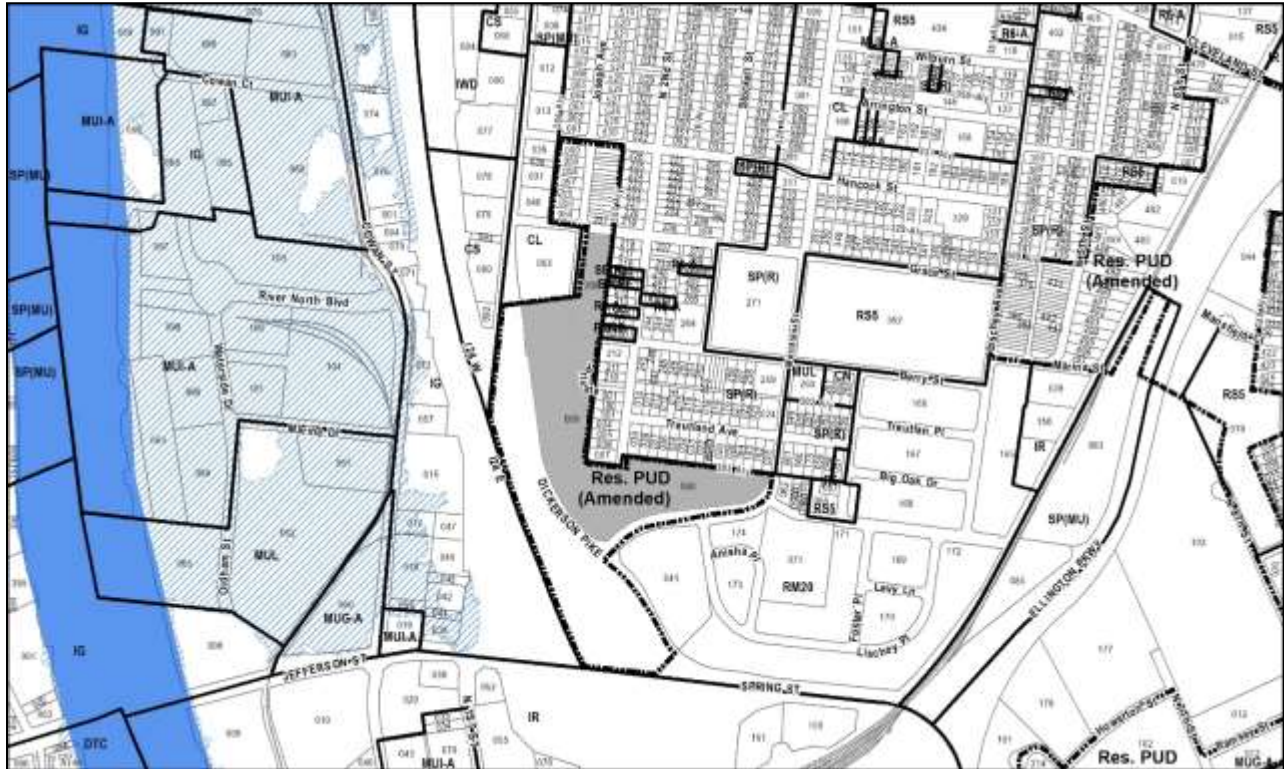
21. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
22. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Property Owners’ Association.
23. 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.
24. 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 of any building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 2/10/22



2003P-015-005

SAM LEVY HOMES PUD (CANCELLATION)

Map 082-07, Parcel(s) 208

Map 082-11, Parcel(s) 009, 040

05, East Nashville

05 (Sean Parker)



Metro Planning Commission Meeting of 2/10/22

Item #24b	Planned Unit Development 2003P-015-005
Project Name	Sam Levy Homes PUD (Cancellation)
Associated Case	2021SP-083-001
Council District	5 – Parker
School District	5 – Buggs
Requested by	Hastings Architecture, applicant; Riverchase Holdings, LP, owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve if the associated SP is approved and disapprove if the associated SP is not approved.</i>

APPLICANT REQUEST

Cancel a portion of a Planned Unit Development.

PUD Cancellation

A request to cancel a portion of a Planned Unit Development Overlay District (PUD) for properties located at 301 North 2nd Street and 651 and 660 Joseph Avenue, at the northeast corner of Dickerson Pike and Meridian Street, zoned RM20 (14.52 acres).

Existing Zoning

Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre. *RM20 would permit a maximum of 290 units, although the underlying PUD would regulate the uses and maximum number of units.*

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

EAST NASHVILLE COMMUNITY PLAN

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



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

Dickerson South Corridor Study

The Dickerson South Corridor Study (Study), was adopted by the Planning Commission on June 13, 2019 and February 27, 2020, after a participatory process with extensive community input. The Study provides supplemental guidance for future development in the Dickerson Pike area by addressing land use, transportation, and community design at the neighborhood scale while also supporting high-capacity transit envisioned by NashvilleNext.

ANALYSIS

The area was part of an older “Res – E” residential PUD. The Res-E PUDs were adopted in the early 1970’s prior to comprehensive zoning. The PUD permits multi-family residential units. The site includes 3 parcels that were previously developed with several low-rise multi-family residential structures that wrap Meridian Street, Dickerson Pike, and Grace Street. Other portions of the PUD have been cancelled over the years.

Staff finds the PUD cancellation request to be consistent with the land use policies. The cancellation of this portion of the PUD will allow more opportunities for the properties to redevelop in a manner that is consistent with the current T4 Urban transect, where the land use policies support a greater mix of higher density residential and non-residential uses.

STAFF RECOMMENDATION

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



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Metro Planning Commission Meeting of 2/10/22



2022SP-002-001
BRENTWOOD CHASE
Map 160, Parcel(s) 115-117
12, Southeast
04 (Robert Swope)



Metro Planning Commission Meeting of 2/10/22

Item #25

Specific Plan 2022SP-002-001

Project Name

Brentwood Chase

Council District

04 – Swope

School District

08 – Pupo-Walker

Requested by

Dale and Associates, applicant; Zoraida V. Ford and James D. and Martha Sue Hassey, owners.

Staff Reviewer

Lewis

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Preliminary SP to permit 12 multi-family units.

Preliminary SP

A request to rezone from One and Two Family Residential (R40) to Specific Plan (SP) zoning for properties located at 5617, 5621, and 5625 Valley View Road, approximately 545 feet south of Old Hickory Blvd, (3.3 acres), to permit 12 multi-family units.

Existing Zoning

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. *The portion of the site zoned R40 would permit a maximum of three lots with three duplex lots for a total of six units. This calculation is based on acreage alone and does not account for compliance with the subdivision regulations.*

Proposed Zoning

Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan would include 12 detached residential units.*

SOUTHEAST COMMUNITY PLAN

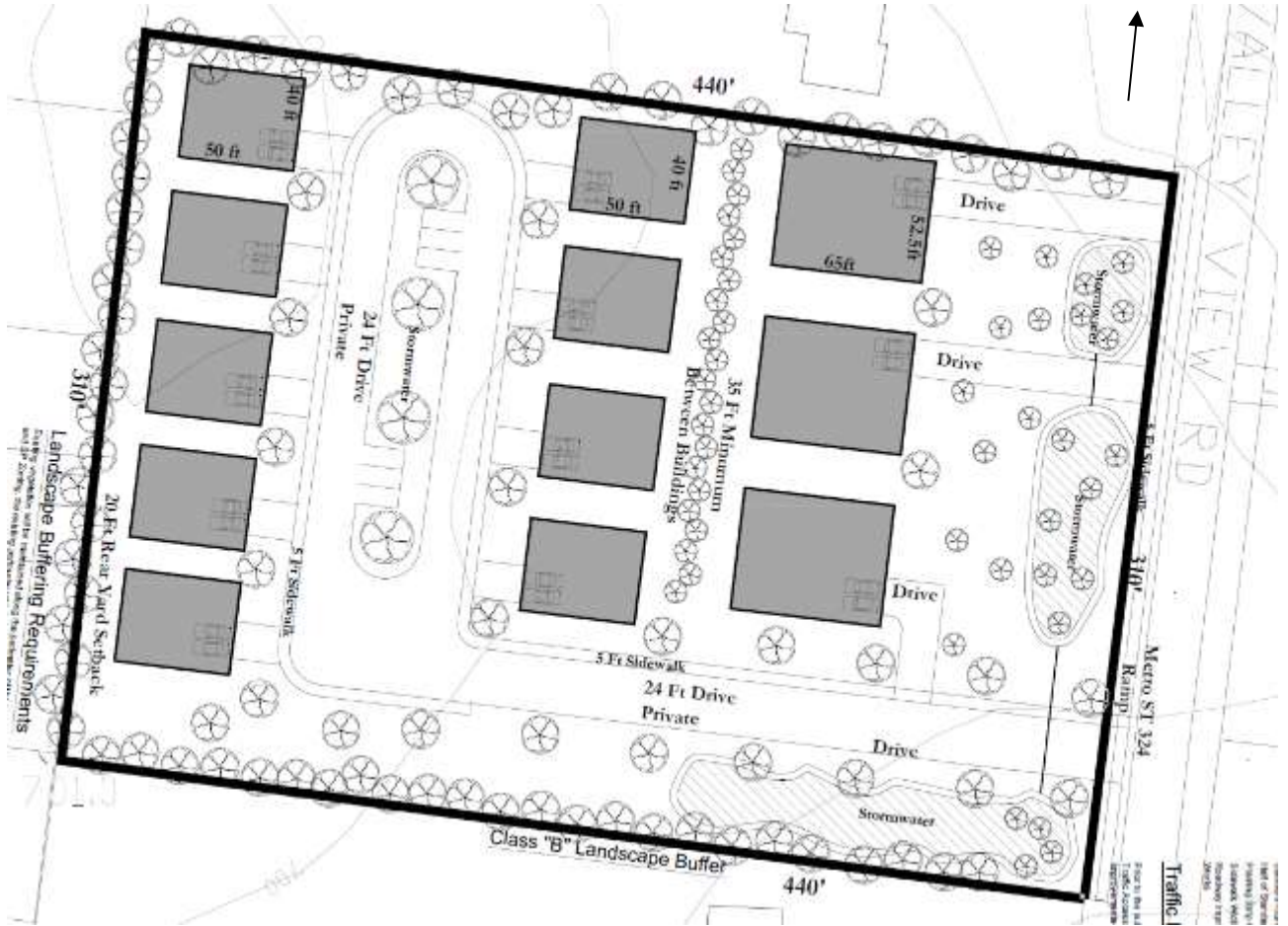
T3 Suburban Neighborhood Maintenance (T3 NM) is intended to maintain the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing 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.

SITE CONTEXT AND PLAN DETAILS

The 3.3 acre site is comprised of three contiguous parcels on the west side of Valley View Road, south of Old Hickory Boulevard. The parcels are zoned R40 and have each been developed with a duplex, for a total of six units across the site. The properties to the north of the site and those along Old Hickory Boulevard are zoned multi-family residential (RM4, RM6). The properties to



Metro Planning Commission Meeting of 2/10/22



Proposed Site Plan



Metro Planning Commission Meeting of 2/10/22

the south and east are zoned R40. The properties to the west are zoned one and two-family residential (R10). The surrounding land uses include multi-family to the north and primarily single-family residential along Valley View Road.

Site Plan

The site plan includes 12 detached residential units. Three units front Valley View Road. The other nine units are oriented to face each other at the rear of the site, oriented around a private drive. All units are oriented to 2 stories and 35 feet in height. Additional architectural standards including minimum glazing and entrances on primary facades are included in the plan.

Two of the units fronting Valley View Drive are accessed by driveways from the road. All other units gain vehicular access from a private drive at the southeast corner of the site. A five foot wide sidewalk and four foot wide planting strip is proposed along the frontage of the site. The five foot wide sidewalk continues to the rear of the site for internal connectivity of the site. There is a proposed B landscape buffer on the south and west property lines.

ANALYSIS

The intent of the T3 NM Policy is to maintain the general character of suburban neighborhoods as characterized by their development pattern, building form, land use, and associate public realm. The proposed plan is consistent with the intent of the T3 NM Policy, at this location. The proposed plan includes three units fronting Valley View Road, which is consistent with the existing pattern there today. The additional units are located at the rear of the site, which given the depth of the properties, provides an opportunity for an increase in the number of units on the site, while maintaining the pattern along the street. The properties immediately north of the subject site, are zoned RM6 and developed with detached units, in a similar density and layout to the proposed site plan. All units are intended to be single detached units, which is consistent with the land use of the surrounding properties. The proposed development will provide a new portion of sidewalk along Valley View Road, with the intent that eventually a continuous sidewalk will be established along the street to enhance pedestrian connectivity in the neighborhood.

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve with conditions

- Change the FEMA Map Number from 47037CO105H to 47037C0367H.
- Must comply with all regulations in the Stormwater Management Manual at the time of final submittal.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans. A minimum of 30% of W&S Capacity must be paid before issuance of building permits.



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NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT.
- Final design and improvements may vary based on actual field conditions. On final: Callout roadway sections, ramps, sidewalks, curb & gutter, etc. per NDOT detail standards. Dimension ROW pavement widths for clarity.
- Note: A private hauler will be required for waste/recycle disposal.

TRAFFIC AND PARKING RECOMMENDATION

Approve

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
One and Two-Family Residential* (210)	3.30	1.089 D	6 U	78	9	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
Multi-Family Residential 3-10 (221)	3.30	-	12 U	64	4	6

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+6 U	-14	-5	-1

METRO SCHOOL BOARD REPORT

Projected student generation existing R40: 0 Elementary 0 Middle 0 High

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

The proposed SP-R zoning is expected to generate two more students than the R40 zoning district. Students would attend Granberry Elementary School, Oliver Middle School, and Overton High School. All schools have been identified as being over capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 12 multi-family residential units. Short Term Rental Property (STRP) owner-occupied and not owner-occupied shall be prohibited.
2. Comply with all conditions and requirements of Metro reviewing agencies.

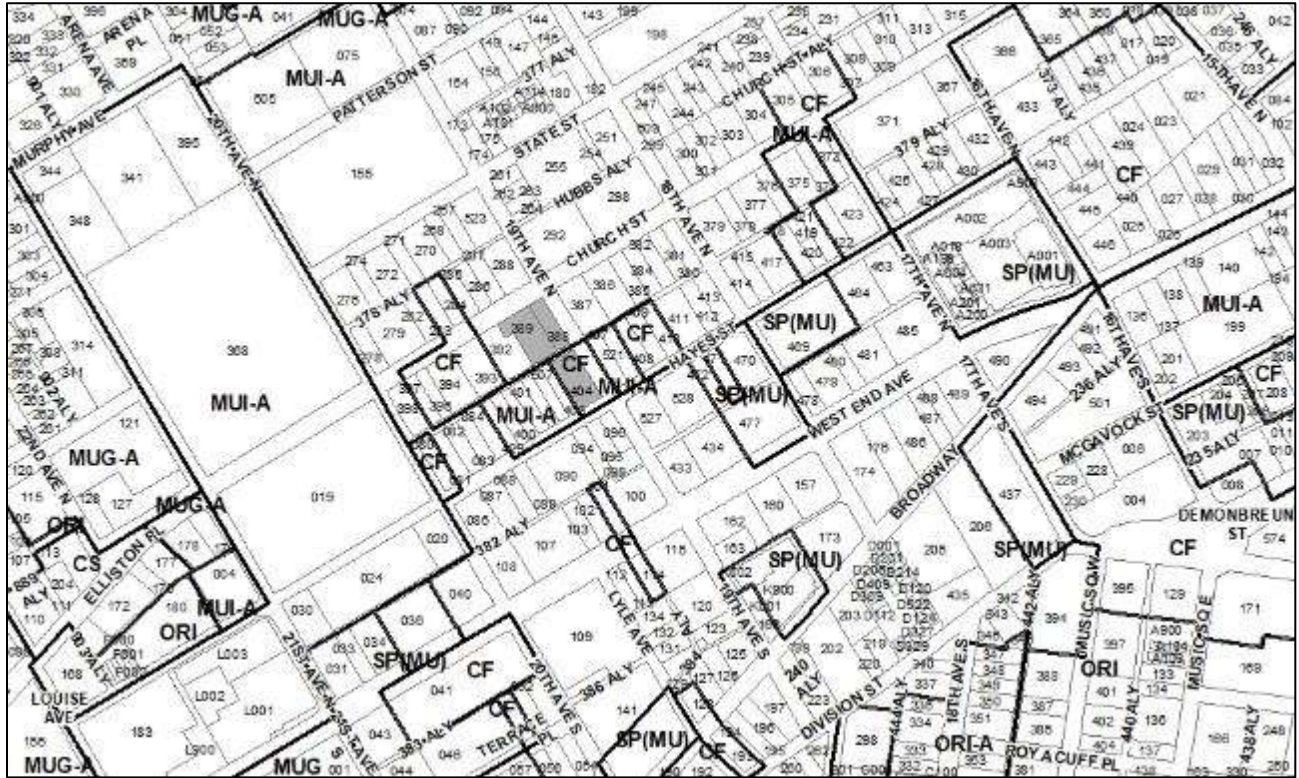


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3. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM4 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. 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.
6. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
7. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Property Owners' Association.
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 of any building permits.



Metro Planning Commission Meeting of 2/10/22



2022SP-005-001
19TH AND CHRUCH
Map 092-12, Parcel(s) 388-389, 404
10, Green Hills – Midtown
21 (Brandon Taylor)



Metro Planning Commission Meeting of 2/10/22

Item #26	Specific Plan 2022SP-005-001
Project Name	19th and Church
Council District	21 – Taylor
School District	05 – Buggs
Requested by	Kimley-Horn, applicant; NP Church LLC, owner.
Deferrals	This item was deferred from the January 13, 2022, Planning Commission meeting. No public hearing was held
Staff Reviewer	Shane
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions</i>

APPLICANT REQUEST

Preliminary SP to permit a mixed-use development.

Zone Change

A request to rezone from CF and MUI-A to SP zoning for properties located at 1901 and 1903 Church Street and 1902 Hayes Street, at the southwest corner of 19th Ave N and Church Street, (0.97 acres), to permit 315 multi-family residential units, 5,750 square feet of retail, and 182 hotel rooms.

Existing Zoning

Mixed Use Intensive-Alternative (MUI-A) is intended for a 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.

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

Proposed Zoning

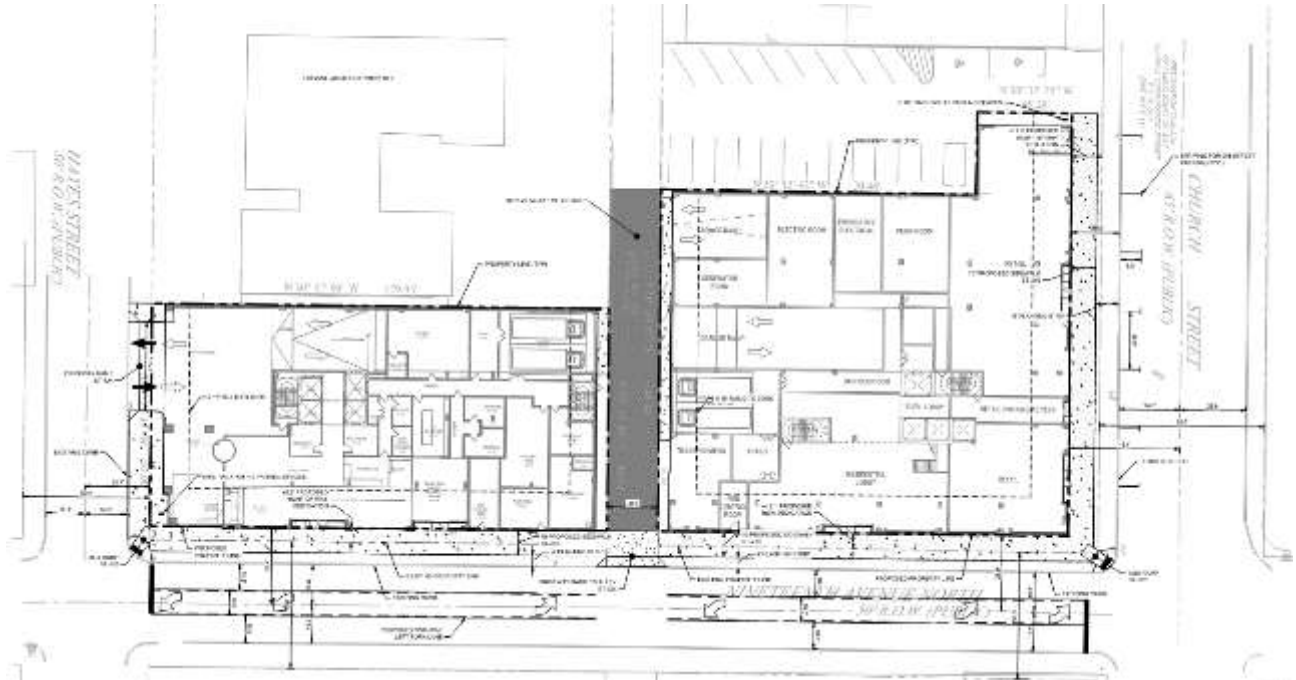
Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition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

SITE CONTEXT AND PLAN DETAILS

The site is located between Church Street and Hayes Street along the western side of 19th Avenue North, with frontage extending down both Church Street and Hayes Street. Alley 379 bisects the site at midblock. Currently Parcels 404 and 388 along 19th Avenue are parking lots while Parcel 389 is occupied by a one-story general retail store. Surrounding properties are all in the UZO and zoned MUI-A.



Metro Planning Commission Meeting of 2/10/22



Proposed site plan



WESTWARD VIEW FROM CHURCH ST.



INTERSECTION OF 15TH STREET AND CHURCH STREET



EAST FACADE - HOTEL AND RESIDENTIAL



NORTH FACADE - RESIDENTIAL

Proposed Architecture - Overall



Metro Planning Commission Meeting of 2/10/22



RESIDENTIAL GROUND FLOOR - EAST



RESIDENTIAL GROUND FLOOR - NORTH



EAST ELEVATION OF RESIDENTIAL TOWER



NORTH ELEVATION OF RESIDENTIAL TOWER

Proposed Architecture – Multi-Family Streetscape



Metro Planning Commission Meeting of 2/10/22



EAST FACADE OF HOTEL



INTERSECTION OF 19TH STREET AND HAYES STREET



NORTH FACADE OF HOTEL



EAST ELEVATION OF HOTEL TOWER

Proposed Architecture – Hotel

Site Plan

The SP is intended to create a mixed-use commercial development. The plan authorizes the creation of 315 multi-family residential units, 5,750 square feet of retail space, and 182 hotel rooms plus ancillary uses. The SP includes a site plan as well as bulk standards, architectural renderings, and parking and preliminary landscaping. The multi-family residential tower will occupy the corner of Church Street and 19th Avenue and will be 28 stories and 290 feet in height. The hotel, located at Hayes Street and 19th Avenue, will be 12 stories tall and 150 feet in height. Residential density for the multi-family tower is 590 units per acre. No landscaping buffers are included based on the 100% ISR and lot coverage proposed (with 0-foot setbacks and FAR reaching 19.33 for the residential building and 9.35 for the hotel). The residential units will feature a mix of floor plans, from studios to three bedrooms. The proposal features a total residential square footage of 255,903 square feet and a total commercial square footage of 68,069 square feet. Active retail uses are proposed along the Church Street frontage.

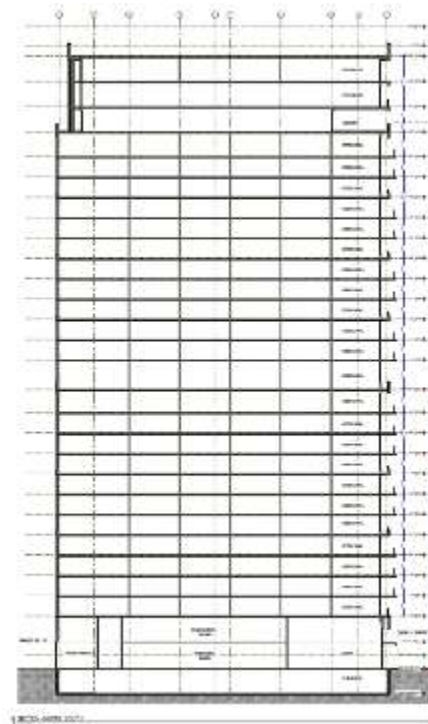
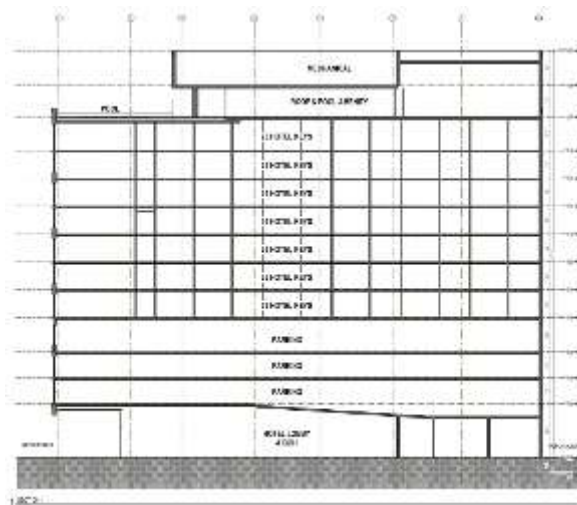
The plan provides ROW dedication accommodating 10-foot-wide sidewalks along Church Street and 19th Avenue North separated from the vehicle travel lanes by a 9-foot planting strip along Church Street and a 4-foot planting strip along 19th Avenue, in line with the MCSP recommendations. ROW along the alley (which will be repaved and the utility poles removed) already exists at the required 20-foot width. Access to the residential building is limited to the alleyway. A curb cut along Hayes is proposed for a drop-off/pickup area for the hotel. Traffic and Parking has discretion to approve this access despite it being within 100 feet of a street intersection. Loading dock access is from the alley.



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Automobile and bicycle parking will be provided within the two proposed podium garages which are located above the ground floor. UZO zoning allows reductions in the required parking for proximity to public transit. Despite providing a letter justifying a reduction in parking based on market realities and innovative valet and tandem parking strategies, the applicant has shown parking provision in line with Code. This is accomplished through the provision of multiple levels of above ground parking.

The parking structures within the two buildings are lined with architectural finishing on the hotel and with finishing and active residential uses on the multi-family tower. The façade cladding displays a high level of finish and resembles an enclosed building space. The seam and transition from the architectural cladding to the residential units lining the multi-family building is seamless and upholds the architectural integrity of the façade. The decision to locate parking above ground in a podium structure is driving the need for parking lining and increased height, but with the high-quality finishes proposed, any negative design impact on the visual realm will be minimal. Both buildings will feature rooftop courtyard areas with pools and seating areas. The architecture proposed is neo-modern with generous glazing.



Floor Sections

The submitted elevations show west-facing walls with a combination of joints in the exterior materials and some accent colors that mimic the window sizes and patterns of the other facades. Fire prevention codes of the 2018 IBC prohibit windows along these facades that abut the property line. The proposed walls provide a sufficient level of visual interest considering these limitations.



Metro Planning Commission Meeting of 2/10/22



Current West-Facing Facades

GREEN HILLS – MIDTOWN COMMUNITY PLAN

Current Policy

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

Supplemental Policy

T5 Center Mixed Use Neighborhood Area 2 (10-MT-T5-MU-02) in the Midtown Study applies to properties along Charlotte Avenue between I-440 and I-40, along West End Avenue and Murphy Road adjacent to I-440, along Park Circle, along Broadway and Division Streets and 21st Avenue South; properties in the Grand Avenue/18th Avenue South area; and between Charlotte Avenue and Pierce Street east of 21st Avenue North. The intent of the Midtown Study is to provide planning additional guidance beyond the CCM policy. Area 2 generally allows building heights of up to twenty stories.

ANALYSIS

The proposed plan meets many of the goals of the T5 MU policy, including featuring vertical mixed-use development in buildings that contain high-density residential and commercial land uses, situating buildings at the back edge of the sidewalk with minimal spacing between buildings, housing parking in structures, facilitating high levels of connectivity with complete street networks, and providing for the daily needs and services of the surrounding urban neighborhood. Area 2 in the Midtown Study, while generally advising that buildings be no taller than 20 stories in this subarea, allows for greater height at prominent locations if the building



Metro Planning Commission Meeting of 2/10/22

design meets policy. The proposal achieves the intent of both the T5 MU policy and the Midtown Study and so warrants the requested extra height of eight stories.

Staff recommends approval with conditions and disapproval without all conditions. The proposed SP allows an appropriately intense residential, hotel, and retail development that achieves the intent of the requested policy area and supplemental policy. The SP and the proposed conditions include design standards that will minimize the negative aesthetic qualities that usually result from incorporating above-ground parking into building design. The proposal will fit with the emerging intense urban built form of Midtown while also providing more opportunities to meet the needs of the surrounding community.

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

- Revise FEMA Note. Property lies in Zone X, not AE.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans. A minimum of 30% of W&S Capacity must be paid before issuance of building permits. (Per Capacity Study Permit # 2021074387)

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. In general, on final: Callout roadway sections, ramps, sidewalks, curb & gutter, etc. per NDOT detail standards. Note: A private hauler will be required for waste/recycle disposal.
- Prior to final approval, apply to T&P to remove 19th on-street parking.
- Comply w/ NDOT traffic comments.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Hotel shall provide 158 parking spaces.
- Coordinate with NDOT on installing a Two-way Left-turn Lane on 19th, and extending the storage for the LTL on Hayes.
- Development shall split the cost 50/50 for signal improvements with the neighboring development at 1805 Church St., for the intersection of 19th and Church St.



Metro Planning Commission Meeting of 2/10/22

Maximum Uses in Existing Zoning District: CF

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.19	5 F	41,382 SF	451	65	49

Maximum Uses in Existing Zoning District: CF

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.18	5 F	39,204 SF	1,480	37	150

Maximum Uses in Existing Zoning District: MUI-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	0.30	5 F	65 U	353	23	29

Maximum Uses in Existing Zoning District: MUI-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.15	5 F	32,670 SF	1,233	31	125

Maximum Uses in Existing Zoning District: MUI-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.15	5 F	32,670 SF	3,665	325	319

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 10+ (222)	0.34	-	331 U	1,516	105	121

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 (820)	0.97	-	36,910 SF	1,393	35	141

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 (932)	0.97	-	36,909 SF	4,140	367	361



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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
Hotel (310)	0.97	-	182 R	1,628	86	110

Traffic changes between maximum: CF/MUI-A and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1,495	+112	+61

METRO SCHOOL BOARD REPORT

Projected student generation proposed SP-MU district: 4 Elementary 3 Middle 3 High

Given the mix of uses permitted by the MUI-A and CF zoning districts, the number of residential units currently possible on site may vary and an assumption as to comparative impact at this point is premature. The proposed SP-MU zoning district is expected to generate 10 students. Students would attend Eakin Elementary School, West End Middle School, and Hillsboro High School. These schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to 315 multi-family residential units, 5,750 square feet of retail, and 182 hotel rooms plus ancillary uses. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited.
2. The final building elevations shall show a seamless integration of all architecturally-lined parking areas with the non-parking fabric of the building.
3. The following design standards shall be added to the plan:
 - a. Building façades fronting a street shall provide a minimum of one principal entrance (doorway) and a minimum of 20% glazing.
 - b. Windows shall be vertically oriented at a ratio of 1.5:1 or greater, except for dormers. Upper floor windows and other features shall be aligned with those of the ground floor.
 - c. Vertically orient materials, design elements and architectural details to emphasize the proportion of height to width.
 - d. Building facades shall be constructed of brick, brick veneer, stone, cast stone, cementitious siding, glass, or materials substantially similar in form and function, unless otherwise approved on detailed building elevations included with the preliminary SP.
4. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
5. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.



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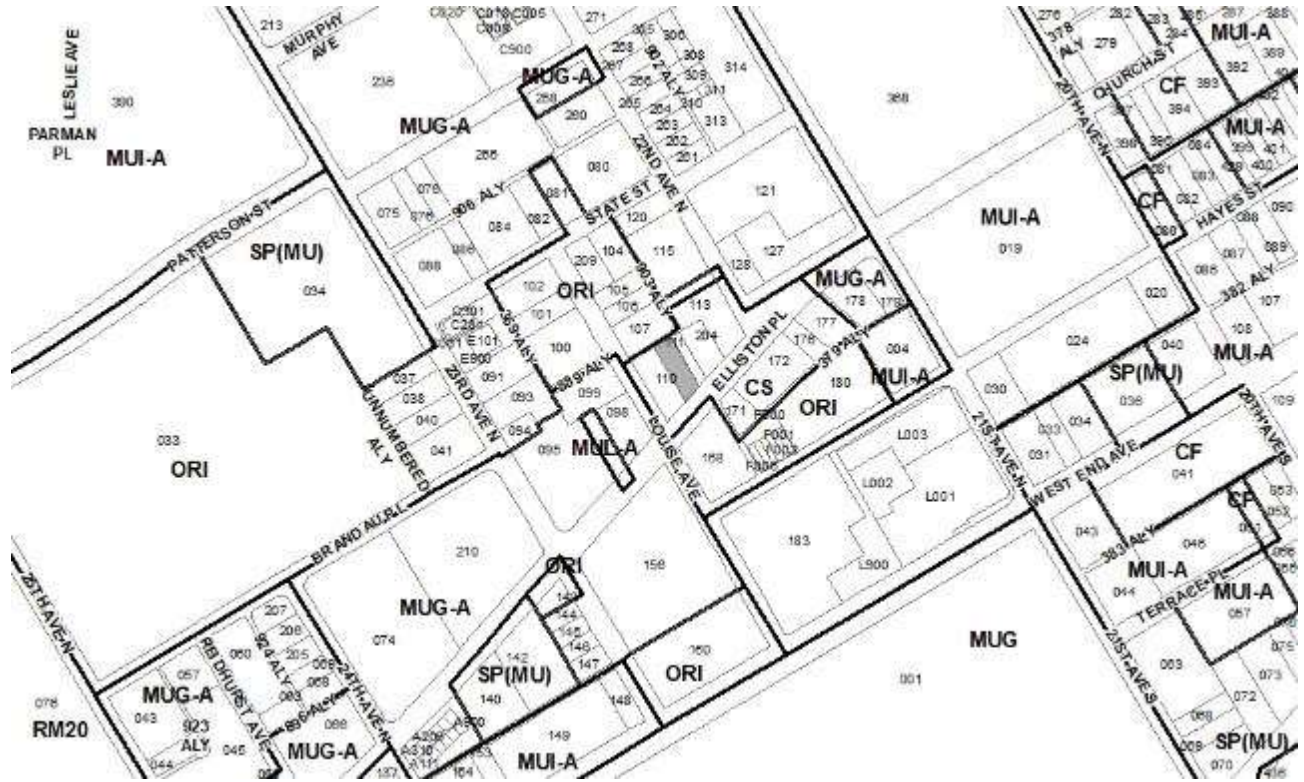
6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
7. Comply with all conditions and requirements of Metro reviewing agencies.
8. If a development standard, not including 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 MUI-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
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.



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Metro Planning Commission Meeting of 2/10/22



2021HL-004-001

2208 ELLISTON HISTORIC LANDMARK OVERLAY

Map 092-15, Parcel(s) 110

10, Green Hills - Midtown

21 (Brandon Taylor)



Metro Planning Commission Meeting of 2/10/22

Item #27	Historic Landmark 2021HL-004-001
Project Name	2208 Elliston Historic Landmark Overlay
Council District	10 – Taylor
School District	05 - Buggs
Requested by	MVNTN Owner LLC, applicant and owner.
Staff Reviewer	Lewis
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 for a portion of property located at 2208 Elliston Place, at the northern corner of Elliston Place and Louise Avenue, zoned Commercial Service (CS) (0.19 acres)

Existing Zoning

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

Proposed Overlay

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

GREEN HILLS - MIDTOWN COMMUNITY PLAN

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

Supplemental Policy

The site is located within the 10-MT-T5-MU-03 supplemental policy as described in the Midtown Study, a component of the Green Hills - Midtown Community Plan. Supplemental policy areas are intended to provide specific information about an area that may have been included in a larger study area. The supplemental policy includes guidance on appropriate land uses, building form, connectivity, parking, and intensity. Where the supplemental policy is silent, the guidance of the T5 MU Policy applies.



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REQUEST DETAILS

The Metro Historic Zoning Commission (MHZC) considered this application at its December 15, 2021, meeting. Historic Zoning Commission staff recommended approval of this application. Metro Historic Commission staff provided the following background information:

Background:

The Center for Historic Preservation at Middle Tennessee State University is in the process of nominating The Exit/In at 2208 Elliston Place to the National Register of Historic Places. The following background information is from the draft of the nomination.

The Exit/In is eligible for listing in the National Register under Criterion A for its exceptional significance in Performing Arts and Entertainment/Recreation. Under criterion A, the Exit/In's significance spans from its early roots from 1971 to 1979 when its national reputation was first established as one of the nation's premier artist showcase venues, then continuing to its transformation into a modern rock hall from 1980 to c. 1988. During this period of significance, 1971 to 1988, the Exit/In has exhibited a number of performative styles of alternative American music and survives today as a rock performance venue in the heart of mainstream country music's proverbial Mecca. The list of performers who passed through the doors is broad and the breadth of the Exit/In's performance history speaks to a more important moment for alternative performance styles and the acceptance of nontraditional attitudes in the nationally recognized Nashville music scene. According to contemporary observers and later popular music historians, the Exit/In ranks with the Troubadour in Los Angeles and the Bottom Line in New York City as pivotal popular music clubs in the United States during the 1970s and 1980s.

The Exit/In is an example of an historic, community music venue and "gathering place," as outlined in the Historic Music Industry Resources of Nashville, Davidson County National Register Multiple Property Documentation Form(NR 11/1/2016). The Exit/In is eligible for listing in the NRHP under Criterion A in the area of Performing Arts, during the MPDF period of significance from 1954-1989, as a "place where singers and musicians created music and performed to local audiences." Exit/In also meets Criteria Consideration G for its "exceptional impact...on the creation and spread of music during the late twentieth century." As a fundamental component of Nashville's modern music industry, Exit/In is exceptionally significant due to its association with a "copious number of artists, musicians, singers and songwriters...who have had extraordinary impacts on music" from within its performance spaces.

METRO HISTORIC ZONING COMMISSION RECOMMENDATION

On December 15, 2021, the Metro Historic Zoning Commission reviewed the request and recommended approval of the Historic Landmark designation. In addition, they adopted the existing design guidelines for Historic Landmarks to apply to exterior alterations.



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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. Staff recommends approval of the Historic Landmark Overlay District.



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2021Z-079PR-001

Map 057, Parcel(s) 055-056, 058, 119-121

Map 068, Parcel(s) 062, 085

03, Bordeaux - Whites Creek - Haynes Trinity

01 (Jonathan Hall)



Metro Planning Commission Meeting of 2/10/22

Item #28**Council Bill No.****Council District****School District****Requested by****Zone Change 2021Z-079PR-001**

BL2022-1067

01 – Hall

1 – Gentry

Dale & Associates, applicant; James R. Overby, owner.

Staff Reviewer

Elliott

Staff Recommendation*Disapprove.***APPLICANT REQUEST****Zone change from AR2a and SP to RM4**Zone Change

A request to rezone from Agricultural/Residential (AR2a) and Specific Plan (SP) to Multi-Family Residential (RM4) zoning for properties located at 4539 and 4608 Cato Road and Cato Road (unnumbered), and Ashland City Highway (unnumbered), approximately 1,000 feet west of Amy Lynn Drive (290.14 acres).

Existing Zoning

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *Approximately 287.15 acres of this site are located in the proposed AR2a district. AR2a would permit a maximum of 143 lots for a total of 178 units. A final determination on duplex eligibility is made by Codes.*

Specific Plan-Commercial (SP-C) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan comprises approximately 3 acres and includes Building Contractor Supply as a use and all uses permitted in AR2a.

Proposed Zoning

Multi-Family Residential (RM4) is intended for single-family, duplex, and multi-family dwellings at a density of four dwelling units per acre. *RM4 would permit a maximum of 1,161 units.*

BORDEAUX - WHITES CREEK - HAYNES TRINITY COMMUNITY PLAN

T2 Rural Maintenance (T2 RM) is intended to maintain rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RM areas have established low-density residential, agricultural, and institutional development patterns. Although there may be areas with sewer service or that are zoned or developed for higher densities than is generally appropriate for rural areas, the intent is for sewer services or higher density zoning or development not to be expanded.

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



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Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

The Conservation policy here recognizes large contiguous areas with significant slopes, several streams and ponds, and large contiguous areas with problem soils.

Existing SP

A portion of the subject site near Ashland City Highway is zoned Specific Plan and permits Building Contractor Supply as a land use as well as all uses permitted within the AR2a zoning district. Outdoor Storage is permitted if located more than 25 feet from any property boundary and located more than 800 feet from Ashland City Highway. This Specific Plan zoning has not developed as approved and is including in the proposed rezoning boundary.

SITE

The application includes several parcels comprising approximately 290 acres located on the north side of Ashland City Highway and also having frontage onto Cato Road, west of Briley Parkway. The Ashland City Highway frontage is approximately 245 feet in width and the majority of the property frontage is along Cato Road. Ashland City Highway is classified as an Arterial Boulevard in the Major and Collector Street Plan and Cato Road is a local street. There are currently two single-family residences across the property with one drawing access from Ashland City Highway and the other from Cato Road.

The site contains a large number of environmental constraints, including large contiguous areas of steep slopes, several hill-tops, numerous ponds and streams, large contiguous areas of problem soils, and also features extensive areas of tree canopy. The land use policy applied to this property reflects these environmental features with Conservation policy and a significant portion of the site is Conservation policy with the T2 RM policy being limited to the smaller pockets of the property that are flat or otherwise do not contain environmental features. The surrounding area shares similar characteristics to the subject site with the area consisting of large properties containing a variety of environmental features and single-family residences. Across from a small portion along Cato Road is an existing subdivision that is within a Planned Unit Development (PUD) Overlay. The lots range from about 6,000 square feet up to about half of an acre. This subdivision is within the Suburban Neighborhood Maintenance policy and is currently zoned RS15. The majority of the property across Cato Road from the site is within T2 RM and CO policy and is developed with large lot single-family.

ANALYSIS

The requested zoning district is not supported by the T2 Rural Maintenance policy that is located on portions of the site nor is it consistent with the Conservation policy covering the majority of the site. T2 RM policy indicates that AR2a and AG are appropriate zoning districts within the policy with AR2a requiring a minimum lot area of 2 acres and AG requiring a minimum lot area of 5 acres. The T2 RM policy states that generally a maximum density of one dwelling unit per



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two acres is appropriate and that even lower density is preferred to preserve an open, rural environment.

The maximum potential density that the T2 RM policy identifies would potentially accommodate 178 dwelling units, based on acreage alone. The proposed zoning district would permit 1,161 multi-family dwelling units and is significantly more intense in terms of number of residential units than the AR2a or AG zoning districts that are supported by the policy. The intent of the T2 RM policy is to maintain the character of rural neighborhoods and for development patterns to preserve land with environmental significance. The area north of Ashland City Highway has a development pattern of single-family residences on large lots and the proposed zoning district would not maintain this pattern as intended in T2 RM policy areas. Additionally, the subject site has large areas of environmental significance, including steep slopes, several water features, and large areas of tree canopy, and these conditions do not support the rezoning of the property to permit additional density.

As a result of the numerous environmental features, the site has significant contiguous areas of Conservation Policy. Conservation Policy intends to maintain sensitive environmental land features in a natural state and to remediate features that have been disturbed. In general, the more environmentally sensitive the site is, the lower the acceptable density or intensity of development is. There has been some grading on the site in the past, including illegal grading that took place without the appropriate grading permits. Issued grading permits included some grading in addition to remediation of areas grading without a permit. The site also has significant areas of problem soils, and the development potential of a site containing unstable or problem soils may be lower than for other nearby sites lacking similar environmental features.

FIRE 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 with conditions

- Adequate traffic impacts are anticipated to be able to be mitigated along Ashland City Highway and Cato Road. A traffic study will be required prior to permit approval to determine specific improvements.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	287.15	0.5 D	178 U	1,767	131	176

*Based on two-family lots



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	2.99	0.4 D	52,098 SF	564	76	61

Maximum Uses in Proposed Zoning District: **RM4**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	290.14	4 D	1,161 U	6,326	378	466

Traffic changes between maximum: **AR2a/SP and RM4**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+3,995	+180	+229

METRO SCHOOL BOARD REPORT

**Projected student generation existing AR2a/SP district: 20 Elementary 19 Middle 18 High
Projected student generation proposed RM4 district: 194 Elementary 93 Middle 75 High**

The proposed RM4 zoning is expected to generate 305 additional students than the existing AR2a and SP zoning. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. All three schools are identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends disapproval.



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Metro Planning Commission Meeting of 2/10/22



2021Z-127PR-001
Map 106-01, Parcel(s) 142
11, South Nashville
19 (Freddie O'Connell)



Metro Planning Commission Meeting of 2/10/22

Item #29**Council District****School District****Requested by****Zone Change 2021Z-127PR-001**

19 – O’Connell

05 – Buggs

Joey's House of Pizza, applicant; Joseph Macca and Crescenza Macca, owners.

Staff Reviewer

Shane

Staff Recommendation*Approve.***APPLICANT REQUEST****Zone change from IWD to MUL-A.**Zone Change

A request to rezone from Industrial Warehousing/Distribution (IWD) zoning to Mixed Use Limited–Alternative (MUL–A) zoning for property located at 837 Elm Hill Pike, approximately 430 feet east of Fesslers Lane (0.34 acres).

Existing Zoning

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

Proposed Zoning

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

NORTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The application consists of one parcel (Map 106-01, Parcel 142) totaling 0.34 acres located at the southwestern corner of the intersection of Elm Hill Pike and Lannie Boswell Avenue. The property contains a small commercial structure housing Joey’s House of Pizza restaurant and its appurtenant parking lot. Surrounding uses include Shane Trucking to the west, Care Supply to the north across Elm Hill Pike, and a BellSouth auto repair/body shop to the east across Lannie Boswell Avenue, all zoned IWD. A portion of the Shane Trucking property to the south is zoned CS.

The application proposes to rezone the property from IWD to MUL–A. The property is within the T4 Urban Mixed Use Corridor (T4 CM) policy area. T4 CM policy is intended to create pedestrian-friendly, prominent arterial-boulevard and collector-avenue corridors that



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accommodate residential, commercial, and mixed-use development. The policy prioritizes higher-intensity mixed use and commercial uses at intersections such as this one.

The CCM lists MUL–A as an appropriate zoning district under T4 CM policy. One of the stated goals of the policy is to create high-density residential, commercial, and mixed-use buildings. MUL–A would support this intent to a greater degree than the existing IWD zoning. That zoning designation reflected an earlier vision for the area as a purely auto-oriented industrial corridor. As the need for industrially zoned land has decreased in cities across the United States, community planning efforts have targeted many of these areas for rezoning to residential and commercial uses. Industrially oriented policies will remain in place for the portions of Elm Hill Pike to the east, but the subject property and those west and south of it have been included in the mixed-use policy area centered around Murfreesboro Pike. Allowing a more intense mix of uses at this location supports the existing policy guidance and future planning efforts aimed at creating an urban mixed-use district in this area of the county so near Nashville’s core. For these reasons, staff recommends approval of the rezoning.

FIRE MARSHALL RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: IWD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.34	0.8 F	11,848 SF	64	2	3

Maximum Uses in Proposed Zoning District: MUL

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	0.16	1.0 F	7 U	36	3	3

Maximum Uses in Proposed Zoning District: MUL

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.09	1.0 F	3,920 SF	148	3	15

Maximum Uses in Proposed Zoning District: MUL

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.09	1.0 F	3,920 SF	440	39	39

Traffic changes between maximum: IWD and MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+560	+43	+54



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METRO SCHOOL BOARD REPORT

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

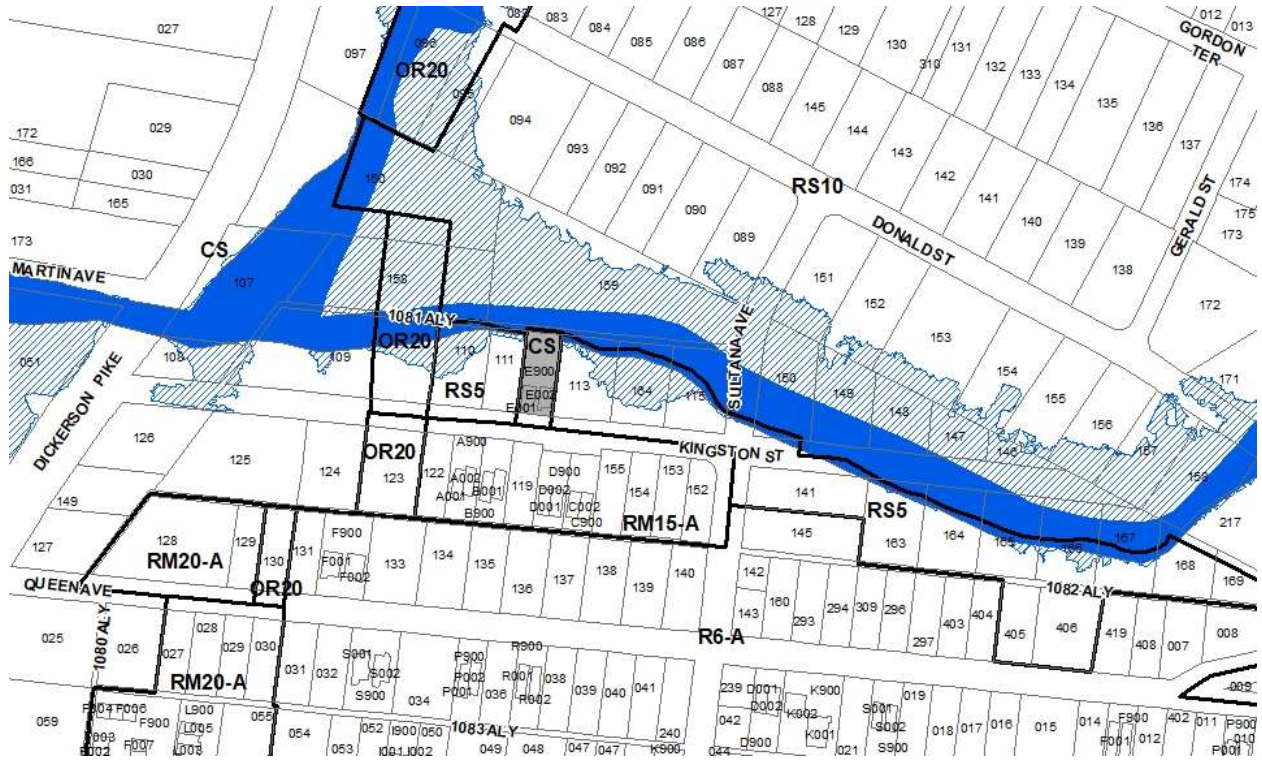
Given the mix of uses permitted by the MUL–A zoning district, the number of residential units ultimately built on site may vary and an assumption as to impact at this point is premature. School students generated by future development would attend Napier Elementary School, Two Rivers Middle School, and McGavock High School. All three schools are identified as having capacity for additional students. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



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2022Z-007PR-001

Map 071-03-0-E Parcel(s) 001-002, 900
05, East Nashville
05 (Sean Parker)



Metro Planning Commission Meeting of 2/10/22

Item #30**Council District****School District****Requested by****Zone Change 2022Z-007PR-001**

05 - Parker

03 - Masters

Urban Dwell Homes, GP, applicant & owner.

Staff Reviewer

Lewis

Staff Recommendation*Disapprove R6 and recommend approval of R6-A.***APPLICANT REQUEST****Zone change from CS to R6.**Zone Change

A request to rezone from Commercial Service (CS) to One and Two-Family Residential (R6) zoning for property located at 125 A, B, and C Kingston Street, approximately 670 feet east of Dickerson Pike (0.19 acres).

Existing Zoning

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

Proposed Zoning

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

EAST NASHVILLE COMMUNITY PLAN

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

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.

Supplemental Policy

The site is located within the Dickerson North Corridor Study, and specifically the Pages Branch Supplemental Policy Area. The guidance for new development off of the Dickerson Corridor in this policy is limited, however the supplemental policy does indicate support for new residential



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development, a mix of housing types, and appropriate transitions from the corridor to the residential neighborhoods.

SITE AND CONTEXT

The 0.19 acre parcel is located on the north side of Kingston Street, east of Dickerson Pike. The properties along Kingston Street near the intersection of Dickerson Pike are zoned Commercial Service (CS) and Office Residential (OR20) and have been developed with commercial and industrial land uses. Further east on Kingston Street and near the intersection of Sultana Avenue, surrounding properties are zoned Multi-Family Residential – Alternative (RM15-A) and Single-Family Residential (RS5 and RS10). These properties are primarily developed with single-family and two-family uses. Pages Branch Creek runs along the north side of the property, and across the rear of the lot.

ANALYSIS

The site is located in the Urban Neighborhood Maintenance (T4 NM) and Conservation (CO) Policy areas. The Conservation Policy area is in place due to the stream at the rear of the site. With stormwater and code regulations, any future development on the site will need to stay out of the required storm buffers. The intent of the T4 NM Policy area is to maintain urban neighborhoods as characterized by their moderate- to high-density residential development pattern, building form/types, setbacks, and building rhythm along the street. The requested R6 zoning district would permit residential development, consistent with the residential intent of the policy and consistent with the surrounding area. With the rezoning, a residential district is replacing a non-residential district, and given the surrounding RS5 properties, this request is consistent with guidance of the supplemental policy to transition from non-residential corridors to residential neighborhoods. However, in order to maintain consistency with the surrounding development standards, staff recommends the Alternative standards be applied to this rezoning. Staff recommends disapproval of the requested R6 and approval of the R6-A district, which is in keeping with the surrounding zoning districts.

FIRE MARSHAL 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 (820)	0.19	0.6 F	4,966 SF	187	5	19

Maximum Uses in Proposed Zoning District: R6

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.19	7.260 D	2 U	28	7	2

*Based on two-family lots



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Traffic changes between maximum: CS and R6

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-159	+2	-17

METRO SCHOOL BOARD REPORT

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

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

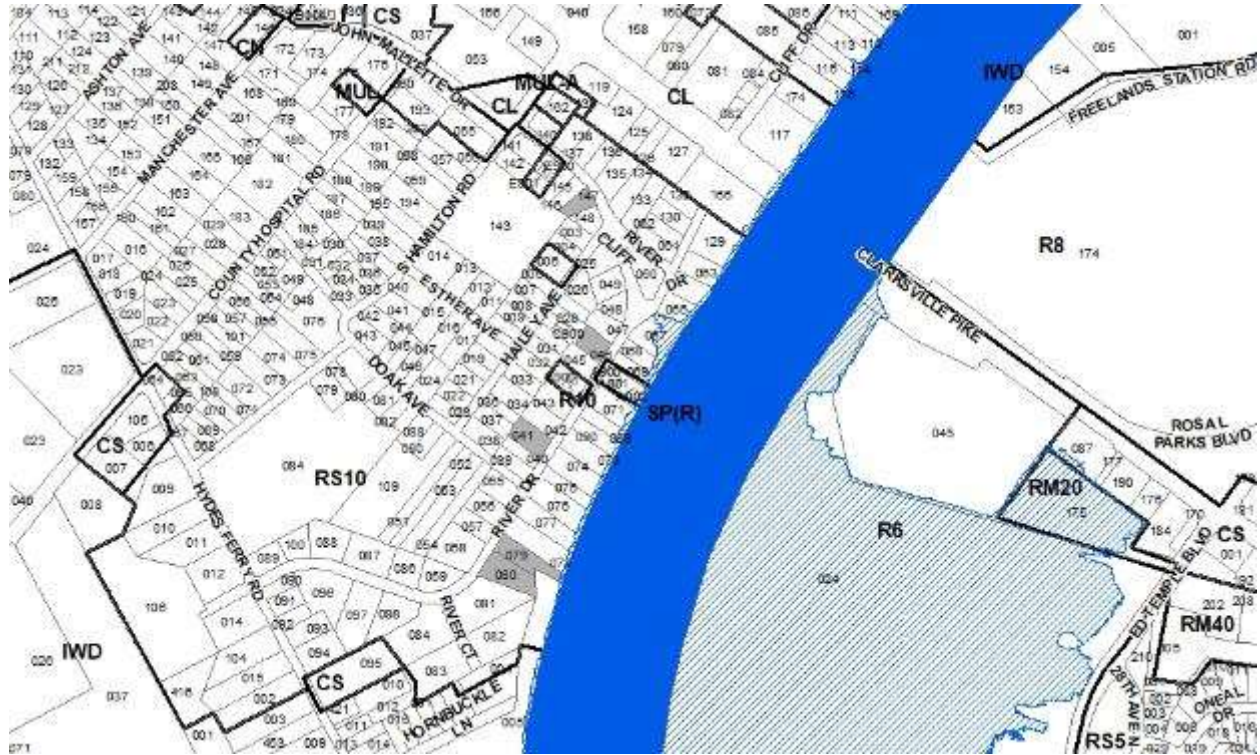
The proposed R6 zoning district is not expected to generate any additional students than what would be generated under the existing CS zoning district. Students would attend Tom Joy Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

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



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2022Z-011PR-001

Map 070-13, Parcel(s) 147

Map 081-01, Parcel(s) 041, 046, 079-080

03, Bordeaux-Whites Creek-Haynes Trinity

02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 2/10/22

Item #31
Council District
School District
Requested by

Zone Change 2022Z-011PR-001
02 - Toombs
1 - Gentry
C & H Properties, LLC, applicant; Tommi Lynn Stephenson, Jason Wilson, C & H Properties, LLC, and HC Holdings, LLC & John L Dillard, owners.

Staff Reviewer
Staff Recommendation

Lewis
Approve.

APPLICANT REQUEST

Zone change from RS10 to R10.

Zone Change

A request to rezone from Single-Family Residential (RS10) to One and Two-Family Residential (R10) zoning for properties located at River Drive (unnumbered), 1716, 1805, 1823, and 3101 River Drive, east of Hydes Ferry Road (2.14 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 seven lots for a total of seven units. Application of the Subdivision Regulations may result in fewer units. Metro Codes provides final determinations on duplex eligibility.*

Proposed Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of seven duplex lots for a maximum of fourteen units. Application of the Subdivision Regulations may result in fewer units. Metro Codes provides final determinations on duplex eligibility.*

BORDEAUX-WHITES CREEK-HAYNES TRINITY COMMUNITY PLAN

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



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SITE AND CONTEXT

The area for rezoning consists of several non-contiguous parcels along River Drive, south of the intersection of Clarksville Pike and S. Hamilton Road. The parcels range in size from 10,890 square feet to 26,571 square feet. Surrounding properties are primarily zoned RS10 and have been developed with single-family residential uses or are vacant. There are some R10 parcels in the area which have been developed with two-family uses.

ANALYSIS

The site is located in the Suburban Neighborhood Evolving (T3 NE) policy. According to the policy guide, these areas are undeveloped, underdeveloped, or suitable for substantial infill and redevelopment and are anticipated to be developed in suburban residential patterns, but at higher densities and with greater housing variety than classic suburban neighborhoods. The proposed zoning district will be able to retain the existing character of larger suburban lots, while permitting an incremental increase in density by permitting two-family residential units within the area.

FIRE MARSHAL RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: **RS10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	2.14	4.356 D	9 U	113	11	10

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	2.14	5.445 D	13 U	159	15	14

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+4 U	+46	+4	+4

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 district: 1 Elementary 1 Middle 1 High
Projected student generation proposed R10 district: 2 Elementary 2 Middle 1 High

The proposed R10 zoning district is expected to generate two additional students than what is typically generated under the existing RS10 zoning district. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. All three schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.



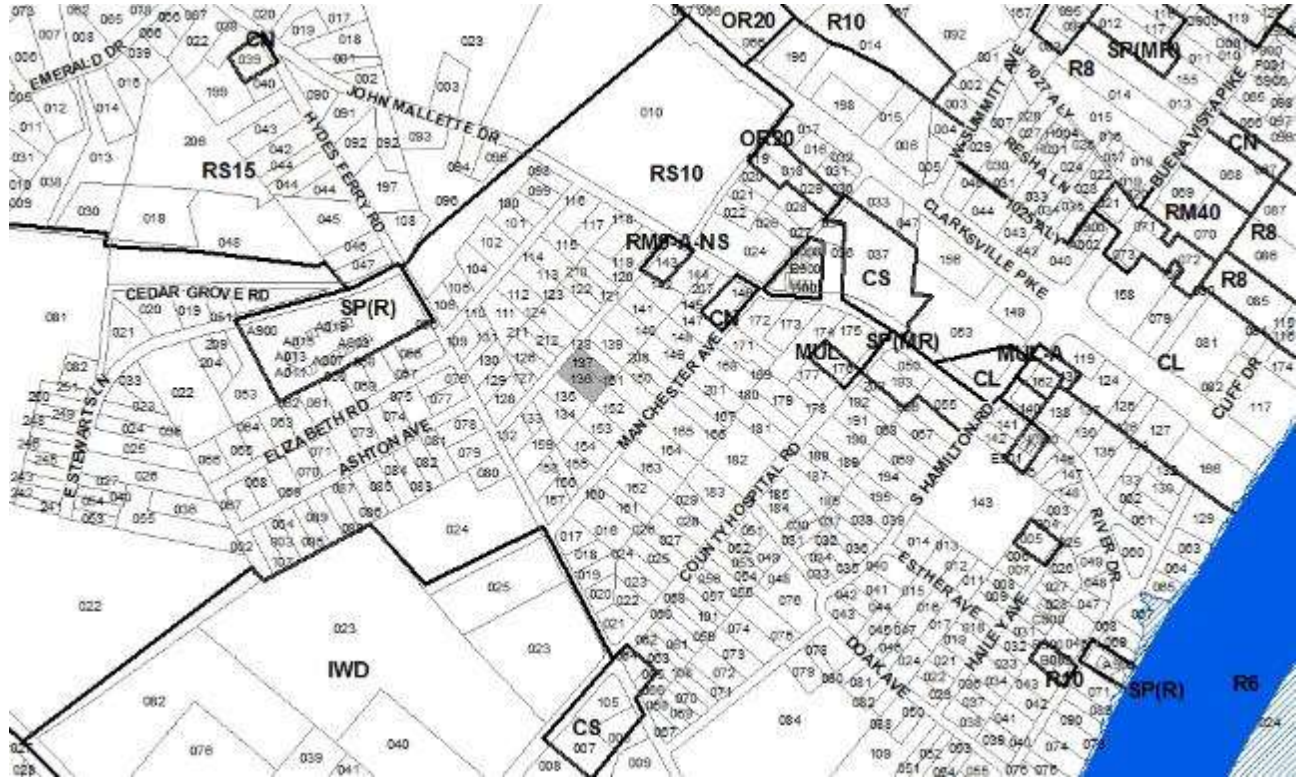
Metro Planning Commission Meeting of 2/10/22

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 2/10/22



2022Z-012PR-001

Map 069-16, Parcel(s) 136-137

03, Bordeaux - Whites Creek - Haynes Trinity

02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 2/10/22

Item # 32
Council District
School District
Requested by

Zone Change 2022Z-012PR-001
02 – Toombs
1 – Gentry
C & H Properties, LLC, applicant; C & H Properties, LLC and East Hyde, owners.

Staff Reviewer
Staff Recommendation

Elliott
Approve.

APPLICANT REQUEST

Zone change from RS10 to R10.

Zone Change

A request to rezone from Single-Family Residential (RS10) to One and Two-Family Residential (R10) zoning for properties located at 1816 and 1818 Ashton Avenue, approximately 365 feet east of Hydes Ferry Road (0.71 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 3 units.*

Proposed Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 3 duplex lots for a total of 6 units.*

BORDEAUX - WHITES CREEK - HAYNES TRINITY COMMUNITY PLAN

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

SITE

The application includes two parcels comprising approximately 0.71 acres located on the south side of Ashton Avenue in the Bordeaux Neighborhood. Ashton Avenue is a local street with



Metro Planning Commission Meeting of 2/10/22

single-family, two-family, and multi-family residential land uses with some vacant property. The site currently contains two single-family land uses.

ANALYSIS

Staff finds that the proposed zoning district to be consistent with the intent of T3 NE policy to enhance suburban neighborhoods with greater housing choice. The area has a pattern of single-family with some duplexes mixed in and the proposal would permit a similar pattern. The proposed zoning would permit an incremental increase in density to the site and the building form permitted by the R10 zoning district is consistent with the T3 NE policy.

FIRE RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Ignore

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)	0.71	4.356 D	3 U	41	7	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.71	4.356 D	6 U	79	9	7

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+3 U	+38	+2	+4

METRO SCHOOL BOARD REPORT

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

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

The proposed R10 zoning is expected to generate three additional students than the existing RS10 zoning. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. All three schools are identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

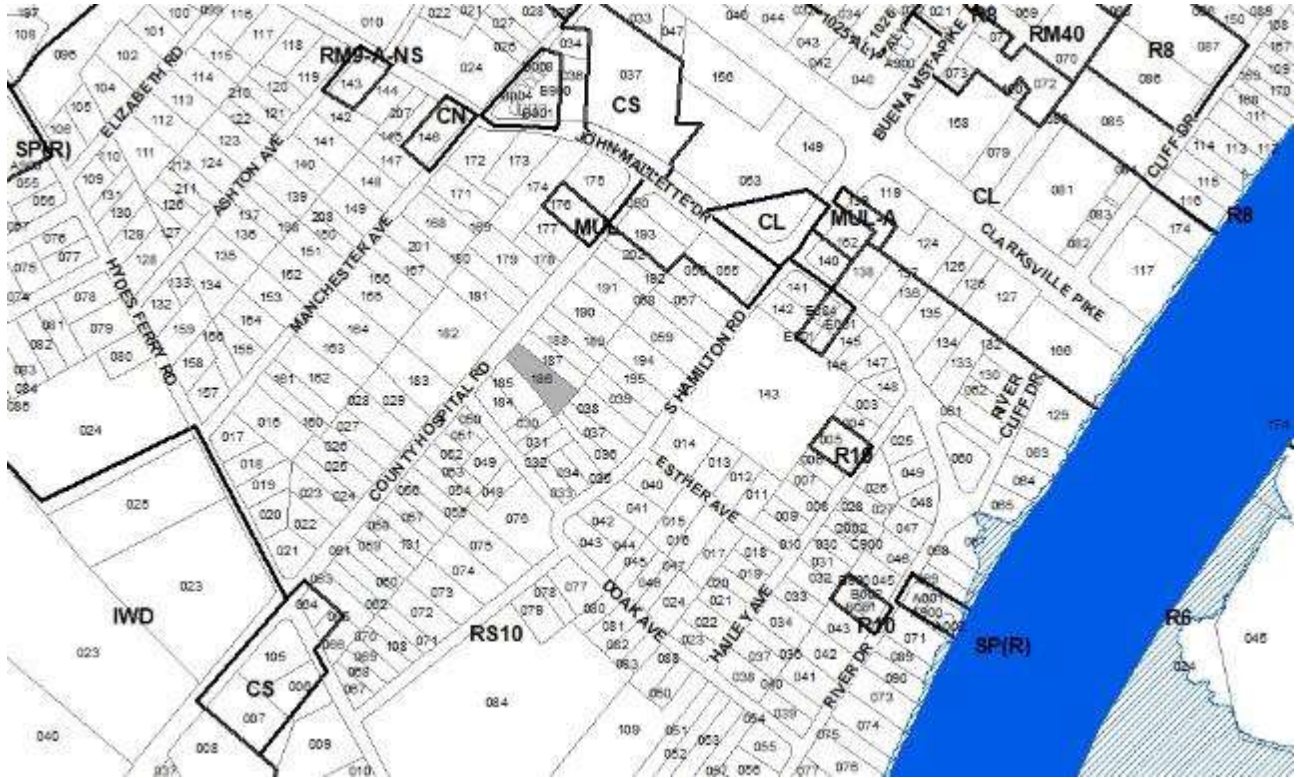
Staff recommends approval.



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2022Z-017PR-001

Map 069-16, Parcel(s) 186

03, Bordeaux - Whites Creek - Haynes Trinity

02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 2/10/22

Item # 33
Council District
School District
Requested by

Zone Change 2022Z-017PR-001
02 – Toombs
1 – Gentry
C & H Properties, LLC, applicant; Building Bordeaux, LLC, owner.

Staff Reviewer
Staff Recommendation

Elliott
Approve.

APPLICANT REQUEST

Zone change from RS10 to R10.

Zone Change

A request to rezone from Single-Family Residential (RS10) to One and Two-Family Residential (R10) zoning for property located at 1804 County Hospital Road, approximately 225 feet northeast of Doak Avenue (0.51 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 2 units.*

Proposed Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 2 duplex lots for a total of 4 units.*

BORDEAUX - WHITES CREEK - HAYNES TRINITY COMMUNITY PLAN

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

SITE

The application includes a single parcel comprising approximately 0.51 acres located on the south side of County Hospital Road in the Bordeaux neighborhood. County Hospital Road is classified as an Arterial Boulevard in the Major and Collector Street Plan. The site currently



Metro Planning Commission Meeting of 2/10/22

contains a single-family land use and the area has a pattern of single-family residential with some two-family residential and a religious institution is located directly across County Hospital Road.

ANALYSIS

Staff finds that the proposed zoning district to be consistent with the intent of T3 NE policy to enhance suburban neighborhoods with greater housing choice. The area has a pattern of single-family with some duplexes mixed in and the proposal would permit a similar pattern. The proposed zoning would permit an incremental increase in density to the site and the building form permitted by the R10 zoning district is consistent with the T3 NE policy.

FIRE RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Ignore

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)	0.51	4.356 D	2 U	28	7	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.51	4.356 D	4 U	54	8	5

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+2 U	+26	+1	+3

METRO SCHOOL BOARD REPORT

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

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

The proposed R10 zoning is expected to generate no additional students than the existing RS10 zoning. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. All three schools are identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

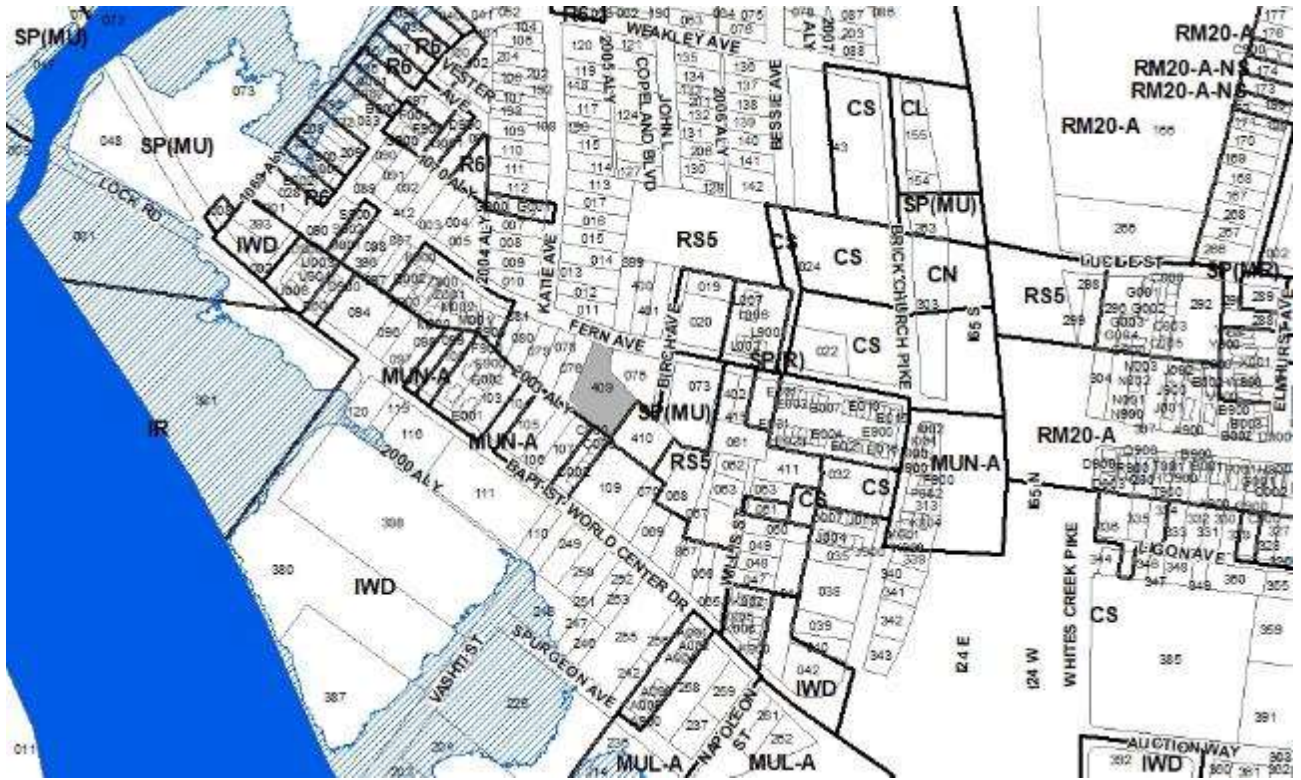
Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 2/10/22



2022Z-018PR-001

Map 071-14, Parcel(s) 409

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 2/10/22

Item #34
Council District
School District
Requested by

Zone Change 2022Z-018PR-001
02 – Toombs
01 – Gentry
Brice & Brooke D. Gilliam, applicants and owners.

Staff Reviewer
Staff Recommendation

Harrison
Approve.

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

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential (R6) zoning for property located at 110 A Fern Ave, approximately 140 feet west of Birch Ave (0.58 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 4 units.*

Proposed Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 3 lots with 3 duplex lots for a total of 6 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.

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.

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



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creative, innovative, and environmentally sensitive development techniques. The policy calls for an alley through the site.

ANALYSIS

The 0.58 acre site is located on the South side of Fern Avenue, east of Katie Avenue. Currently the site includes single-family residence. Access is currently restricted to Fern Avenue, a local street as defined in the Major and Collector Street Plan (MCSP). The surrounding area is comprised of MUN-A, RS5, and IWD, with uses ranging from residential, commercial, and industrial.

This site is comprised of two policies, T4 MU and CO. The CO portions of the site are located along the southern boundaries, due to the slopes greater than 20%. This is also located within the Haynes Trinity Small Area Plan, with an alley proposal along the rear. This site currently contains an alley along the rear. T4 MU is intended to contain a more intense zoning pattern, that increases connectivity, uses, and density in the overall area. Due to the areas of conservation and existing single-family pattern along Fern Avenue, it would be appropriate to have a less intense zoning than preferred for this policy. Since this plan would reduce the impact on slopes, currently contains an alley, and will preserve the character of this area, the proposed rezoning would be consistent with the T4 MU and CO policies, and Haynes Trinity Small Area Plan.

FIRE MARSHAL 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)	0.58	8.712 D	5 U	66	8	6

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.58	7.260 D	5 U	66	8	6

*Based on two-family lots

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

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



Metro Planning Commission Meeting of 2/10/22

METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 districts: 1 Elementary 0 Middle 1 High

Projected student generation proposed R6 district: 1 Elementary 0 Middle 1 High

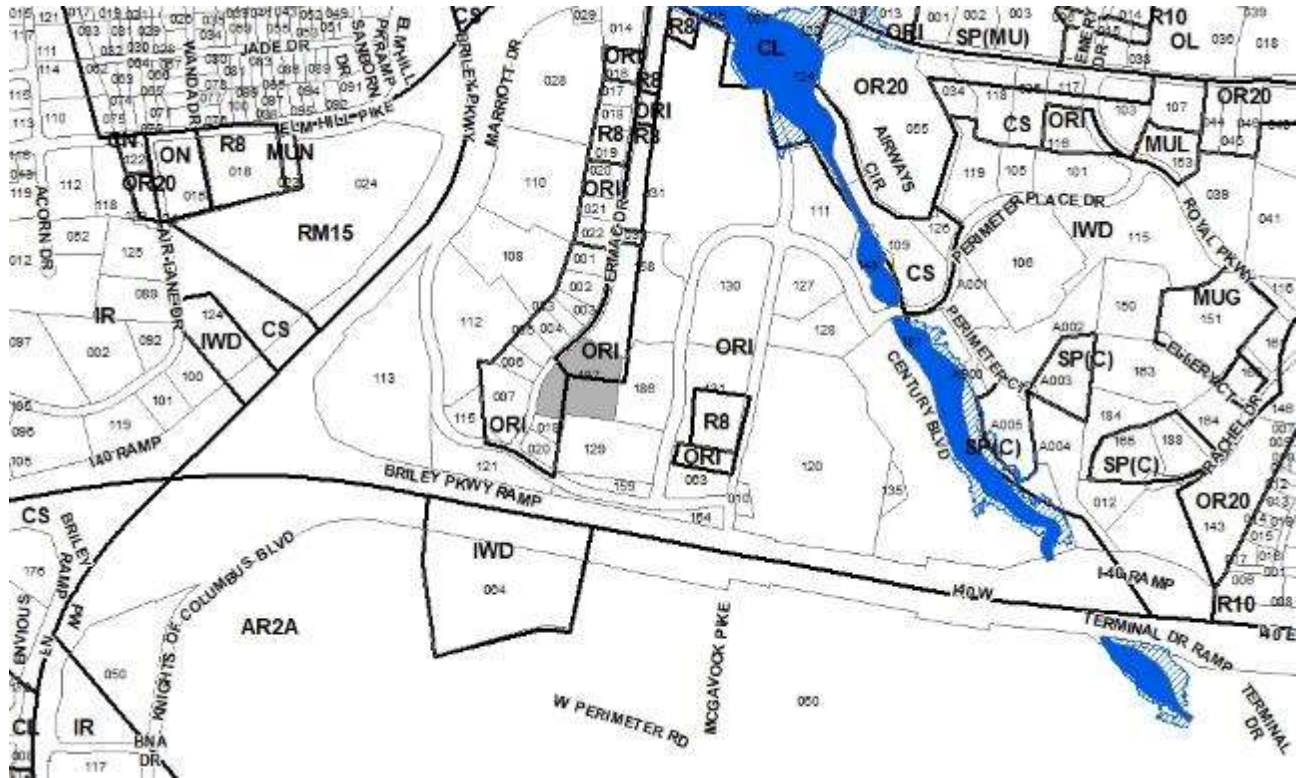
The proposed R6 zoning is not expected to generate any additional students when compared to the RS5 zoning. Any additional students would attend Alex Green 2 Elementary School, Haynes Middle School, and Whites Creek High School. All three schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 2/10/22



177-74P-007

CENTURY CITY PUD (CANCELLATION)

Map 107, Parcel(s) 187

14, Donelson - Hermitage - Old Hickory

15 (Jeff Syracuse)



Metro Planning Commission Meeting of 2/10/22

Item #35

Project Name

Council District

School District

Requested by

Planned Unit Development 177-74P-007

Century City PUD (Cancellation)

15 – Syracuse

04 – Little

Rhythm Development GP, applicant; H.H. Heritage Inn of Nashville, LLC, owner.

Staff Reviewer

Rickoff

Staff Recommendation

Approve.

APPLICANT REQUEST

Cancel a portion of an existing PUD.

PUD Cancellation

A request to cancel a portion of a Planned Unit Development (PUD) on property located at 713 Ermac Drive, approximately 265 north of Marriott Drive, zoned Office/Residential Intensive (ORI) (4.94 acres).

Existing Zoning

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. *The PUD controls uses on the property. This PUD permits a variety of office and commercial uses.*

Office/Residential Intensive (ORI) is intended for high intensity office and/or multi-family uses with limited retail opportunities.

DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN

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

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



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

PUD HISTORY

The PUD was originally approved in 1974 for 1.9 million square feet of commercial and office uses. The preliminary plan for this portion of the Century City West PUD, on the southern portion of Ermac Drive, was approved in 1999 for a total of 628,000 square feet of office use in four buildings. The PUD, which covers a broader area, has been revised numerous times throughout the years.

This site was previously part of a larger parcel (# 10700018300) that included area along Century Boulevard, to the east. A PUD revision and final site plan was approved in 2018 for the construction of an 84,906 square-foot hotel and associated parking on the eastern portion of this parcel (now parcel 186), fronting Century Boulevard, which has recently developed. The 2018 plan identified a future phase on the western portion (now parcel 187), which is the area currently proposed for PUD cancellation. The future phase was not included in the scope of the 2018 approval and remains undeveloped.

ANALYSIS

The originally approved PUD in this vicinity was intended for high-intensity office uses. It envisioned an office campus concept and the eventual closing of the southern half of Ermac Drive. The PUD only partially materialized, and for Ermac Drive only along its eastern edge (with the exception of the corner of Elm Hill Pike and Ermac Drive to the north). Cancellation of the PUD at this site would permit uses under the existing ORI zoning, including high intensity office and/or multi-family development, which would be supported by the office-oriented uses that were previously developed under the PUD. The existing ORI zoning district is supported by the District Employment Center, D EC, policy which encourages campus-like office developments in line with what was planned for with Century City. The presence of the CO policy area on the back half of the site recognizes steeper slopes and a potential stream buffer and will require a more sensitive design approach with future development.

STAFF RECOMMENDATION

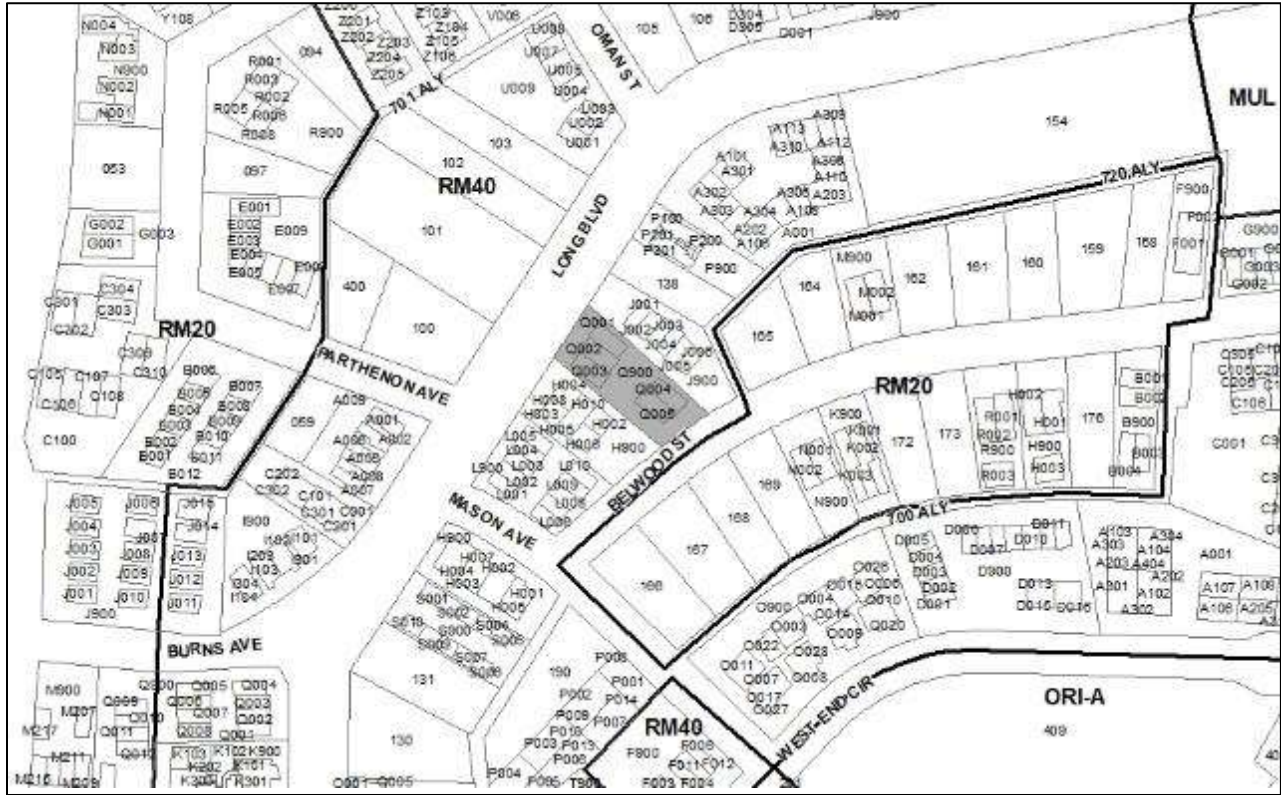
Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 2/10/22



2005UD-006-048

31ST 1ST AND LONG UDO MODIFICATION (3137 LONG BOULEVARD)

Map 104-02, Parcel 104021Q90000CO

10, Green Hills Midtown

21 – Taylor



Metro Planning Commission Meeting of 2/10/22

Item #36

Project Name

Council District

School Board District

Requested by

UDO Modification 2005UD-006-048

31st and Long UDO (3137 Long Boulevard)

21 – Taylor

8—Pupo-Walker

Andrew Heideman, Four Square Design Studio, applicant; Daryl Walny, Carbine & Associates, LLC, property owner

Staff Recommendation

Approve with conditions.

APPLICANT REQUEST

Modifications to the 31st and Long Boulevard UDO.

UDO Modification

A request to approve a major modification for property located at 3137 Long Boulevard, zoned Multi-Family Residential (RM40), within the G-3 sub-district of the 31st Avenue and Long Boulevard Urban Design Overlay (UDO).

Requested Modifications to the UDO Standards (proposed plan does not comply with following standards):

1. Front Yard Setback for Townhouse in Subdistrict G-3: 100% of façade built to 20 ft from front property line.

BACKGROUND

Setback Standards

The property is located within the G-3 subdistrict of the 31st Avenue and Long Boulevard UDO. The front yard setback standard for townhouse buildings within G-3 requires that “100% of the façade [be] built to 20 ft. from the front property line” (p.34). Architectural features such as balconies, porches, and stoops may encroach to within 10 ft of the front property line, and steps may encroach to meet the property line.



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Figure 1: The front and rear edges of the parcel, created by Long Boulevard and Belwood Street, are not parallel.

ANALYSIS

Page 17 of the UDO document states that the goal of the G-3 subdistrict is to “promote a diverse residential neighborhood...that responds to its natural and physical context” (p.17). Two objectives of this subdistrict are relevant to the analysis of this modification request:

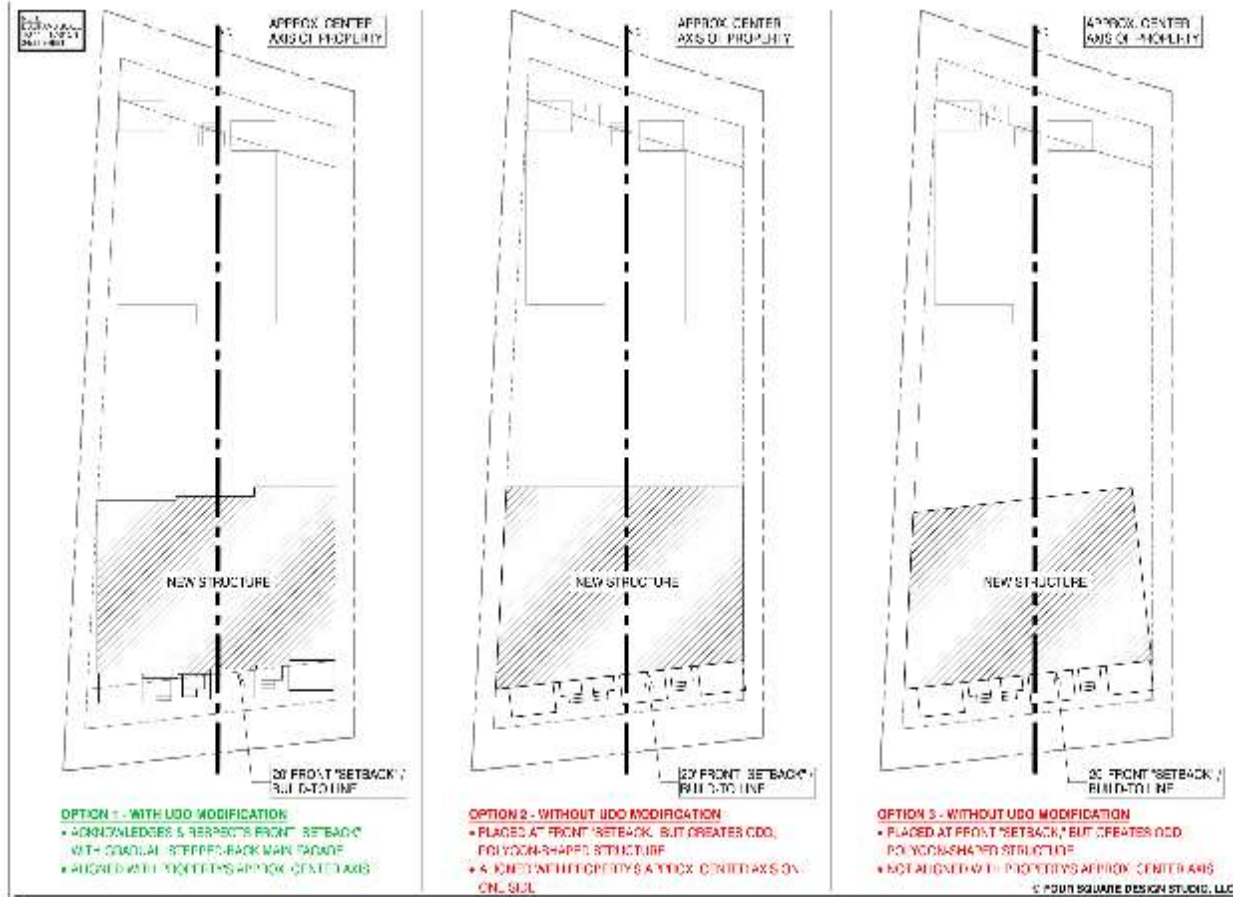
1. Objective 3.1: Construct buildings with shallow setbacks to frame the street and preserve private rear yards (p.17).
2. Objective 3.4: Encourage building facades to be designed and articulated to as to avoid massive, unbroken facades (p.17).

This property is bounded by two streets—Long Boulevard, at the front, and Belwood Street, at the rear—that are not parallel to one another, creating a skewed, or irregularly shaped parcel. Due to this condition, any front façade that runs parallel to Long Boulevard, exactly at the 20 ft. front setback/ build-to line, would result in a geometry that is skewed, or off-axis, in relation to the parcel.

The applicant proposes a staggered façade, aligned with the parcel’s center axis, that would allow the structure to respond to the front setback created along Long Boulevard by the UDO as well as the irregular nature of the parcel.



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A precedent for this staggered façade response already exists within the G-3 subdistrict of the UDO. 3145 Long Boulevard, a townhouse development completed in 2016, utilizes a similar stepped-back façade to deal with the irregular parcel shape created by Long Boulevard and Belwood Street, without compromising the intent of the UDO.



Metro Planning Commission Meeting of 2/10/22



Figure 3: The townhouse development at 3145 Long Boulevard, utilizes the same staggered façade approach to deal with the irregular shaped parcel formed by Long Boulevard to the front and Belwood Street at the rear, without compromising the intent of the UDO’s setback standard.

31st & Long Boulevard UDO Design Review Committee (DRC)

The 31st & Long Boulevard UDO DRC met on January 31, 2022, to review this modification request. The DRC recommends approval of the modification with the following condition:

1. The façade of the Northeast unit should be extended approximately 3 feet (towards the front) to meet the 20 ft front setback/build-to line.

STAFF RECOMMENDATION

Staff recommends approval of the modification with the condition approved by the UDO Design Review Committee.

CONDITIONS

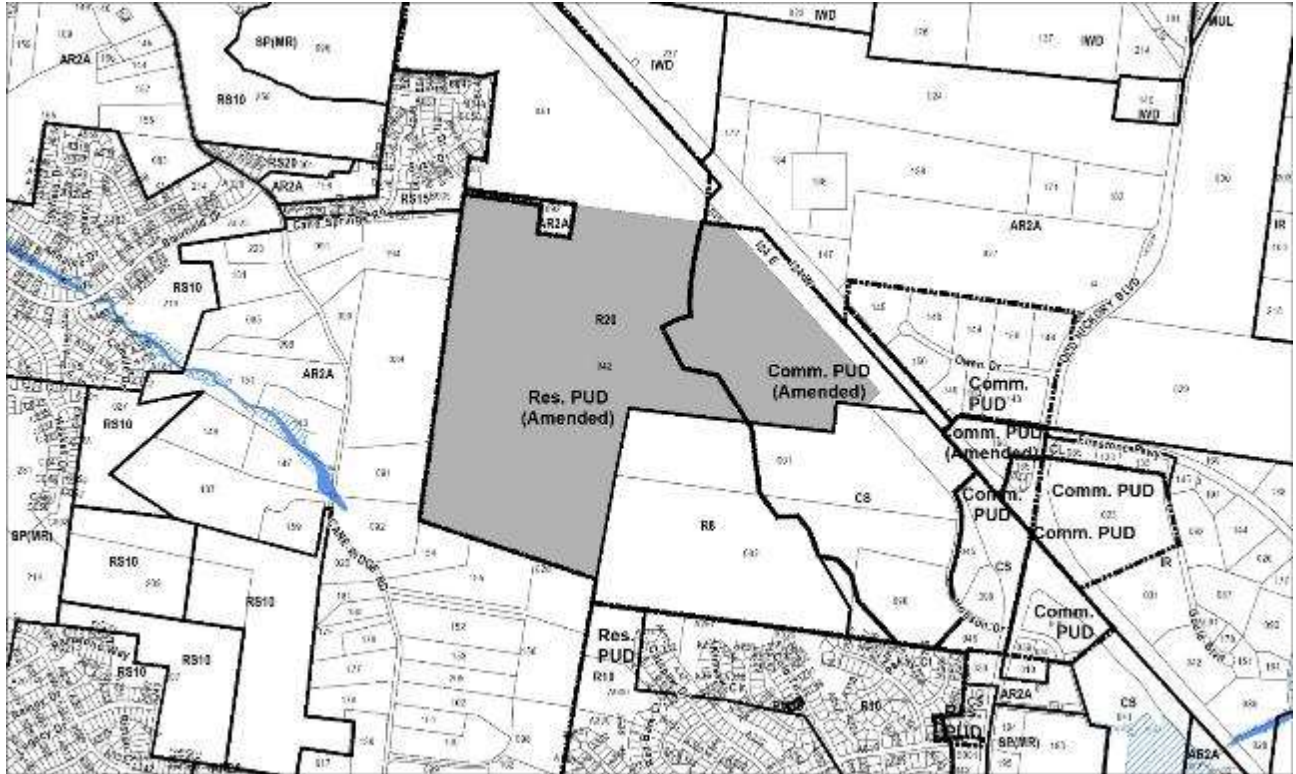
1. The façade of the Northeast unit should be extended approximately 3 feet (towards the front) to meet the 20 ft front setback/build-to line.



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188-84P-004

I-24 LIMITED SECTION OF CENTURY SOUTH PUD (REVISION)

Map 174, Parcel(s) 042

12, Southeast

33 (Antoinette Lee)



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Item #37
Project Name

Planned Unit Development 188-84P-004
I-24 Limited Section of Century South PUD
(Revision)

Council District
School District
Requested by

33 - Lee
06 - Bush
Barge Design Solutions, applicant; Tribute Properties, owner.

Deferrals

This item was deferred at the January 13, 2022, Planning Commission meeting. No public hearing was held.

Staff Reviewer
Staff Recommendation

Elliott
Approve with conditions.

APPLICANT REQUEST

Revise preliminary plan for a portion of a Planned Unit Development.

Revise Preliminary PUD

A request to revise a Planned Unit Development Overlay District for property located at Old Hickory Boulevard (unnumbered), approximately 800 feet east of Cane Ridge Road, zoned One and Two-Family Residential (R20) (184.02 acres), to permit 512,000 square feet of office use and 964 multi-family residential units.

Existing Zoning

One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25 percent duplex lots. *Permitted uses are per the approved PUD plan.*

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

APPROVED PLAN

The subject section of the PUD is approximately 184 acres and is currently approved for 512,000 square feet of office and 964 multi-family residential units. The plan includes a new public street that runs parallel to I-24 and in conjunction with other phases of this PUD, this public street makes a complete connection between Old Franklin Road and Old Hickory Boulevard. The



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Proposed Site Plan



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office use is located along this new public street and the multi-family units are located to the west along a new public street that makes a loop through the western portion of the PUD.

REQUEST DETAILS

This is a request to revise the preliminary PUD for a section of the Century South PUD. The application proposes to modify the site plan layout of both the office and multi-family residential land uses. The application does not propose to modify the unit counts of either uses and the layout retains all access points previously approved. The application does not require concurrence by the Metro Council and the Planning Commission is the final reviewing authority for this application.

PLAN DETAILS

The proposed plan modifies the site plan to adjust the layout and building forms for this approximately 184-acre section of the Century South PUD. The plan proposes to maintain the location of the new public street that runs parallel to I-24 and the office buildings are proposed to be limited to the eastern side of this new roadway and adjacent to I-24. The office buildings are limited to 4 stories and are surfaced park. To the west of this new public street are the multi-family units and these units are a mixture of townhome and stacked flat type units. This portion of the PUD also includes a portion of a new public street that forms a loop with the new public street that runs parallel to I-24. This loop road provides access to the western area of the site and a large portion of the multi-family units draw their access from the portion of this loop road included in this section of the PUD. The loop road will be completed with the adjacent section of the PUD directly to the south and east. The multi-family units are served internally by private drives with surface parking in front of the units. Amenity buildings are dispersed throughout the multi-family residential area.

The site has a variety of environmental features across including areas of significant slope, streams, and potential wetlands. The plans include an exhibit that displays the proposed site plan over the existing slopes of the site and a grading and drainage plan that demonstrates how the proposed site plan would be graded. The plans identify areas that will likely require retaining walls of various heights across the site.

The application includes a phasing plan that provides the anticipated sequence of construction for this portion of the PUD. The new public street that runs parallel to I-24, along with 364 multi-family units that would draw access from this new street, are included in phase 1. Phase 2 includes the first portion of the new loop road and 348 multi-family units. Phase 3 completes the portion of the loop road within this portion of the PUD along with 252 multi-family units. Phase 4 is the final phase and includes the office buildings east of the new public street that runs parallel to I-24.

ANALYSIS

Section 17.40.120.F. permits the Planning Commission to approve “minor modifications” under certain conditions.



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F. Changes to a Planned Unit Development District.

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

- a. Land area being added or removed from the planned unit development district shall be approved by 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 council ordinance or above the number last authorized by the most recent modification or revision by the planning commission; or
- e. When a change in the underlying zoning district is associated with a change in the master development plan, council shall concur with the modified master development plan by ordinance.
- f. Any modification to a master development plan for a planned unit development or portion thereof that meets the criteria for inactivity of Section 17.40.120.H.4.a.

The proposed plan does not meet any of the criteria above for requiring concurrence by the Metropolitan Council. The application proposes to modify the site plan layout and building forms of the approved preliminary plan but is consistent with the concept of the council approved plan.

FIRE MARSHAL RECOMMENDATION

Approve

- 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.
- Second point of access is required for any multi-family development of 200 units or more. Maximum grade for fire apparatus access routes/ roads shall not exceed 10%.

STORMWATER RECOMMENDATION

Approve with conditions

- Final approval is subject to stormwater variance approval.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary PUD only: Public Water and Sanitary Sewer construction plans must be approved prior to Final Site Plan/SP approval. These approved



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construction plans must match the Final Site Plan/SP plans. A minimum of 30% W&S Capacity & 100% DAPARC Fees must be Paid before Final Site Plan/SP approval (W&S Capacity Fee Permit No's T2021044037 and T2021044018).

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- The North-South public road is to be dedicated and built out, to the property lines, with completion of the first phase of the development. Completion of North-South public roadway should include any remaining roadway connection beyond Northern property line for access to Old Franklin Rd.
- NDOT will make no exceptions, all proposed new public roads shall meet NDOT subdivision street standards and specifications, including, but not limited to, road grades/profiles, retaining wall ROW offsets(equal to wall heights), 3:1 max side slopes, stopping/intersection sight distance that meets AASHTO specifications at site accesses and intersections. See NDOT traffic comments.
- Without a full connection of the new loop roadway from new north-south roadway back to the new north-south roadway, the full build-out of this portion of the PUD may not be permitted. A traffic access study may be required with each Final PUD. See NDOT traffic conditions as well.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- All previous traffic conditions are still applicable.
- Without a full north-south roadway connection from Old Franklin Road to Old Hickory Boulevard through the PUD, full build-out of this portion of the PUD may not be permitted. A traffic access study may be required with each Final PUD.
- A traffic study to assess off-site intersections may be required prior to a Final PUD approval.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. The new north-south public road is to be dedicated and built out, to this site's property lines, with completion of the first phase of the development as defined on sheet C1.02, Site Phasing Plan, submitted on 11/16/21. Completion of North-South public roadway should include any remaining roadway connection beyond Northern property line for access to Old Franklin Rd.
2. Without a full connection of the new north-south roadway from Old Franklin Road to Old Hickory Boulevard, the full build-out of this portion of the PUD may not be permitted. A traffic access study may be required with each Final PUD.
3. Without a full connection of the new loop roadway from new north-south roadway back to the new north-south roadway, the full build-out of this portion of the PUD may not be permitted. A traffic access study may be required with each Final PUD.
4. The use of retaining walls, rip rap or hydraulically applied concrete to stabilize slopes within this development shall be screened as follows:



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- a. When oriented towards a lot or parcel zoned R/R-A or RS/RS-A, apply the next higher landscape buffer yard standard from Section 17.24.240;
- b. When oriented towards a public street, apply landscape buffer yard standard B from Section 17.24.240.
5. 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.
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. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.
8. 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.



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2021S-238-001

BOLES PROPERTY

Map 138, Parcel(s) 025-026, 101, 146

13, Antioch - Priest Lake

33 (Antoinette Lee)



Metro Planning Commission Meeting of 2/10/22

Item #38	Concept Plan 2021S-238-001
Project Name	Boles Property
Council District	7 – Player-Peters
School District	33 – Lee
Requested by	Civil Site Design Group, applicant; Paul M. Boles and Jaclyn R. Boles, owners.
Deferrals	This item was deferred at the January 13, 2022, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Elliott
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Concept plan approval to create 22 cluster lots.

Concept Plan

A request for concept plan approval to create 22 cluster lots on properties located at 6110 South Mount Juliet Road, South Mount Juliet Road (unnumbered) and Couchville Pike (unnumbered), approximately 2,400 feet north of Couchville Pike, zoned Single-Family Residential (RS80) (49.02 acres).

SITE DATA AND CONTEXT

Location: The site is located at the east side of South Mount Juliet Road, north of the intersection of South Mount Juliet Road and Couchville Pike.

Street Type: The site has frontage onto South Mount Juliet Road which is a local street. The plan proposes a to create an additional local street to provide access to the proposed lots.

Approximate Acreage: The proposed area for subdivision is 49.02 acres or 2,135,195 square feet.

Parcel/Site History: This site is comprised of two complete parcels and two partial parcels. The two partial parcels are split by the Wilson County line. The parcels were all created by deed and have been reconfigured several times over the past decades.

Zoning History: All parcels have been zoned RS80 since 2009 (BL2008-318).

Existing land use and configuration: The site consists of single-family, two-family, and farm/vacant land uses with the buildings having large setbacks from South Mount Juliet Road.



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Surrounding land use and zoning:

North: Single-Family Residential (RS80)
South: Single-Family Residential (RS80)
East: Single-Family Residential (RS80)
West: Single-Family Residential (RS80)

Zoning: Single-Family Residential (RS80)

Min. lot size: 80,000 square feet
Max. height: 3 stories
Min. street setback for properties on South Mount Juliet Road: 40'
Min. rear setback for all properties: 20'
Min. side setback for all properties: 20'
Maximum Building Coverage: 0.20

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.

Number of lots: 22 single-family lots

Lot sizes: Lot sizes range from 0.68 acres (30,007 square feet) to 18.17 acres (791,583 square feet).

Access: This concept plan is proposed to be accessed via a single point on South Mount Juliet Road.

Subdivision Variances or Exceptions Requested: None.

CLUSTER LOT OPTION

Plan Requirements (Section 17.12.090.A)

The concept plan 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 RS80, which have a minimum lot area of 80,000 sq. ft. The minimum area within a cluster lot subdivision in the RS80 district is 800,000 sq. ft. The site contains approximately 2,135,195 sq. ft. 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



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permitted by the existing base zoning. The Zoning Code specifies that the lot yield shall be based on the gross acreage of the site, minus 15 percent of area which is reserved for streets, and then division of the remaining 85 percent of the gross area by the minimum lot size of the base zoning district.

The gross area of this site is approximately 49.02 acres or 2,135,195 sq. ft. The minimum lot size of the existing zoning district, RS80, is 80,000 sq. ft.

$2,135,195 \text{ sq. ft.} \times 0.15 = 320,279 \text{ sq. ft.}$ (15% of the gross site area reserved for streets)
 $2,135,195 \text{ sq. ft.} - 320,279 \text{ sq. ft.} = 1,814,916 \text{ sq. ft.}$ (85% of the gross area remaining to yield lots)

$1,814,916 \text{ sq. ft.} / 80,000 \text{ sq. ft.} = 22 \text{ lots}$

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 only one phase. The total open space provided is approximately 9.68 acres or 20% of the site. 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 RS80 and a reduction of two base zone districts would be down to the RS30 zone district. The RS30 zoning district requires a minimum lot size of 30,000 sq. ft. The smallest lot proposed in this subdivision exceeds the minimum 30,000 sq. ft. 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. As proposed, this concept plan meets this requirement.

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. This application does not include any perimeter lots.

Minimum lot size for perimeter lots not oriented to an existing street depend on the abutting residential zoning district. Lots may be reduced in size the equivalent of one zoning district (RS80 to RS40) with the installation of a standard B landscape buffer yard located within common open space, or reduced the equivalent of two zoning districts (RS80 to RS30) with the installation of a standard C landscape buffer yard located within common open space. As proposed, all lots abutting a residential zoning district either meet the minimum lot size requirement or include standard C landscape buffer.

Landscape Buffer Yard Requirements (Article IV)

When incompatible zoning districts abut, the Zoning Code requires landscape buffer yards between the incompatible districts. The zoning districts abutting the northern, eastern, western,



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and southern property line are residential (RS80). Section 17.24.230 of the Zoning Code dictates the type of buffer yard required. No landscape buffer yard is required per this code section. As proposed, the plan meets this requirement.

Hillside Development Standards (Section 17.28.030)

In general, lots created under the cluster lot option shall be clustered on those portions of the site that have natural slopes of less than 20% grade. Areas with natural slopes that are 25% or greater shall be placed outside of building envelopes and preserved to the greatest extent possible. The Planning Commission may authorize lots with natural slopes 25% or greater subject to the concept plan demonstrating that the lots can meet the critical lot standards. These standards generally require building envelopes to be outside of the areas with 25% or steeper slopes. There are no lots proposed with natural slopes of 25% or greater. It is important to note that the Subdivision Regulations also includes hillside development standards.

Floodplain Development Standards (Section 17.28.40)

This site is not located within the Floodplain Overlay District. As proposed, the plan meets this requirement.

Recreational Facilities (Section 17.12.090.G)

This section establishes the requirements for recreational facilities in subdivisions utilizing the cluster lot option. Recreational facilities are required for cluster lot subdivisions that contain 25 or more residential units. One facility is required for cluster lot subdivisions with 25 to 99 units. An additional facility is required for every 100 units in excess of 99. In this case, the plan would permit up to 22 units; therefore, no facilities are required. Recreational facilities can include, but are not limited to playgrounds, swimming pools, ball fields, gazebos, picnic areas and walking trails. The plan does not call for any recreational facilities.

APPLICABLE SUBDIVISION REGULATIONS

Volume III of NashvilleNext, the General Plan for Nashville and Davidson County, contains the Community Character Manual (CCM) which establishes land use policies for all properties across the county. The land use policies established in CCM are based on a planning tool called the Transect, which describes a range of development patterns from most to least developed.

Prior versions of Subdivision Regulations for Nashville and Davidson County contained a uniform set of standards that were applied Metro-wide. This did not take into account the diverse character that exists across the County. In order to achieve harmonious development within the diversity of development patterns that exist in Nashville and Davidson County, the Planning Commission has adopted the current Subdivision Regulations. The Subdivision Regulations incorporate the General Plan policies by including rules or standards for each specific transect. This allows policies of the General Plan to be followed through application of the varying Subdivision Regulations to reflect the unique characteristics found in the different transects. The site is within the Rural Maintenance (T2 RM) policy. For sites within the T2 Rural transect, the Rural Character Subdivision regulations found in Chapter 4 are utilized.



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There are several subdivision options in the Rural Subdivision Regulations. This proposal utilizes the Countryside Character Screened Alternative Option as described in Section 4-2.5.a.2. of the subdivision regulations.

4-2. Development Standards

4-2.1. Identification of Primary Conservation Land. Prior to design of any subdivision plan with new streets or joint access easement, Primary Conservation Land shall be identified and, subject to the provisions of Sections 4-2.2 and 4-2.3, preserved from any disturbance.

The subject property included in this application does not contain any of the features identified as Primary Conservation Areas.

4-2.2. Preservation of Conservation Land. Unless an exception is granted under Section 4-2.3, all Primary Conservation Areas shall be preserved and set aside through an appropriate means such as conservation easements and/or open space.

The subject property included in this application does not contain any of the features identified as Primary Conservation Areas.

4-2.3 Development Footprint. The remaining land outside of the boundary of the Primary Conservation Land shall be designed as the Development Footprint. A preliminary grading plan is required with all concept plan applications.

The subject property included in this application does not contain any of the features identified as Primary Conservation Areas; therefore, the entire site is considered the Development Footprint per this section. A preliminary grading plan has been provided.

4-2.3 Building Placement. In subdivisions without new streets or joint access easements, any subdivision application shall note proposed building envelopes.

The proposed lots identify the building envelopes.

4-2.5 Rural Character Design

a. Countryside Character Option. This option may be used for any rural character subdivision. It is intended to maintain a natural, open rural character by minimizing the visual intrusion of development along primary roadways through the use of setbacks, building placement, existing vegetation and natural topographic features that obscure the view of development from the street.

2. Screened Alternative – Street frontage utilizing existing vegetative or topographical screening

a. Lot Screening. Lots shall be designed to minimize visibility from the existing roadway network. Preservation of existing tree stands, existing topography, natural berms, rock outcroppings, and other features that currently provide visual screening shall be prioritized as the preferred means to minimize visibility. The concept plan/final plat shall include a landscape plan stamped by a landscape architect indicating the method to minimize the visibility from the adjacent roadway network. The Planning Commission shall determine whether the proposed screening method is sufficient to achieve the purposes of screening the development within a short (2-4 year) period and may require a bond to ensure the protection or completion of this improvement. The building envelopes shall be



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shown on the concept plan/final plat as a means to evaluate the effectiveness of existing and/or proposed visual screening techniques. All existing or proposed screening areas shall be designated as Conservation Land. The depth of the screened area shall be equal to the farthest building setback of primary structures on the surrounding parcels plus 300 feet. If no surrounding parcels are developed, then the screened area shall be 500 feet from the public right of way. The plan proposes to provide the required screened area of 300 feet plus the existing building setback of 6134 South Mount Juliet Road. This combines to approximately 495 feet and the plan provides in excess of 500 feet of screened area along the entire length of the property's frontage onto South Mount Juliet Road. The plan includes a 50-foot-wide type D landscape buffer as defined in the Metro Zoning Code at the rear of this screened area, adjacent to the proposed lots. Additionally, Planning staff is recommending that the existing trees in this screened area be preserved to bolster the screening effect and to retain the existing character of South Mount Juliet Road.

b. Street lights. Within the USD, street lighting shall be low intensity and shall be projected downward with illumination that shields light from being emitted upwards toward the night sky or on surrounding natural areas. Within the GSD, no private street lights are permitted.

This subdivision will be required to meet Metro's standard public street light requirements for the General Service District (GSD).

c. Cluster lot option. Development through the Countryside (Screened Alternative) Character Option may utilize the provisions of Cluster Lot Option (Section 17.12.090 of the Zoning Code) within the Development Footprint area. Smaller lot sizes may be appropriate with the application of a SP that addresses building height, architecture, landscaping, etc.

This application is utilizing the Cluster Lot option and complies with the requirements of 17.12.090. The plan provides the required open space areas and the necessary landscape buffers are provided around the perimeter of the lots

d. Use of Lot Screening Areas. Within the area designated for lot screening, areas identified as Prime farmland soils and land in agricultural use may be used for agricultural purposes, if permitted by the base zoning.

The application has not indicated any area as Prime farmland soils or any existing agricultural uses that are to be continued.

PLANNING STAFF COMMENTS

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



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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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final construction plans and road grades shall comply with the design regulations established by the Department of Public Works.
- Slopes along roadways shall not exceed 3:1.
- Postal service to follow USPS Policy. Vehicles should be out of roadway when accessing kiosks and mailbox clusters.

TRAFFIC AND PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Concept Plan only. Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans. Submittal of an availability study is required before the Final SP can be reviewed. Once this study has been submitted, the applicant will need to address any outstanding issues brought forth by the results of this study. A minimum of 30% of W&S Capacity must be paid before issuance of building permits.

CONDITIONS

1. Comply with all conditions and requirements of Metro agencies.
2. The existing trees in the required screened area shall be preserved unless specifically identified to be removed with the approved final site plan application.

STAFF RECOMMENDATION

Staff recommends approval with conditions

RECOMMENDED ACTION

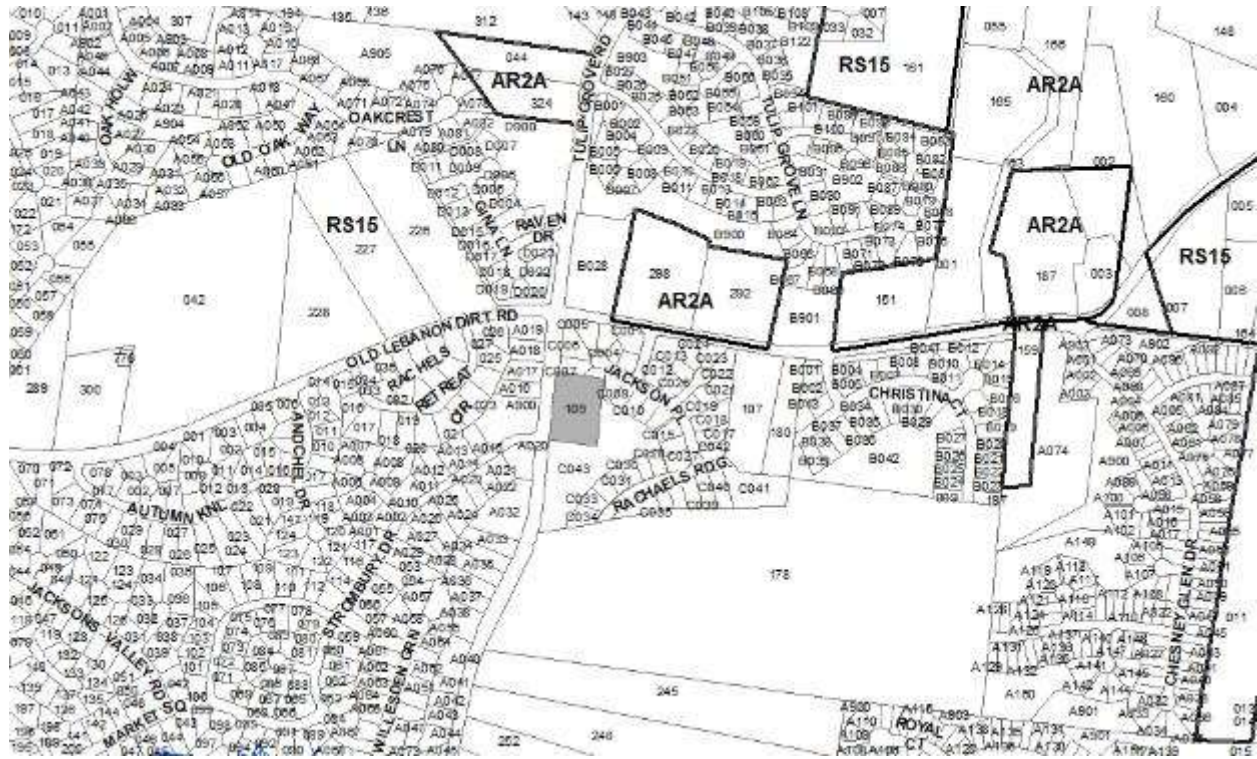
Motion to approve proposed subdivision Case No. 2021S-238-001 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



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2022S-032-001

LOUIS W. PRYOR PROPERTY CONCEPT PLAN

Map 086, Parcel 109

14, Donelson - Hermitage - Old Hickory

12 (Erin Evans)



Metro Planning Commission Meeting of 2/10/22

Item #39	Concept Plan 2022S-032-001
Project Name	Louis W. Pryor Property Concept Plan
Council District	12 - Evans
School District	4 - Little
Requested by	JTA Land Surveying, applicant; Louis W. Pryor ETUX, owner.
Staff Reviewer	Elliott
Staff Recommendation	<i>Approve with conditions including an exception to the compatibility requirements based on the lots being consistent with the larger area for general compatibility</i>

APPLICANT REQUEST

Concept plan approval to create 4 single-family lots.

Concept Plan

A request for concept plan approval to create four lots on property located at 1015 Tulip Grove Road, approximately 235 feet south of Old Lebanon Dirt Road, zoned Single-Family Residential (RS15) (1.46 acres)

SITE DATA AND CONTEXT

Location: The site is located on the east side of Tulip Grove Road and south of Old Lebanon Dirt Road.

Street Type: The site has frontage onto Tulip Grove Road, an Arterial Boulevard in the Major and Collector Street Plan.

Approximate Acreage: 1.46 acres or 63,597 square feet.

Parcel/Site History: This site is comprised of the entire parcel: 08600010900. The parcel has existed since at least 1959 and was established by deed.

Zoning History: The parcel has been zoned RS15 since 1998.

Existing land use and configuration: The land is currently used as a single-family residence with access taken from Tulip Grove Road.

Surrounding land use and zoning:

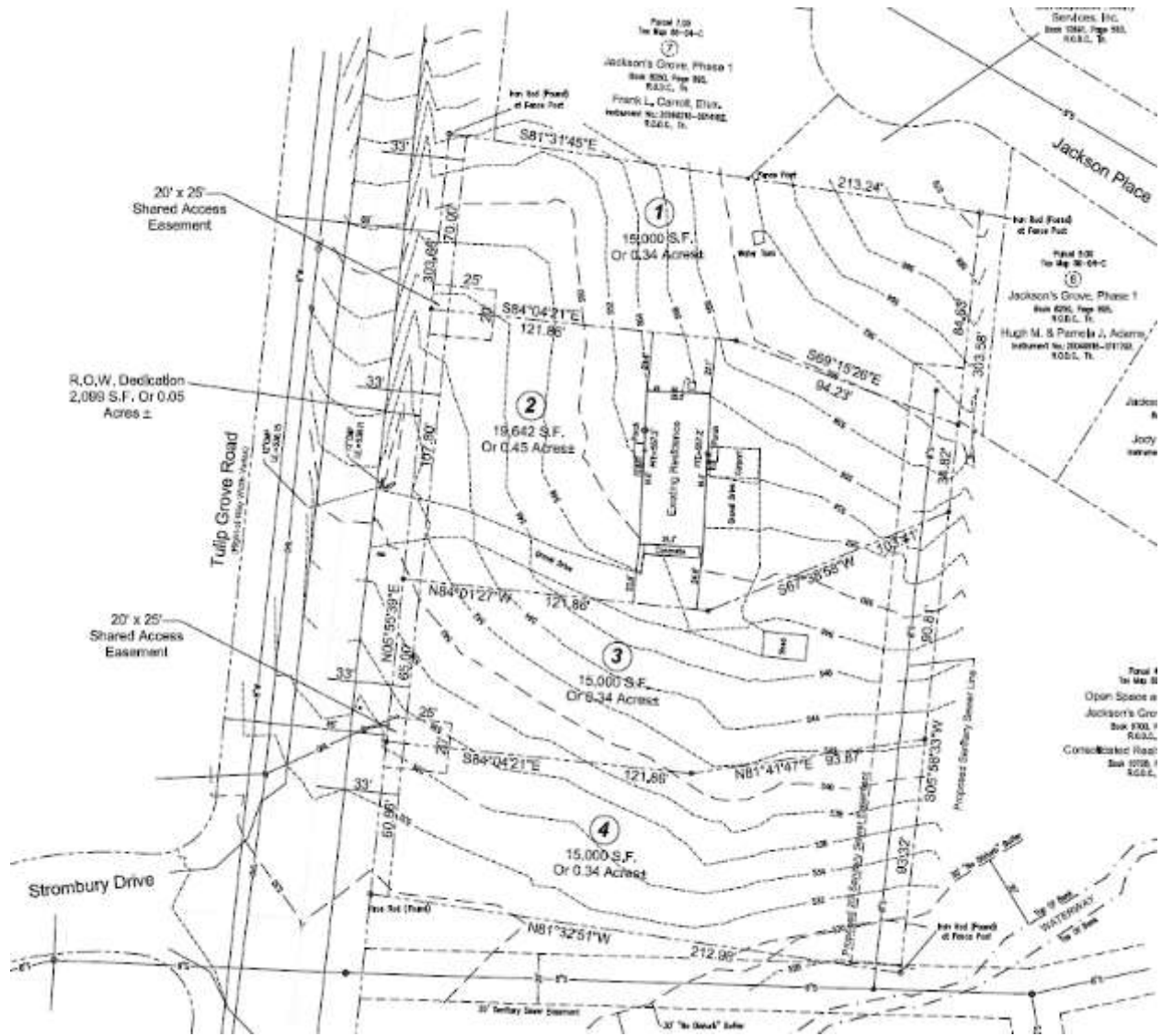
North, South, East, West: Single-family residential (RS15) and PUD Overlay

Zoning:

Single-Family Residential (RS15)
 Min. lot size: 15,000 square feet
 Max. height: 3 stories



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Proposed Concept Plan



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Min. street setback: 40 feet
Min. rear setback for all properties: 20 feet
Min. side setback for all properties: 10 feet
Maximum Building Coverage: 0.35

PROPOSAL DETAILS

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

Number of lots: 4 single-family lots.

Lot sizes: Lots range from 15,000 to 19,642 square feet prior to necessary right-of-way dedication.

Access: The proposed plan includes two separate shared driveway locations along Tulip Grove Road for these 4 lots.

Open space: This application does not propose any open space and the subdivision regulations do not require any open space to be provided.

Subdivision Variances or Exceptions Requested: An exception to the Infill Subdivision (3-5) is requested with this application as described in detail below in the respective section.

APPLICABLE SUBDIVISION REGULATIONS

Volume III of NashvilleNext, the General Plan for Nashville and Davidson County, contains the Community Character Manual (CCM) which establishes land use policies for all properties across the county. The land use policies established in CCM are based on a planning tool called the Transect, which describes a range of development patterns from most to least developed. Prior versions of Subdivision Regulations for Nashville and Davidson County contained a uniform set of standards that were applied Metro-wide. This did not take into account the diverse character that exists across the County. In order to achieve harmonious development within the diversity of development patterns that exist in Nashville and Davidson County, the Planning Commission has adopted the current Subdivision Regulations. The Subdivision Regulations incorporate the General Plan policies by including rules or standards for each specific transect. This allows policies of the General Plan to be followed through application of the varying Subdivision Regulations to reflect the unique characteristics found in the different transects. The site is within the T3 NM policy. For sites within the T3 transect, 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.



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3-3 Suitability of the Land

The application provides a stream buffer for the area of the property unsuitable for development. There are no other sensitive environmental features 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 RS15 and zoning at the time of building permit. All proposed lots have frontage on Tulip Grove Road.

3-5 Infill Subdivisions

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

This application proposes lots fronting on an existing street within the Neighborhood Maintenance policy area so the compatibility standards of the infill subdivision regulations apply.

There are no surrounding parcels as defined by the Subdivision Regulations. In these instances, the Subdivision Regulations provide that the Planning Commission may grant an exception to the compatibility criteria by considering a larger area to evaluate general compatibility.

Staff considered the proposal in the context of the lots immediately across Tulip Grove Road as well as the abutting lots to the rear of the site on Jackson Place and the proposed lots provide a development pattern that is consistent with these lots in the larger area and supports granting an exception to the compatibility criteria for this property.

3-6 Blocks

This application does not propose to create any new blocks.

3-7 Improvements

Construction plans for any required public or private improvements (stormwater facilities, water and sewer, public roads, etc.) will be reviewed with the final site plan.

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

Sidewalks will not be required with the subdivision of this property pursuant to Section 17.20.120 of the Zoning Code.



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3-9 Requirements for Streets

This application does not propose to create any new streets.

3-10 Requirements for Dedication, Reservations, or Improvements

The application proposes a right-of-way dedication to meet the requirements of 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

Nashville Department of Transportation (NDOT) reviews street names and signage requirements for public roads and has recommended approval of this plat. See comments in the recommendations from all agencies section below.

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

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

3-14 Drainage and Storm Sewers

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

3-15 Public Water Facilities

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

3-16 Sewerage Facilities

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

3-17 Underground Utilities

Utilities are required to be located underground whenever a new street is proposed. This is not applicable to this case as no new streets are proposed.

PLANNING STAFF COMMENTS

The proposed subdivision meets the standards of the Metro Subdivision Regulations, outside of the Compatibility Standards. Staff recommends approval with conditions if the Planning Commission approves the exception to the Compatibility Standards.



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COMMENTS FROM OTHER REVIEWING AGENCIES

STORMWATER RECOMMENDATION

Approve with conditions

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

FIRE MARSHAL RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Dimension right-of-way and dimension the distance to the centerline of pavement.
- New driveway connections or access points will require a permit from the Nashville Department of Transportation. Adequate sight distance must be provided per AASHTO for new driveway connections.

TRAFFIC AND PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Public Sewer Extension Required, Public Sanitary Sewer construction plans must be submitted and approved prior to Final Plat approval. The approved construction plans must match the Final Plat.
- A minimum of 30% of Water and Sewer Capacity fees must be paid before issuance of building permits.

STAFF RECOMMENDATION

Staff recommends approval with conditions if the Planning Commission approves the exception to the Compatibility Standards.

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. 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. 2022S-032-001 with conditions if the Planning Commission approves the exception to the Compatibility Standards.