



METROPOLITAN PLANNING COMMISSION

DRAFT MINUTES

November 10, 2022
4:00 pm Regular Meeting

2601 Bransford Avenue
Metro Nashville Public School Admin Building
MISSION STATEMENT

The Planning Commission guides growth and development as Nashville and Davidson County 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.

Commissioners Present:

Greg Adkins, Chair
Jessica Farr, Vice Chair
Lillian Blackshear
Edward Henley
Stewart Clifton
Mina Johnson
Jim Lawson
Councilmember Brett Withers

Staff Present:

Lucy Kempf, Executive Director
Lisa Milligan, Planning Manager II
Anita McCaig, Planner III
Logan Elliott, Planner II
Donald Matravers, Planner II
Abbie Rickoff, Planner II
Dustin Shane, Planner II
Alex Dickerson, Legal

Commissioners Absent:

Jeff Haynes
Brian Tibbs

Lucy Alden Kempf

Secretary and Executive Director, Metro Planning Commission

Metro Planning Department of Nashville and Davidson County
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Notice to Public

Please remember to turn off your cell phones.

Nine of the Planning Commission's ten members are appointed by the Metropolitan Council; the tenth member is the Mayor's representative. The Commission meets on the second and fourth Thursday of each month at 4:00 pm, in the Sonny West Conference Center on the ground floor of the Howard Office Building at 700 Second Avenue South. Only one meeting may be held in December. Special meetings, cancellations, and location changes are advertised on the [Planning Department's main webpage](#).

The Planning Commission makes the final decision on final site plan and subdivision applications. On all other applications, including zone changes, specific plans, overlay districts, and mandatory referrals, the Commission recommends an action to the Council, which has final authority.

Agendas and staff reports are [posted online](#) and emailed to our mailing list on the Friday afternoon before each meeting. They can also be viewed in person from 7:30 am – 4 pm at the Planning Department office in the Metro Office Building at 800 2nd Avenue South. [Subscribe to the agenda mailing list](#)

Planning Commission meetings are shown live on the Metro Nashville Network, Comcast channel 3, [streamed online live](#), and [posted on YouTube](#), usually on the day after the meeting.

Writing to the Commission

Comments on any agenda item can be mailed, hand-delivered, faxed, or emailed to the Planning Department by 3 pm on the Tuesday prior to meeting day. Written comments can also be brought to the Planning Commission meeting and distributed during the public hearing. Please provide 15 copies of any correspondence brought to the meeting.

Mailing Address: Metro Planning Department, 800 2nd Avenue South, P.O. Box 196300, Nashville, TN 37219-6300
Fax: (615) 862-7130
E-mail: planning.commissioners@nashville.gov

Speaking to the Commission

Anyone can speak before the Commission during a public hearing. A Planning Department staff member presents each case, followed by the applicant, community members opposed to the application, and community members in favor.

Community members may speak for two minutes each. Representatives of neighborhood groups or other organizations may speak for five minutes if written notice is received before the meeting. Applicants may speak for ten minutes, with the option of reserving two minutes for rebuttal after public comments are complete. Councilmembers may speak at the beginning of the meeting, after an item is presented by staff, or during the public hearing on that item, with no time limit.

Items set for consent or deferral will be listed at the start of the meeting.
Meetings are conducted in accordance with the Commission's [Rules and Procedures](#).

Legal Notice

As information for our audience, if you are not satisfied with a decision made by the Planning Commission today, you may appeal the decision by petitioning for a writ of cert with the Davidson County Chancery or Circuit Court. Your appeal must be filed within 60 days of the date of the entry of the Planning Commission's decision. To ensure that your appeal is filed in a timely manner, and that all procedural requirements have been met, please be advised that you should contact independent legal counsel.



The Planning Department does not discriminate on the basis of race, color, national origin, gender, gender identity, sexual orientation, age, religion, creed or disability in admission to, access to, or operations of its programs, services, or activities. Discrimination against any person in recruitment, examination, appointment, training, promotion, retention, discipline or any other employment practices because of non-merit factors shall be prohibited. For ADA inquiries, contact Josie Bass, ADA Compliance Coordinator, at (615) 862-7150 or e-mail her at josie.bass@nashville.gov. For Title VI inquiries, contact Human Relations at (615) 880-3370. For all employment-related inquiries, contact Human Resources at (615) 862-6640.

MEETING AGENDA

A: CALL TO ORDER

The meeting was called to order at 4:04 p.m.

B: ADOPTION OF AGENDA

Mr. Lawson moved and Ms. Johnson seconded the motion to adopt the agenda. (7-0)

C: APPROVAL OF OCTOBER 27, 2022 MINUTES

Mr. Clifton moved and Ms. Blackshear seconded the motion to approve the meeting minutes of October 27, 2022. (7-0)

D: RECOGNITION OF COUNCILMEMBERS

Councilmember Gamble spoke in favor of Item 20.

E: ITEMS FOR DEFERRAL / WITHDRAWAL 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 22, 38

Ms. Milligan stated Ms. Blackshear has recused herself on Items 3 and 38.

Mr. Lawson moved and Ms. Blackshear seconded the motion to approve the Deferred and Withdrawn Items. (7-0)

F: CONSENT AGENDA ITEMS 41, 45

Ms. Farr joined the meeting.

Ms. Blackshear moved and Mr. Lawson seconded the motion to approve the Consent Agenda. (8-0)

Tentative Consent Item: Items noted below as On Consent: Tentative will be read aloud at the beginning of the meeting by a member of the Planning Staff to determine if there is opposition present. If there is opposition present, the items will be heard by the Planning Commission in the order in which they are listed on the agenda. If no opposition is present, the item will be placed on the consent agenda.

NOTICE TO THE PUBLIC: Items on the Consent Agenda will be voted on at a single time. No individual public hearing will be held, nor will the Commission debate these items unless a member of the audience or the Commission requests that the item be removed from the Consent Agenda.

G: ITEMS TO BE CONSIDERED

1. 2022SP-069-001

2400 ELLISTON PLACE SP

Council District 21 (Brandon Taylor)

Staff Reviewer: Dustin Shane

A request to rezone from MUG-A to SP zoning for properties located at 2400 Elliston Place, 207 and 209 24th Avenue North, and 206 Reidhurst Avenue, at the corner of Elliston Place and 24th Avenue North, (1.38 acres), to permit 350 multi-family residential units and 12,500 square feet of commercial use, requested by Catalyst Design Group, applicant; Lorlyn, LLC, RMRTN, LLC, owners.

Staff Recommendation: Defer Indefinitely.

The Metropolitan Planning Commission deferred 2022SP-069-001 indefinitely. (7-0)

**2. 2022SP-079-001
HILLSIDE SP**

Council District 15 (Jeff Syracuse)
Staff Reviewer: Donald Anthony

A request to rezone from IR to SP zoning for property located at 717 Spence Lane, approximately 256 feet northeast of the corner of Murfreesboro Pike and Spence Lane, (5.5 acres), to permit multi-family residential uses, requested by Bradley Arant, applicant; Hillside Crossings, LLC, owner.

Staff Recommendation: Defer to the December 8, 2022, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2022SP-079-001 to the December 8, 2022, Planning Commission meeting. (7-0)

3. 2022SP-080-001

408 WOODLAND STREET SP
Council District 06 (Brett Withers)
Staff Reviewer: Donald Anthony

A request to rezone from CS to SP zoning for property located at 408 Woodland Street, approximately 275 feet north of Stone Bluff Drive, located within the East Bank Redevelopment District (0.79 acres) to permit a hotel use, requested by Fulmer Lucas Engineering LLC, applicant; Jack Allinder Jr. ET UX, owners.

Staff Recommendation: Defer to the December 8, 2022, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2022SP-080-001 to the December 8, 2022, Planning Commission meeting. (6-0-1)

**4. 2022SP-081-001
ALBION MUSIC ROW**

Council District 19 (Freddie O'Connell)
Staff Reviewer: Logan Elliott

A request to rezone from CF to SP zoning for properties located at 1503, 1509, 1511, 1515, and 1517 McGavock Street, (1.87 acres), located at the southwest corner of 14th Avenue South and McGavock Street and located within the Arts Center Redevelopment Overlay District and the Music Row Urban Design Overlay District, to permit a mixed-use development, requested by Albion Residential, applicant; Lee A. Beaman, owner.

Staff Recommendation: Defer to the December 8, 2022, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2022SP-081-001 to the December 8, 2022, Planning Commission meeting. (7-0)

**5. 2022SP-036-001
HARPETH RESERVE**

Council District 35 (Dave Rosenberg)
Staff Reviewer: Logan Elliott

On Consent: No
Public Hearing: Open

A request to rezone from AR2a to SP zoning on property located at Mccrory Ln (unnumbered), approximately 474 feet south of Beautiful Valley Dr., (3 acres), to permit 28 single-family units, requested by Civil Design Consultants, LLC, applicant; Pointe Hialeah 3, LLC, owner.

Staff Recommendation: Defer to the December 8, 2022, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2022SP-036-001 to the December 8, 2022, Planning Commission meeting. (7-0)

6. **2022S-232-001**
KING'S SUBDIVISION
Council District 09 (Tonya Hancock)
Staff Reviewer: Donald Anthony

A request for final plat approval to create five lots on property located at 445 Neely's Bend Road, approximately 117 feet west of the corner of Neely's Bend Road and Forest Park Road, zoned RS5 (2.01 acres), requested by Delle Land Surveying, applicant; Darren C. & Stacy King, owners.

Staff Recommendation: Defer to the December 8, 2022, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2022S-232-001 to the December 8, 2022, Planning Commission meeting. (7-0)

7. **2022S-247-001**
MILLIE SWEENEY & KIRK M. SWEENEY
Council District 01 (Jonathan Hall)
Staff Reviewer: Jason Swaggart

A request for final plat approval to create one lot on a portion of property located at 3525 Old Clarksville Pike, approximately 606 feet west of Whites Creek Pike, zoned AR2A, (2.05 acres), requested by Chap Surveyors, applicant; Millie & Kirk M Sweeney, owners.

Staff Recommendation: Defer to the December 8, 2022, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2022S-247-001 to the December 8, 2022, Planning Commission meeting. (7-0)

8. **2022S-259-001**
RESUB OF LOT 2 ON PLAN OF RURAL HILLS ACRES
Council District 32 (Joy Styles)
Staff Reviewer: Amelia Lewis

A request for final plat approval to create three lots on property located at 1306 Rural Hill Road, approximately 1,060 feet south of Hickory Highlands Drive, zoned R15 (3.54 acres), requested by Dale & Associates, applicant; Yasir Mohamed, owner.

Staff Recommendation: Defer to the December 8, 2022, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2022S-259-001 to the December 8, 2022, Planning Commission meeting. (7-0)

9. **2016SP-024-005**
MCGAVOCK HOUSE SP (AMENDMENT)
Council District 05 (Sean Parker)
Staff Reviewer: Amelia Lewis

A request to amend a Specific Plan for various properties located at the northwest and northeast corners of Cleveland Street and Meridian Street (3.39 acres), to permit an increase in the number of permitted hotel rooms and permit the construction of a new hotel on the site, requested by Fulmer Lucas Engineering, applicant; Invent Communities, owner.

Staff Recommendation: Defer to the December 8, 2022, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2016SP-024-005 to the December 8, 2022, Planning Commission meeting. (7-0)

**10. 88P-038-001
LONG HUNTER CHASE (AMENDMENT)**

Council District 33 (Antoinette Lee)
Staff Reviewer: Logan Elliott

A request to amend a Planned Unit Development located at Hobson Pike (unnumbered), at the corner of Hobson Pike and Smith Springs Pkwy (6.11 acres), zoned RS15, to revise access points, requested by Long Hunter Chase, applicant; Living Waters Homes LLC & TN Homes LLC & Tadros, Sam, owners.

Staff Recommendation: Defer to the December 8, 2022, Planning Commission meeting.

The Metropolitan Planning Commission deferred 88P-038-001 to the December 8, 2022, Planning Commission meeting. (7-0)

**11. 2022S-200-001
PLAN OF HAMILTON PLACE**

Council District 01 (Jonathan Hall)
Staff Reviewer: Jason Swaggart

A request for final plat approval to create 12 lots on property located at 3465 W Hamilton Avenue, approximately 223 feet southeast of Haynes Park Court, zoned RS10 (20.85 acres), requested by Clint Elliott Survey, applicant; Thomas G. Williams, owner.

Staff Recommendation: Defer to the December 8, 2022, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2022S-200-001 to the December 8, 2022, Planning Commission meeting. (7-0)

**12. 2022SP-055-001
BELLEVUE TOWNHOMES**

Council District 23 (Thom Druffel)
Staff Reviewer: Amelia Lewis

A request to rezone from R40 and RM4 to SP zoning for property located at 6842 Highway 70 S, approximately 1,500 feet west of Brookmont Terrace, (11.77 acres), and partially within a Planned Unit Development Overlay District, to permit 47 multi-family residential units, requested by Joseph Haddix, applicant; Flowers, John David, owner.

Staff Recommendation: Withdraw.

The Metropolitan Planning Commission 2022SP-055-001 is withdrawn. (7-0)

**13. 2022USD-001-001
USD EXPANSION**

BL2022-1532/Council District 13 (Russ Bradford)
Staff Reviewer: Miranda Clements

A request to expand the boundaries of the Urban Service District by adding an area south-east of Interstate 40, north of Elm Hill Pike and South of Bell Road where development has already occurred.

Staff Recommendation: Approve.

**APPLICANT REQUEST
Expand Urban Services District**

A request to expand the boundaries of the Urban Services District by adding an area south-east of Interstate 40, north of Elm Hill Pike and South of Bell Road where development has already occurred.

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

METROPOLITAN CHARTER OF NASHVILLE AND DAVIDSON COUNTY

The Metro Charter established two service districts:

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

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

The Charter states:

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

The metropolitan government shall, within the geographical limits thereof, comprise two (2) service districts, to wit: A general services district and an urban services district, as to both of which districts the metropolitan government shall have jurisdiction and authority. The general services district shall consist of the total area of the metropolitan government, the same being the total area of Davidson County as fixed and established upon the effective date of this Charter. The urban services district shall consist originally of the total area of the City of Nashville at the time of the filing of this Charter with the county commissioners of election, which area is more specifically described and set forth in Appendix One hereto.

Sec. 1.04. - Expansion of urban services district.

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

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

Sec. 1.05. - Functions within general services district and urban services district.

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

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

The functions of the metropolitan government to be performed, and the governmental services to be rendered throughout the entire general services district shall include: general administration, police; courts, jails; assessment; health; welfare; hospitals; housing for the aged; streets and roads; traffic; schools; parks and recreation; library; auditorium, fairgrounds; airport; public housing; urban redevelopment; urban renewal; planning; electrical code; building code; plumbing code; housing code; electricity; transit; refuse disposal; beer supervision; and taxicab regulation.

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

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

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

COMMUNITY ENGAGEMENT

Earlier this year, Councilmember Bradford responded to a request from property owners to include a 12-parcel area located on a cul-de-sac at the terminus of Ortega Road in the south-west quadrant of Davidson County to the Urban Services District. The remainder of Ortega Road consists of six parcels that were annexed to the USD in the 1970s as part of a much larger expansion. (Homes in that section include six single family, split level, Ranch style homes built between 1965 and 1968; the houses in the cul-de-sac end of Ortega Road are brick duplex structures constructed in the mid-1980s.)

The current proposal was discussed at a community meeting in the neighborhood that was hosted by Councilman Bradford on July 28, 2022, at which one homeowner was present. The councilman received emails from two additional property owners who were in support of the proposal. He spoke to a third homeowner while he was handing out flyers for the meeting who also expressed support and the two residents who originally approached the councilman said that they had spoken with most of the remaining property owners on the cul-de-sac.

PLAN OF SERVICES

What is the Plan of Services?

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

- Street lighting
- Recycling and trash collection for all new expansion areas
- Providing additional fire protection
- Providing additional police protection
- Water
- Sanitary sewers
- Storm sewers
- Alcoholic beverage supervision.

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

Plan of Services

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

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

Section 1.05 provides that:

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

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

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

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

This proposed expansion adds approximately 12 parcels (12 dwelling units in six structures) on approximately 1.64 acres (properties only) in Council District 13 into the Urban Services District. The current total land area within the USD is 127,511 acres (October 2022).

Solid Waste Service

Residents of the portion of Ortega Road within the USD currently receive Solid Waste service. Solid Waste vehicles use the cul-de-sac on Ortega Road that is the subject of this annexation, but do not pick up trash and recycling.

Adding the annexation area to the USD is estimated to have an annual variance of -\$319. The annual cost is based on the county-wide average cost of services for solid waste and does not reflect that solid waste vehicles already use the cul-de-sac while serving the rest of Ortega Drive.

Street lighting

Per NDOT, this area is already served to the USD standard for street lighting.

Fire Response

Exhibit B shows the 2016 Fire Station Service Areas used to identify areas receiving urban levels of service. The proposed expansion area is within the 5-mile service area.

NASHVILLENEXT AND COMMUNITY PLAN POLICIES

The proposed expansion area is located in the Donelson-Hermitage-Old Hickory Community Planning Area. Having a suburban character, it consists of twelve parcels of land at the end of a cul-de-sac occupied by six brick duplex dwellings constructed in the mid-1980s. The Community Character Policy is T3-NM Suburban Neighborhood Maintenance. The zoning is R10 (low-medium density residential, requiring a minimum 10,000 square foot lot and intended for single and two-family dwellings at a density of 4.63 dwelling units per acre).

Planning Findings

The proposed expansion area is consistent with NashvilleNext and the Donelson–Hermitage–Old Hickory Community Planning Area in that development has already occurred in the expansion area.

TAX RATE 2022

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

- * GSD Rate \$2.922 per \$100 of Assessed Value
- * USD Rate \$3.524 per \$100 of Assessed Value

SCHEDULE OF TAX PAYMENTS IF ORDINANCE IS PASSED IN 2022

January 1, 2023: Property in annexed areas identified as USD on assessment roles.

October 2023 to February 28, 2024: Taxes become due at USD tax rate for properties in annexed areas.

October 2024: Plan of Services must be fully implemented one year from date of taxes being collected. *(Many areas will get services sooner than one year.)*

TRASH HAULERS

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

OTHER DIFFERENCES BETWEEN USD AND GSD

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

STAFF RECOMMENDATION

Staff recommends approval of the proposed expansion of Urban Services District, as it is consistent with the zoning and land use policies in these areas, and it will generate sufficient funds to pay for the services provided.

Approve. (7-0)

Resolution No. RS2022-321

“BE IT RESOLVED by The Metropolitan Planning Commission that 2022USD-001-001 is approved. (7-0)

14a. 2022CP-003-002
BORDEAUX-WHITES CREEK-HAYNES TRINITY
COMMUNITY PLAN AMENDMENT

Council District 03 (Jennifer Gamble)
Staff Reviewer: Andrea Barbour

A request to amend the Bordeaux-Whites Creek-Haynes Trinity Community Plan, by changing land use policy for property located at 633 West Green Lane, at the southwest corner of West Green Lane and Whites Creek Pike, (78.22 acres). The request would change the land use policy from T2 RM to T2 NC policy and T3 NE. CO policy remains in place., requested by Catalyst Design Group, applicant; West Green Land Partners LLC, owner. (See associated case #2022SP-043-001).

Staff Recommendation: Approve.

APPLICANT REQUEST

Amend Community Plan to change Community Character Policy.

Major Plan Amendment

A request to amend the Bordeaux-Whites Creek-Haynes Trinity Community Plan, by changing land use policy for property located at 633 West Green Lane, at the southwest corner of West Green Lane and Whites Creek Pike, (78.22 acres). The request would change the land use policy from Rural Maintenance (T2 RM) to Rural Neighborhood Center (T2 NC) policy and Suburban Neighborhood Evolving (T3 NE). Conservation (CO) policy remains in place.

BORDEAUX-WHITES CREEK-HAYNES TRINITY COMMUNITY PLAN

Current Policy

Rural Maintenance (T2 RM) policy is intended to maintain rural character as a permanent living choice. The policy balances maintaining the rural countryside and existing rural development patterns with new residential development.

Conservation (CO) policy is intended to preserve, remediate, and enhance environmentally sensitive land. CO policy identifies land with sensitive environmental features, including, but not limited to, stream corridors, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. In this instance, CO policy is mainly applied to floodways and floodplains. CO policy would not change.

Requested Policy (Note: Conservation (CO) policy remains.)

Rural Neighborhood Center (T2 NC) policy is intended to maintain, enhance, and create rural centers that fit in with rural character and that provide consumer goods and services for surrounding rural areas. Rural neighborhood centers are small-scale, pedestrian friendly areas, generally at the intersection of prominent roads and have access to sewer infrastructure.

Suburban Neighborhood Evolving (T3 NE) policy is intended to create and enhance suburban neighborhoods with the best qualities of classic suburban neighborhoods—greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques.

BACKGROUND

The property at 633 West Green Lane, located north of Briley Parkway and west of Whites Creek Pike, serves as the southern gateway into the Whites Creek Neighborhood. Currently, the property is farmland and pastures along with areas of tree cover. Along West Green Lane to the north are single-family homes.

In 2019, the property was the subject of a land use policy amendment request to change the policy to allow for warehousing uses. The community overwhelmingly rejected that proposal. Since that time, members of that applicant team joined together, purchased the site, and formed a new group to propose a mixed use development for the site that is more aligned with characteristics and uses they heard community members desired.

The plan amendment was requested in conjunction with zone change request 2022SP-043-001 to change the zoning from residential single-and two-family (R10 and RS15) to Specific Plan (SP) zoning to permit a mixed-use development. The study area is approximately 78.22 acres. The proposed policy amendment would change the policy to allow for a rural mixed use center with a variety of housing types.

COMMUNITY PARTICIPATION

Prior to submitting applications, the applicant and Councilmember Gamble met two times with residents and other stakeholders in the Whites Creek community.

On September 1, 2022, Community Plans staff conducted an in-person community meeting to discuss the applicant's plan amendment and rezoning proposal. Notices were mailed to 200 property owners in a 1,300 foot buffer of the plan amendment site. Details of the community meeting were made readily available on the Planning Department's webpage, and Councilmember Gamble also shared details with her constituents. Approximately 23 people signed-in; however, there were additional community members present. Staff outlined the request to change policy. The applicant team presented site plans and conceptual renderings for the proposed development. Following the presentation, attendees were given the opportunity to ask questions and share comments. Several questions were asked of the applicant, development team, or staff by attendees. Comment cards were also handed out so that people could submit written questions and comments. Questions and comments mainly focused on:

- Preserving mature trees and possibly planting additional trees
- Preserving the floodplain areas
- Traffic impacts
- Housing types, especially the multifamily units
- Design characteristics of the commercial area
- Maintaining rural character

The community meeting lasted almost two hours; however, some people still had additional questions. Post-meeting: Planning staff compiled questions from the meeting and emails and asked the applicant to answer. Responses were then shared with people who attended the meeting along with people who had emailed staff.

The Nashville Tree Conservation Corps has also attended the meetings and has worked with the applicant on preserving additional areas of tree cover within the site.

Since the community meeting was held, there have been eight letters of support and seven letters of opposition submitted to the Planning Department and shared with the Commission. Much of the opposition is focused on allowing multifamily uses as part of this development.

ANALYSIS OF T2 RURAL AND T3 SUBURBAN POLICIES

In this analysis, the subject property, currently in Rural Maintenance (T2 RM) policy, was examined to apply Rural Neighborhood Center (T2 NC) policy to the majority of the site. Staff also analyzed whether to apply Rural Neighborhood Center (T2 NC) policy or Suburban Neighborhood Evolving (T3 NE) policy to the interior portion of the study area that is proposed for multifamily uses.

The proposed policy amendment area, currently in T2 RM policy, is a suitable location for T2 NC and T3 NE policies 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 "Green Network". Green Network areas primarily include natural and rural areas that provide natural resources, ecological services, and passive and active recreation opportunities. They also include sensitive natural features that can be disturbed or destroyed by development or that pose a health or safety risk when developed.

The area is bordered by Briley Parkway to the south which denotes a transition from the more intensely developed areas to the south from the more rural area of Whites Creek. The requested development would provide goods and services for the surrounding area along with additional housing options, much of it in a rural character. In addition, the development would preserve sensitive natural features, hillsides, and areas of tree cover. Preserving the Green Network area provides protection to the floodway/floodplain areas and provides an opportunity to connect greenways.

Key Finding

- The policy amendment area is identified on the Concept Map as Green Network, signifying its sensitive natural features and rural character and is a suitable location to allow a mix of uses and housing options while preserving natural features and keeping with rural character.

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 Bordeaux/Whites Creek/Haynes Trinity Community Plan makes use of Community Character Policy elements to ensure those areas continue to grow. The community plan strives to balance growth with preserving the character of established urban and suburban residential neighborhoods and rural areas. The community plan area consists primarily of older and newer suburban development in Bordeaux, more urban and suburban development in Haynes Trinity, and rural development in Whites Creek, Scottsboro, and Bells Bend. Most of Bordeaux/Whites Creek/Haynes Trinity is residential in character, with some commercial and industrial uses. With

an abundance of natural resources and proximity to downtown, this area offers many residential options ranging in character from urban to suburban to rural.

The T2 Rural Transect category applies to the policy amendment area. The T2 Rural Transect provides living and working options, differentiated from suburban and urban categories, offering residents the choice of seclusion within the countryside. T2 Rural land is sparsely developed with primarily agricultural and low-density residential uses, complemented by limited, low intensity commercial uses. T2 Rural also reflects land with sensitive and unique topographic and geological characteristics, scarce prime agricultural land, or landscapes with a historic rural community character. In many cases, residents have chosen these communities largely due to the hillsides, valleys, forests, agriculture, wildlife habitats and rural character found in T2 Rural areas.

T2 Rural areas are near, and sometimes adjacent to, T3 Suburban and even T4 Urban areas. This proximity to more intensely developed areas means rural residents can enjoy convenient access to nearby retail and services while also living in a rural setting. Combined with low-density development patterns, convenient access to retail and services diminishes the market demand for, as well as the need to accommodate, extensive commercial development.

The requested T2 NC policy allows for the site to serve as a neighborhood center, providing goods and services in an area that is a gateway into Whites Creek. In rural centers, the building form complements adjacent neighborhoods served by the center and the infrastructure to which it has access. Typically, rural neighborhood centers are located on smaller properties at the intersection of prominent roads, and, as such, cover four corners. This property, however, is a unique larger property that is bounded by a creek to the west, Briley Parkway and a smaller, undeveloped property to the south, Whites Creek Pike to the east, and West Green Lane to the north.

The proposed development includes a mixed use area, providing retail and services along with live/work units, townhouses, and several open spaces, along Whites Creek Pike and West Green Lane. As one moves west along West Green Lane, the proposed development transitions into single family residential, complementing existing houses on the north side of the street.

This area is considered part of the rural Whites Creek Neighborhood where residents work diligently to protect the area's rural character and rural history. In certain locations, the existing zoning is more suburban in character and has resulted in several nearby residential developments also being suburban in character.

Staff studied whether it was appropriate for T2 NC policy to apply to the entire property. Due to the property's unique location, as discussed above, staff thinks T2 NC could be applied to a portion of the property. The applicant team is proposing as part of their rezoning an area of multifamily buildings, screened from view from Whites Creek Pike. Some in the community are supportive of multifamily housing since currently this housing option is not in the area. While multifamily structures can be found in T2 NC policy, the applicant is proposing several large apartment buildings with a layout that is more in line with design principles of T3 Suburban Transect areas. As such, and along with T3 Suburban Transect areas located nearby, staff recommends that the most appropriate policy to apply to the proposed multifamily area is T3 Suburban Neighborhood Evolving (T3 NE) policy. It should be noted, however, that some community members strongly disagree with allowing more intense multifamily development into a low-density rural area. Staff determined that since the proposed area of multifamily is located along Briley Parkway and nearby other Suburban policies, it is appropriate to apply it to this section of the proposed development. This area is wrapped by T2 Rural policies to the north and east and Briley Parkway to the south, thereby containing the proposed T3 NE policy area.

Conservation (CO) policy is applied to the property's areas of floodway/floodplain and steep slopes and will remain in place. The development proposal preserves these areas and provides for a future greenway connection along the creek.

Key Findings

- T2 NC policy's intent of promoting rural centers that provide services and a mixture of uses for surrounding rural areas is supported by the proposed design of the commercial/retail spaces.
- Implementation of T2 NC policy provides additional services, amenities, gathering spaces, and housing that complements the surrounding rural neighborhood.
- T3 NE policy is recommended for the multifamily area due to its proposed character; however, the area is contained by Briley Parkway to the south, the creek to the west, and Rural policies to the north and east.
- A mixture of T2 Rural and T3 Suburban Transect policies currently surrounds the proposed development.
- CO policy is implemented in the proposed development with preservation of floodplains and areas of tree canopy and steep slopes, along with creating various open spaces.

Transportation and Connectivity

Per the Community Character Manual, a rural neighborhood center is located to serve a rural neighborhood and is supported by adequate infrastructure and adequate access, such as the intersection of local and collector streets. The Major and Collector Street Plan (MCSP) is a comprehensive plan and implementation tool for guiding public and private investment in the major streets (arterial-boulevards, arterial-parkways, and collector-avenues) that make up the backbone of the city's transportation system. Whites Creek Pike is classified as an arterial-boulevard and Buena Vista Pike to the west is a collector-avenue. West Green Lane is classified as a local street. The MCSP calls for a future east-west collector to the north; however, further study is needed to see if this connection is still warranted and feasible. The development is proposing access to both Whites Creek Pike to the east and West Green Lane to the north.

Sidewalks are not required in the T2 Rural Transect along an arterial-boulevard, according to the MCSP, as sidewalks are not often found in rural areas. However, in T2 NC areas, pedestrian connectivity is high within the center area, although connectivity may be more limited in surrounding areas. Within the proposed development, buildings are arranged into pedestrian-friendly groupings. Connectivity within the center is provided through coordinated access and circulation. The development is proposing an internal network of streets and sidewalks connecting the mixed use area with the residential areas. The proposed development's various types of open spaces also provide destinations and connections for the development and for the surrounding community.

Access to public transit is provided by WeGo Route 41 with two bus stops located along Whites Creek Pike directly across the street from the site. The current block pattern includes a sidewalk where the bus stops are located along Whites Creek Pike. The neighborhood development pattern lacks crosswalks at the identified bus stops.

Key Findings

- Streets, including Whites Creek Pike (arterial-boulevard) and Buena Vista Pike (collector-avenue), along with local streets in the neighborhood area, provide connectivity.
- Public transit infrastructure surrounding the site makes it accessible, but pedestrian infrastructure needs to be improved along Whites Creek Pike to improve safety and access to the proposed development.
- The proposed development will provide a pedestrian friendly mixed use area and internal connectivity.
- A greenway is planned along the creek at the property's western boundary that will become part of the Whites Creek Greenway network.

Relationship to Surrounding Policies

Currently, the policy amendment area is surrounded by several policies:

- Rural Maintenance (T2 RM) policy is located to the north along West Green Lane and in areas to the east.
- Rural Neighborhood Center (T2 NC) policy is located adjacent to the south of the proposed development on a smaller property that abuts Briley Parkway.
- Suburban Neighborhood Maintenance (T3 NM) policy is applied along Whites Creek Pike to the east and to the west along Buena Vista Pike.
- Suburban Neighborhood Evolving (T3 NE) policy is located on the south side of Briley Parkway to the southwest.
- Suburban Community Center (T3 CC) policy is located on the south side of Briley Parkway.
- Conservation (CO) policy is applied throughout the policy amendment site as well as to the north and south in addition to the western border of the development.
- Open Space (OS) policy is applied west of the site along the creek recognizing the future greenway.

Key Finding

Changing the policy to mostly T2 NC policy along with a smaller area of T3 NE policy fits within the larger area's context.

Analysis Summary

Amending the Community Character Policy from T2 RM to T2 NC and T3 NE is appropriate for the following reasons:

- According to the NashvilleNext Growth and Preservation Concept Map the proposed development is appropriate within the Green Network areas as it is developing with rural character and preserving sensitive environmental features, such as floodplains and areas of tree canopies.
- Implementation of T2 NC policy provides additional services, amenities, gathering spaces, and housing that complements the surrounding rural neighborhood.
- Sensitive environmental features, including floodplains and areas of tree canopy, are being preserved and various open space areas are proposed.
- T3 NE policy is recommended for the multifamily area due to its proposed character; however, the area is contained by Briley Parkway to the south, the creek to the west, and Rural policies to the north and east.
- The proposed policies support preservation of open space, a mix of housing types, and a rural mixed use center along with its small-scale commercial.
- T2 and T3 Transects currently surround the study area, and this policy change blends seamlessly with the surrounding area.

- Public transportation infrastructure is available along with street connectivity provided by Whites Creek Pike (arterial-boulevard) and Buena Vista Pike (collector-avenue).
- The proposed development offers pedestrian connectivity.
- A greenway is planned along the creek at the property's western boundary that will become part of the Whites Creek Greenway network.
- There is community support for the development and more neighborhood amenities.

STAFF RECOMMENDATION

Staff recommends approval of the policy change from Rural Maintenance (T2 RM) policy to Rural Neighborhood Center (T2 NC) policy along Whites Creek Pike and West Green Lane in addition to a smaller area of Suburban Neighborhood Evolving (T3 NE) policy interior in the development.

Ms. Blackshear left the meeting.

Ms. McCaig presented the staff recommendation for Item 14a to approve.

Mr. Elliott presented the staff recommendation for the associated rezoning case of Item 14b to approve with conditions and disapprove without all conditions if the associated plan amendment is approved and disapprove if the associated plan amendment is not approved.

Chair Adkins stated the Public Hearing includes both policy and the SP and the Commissioners will vote on them separately at the end.

Henry Menge, Fifth Generation Property Company, spoke in favor of the application.

Jeff Heinz, Catalyst Design Group, spoke in favor of the application.

Doug Sloan, 6354 Torrington Road, spoke in favor of the application.

Walter Hunt, 3616 Whites Creek Pike, spoke in favor of the application.

Angela Williams, 7203 Old Hickory Boulevard, stated she was a member of the Whites Creek Historical Society and Friends of Whites Creek. She spoke in opposition to the application.

Ian Rhett, no address given, spoke in opposition to the application.

Meko Yang, 3708 Whites Creek Pike, spoke in opposition to the application.

Zach Dier, 681 Brick Church Lane, spoke in opposition to the application and asked for a deferral until they can meet to discuss the new T3 Neighborhood Evolving addition.

Jacquelyn Veith stated she was the Agriculture teacher at Whites Creek High School. She spoke in opposition to the application.

Michelle Carratu, 3536 Whites Creek Pike, stated she was the chairperson for the Whites Creek Watershed Alliance. She spoke in opposition to the application.

Tim Coats, 2064 Shaw Road, spoke in opposition to the application and asked for a deferral to look at this proposal a little longer.

Doug Sloan spoke in rebuttal.

Councilmember Gamble spoke in support of the project.

Chair Adkins closed the Public Hearing.

Mr. Lawson stated this is appropriate for a number of reasons. He said it increases the number of rooftops that might bring in more services to the area, which is desperately needed. Mr. Lawson liked the offer of apartments because there is a strong market for that. He thought there was a lot of good information shared by the community. Mr. Lawson said he has felt over the last seven years that it is time to revisit Nashville's Development Plan as it is antique and conflicting with the development that is necessary for the city.

Mr. Clifton wanted to reserve his comments until he heard from the other Commissioners.

Mr. Henley said these developments are change agents in creating infrastructure improvements and thought that is pretty well noted here. He felt it was important to highlight for the community that navigating through the SP process allows for the Planning staff and other departments to have influence over quality and design versus a blanket rezoning. Mr. Henley asked if the proposed greenway easement was part of the current SP.

Mr. Elliott stated it is shown on the site plan; therefore, it is a requirement of the SP to provide the greenway easement consistent with the greenway master plan.

Mr. Henley said he would like more commentary on engagement with the Storm Water Department regarding flooding and storm water concerns.

Ms. Milligan explained that when Storm Water Department reviews a preliminary plan, they are making sure areas are not disturbed, buffers are set aside and there are adequate areas set aside for the needed storm water treatment.

Mr. Dickerson advised for all major amendments; community meetings must be conducted by the Commission staff in the area affected by the amendment. He stated that is the only thing required under their rules but they can make an exception to the rules for extraordinary circumstances.

Councilmember Withers thought some items, such as additional street trees and signage requirements, could be accommodated in a final version of the SP and worked through during the rest of this process. He said apartments are needed as people are being displaced from urban areas. Mr. Withers stated they need to be intentional about providing housing inventory and felt this plan does a great job at doing that. He said this was a well thought out plan that preserves a lot of natural features while also providing housing in a way that is screened appropriately from the surrounding natural environments.

Ms. Johnson asked how staff reached the decision to recommend T2 Neighborhood Evolving policy.

Ms. Kempf clarified that Nashville Next urges a diversity of housing types, in all transects, including rural policy. She explained they made recommendations that the applicant accepted. They suggested they begin to lower the heights and look at materials that were more characteristic of the natural environment. Ms. Kempf said a rural multi-family project would be well integrated into the landscape, which she thought has been accomplished in many parts of the site plan.

Mr. Elliott added that the Rural Neighborhood Center policy indicates that buildings are oriented to the street and that Suburban Evolving policy mentions that buildings oriented to the street or to open space. He pointed out that according to the site plan, they have buildings that are oriented to a central open space and that portion loses any type of street network with just drives and parking located on it. The Neighborhood Center policy also talks about clear distinguishable boundaries and he thought that District 3, with its departure from streets into drives with parking, was a good boundary for the policy areas.

Ms. Johnson said this is a thoughtful plan and appreciated the preservation of the highest point and a lot of trees. She stated her concern was if T3 Neighborhood Evolving policy was appropriate in the middle being surrounded by T2 Neighborhood Center.

Ms. Milligan said that the SP and the Policy are linked together in this case, but staff felt like absent the SP, this is still an appropriate application of Neighborhood Evolving in this location. She stated there are other T3 policies in this area and when you think about where there is a lot of open space and conservation and rural policies surrounding it, that tucking in a bit of Neighborhood Evolving in this location is still an appropriate application of the policy.

Ms. Kempf added that the zoning, which includes all the preservation areas, will include those restrictions, so this is a Specific Plan zoning designed based, site specific requirement. She said if for any reason the plan needed to be changed in the future and they determined that it was not sufficiently meeting those high standards, then it would need to go back through the process.

Ms. Johnson asked if the preservation area will remain as a conservation policy.

Ms. McCaig stated it remains in conservation with all the natural features.

Ms. Farr stated it bothered her a little that there was a community meeting about the community plan change and then there was a subsequent change after that. She felt if they were going to go through the trouble of having a meeting around a community plan change, the residents should have an understanding of the full plan change. Ms. Farr said it did not sound like the residents heard it was going to be T3 Neighborhood Evolving at the meeting in September. She said she understood the need for rooftops to generate services but is struggling with the scale and density of it overall. Ms. Farr expressed concern for things like lack of transit or no sidewalks for children to walk to school. She said she would be worried setting up precedent with this kind of development type that feels very out of character with this area.

Mr. Clifton thought a great case has been made given the circumstances but his concerns were stated very well by Ms. Farr. He felt this is really not appropriate and could not support it.

Chair Adkins asked if they did not support the density then what could the current T2 policy allow for.

Ms. Milligan stated their policies do not necessarily speak to density but they speak to potentially appropriate zoning districts within a policy area. She explained the current policy on the property is partly T2 Rural Maintenance and then partly Conservation, which they would expect the conservation to be maintained. T2 Rural Maintenance is one per two acres but they would look at what the existing zoning is on the property. Ms. Milligan further explained that currently the property is zoned R10, so it has a suburban style already placed on the property under a rural policy. Under R10 it could result in around 360 units based on acreage alone, so application of the subdivision regulations may result in fewer lots.

Mr. Lawson moved and Mr. Henley seconded the motion to approve the policy change of Item 14a. Mr. Clifton, Ms. Farr and Ms. Johnson voted against. Chair Adkins advised there needed to be six votes for the plan amendment changes and so this is disapproved with 4-3.

Ms. Kempf stated if the plan amendment is disapproved by the Commission and were left with a zone change, there were two different portions of the plan that was presented; one being that they felt was consistent with the existing policy. She asked if it would be helpful to have that conversation because she wanted to be sure they were productively giving feedback to the applicant and Councilmember. Ms. Kempf said that given the policy was disapproved, they cannot support the rezoning but felt they should give some feedback.

Ms. Farr stated one of her concerns was procedural, as she did not feel there had been a community meeting to present this completely. She said she wanted to better understand what the difference would be between what is allowed or a lower scale.

Ms. Milligan stated these would be considered low rise flats which is a supported type in T2 Neighborhood Center. She said low rise flats are defined as one to three story flats.

Ms. Farr asked if that means the same kind of housing would be appropriate under T2.

Ms. Milligan responded in the affirmative.

Ms. Farr then asked why they had to recommend the change.

Mr. Elliott responded that the low rise flats are found in all the transects, T2 through T6, so they will look differently across different transects. He explained that if someone wanted to do a low rise flat in downtown, they would expect it to look differently than in a T2 policy. He stated there was some context around the low rise flats that they did not find to be consistent with the T2 NC policy.

Ms. Kempf stated they had a healthy debate over whether this required a plan amendment and the staff were divided. They ended up recommending Suburban because of the way the properties were configured, but people could disagree and say that it meets the standard of the Rural policy. She said it is a Commission decision. Ms. Kempf explained the product is allowed in Rural policy and it was more in how it was laid out. If the Commission wanted the staff to reconsider that or say the plan amendment would not be required, they could give staff that guidance.

Ms. Farr said six votes are required to approve the Community Plan change and asked if that is just in the purview of the Commission.

Ms. Kempf stated yes.

Ms. Farr said she would not support the SP and is not as concerned in the Community Plan policy other than the procedural issues.

Ms. Milligan clarified that there is plan amendment portion that is necessary, so they are requesting T2 Neighborhood Center which is needed for the commercial piece that is along the front. The existing policy is T2 Rural Maintenance which does not support commercial. The applicant requested T2 Neighborhood Center across the entirety of the site absent the conservation portion. Staff recommended approval of T2 Neighborhood Center for portions where there is mixed use and commercial and then T3 within that center part.

Councilmember Withers said the discussion about the multi-family part and low rise flats was very interesting. He asked if the low rise flats are typically approved in T2, is it T2 Neighborhood Evolving.

Ms. McCaig responded they usually see low rise flats in Rural Neighborhood Center. She explained the intent in rural policies is to maintain rural character so the Rural Maintenance policy in rural areas functions more along the lines of the Evolving policy. There is not a Rural Evolving policy and that the countryside and agricultural policies are very much preserved.

Councilmember Withers asked if the request for the T2 Center had been applied to this area, would the housing type be appropriate under that policy.

Ms. Milligan said that was the request. The applicant requested Neighborhood Center to be applied across everything across the lightest green color (looking at slide) and staff made the determination that the form of the flats, that building type was appropriate. Staff made the determination that the form of the flats was not meeting the T2 so they recommended T3. The building type was permitted. They requested Rural Neighborhood Center for the entirety of the site, outside the conservation area, and staff did not think that layout of the permitted building type is meeting the T2 so they recommended T3.

Councilmember Withers asked if the request for the Center policy was presented to the community at that time.

Ms. Milligan responded in the affirmative.

Councilmember Withers said there was a meeting about a policy change but what is presented here is slightly different than what was presented to the community.

Ms. Milligan said that is not unusual. She explained when a plan amendment comes in as an application, they set up the community meeting based on the applicant's request. It is not unusual for when they are making their recommendation, after they have analyzed the request, to either propose partly a different policy or a supplemental policy and it is not unusual for their final recommendation to differ from what an applicant requested and happen after the community meeting.

Councilmember Withers asked about the walkability components and how someone living in the apartments might potentially get to a bus stop.

Chair Adkins stated if there is a center of apartments and it is very busy, transit will change their routes. They analyze the routes but sidewalks are a different story.

Councilmember Withers asked how they are providing for safe pedestrian access and walkability within the development.

Ms. Milligan stated there are internal sidewalks throughout and proposed along West Green Lane and Whites Creek Pike, Whites Creek Pike to be brought up to the standards of the Major and Collector Street Plan, which also includes a bike lane. There are sidewalks throughout the single family lots, as well as multi-family and mixed use.

Doug Sloan stated they can defer this and then get back and talk with the department about the policy change. He said there is a bus route in the area.

Ms. Johnson requested to the staff that when they come back to meet that they discuss what is appropriate with multi-family under T2 Neighborhood Center policy versus T2 Neighborhood Evolving policy.

Ms. Farr said she would like to fully understand DOT's recommendation.

Mr. Clifton said they do not need to stop the discussion tonight.

Mr. Henley said he appreciated the discussion about housing. He asked for Mr. Elliott to reiterate how the orientation was a key factor in the recommendation as it relates to the difference between T2 and T3.

Mr. Elliott stated that is one of the critical differences between the design elements of the T3 Neighborhood Evolving policy and the Rural policy. The Rural Neighborhood Center policy states that buildings are oriented to the street and the Neighborhood Evolving policy mentions open space and streets, as well. The low rise building is found in all the transects so there are differences between what a T2 low rise would look like from a T3, T4, T5, T6; so the orientation was one of the big factors.

Chair Adkins stated he really liked the orientation factor. He felt that if you are in this building type and transitioning suburban, transitioning the buildings correctly to open space is important and it made sense on this particular development.

Mr. Dickerson advised that because the first vote was a failed vote, they are still on the plan amendment, so they will need two separate motions to defer.

Ms. Farr moved and Mr. Henley seconded the motion to defer to the December 8, 2022, Planning Commission meeting. (7-0-1) Ms. Blackshear recused herself.

Resolution No. RS2022-322

"BE IT RESOLVED by The Metropolitan Planning Commission that 2022CP-003-002 is deferred to the December 8, 2022, Planning Commission meeting. (7-0-1)

14b. 2022SP-043-001

633 W. GREEN LANE SP

Council District 03 (Jennifer Gamble)

Staff Reviewer: Logan Elliott

A request to rezone from R10 to SP zoning for property located 633 W Green Ln, at the southwest corner of W Green Ln and Whites Creek Pike, (78.22 acres), to permit a mixed-use development, requested by Catalyst Design Group, applicant; West Green Land Partners LLC, owner. (See Associated Case 2022CP-003-002)

Staff Recommendation: Approve with conditions and disapprove without all conditions if the associated plan amendment is approved. Disapprove if the associated plan amendment is not approved.

APPLICANT REQUEST

Rezoning from R10 to Specific Plan to permit a mixed-use development.

Preliminary SP

A request to rezone from One and Two-Family Residential (R10) to Specific Plan (SP) zoning for property located 633 W. Green Lane, at the southwest corner of W. Green Lane and Whites Creek Pike, (78.22 acres), to permit a mixed-use development.

Existing Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 289 lots with 71 duplex lots for a total of 360 units, based on acreage only. Application of the Subdivision Regulations may result in fewer lots.*

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 commercial uses.

BORDEAUX - WHITES CREEK - HAYNES TRINITY COMMUNITY PLAN

Existing Policy

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 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.

Proposed Policy (Note: CO policy is to remain)

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

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 approximately 78.22-acre site is located on Whites Creek Pike, an Arterial Boulevard, and is located just north of Briley Parkway and directly across from where Green Lane intersects with Whites Creek Pike. The property has the entire southern frontage of West Green Lane, a local street. Whites Creek forms the western border of the site and floodway and floodplain exist on the western portion of the site. A stream with associated stream buffers also extends into the site. A hill is present on the site and steep slopes, as defined in the Metro Zoning Code, are found around this hill. A gas station with a convenience store was recently constructed directly across Whites Creek Pike and otherwise the surrounding area is a mixture of single and two-family land uses.

PLAN DETAILS

The application proposes a Specific Plan zoning district that includes four subdistricts. The associated Community Plan Amendment application, 2022CP-003-002, recommends T2 NC policy be applied to Subdistrict 1, 2, and 4 and that T3 NE policy be applied to Subdistrict 3. The SP includes visioning imagery for the various building types and the images identify specific features that will be incorporated into this project with the final site plan application.

Subdistrict 1

Subdistrict 1 is located along Whites Creek Pike and W. Green Lane and contains non-residential land use immediately along Whites Creek Pike and W. Green Lane with multi-family residential units (townhouses and live/work townhouses) more interior to the site. Buildings in this subdistrict are generally limited to 2 stories with the townhomes on the hillside being able to use a 2/3 story split condition to work with the grade. This subdistrict includes two privately maintained common areas that will include pedestrian scale amenities that aim to foster a sense of place. The SP also includes architectural, access and parking, and landscape standards that ensure the final site plan application will provide a site layout and overall development that is consistent with the T2 NC Policy applied to this portion of the site.

Subdistrict 1 includes all three access points to the site. An access point is proposed on Whites Creek Pike and aligned with the intersection of Green Lane on Whites Creek Pike. This intersection is planned to be signalized. Also on Whites creek pike is a right in/right out access location. The third access point is located on W. Green Lane and provides access to all three development subdistricts.

Subdistrict 2

Subdistrict 2 makes up the remainder of the frontage on W. Green Lane, outside of the stream buffer areas, and this area contains 59 single-family residential lots. This subdistrict includes a cul-de-sac at the terminus of W. Green Lane and otherwise, the single-family lots are accessed via private streets.

The SP also includes architectural, access & parking, and landscape standards that ensure the final site plan application will provide a site layout and overall development that is consistent with the T2 NC Policy applied to this portion of the site.

Subdistrict 3

Subdistrict 3 is the most interior subdistrict to the site, is adjacent to Briley Parkway, and contains up to 325 multi-family residential units in 3 story buildings that are either oriented to private drives or to open space. This portion of the SP is proposed to be located within the T3 NE policy. This subdistrict includes architectural, access & parking, and landscape standards that ensure the final site plan application will provide a site layout and overall development that is consistent with the T3 NE Policy applied to this portion of the site.

Subdistrict 4

Subdistrict 4 provides open space and preservation of natural areas and does not permit any buildings other than roads, drives, utilities, and pedestrian pathways that are necessary to serve the other subdistricts. Subdistrict 4 identifies approximately 8.8 acres of tree preservation area. The plan also proposes to replant trees at a 50% replacement rate of the trees that are removed during grading operations. Pedestrian walking trails are provided in this subdistrict and these trails provide pedestrian interconnectivity with Subdistricts 2 and 3 of this SP. Additionally, a Greenway Easement is proposed along Whites Creek in accordance with the Metro Greenways Master Plan.

ANALYSIS

Staff finds the proposed SP zoning district to be consistent with the policy being proposed with the associated Community Plan Amendment application 2022CP-003-002. The land uses, development pattern, and standards included in Subdistricts 1, 2, and 4, are consistent with the guidance provided in the Community Character Manual for the T2 NC policy. The building heights, relationship to the street frontages, location of the associated parking, building massing, and landscaping standards of subdistricts 1, 2, and 4 all aim to provide a rural neighborhood scale development, that is consistent with the intent of the T2 NC policy. Subdistrict 3 is proposed to be within T3 NE policy and staff finds the proposed land use and development form to be consistent with this policy intent.

While multi-family development could potentially be consistent with the T2 NC policy, the proposed site plan and open space configuration, building heights, and development pattern potentially permitted as shown in the Visioning Imagery for the Subdistrict 3 buildings, are generally consistent with the T3 NE policy guidance. Additionally, the proposed SP zoning appropriately preserves the environmental features that are found within the CO policy area. The steep slopes are shown to remain, approximately 8.8 acres of tree canopy is proposed to remain on site, and the floodway and floodplain are largely preserved with some floodplain modification being proposed, subject to Metro Water Services review and approval with final site plan application.

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 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 construction plans and road grades shall comply with the design regulations established by the Nashville Department of Transportation, NDOT.
- Remove the proposed right-in/ right-out access onto Whites Creek Pike.
- At the Green Lane / Whites Creek Pike / Private Street intersection. On the private street at the Whites Creek Pike intersection, provide a driveway ramp per Detail ST-324. Public sidewalk to continue across ramp.
- Whites Creek Pike per the Major and Collector Street plan, MCSP - From review of the MCSP, <https://maps.nashville.gov/MCSP/> , Whites Creek Pike identifies a six (6') bikeway width; a twelve (12') foot Planting Strip Width; and a twelve (12') foot Sidewalk Width.
- At the intersection of West Green Lane and Whites Creek Pike, at the street intersection, provide West Green Lane with a 90-degree centerline angle, wherever possible.
- On the private street at the West Green Lane intersection, provide a driveway ramp per Detail ST-324. Public sidewalk to continue across ramp.
- West Green Lane at Lots 8-14: Provide a circular turnaround at the terminus of West Green Lane. Dedicate right-of-way. See NDOT detail ST-331 for an illustrative example.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- The applicant shall coordinate further with NDOT to address additional improvements along Green Lane.

- Per the TIS, restripe the two-way left-turn lane to provide a northbound left-turn lane at the intersection of Whites Creek Pike and Green Lane/Driveway A with a minimum of 100' storage length.
- The applicant shall coordinate further with NDOT on additional traffic control improvements at the intersection of Whites Creek Pike & Green Lane. If it is identified that further improvements are necessary at this intersection, the developer shall coordinate with NDOT to determine the appropriate pro-rata share contribution for said improvements.
- The applicant shall coordinate with NDOT to determine appropriate pro-rata share contribution to the construction of signals at Briley Parkway ramps.
- Remove proposed right-in/right-out access onto Whites Creek Pike.
- Ensure MCSP requirements are being met and appropriate ROW is dedicated – see Roads comments.
- Modifications to the above conditions may be required as this development's phase(s) progress but further analysis will need to be conducted to justify said modifications.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential*	78.22	4.356 D	360 U	3,379	260	348

*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
Single-Family Residential (210)	78.22	-	59 U	640	47	62

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(221)	78.22	-	366 U	1,993	122	154

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)	78.22	-	22,500 SF	849	21	86

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)	78.22	-	22,500 SF	2,524	224	220

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+2,627	+154	+174

METRO SCHOOL BOARD REPORT

Projected student generation existing R10 district: **53** Elementary **38** Middle **48** High

Projected student generation proposed SP-MU district: **113** Elementary **63** Middle **59** High

The proposed SP-MU zoning is expected to generate 96 more students than the existing R10 zoning district. Students would attend Alex Green Elementary School, Brick Church College Preparatory School, and Whites Creek High School. 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 425 residential dwelling units and a maximum of 45,000 square feet of non-residential uses, as specified on the Specific Plan. Short term rental property, owner occupied, and short term rental property, not owner occupied shall be prohibited in the entire SP.
2. Permitted uses of district 2 shall be limited to single-family residential lots.
3. Permitted uses of district 3 shall be limited to a maximum of 325 multi-family residential dwelling units.
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.
6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
7. Comply with all conditions and requirements of Metro reviewing agencies.
8. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the MUN zoning district for Subdistrict 1, of the RS10 zoning district for Subdistrict 2, and of the RM15 zoning district for Subdistrict 3, 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.

Ms. Farr moved and Mr. Henley seconded the motion to defer to the December 8, 2022, Planning Commission meeting. (7-0-1) Ms. Blackshear recused herself.

Mr. Adkins called for a ten minute break.

Ms. Blackshear joined the meeting.

Mr. Clifton left the meeting.

Resolution No. RS2022-323

"BE IT RESOLVED by The Metropolitan Planning Commission that 2022SP-043-001 is deferred to the December 8, 2022, Planning Commission meeting. (7-0-1)

**15. 2022SP-039-001
525 HAGAN**

Council District 17 (Colby Sledge)

Staff Reviewer: Jason Swaggart

A request to rezone from IWD to SP zoning on properties located at 521 and 525 Hagan Street, at the corner of Merritt Ave and Hagan Street, (0.75 acres), to permit a mixed use development, requested by Hastings, applicant; HCD Wedgewood 525 Hagan LLC, owner.

Staff Recommendation: Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

SP to permit a mixed-use development.

Zone Change

A request to rezone from Industrial Warehousing/Distribution (IWD) to Specific Plan (SP) zoning on properties located at 521 and 525 Hagan Street, at the corner of Merritt Ave and Hagan Street, (0.75 acres), to permit a mixed-use development.

Existing Zoning

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

Proposed Zoning

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

SITE CONTEXT AND PLAN DETAILS

The approximately three quarter of an acre site is located at the northeast corner of Merritt Avenue and Hagan Street. The site currently is occupied with a single-story cinderblock building. The building located directly behind the site is a four-story brick building. The adjacent building to the east which is under construction is approved for six stories. An SP diagonally opposite from the site is under construction and is approved for up to six stories. Properties on the opposite side of Merritt include various cinderblock and metal industrial buildings.

Site Plan

The proposed plan is a regulatory plan intended to permit a mixed-use development. As proposed, all uses of MUL-A-NS are permitted. Bulk standards are as follows:

- Max FAR: 3 and Max ISR: 1
- Setbacks: 0' and Stepback: 0'
- Build-to Zone:
 - Hagan: 0' to 15'
 - Merritt: 5' to 15'
- Max Height: 6 stories in 80' (Maximum height shall be measured per Metro Code.)

The plan requires active uses along Merritt Avenue with a minimum depth of 20 feet. Active use is required along a portion of Hagan Street, at least 20 feet in depth and running at least 45 feet from the corner of Merritt Avenue and Hagan Street. The plan requires 40% glazing on the first floor along Merritt Avenue and active use along Hagan Street. Upper floors are required to have a minimum of 30% glazing. The plan includes a list of acceptable building materials and prohibited materials. The plan requires the parking area along Hagan Street to be screened. Screening must be opaque and should be designed to complement the primary style of the building facing Hagan Street in material, massing, detailing and form. It allows ventilation louvers but only in a form that complements the overall architectural design of the building.

Vehicular ingress/egress is provided from a drive on Hagan Street and a drive on the alley that abuts the eastern site boundary. The drive to the alley is located on the ground floor and the drive onto Hagan Street is located on the first/half floor. As proposed parking count is per Metro Zoning Code. The plan includes a six-foot wide planting strip and eight-foot-wide sidewalk along Merritt Avenue and a four-foot-wide planting strip and eight-foot-wide sidewalk along Hagan Street. The plan identifies an upper floor bridge from the building over the alley to the adjacent mixed-use development to the east.

SOUTH NASHVILLE COMMUNITY PLAN

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

SUPPLEMENTAL POLICY

The site is located within Area 1 – North Wedgewood-Houston, of the Wedgewood Houston & Chestnut Hill Planning Study. Area 1 contains a wide variety of commercial and small-scale light industrial uses. In line with the neighborhood's long-time vision, this area is home to a rising number of residences and small and larger scale artisan and maker uses. With its studios, art galleries and art walks and emerging retail and restaurants, this area is of broader community and countywide interest. Some of the old, predominantly two and three-story, light industrial buildings have been converted into lofts, workspaces, and restaurants, bringing residents, employees, and visitors to the area. The urban grid, variety of uses, and new dense housing create a vibrant walkable commercial neighborhood that adds services to the broader community. The Wedgewood Houston & Chestnut Hill Planning Study includes building typologies for all the subdistricts in the study area. The study for Area 1 – North Wedgewood-Houston supports heights up to four stories; however, it can support additional height when proposed development meets one or more of the following criteria:

- It provides active uses and enhanced streetscape:
- It is combined with adaptive reuse of other parts of the site.
- It is accompanied by urban industrial uses.
- It is located in a lower lying area within the policy.

ANALYSIS

Staff finds that the proposed SP is consistent with the T4 MU policy and the Wedgewood Houston & Chestnut Hill Planning Study. As proposed, the plan provides a mixture of uses consistent with the policy. Standards pertaining to, but not limited to, active uses along Merritt and a portion of Hagan, architectural standards, sidewalk and streetscape improvements will activate the streetscape consistent with the policy goals and adjacent SP to the east as well as the SP diagonally opposite from the site. The height requirements specified for Area 1 – North Wedgewood-Houston are intended to ensure a uniform height throughout the study area. The subject site is located in one of the lowest elevations in the study area. While the proposed SP will allow for up to six stories, due to the low-lying elevation, six stories will closely match the height of the adjacent SP to the east and the SP diagonally opposite from the site meeting the intent of the policy. The plan also activates the streetscape which is also an element to consider when allowing for additional height.

FIRE MARSHAL RECOMMENDATION

Approved 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

Approved 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 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

- With final: Callout roadway sections, (access and ADA) ramps, sidewalks, curb & gutter, etc. per NDOT detail standards. Callout alley ROW and paving, per ST-263, from CL to new property line along alley frontage. Provide stopping sight distance exhibits at any relevant intersections and accesses. Dimension ROW pavement widths for clarity. Reference aerial encroachment mandatory referral case number on site plan. Note: A private hauler will be required for waste/recycle disposal. Comply w/ NDOT traffic comments.
- 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

- Continue to coordinate with NDOT and CM Sledge on contribution to multimodal improvements in the area prior to Final SP submittal.
- Include ADA ramps and detectable warning mats at the corner of Hagan Street and Merritt Avenue.
- With final provide details on land-use with square footages, number of bedrooms per unit, and number of residential units. Parking shall be per code.

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)	0.75	0.8 F	26,162 SF	87	4	5

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)	0.37	3.0 F	48 U	260	16	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
Retail (820)	0.19	3.0 F	24,829 SF	937	23	94

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)	0.19	3.0 F	24,829 SF	2,785	247	242

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+3,895	+282	+353

METRO SCHOOL BOARD REPORT

The mix of uses could vary and assumption of impact at this point is premature. Students would attend Fall-Hamilton Elementary School, Cameron College Prep Middle School, and Glenclyff High School. Cameron College Prep Middle School is identified as overcapacity. Fall-Hamilton Elementary and Glenclyff Highschool 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 approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to all uses permitted by MUL-A-NS. Short term rental property, owner occupied and short-term rental property, not-owner occupied shall be prohibited.
2. A primary entrance into the building shall be located on Merritt Avenue and Hagan Street (or at the corner). Final elevations to be reviewed with the final site plan.
3. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A-NS zoning district as of the date of the applicable request or application.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

Approve with conditions and disapprove without all conditions. (8-0)

Resolution No. RS2022-324

"BE IT RESOLVED by The Metropolitan Planning Commission that 2022SP-039-001 is approved with conditions and disapproved without all conditions. (8-0)

CONDITIONS

1. Permitted uses shall be limited to all uses permitted by MUL-A-NS. Short term rental property, owner occupied and short-term rental property, not-owner occupied shall be prohibited.
2. A primary entrance into the building shall be located on Merritt Avenue and Hagan Street (or at the corner). Final elevations to be reviewed with the final site plan.
3. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A-NS zoning district as of the date of the applicable request or application.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

16. 2022SP-040-001
2635 GALLATIN AVE DOG DAYCARE
 Council District 05 (Sean Parker)
 Staff Reviewer: Logan Elliott

A request to rezone from MUL-A to SP zoning for property located at 2631 and 2635 Gallatin Avenue at the corner of Carolyn Avenue and Gallatin Pike (0.19 acres), and within the Gallatin Pike Urban Design Overlay, to permit all uses of MUL-A plus Kennel and to adjust the standards required for a Kennel, requested by Paws Up Capital, applicant; McQuest Properties, LLC, owner.

Staff Recommendation: Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Rezone from MUL-A to Specific Plan to permit a mixed-use development.

Preliminary SP

A request to rezone from Mixed-Use Limited-Alternative (MUL-A) to Specific Plan (SP) zoning for property located at 2631 and 2635 Gallatin Avenue at the corner of Carolyn Avenue and Gallatin Pike (0.19 acres), and within the Gallatin Pike Urban Design Overlay, to permit all uses of MUL-A plus Kennel and to adjust the standards required for a Kennel.

Existing Zoning

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

Gallatin Pike UDO is located along the corridor of Main Street and Gallatin Pike from its intersection with South 5th Street on the southern end, to the south side of Briley Parkway on the northern end. The purpose of these regulations is to provide development standards that aim to achieve a sense of place by emphasizing the pedestrian environment, promote economic vitality on Gallatin Pike, improve the appearance and function of Gallatin Pike, improve transportation infrastructure, and to establish reasonable and improved standards for business identification. This UDO is optional at the discretion of the land owner.

Proposed Zoning

Specific Plan-Mixed Non-Residential (SP-NR) 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 SP permits mixed-use development.

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.

SITE

The site is located on the western side of Gallatin Pike, just north of the intersection with Cahal Avenue. Gallatin Pike is classified as an Arterial Boulevard in the Major and Collector Street Plan (MCSP). The site is approximately 0.19 acres in size and has alley right-of-way along the rear of the site. The site currently has a single-story commercial building with head-in surface parking along Gallatin Pike. To the rear of the site, and along Carolyn Avenue, are residential land uses.

PLAN DETAILS

The application proposes to retain the existing building and to modify the permitted uses of the site. The plan proposes to permit all uses of the existing MUL-A zoning in addition to a Kennel land use. Additionally, the application proposes to modify the Metro Zoning Code standards for commercial Kennel land uses, specifically, the required separation distance between the building containing the Kennel use and any existing residential building. Section 17.16.175 of the Metro Zoning Code requires that Kennels/Stables be setback a minimum of 200 feet from any existing residences and the application proposes a minimum setback distance of 25 feet

The application also proposes some on-site improvements to improve the vehicular circulation on the site. The head-in parking on Gallatin Pike is shown to be removed and the MCSP planned conditions for Gallatin Pike is shown along the frontage of the two subject parcels. The crosswalk of Carolyn Avenue is also proposed to be restriped with the MCSP improvements. Additionally, the plan proposes to improve the alley pavement towards the south end of this block, adjacent to Cahal Avenue, as this alley would likely see increased use with the proposed use of the subject site.

ANALYSIS

Staff finds the inclusion of the Kennel land use into the SP zoning to be consistent with the T4 CM policy. The policy describes that appropriate land uses include commercial and low impact industrial uses and staff finds the proposed land uses to be consistent with this policy guidance. Additionally, the application proposes to improve Gallatin Pike by removing the head-in parking located on Gallatin Pike and providing the MCSP sidewalk on Gallatin Pike. This is consistent with the intent of the T4 CM policy for buildings to be built to the back of sidewalks and for access points to be consolidated along major corridors. The Gallatin Pike UDO is an optional zoning tool and the property owner would have the ability to opt-in to the standards of this UDO with future development.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

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. 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% W&S Capacity must be paid before issuance of building permits.

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- At final: Submit full site plan set, including improvements shown on most current site plan. In general, callout ramps, sidewalks, curb & gutter, etc. per NDOT detail standards. Show 'Now Entering Private Drive' signage where applicable off public roads. Provide internal stop control at intersections. Provide stopping sight distance exhibits at any relevant intersections and accesses. Dimension ROW pavement widths for clarity. Note: A private hauler will be required for waste/recycle disposal. Comply w/ NDOT traffic comments.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Ensure no tandem parking is shown on the Final site plans.
- Ensure MCSP on Gallatin Pike continues to be shown on the Final SP site plan submittal.
- Crosswalk across Carolyn Ave needs to be adjusted to not be angled. Adjust where ADA ramp and detectable warning mat are at the corner.
- See roads comments.

Maximum Uses in Existing Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (221)	0.10	1.0 F	4 U	20	1	2

Maximum Uses in Existing Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.05	1.0 F	2,178 SF	82	2	8

Maximum Uses in Existing Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.04	1.0 F	1,742 SF	195	18	17

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)	0.10	1.0 F	4 U	20	1	2

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.05	1.0 F	2,178 SF	82	2	8

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)	0.04	1.0 F	1,742 SF	195	18	17

Traffic changes between maximum: MUL-A and SP

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

METRO SCHOOL BOARD REPORT

Given the mix of uses permitted, the number of residential units ultimately built on site may vary and an assumption as to impact at this point is premature. Students would attend Hattie Cotton 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 approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to those of the MUL-A zoning district as well as Kennel use, as specifically modified in the SP document.

2. Kennel land uses are limited to indoors and outdoor kennels or runs are prohibited.
3. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
4. 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.
5. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
6. Comply with all conditions and requirements of Metro reviewing agencies.
7. 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.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan.

Approve with conditions and disapprove without all conditions. (8-0)

Resolution No. RS2022-325

"BE IT RESOLVED by The Metropolitan Planning Commission that 2022SP-040-001 is approved with conditions and disapproved without all conditions. (8-0)

CONDITIONS

1. Permitted uses shall be limited to those of the MUL-A zoning district as well as Kennel use, as specifically modified in the SP document.
2. Kennel land uses are limited to indoors and outdoor kennels or runs are prohibited.
3. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
4. 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.
5. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
6. Comply with all conditions and requirements of Metro reviewing agencies.
7. 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.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan.

- 17. 2022SP-062-001**
2404 -2518 WEST HEIMAN STREET
 Council District 21 (Brandon Taylor)
 Staff Reviewer: Jason Swaggart

A request to rezone from IR, R6 and RM40 to SP on properties located at 2404, 2500, and 2518 W Heiman Street and W Heiman Street (unnumbered), approximately 198 feet east of W H Davis Drive, (11.68 acres), to permit 180 multi-family residential units, requested by Dale & Associates, applicant; FMBC Investments, LLC, owner.

Staff Recommendation: Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

SP to permit a up to 180 residential units.

Zone Change

A request to rezone from Industrial Restrictive (IR), One and Two-Family Residential (R6) and Multifamily Residential (RM40) to Specific Plan (SP) on properties located at 2404, 2500, and 2518 W Heiman Street and W Heiman Street (unnumbered), approximately 198 feet east of W H Davis Drive (11.68 acres), to permit 180 multifamily units.

Existing Zoning

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

Multifamily Residential (RM40) is intended for single-family, duplex, and multi-family dwellings at a density of 40 dwelling units per acre. *RM40 would permit a maximum of 31 residential units.*

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 58 lots with 14 duplex lots for a total of 72 residential units.*

Proposed Zoning

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

History

On January 16, 2020, the Planning Commission considered and recommended that Council approve a SP for 288 units (2029SP-045-001). The plan consisted of several multifamily buildings with club house and pool. A bill was prepared (BL2020-210), passed first reading but did not proceed.

SITE CONTEXT AND PLAN DETAILS

The site is located in North Nashville on the north side of West Heiman Street. Tennessee State University (TSU) abuts the northwestern portion of the site. Interstate 40 is just south of the site. The site is comprised of four parcels totaling 11.68 acres. Three of the four parcels are currently vacant; one of the parcels located along the western boundary of the site contains an industrial building and associated surface parking. Surrounding uses consist of multifamily, vacant residential land, office and single-family. A rail line runs along the eastern site boundary. The greenways master plan identifies a greenway along the rail line.

Site Plan

The plan calls for a maximum of 180 multifamily residential units which is approximately 16 units per acre. Units consist of 30 flats and 150 detached residential units. The 30 flats are located in a building at the northeast corner of the site. Detached units front onto a public street and/or open space. All buildings heights are limited to a maximum of three stories in 35 feet. The plan includes architectural standards pertaining to, but not limited to glazing, window orientation and materials.

The plan includes a new public street from West Heiman and dead ends at the northern property boundary. All units are identified as having a two-car garage and are accessed by a private alley that runs along the back of all the detached units. A six-foot-wide sidewalk and six-foot-wide planting strip is shown along West Heiman and the proposed internal public road includes a five-foot-wide sidewalk and four foot planting strip.

NORTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

Staff finds that the proposed SP is consistent with the T4 NE land use policy. This site is located within a transition and infill area that is immediately adjacent to a Tier 3 Center identified in NashvilleNext. The T4 NE policy at this location allows for higher density residential building types placed in relation to Corridors and Centers that add value to the neighborhood. As this proposed project is at the edge of the T4 NE area and adjoins a Neighborhood Maintenance (T4 NM) policy area, it is important that the proposed development provide an appropriate transition in scale and massing with thoughtful attention as it relates to the surrounding context. The plan consists mostly of detached units. The detached units along West Heiman are appropriate as the policy on the opposite side of West Heiman is Urban Neighborhood Maintenance (T4 NM), and the properties consists of single-family homes. The detached units and maximum height of three stories in 35' maintain a similar rhythm along West Heiman and provide a slight upward transition in height from the existing homes located on the south side of West Heiman. The plan calls for a new public street that ends at the northern property line and will provide for future street connectivity. Sidewalks are located along both sides of the proposed public street, along West Heiman and throughout the site plan, increasing walkability. The plan also includes areas of active open space which will provide for recreational

opportunities. A greenway easement is required along the eastern property line, adjacent to the railroad tracks. A condition of approval requires that the easement be shown on the final site plan and that the location must be approved by Metro Greenways prior to final site plan approval.

FIRE MARSHAL RECOMMENDATION

Approved 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

Approved 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 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

- At final: Include proposed public roadway construction drawings (profiles, grades, drainage). Roadway construction drawings shall comply with NDOT Subdivision Street Design Standards. Callout roadway sections, (access and ADA) ramps, sidewalks, curb & gutter, cul-de-sac, etc. per NDOT detail standards.
- Show 'Now Entering Private Drive' signage where applicable off public roads.
- Provide internal stop control at intersections.
- Provide stopping sight distance exhibits at any relevant intersections and accesses.
- Provide temporary turning easements into private drives at terminus of future public road connections.
- Provide ped ramp(s) across 3-leg intersections.
- Dimension ROW pavement widths for clarity.
- Note: A private hauler will be required for waste/recycle disposal.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

With Final SP submittal the following needs to be added:

- At the request of NDOT, the applicant has removed the Eastern access for this development, making the new 'Public Road A' the primary access. As a result of this request, a revised TIS or memo will need to be submitted that reanalyzes the need for Left or Right Turn lanes on West Heiman Street at the development's primary access.
- The applicant is currently showing 12 feet of additional pavement along the frontage of West Heiman Street to accommodate on-street parking. Only 8 additional feet of pavement (including the 2-foot gutter) will need to be added if turn lanes are not warranted. Per the results of the revised TIS the configuration/layout of the on-street parking may need to be adjusted to accommodate turn-lanes. At a minimum bulb-outs at the intersection of 'Public Road A' and West Heiman Street shall be installed to accommodate the on-street along this development's frontage, unless there are conflicts with the potential turn-lanes.
- Call out all off-site improvements tied to this development per traffic study recommendations. Improvements include the following: a) Install ADA compliant pedestrian crosswalks for the south and east legs of W Heiman St & 26th Ave N. b) Construct ADA compliant curb ramp (with detectable warning mats) on NE corner of Heiman & 26th. c) Provide connecting sidewalk on the north side of W Heiman St from pedestrian curb ramp at NE corner of intersection with 26th along property frontage. d) Construct a traffic signal at Jefferson & I-40 WB on-ramp/26th Ave, with protected permitted Left-Turn Lane phasing for WB approach and permitted EB Left-Turn Lane phasing along Jefferson St. e) Restripe pavement markings at Railroad crossing on W Heiman St, east of development.
- Call out number of bedrooms per unit to confirm parking requirements are being met.

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)	2.83	0.6 F	73,965 SF	162	13	14

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)	8.07	7.260 D	61 U	660	48	63

*Based on two-family lots

Maximum Uses in Existing Zoning District: **RM40**

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)	0.78	40 D	31 U	167	11	15

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 (221)	11.68	-	180 U	898	56	72

Traffic changes between maximum: **IR/R6/RM40 and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-91	-16	-20

METRO SCHOOL BOARD REPORT

Projected student generation existing RM40 district: 3 Elementary 2 Middle 2 High

Projected student generation existing R6 district: 6 Elementary 6 Middle 6 High

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

Projected student generation proposed SP district: 16 Elementary 13 Middle 10 High

The proposed SP zoning will generate 14 more students than the existing RM40, R6 and IR zoning district. Students would attend Park Avenue 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 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 180 residential units. Short term rental property, owner occupied and short-term rental property, not-owner occupied shall be prohibited.
2. A greenway easement shall be provided and shown on the final site plan. Final location and dimensions of the greenway easement shall be determined with any final site plan review and shall be approved by Metro Greenways.
3. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15-A-NS zoning district as of the date of the applicable request or application.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses

not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

Mr. Matravers presented the staff recommendation to approve with conditions and disapprove without all conditions.

Michael Garrigan, 516 Heather Place, stated he is an Engineer with Dale & Associates. He spoke in favor of the application.

Edward Tinsley, 1519 Woodland Street, stated he is a partner in M2 Development Partners. He spoke in favor of the application.

Eric Russell stated he is a part of M2 Development Partners. He spoke in favor of the application.

Karl Meyer, 2407 Heiman Street, stated he is there on behalf of Nashville Greenlands. He stated he is in support of part of the proposal but is opposed to the fact that there is no second exit.

Ronald Benedict, 2616 Scovel Street, stated he is the one who asked to put in the road five to seven years ago. He stated if they are going to put a road through there, he is in favor; if not, then he is opposed.

Derek Smith, 2515 Heiman Street, stated if they will put in a street behind TSU, like the other group promised, then he is in support.

Doug Sloan, 6354 Torrington Road, stated there was discussion for a need for a road that goes up to Ed Temple Road and goes through property owned by MDHA, which is a fairly narrow long piece of property, then goes through TSU property and finally reaches Ed Temple. He said they want to build the road but want to participate with TSU and MDHA in building that road and asked that it be put in the Major and Collector Street Plan to show that it will be a future connection and to solidify that desire. Mr. Sloan said they will continue to work with TSU and MDHA to get that done.

Chair Adkins closed the Public Hearing.

Ms. Farr thought this is exactly where density and units of housing are needed and is in support of the project.

Ms. Milligan (video skipping and inaudible during part of Ms. Milligan's statement) ...the road condition at the last time was at the Council level. She said they have to look at the requirement versus the project and how they relate to each other in terms of impact.

Ms. Farr stated she supports this and supports continued conversations to work with TSU and MDHA to provide the needed roadway.

Ms. Blackshear asked if there have been any current conversations with TSU and MDHA regarding the road.

Doug Sloan (video skipping and inaudible during part of Mr. Sloan's statement) ...hopefully to get in and meet with them directly and talk about what that road looks like.

Ms. Blackshear stated it is good to know current conversations are taking place regarding the road. She said she is in support of the project with understanding that all efforts will be made to make sure that road goes through.

Ms. Johnson said the staff report indicated the greenway will be added and asked if that is the condition.

Ms. Milligan stated yes, but they got an updated plan which shows the greenway easement and there is a condition that would cover it, as well.

Ms. Johnson stated she is in support of the project with that greenway easement and second access.

Councilmember Withers (video skipping and inaudible during part of Mr. Withers's statement) ...a participation agreement might be helpful for MDHA to develop that property. He said it does not make sense for the Commission to require that the road be built in order to access these units but sees the plan provides for that extension in the future. (Video skipping and inaudible during the conclusion of Mr. Withers's statement)

Ms. Kempf (video skipping and inaudible during part of Ms. Kempf's statement) ...we would notify the other two property owners which may be a productive way of helping to get the conversation going. She stated they would not have to condition this; they can just tell her and they will bring it back in a subsequent meeting.

Mr. Henley stated he supports the plan and previous comments.

Mr. Lawson moved and Mr. Henley seconded the motion to approve with conditions and disapprove without all conditions. (7-0)

Mr. Clifton joined the meeting.

Resolution No. RS2022-326

“BE IT RESOLVED by The Metropolitan Planning Commission that 2022SP-062-001 is approved with conditions and disapproved without all conditions. (7-0)

CONDITIONS

1. Permitted uses shall be limited to a maximum of 180 residential units. Short term rental property, owner occupied and short-term rental property, not-owner occupied shall be prohibited.
2. A greenway easement shall be provided and shown on the final site plan. Final location and dimensions of the greenway easement shall be determined with any final site plan review and shall be approved by Metro Greenways.
3. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15-A-NS zoning district as of the date of the applicable request or application.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

18. 2022SP-065-001

BARNES ROAD SP

Council District 31 (John Rutherford)

Staff Reviewer: Donald Anthony

A request rezone from AR2a to SP zoning on properties located at 1094, 1098, 1104, and 1110 Barnes Road and Barnes Road (unnumbered), approximately 36 feet east of Sidney Drive, (54.05 acres), to permit 16 single family units and 136 detached multi-family units, requested by Dale & Associates, applicant; Stonewall Jackson, Stonewall Jackson Jr., Ralph M Wair Sr. and Lisa M. Wair, Ralph M. Wair, owners.

Staff Recommendation: Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Preliminary SP to permit 152 residential units.

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan-Residential (SP-R) zoning on properties located at 1094, 1098, 1104, and 1110 Barnes Road and Barnes Road (unnumbered), approximately 36 feet east of Sidney Drive (54.05 acres), to permit 16 single-family units and 136 detached multi-family units.

Existing Zoning

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 27 lots with 27 duplex lots for a total of 54 units. Application of the Subdivision Regulations may result in fewer units. Metro Codes would provide a final determination on duplex eligibility.*

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 136 multi-family residential units and 16 single-family detached units with various lot sizes.*

SOUTHEAST COMMUNITY PLAN

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

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

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed. *The CO designation on the subject property recognizes slopes in excess of 15 percent.*

SITE CONTEXT AND PLAN DETAILS

The Preliminary SP application is for seven parcels totaling 54.05 acres located along the north side of Barnes Road, approximately 1,150 feet east of Worthington Avenue. There are currently two houses and several accessory structures on the subject property. Surrounding zoning includes: AR2a on the north and east; RS30 and AR2a on the south; and SP on the east. The Cambridge Park at Barnes Road SP on the east was approved in 2007; the development includes 77 single-family residential units. Parcels on the north, south, and east are developed with large-lot single-family residential units. Single-family residential subdivisions with typical lots sizes of 5,000 to 8,000 square feet are located along or near Barnes Road in the immediate area.

The proposed plan includes 152 residential units. Gross density would be 2.81 units per acre. Of the 152 total units, 136 units would be multi-family dwelling units situated on a single lot in a horizontal property regime arrangement, while the remaining 16 units would be situated on individual lots of record. Lot sizes for the 16 single-family lots would range from 7,900 square feet to 15,835 square feet. Most units would be accessed from private streets connecting to two new public streets. A new north-south collector would be constructed through the development; this street is envisioned in the Major and Collector Street Plan as eventually connecting Sunnywood Drive on the south to Bell Road on the north. The proposed plan includes a new local street that would connect the subject property to any future development on the west. Until such time that the properties to the north and/or west are redeveloped, access for the subject property will be from a single connection on Barnes Road.

The proposed plan shows three single-family detached lots having access directly onto the new collector street. Per Metro’s Subdivision Regulations, shared driveways will be incorporated for these units. All other units would be accessed from private streets or the new local street. All 136 multi-family dwelling units on the common lot would have rear-facing garages and access; the 16 single-family lots would have front access. The proposed plan meets the minimum parking requirement by providing a total of 304 parking spaces; guest parking areas are scattered throughout the development.

The proposed front setback along Barnes Road is 50 feet; along the proposed collector and local street, the proposed front setback is 20 feet. Rear setbacks would be 20 feet. On the 16 single-family lots of record, side setbacks would be five feet. For the 136 multi-family dwelling units, the plan proposes a minimum separation distance of eight feet between structures. A 20-foot Type B landscape buffer is proposed around the site, except along the Barnes Road frontage. The proposed plan includes a natural walking trail throughout the development.

Building elevations were not submitted with the SP application. However, the application packet does include “architectural character images” showing farmhouse-type architecture. Cementitious siding and board and batten siding are depicted in the images. The typical architectural note (note 16) on the cover sheet indicates that materials may include brick, brick veneer, stone, cast stone, cementitious siding, and glass.

Slopes—some of which are in excess of 20 percent—are prominent throughout the site. Multiple ridgelines make the site challenging for development. The plan includes a slope exhibit, which shows how the proposed development would relate to hillsides on the site. Approximately 70 building sites and lots would be minimally affected by slopes of 20 percent or greater.

ANALYSIS

The intent of the T3 NE policy is to create and enhance suburban neighborhoods with the best qualities of classic suburban neighborhoods—greater housing choice, improved connectivity, and more creative, innovative, and

environmentally sensitive development techniques. The intent of the CO policy is to preserve, remediate, and enhance environmentally sensitive land.

The T3 NE policy area is characterized by moderate-density residential development; housing types may include plex houses, low and mid-rise townhouses, and multi-family units. Buildings in the T3 NE policy area should be 1-3 stories in height, and there should be moderate setbacks and spacing between buildings. The proposed plan is consistent with these policy goals.

The CO policy addresses environmentally-sensitive areas and is particularly aimed at preservation in previously undeveloped areas. The CO policy recommends that development be grouped in areas where slopes are less than 20 percent. Lots should be configured in such a way that there is minimal disturbance to slopes and other environmentally-sensitive areas. Additionally, Section 17.28.030 of the Zoning Code establishes requirements for development on lots of one acre or more with steep slopes, including a restriction on disturbing slopes greater than 25 percent.

The proposed development has been designed to mostly avoid disturbing steep slopes on the site. This is demonstrated primarily through the grouping of residential units in areas where slopes are less prominent. Any development on the site should work with the existing topography to the greatest extent possible and avoid mass grading and other activities that would unnecessarily disturb the hillsides. As the applicant works through the more detailed aspects of the plan review process, it may become necessary to reduce the number of units or shift the locations of building sites and lots to avoid hillside disturbance, to the greatest extent possible.

The applicant has made multiple presentations to community groups and other affected stakeholders, culminating in a community-wide public meeting on September 21, 2022. Topics discussed at the public meeting included access, site layout and design, site topography, and effects on the surrounding environment. Stakeholders were given the opportunity to attend the meeting in person or remotely, and the applicant engaged in a question-and-answer session with attendees.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Second point of emergency vehicle access or connection through future phase of the development will be required. Second point of access shall be remotely located and separated by at least 1/2 the overall diagonal dimension of the property.

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 Capacity & 100% of DAPARC fees must be paid in order to receive approval. T2022049984 & T2022049987

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- With final: Include proposed public roadway construction drawings (profiles, grades, drainage). Roadway construction drawings shall comply with NDOT Subdivision Street Design Standards. Callout roadway sections, (access and ADA)ramps, sidewalks, curb & gutter, etc. per NDOT detail standards. Show 'Now Entering Private Drive' signage where applicable off public roads. Provide internal stop control at intersections. Provide turning easements into private drives before terminus of proposed public roads. Provide stopping sight distance exhibits at any relevant intersections and accesses. Dimension ROW pavement widths for clarity. Note: A private hauler will be required for waste/recycle disposal. Comply w/ NDOT traffic comments.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Ensure tapers continue to meet MUTCD standards.
- At Final SP, call out all recommendations and improvements identified by the traffic study in the plan set.
- Park per code.

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
One and Two-Family Residential* (210)	54.05	0.50 D	27 U	312	24	29

*Based on two-family lots

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
Single-Family Residential (210)	-	-	20 U	237	19	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 3-10 (220)	-	-	132 U	718	45	58

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+85	+169	+2	+7

METRO SCHOOL BOARD REPORT

Projected student generation existing R40 district: **6 Elementary 5 Middle 5 High**

Projected student generation proposed SP-R district: **13 Elementary 11 Middle 9 High**

The proposed SP is anticipated to generate 17 additional students beyond what is generated under the current AR2a zoning. Students would attend Shayne Elementary, Oliver Middle School, and Overton High School. All three 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

- Permitted uses shall be limited to 136 multi-family residential dwelling units and 16 single-family lots.
- Revise plans to show lots on collectors sharing driveways as required by Subdivision Regulations 3-4.4.
- Comply with all conditions and requirements of Metro reviewing agencies.
- 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.
- 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 R8 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
- 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
- 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.
- 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.
- 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.

Mr. Anthony presented the staff recommendation to approve with conditions and disapprove without all conditions.

Adam Sager, 516 Heather Place, Dale & Associates, spoke in favor of the application.

Dave Martin, 7080 Crimson Leaf Lane, stated he is a developer. He spoke in favor of the application.

Stan Mills stated he owns the property at 1101 Barnes Road across the street from the development. He said he did not want a development across the street but Mr. Martin has spent a lot of time answering the concerns of the community and because of the quality of the design, he is in support.

Cherry Skipper, 236 Ben Hill Drive, spoke in favor of the application.

Lisa Miller, 2327 Somerset Valley Drive, spoke in opposition to the application.

Mr. Sager spoke in rebuttal.

Chair Adkins closed the Public Hearing.

Ms. Blackshear asked how traffic calming measures get implemented.

Ms. Milligan advised there was a traffic study that was completed for the intensity that is proposed with this development and there is condition of approval from NDOT. She said they are making improvements as necessary to serve the development as proposed per the TIS.

Ms. Blackshear asked how it works going from a preliminary SP to a final SP.

Ms. Milligan explained a final site plan would be the detailed construction plans. Final site plans come in that are generally consistent with preliminary SPs and would not increase in the number of units. This is specifically outlined for a certain number of single family lots and multi-family units, so those numbers would stay the same. She said there might be slight shifts once the final engineering is done but they are considered very minor and to the benefit of less disturbance.

Ms. Blackshear said her concern was how some of the NDOT or traffic recommendations could change.

Ms. Milligan said the TIS requirements would stay.

Ms. Blackshear stated the neighbors' concerns are well taken and feels they are addressed in the recommendations made by NDOT. She said it is a good plan and is in favor.

Ms. Johnson asked about the Fire Marshal's recommendation regarding the secondary emergency exit plan.

Ms. Milligan stated that is a standard Fire Marshal recommendation. She explained there are other ways to meet the fire code so they have included, as a base standard, that they would have to try to find a second access, although there are other ways if it was to be sprinkled.

Ms. Johnson said as long as the Fire Marshal's office is preliminarily approving the plan, there is not a major concern.

Ms. Milligan said Ms. Johnson was correct.

Ms. Johnson said the future connection will be for the future but as needed it will be a cul-de-sac, if recommended.

Ms. Milligan stated that typically they would look at it with the final site plan but where you have stub streets on the north and east, it would need to have some sort of emergency turn around. That can be done with a cul-de-sac but if they know it is a temporary situation, they might look at something that is less intrusive like a hammer head turn around.

Ms. Johnson said it seemed this plan has evolved. She was glad to know there was adequate buffer to the surrounding existing neighborhood and thought this is a sensible plan overall.

Councilmember Withers stated he was glad to hear about the community engagement and likes the value of the rural feel and characteristics. He said this is a good plan and is inclined to support it.

Mr. Henley feels this is very ambitious in terms of working with the topography and thinks it is a fantastic utilization of the space. He said he loved the fact there is a component of consideration for affordability, as well as diversity, for housing types and supports the plan.

Mr. Clifton said it was an excellent presentation and is pleased to hear about affordable housing being considered.

Mr. Lawson moved and Ms. Johnson seconded the motion to approve with conditions and disapprove without all conditions. (7-0-1) Ms. Farr recused herself.

Resolution No. RS2022-327

“BE IT RESOLVED by The Metropolitan Planning Commission that 2022SP-065-001 is approved with conditions and disapproved without all conditions. (7-0-1)

CONDITIONS

1. Permitted uses shall be limited to 136 multi-family residential dwelling units and 16 single-family lots.
2. Revise plans to show lots on collectors sharing driveways as required by Subdivision Regulations 3-4.4.
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
5. 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 R8 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
6. 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
7. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required 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.

19. 2022SP-074-001

TAYLOR SP

Council District 08 (Nancy VanReece)

Staff Reviewer: Donald Anthony

A request to rezone from SP to SP zoning for properties located at 115 and 121 Hart Lane, approximately 574 feet east of Dickerson Pike (8.92 acres), to permit up to 91 attached multi-family residential units, requested by Alfred Benesch & Company, applicant; Brandon & Martin Bubis, Jason & Seth Eskind, owners.

Staff Recommendation: Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Preliminary SP to permit 91 residential units.

Preliminary SP

A request to rezone from Specific Plan (SP) to Specific Plan (SP) on properties located at 115 and 121 Hart Lane, approximately 574 feet east of Dickerson Pike (8.92 acres), to permit 91 multi-family residential units.

Existing Zoning

Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *Separate approved Specific Plan districts exist on 115 and 121 Hart Lane. The approved Specific Plan district at 115*

Hart Lane permits up to 26 multi-family residential units. The approved Specific Plan district at 121 Hart Lane permits up to 26 multi-family residential units.

Proposed Zoning

Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes 91 multi-family units with various building arrangements.*

EAST NASHVILLE COMMUNITY PLAN

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

SUPPLEMENTAL POLICY

The southern portion of the site that lies adjacent to Hart Lane is located within the Dickerson North Corridor Study area and specifically within the Pages Branch character area. While the study is primarily focused on development along the Dickerson Pike corridor, the study advises that “careful attention should be paid to how development transitions to the residential neighborhoods off the corridor.”

SITE CONTEXT AND PLAN DETAILS

The preliminary SP application is for two parcels totaling 9.92 acres located along the north side of Hart Lane, approximately 574 feet east of Dickerson Pike. There is currently one single-family residential unit on the property at 121 Hart Lane, while the property at 115 Hart Lane is currently vacant. Surrounding zoning includes: RS10 and SP on the north; RS10 on the east and south; and OR20 and CS on the west. The 204 Ben Allen SP on the northeast was amended in 2019 to permit 36 multi-family residential units. Parcels on the north, east, south, and southwest are developed with single-family residential units. Parcels along Dickerson Pike to the west are developed with commercial uses.

The subject property is currently part of two SP zoning districts. The westernmost parcel (115 Hart Lane) constitutes the Hart Lane Cottages SP, which includes 4.59 acres and 26 multi-family residential units. The easternmost parcel (121 Hart Lane) constitutes the 121 Hart SP, which includes 4.33 acres and 26 residential units. The total number of units for both approved SP districts is 52.

The proposed plan includes 91 residential units. Most of the units would be attached townhouses grouped into buildings of four to six units per building. Two buildings of two units each would be situated near the southeast corner of the site. One detached unit would also be situated on the southeast. Gross density of the development would be 9.17 units per acre. The proposed development would be primarily served by an extension of Conviser Court, an existing local street in the Ben Allen Court subdivision on the west. Conviser Court would be extended eastward through the proposed development and connect to Hart Lane on the south. Most residential units would front onto either Conviser Court or green space and have rear access from private streets. Exceptions would be found on the east, where nine units would have front-loaded garages with access to a private street and the southwest, where shared driveways would be accessed from Conviser Court. No on-street parking is shown on the plan. The Zoning Code requires 228 parking spaces for the proposed development; 268 spaces would be provided. The Major and Collector Street Plan envisions Hart Lane as a major separate bikeway with a right-of-way of 81 feet. Existing right-of-way is approximately 60 feet; the plan proposes a ten-foot right-of-way dedication.

The proposed street setback along Hart Lane is 40 feet. The proposed street setback for the Conviser Court extension is five feet. Proposed rear and side setbacks are 20 feet and 10 feet, respectively. Minimum distance between buildings would be per code. The proposed maximum building height is three stories or 45 feet. A 20-foot type B landscape buffer is proposed along the northern and eastern property lines where the development would abut existing residential developments. Sidewalks with five-foot width would be provided throughout the development and along Hart Lane. Stormwater detention ponds would be situated throughout the development, primarily across the southern half. The proposed plan shows an amenity center with clubhouse and pool on the southeastern portion of the property. Building elevations were not submitted with the SP application.

ANALYSIS

The intent of the T4 NE policy is to create and enhance neighborhoods—to include greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques.

The T4 NE policy area is characterized in part by moderate to high-density residential development; housing types may include plex houses, low and mid-rise townhouses, and multi-family units. Buildings in the T4 NE policy area should be one to three stories in height (with the possibility of up to five stories in appropriate locations), and setbacks should be shallow with minimal spacing between buildings. The policy also supports lots having access from alleys and high levels of connectivity with complete street networks, sidewalks, and bikeways.

The Dickerson North Corridor Study provides additional guidance for development in the area. The study envisions a mix of land uses along Dickerson Pike with new residential development that smoothly transitions outward from the corridor to existing neighborhoods. The proposed SP would include attached townhouses at a density of 9.17 units per acre and height of up to three stories. The surrounding area has traditionally been characterized by detached single-family homes. However, newer developments in the area have included attached units on the northeast and higher-density detached units on the northwest.

The proposed plan is generally consistent with both the T4 NE policy and the goals of the Dickerson North Corridor Study. The proposed housing type, density, building height, and other characteristics of the development align with the T4 NE policy. The proposed development would be of a higher density and intensity than neighboring developments to the east and south; however, the proposed development would serve as a step-down from the more intensive commercial uses along Dickerson Pike. Because the proposed SP is consistent with stated policy goals, staff recommends approval.

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.

METRO 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 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

- On final: Include proposed public roadway construction drawings (profiles, grades, drainage). Roadway construction drawings (grades, horizontal, vertical curvature, etc.) shall comply with NDOT Subdivision Street Design Standards and/or AASHTO road design requirements. Callout roadway sections, (access and ADA)ramps, sidewalks, curb & gutter, etc. per NDOT detail standards. Show 'Now Entering Private Drive' signage where applicable off public roads. Provide internal stop control at intersections. Provide stopping sight distance exhibits at any relevant intersections and accesses Dimension ROW pavement widths for clarity. Note: A private hauler will be required for waste/recycle disposal. Comply w/ NDOT traffic comments.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- With Final SP submittal, include the following:
- Provide proper signage indicating entrance to all private drives and identify on site plan.
- Call out off-site traffic improvements to be constructed per access study (11/1/22) recommendations: a) Provide detectable warning mats to all corners of sidewalks at Dickerson Pike & Hart Lane. b) Construct pedestrian signal heads for the crosswalks at Dickerson Pike & Hart Lane. c) Construct a pedestrian landing for the crosswalk across the south leg of Dickerson Pike & Hart Lane. This should be ADA compliant and have a detectable warning mat. d) Coordinate with NDOT and WeGo to determine transit improvements to the stops closest to the intersection of Dickerson Pike & Hart Lane. This may include sidewalk connection to the stops depending on the needs in the area. (Complete this coordination prior to Final SP submittal)
- Call out bicycle parking on site plan.

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
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Multi- Family Residential 3-10 (221)	8.92	-	52 U	282	18	23
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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
Multi- Family Residential 3-10 (221)	8.92	-	91 U	494	31	41

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+39 U	+212	+13	+18

METRO SCHOOL BOARD REPORT

Projected student generation existing SP-R district: **16 Elementary 10 Middle 10 High**

Projected student generation proposed SP-R district: **29 Elementary 18 Middle 17 High**

The proposed SP is anticipated to generate 28 additional students beyond what is generated under the current SP zoning. Students would attend Tom Joy Elementary, 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 approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to 91 multi-family residential units. 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. 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 RM9-A 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 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
6. 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.
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. 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.

Approve with conditions and disapprove without all conditions. (8-0)

Resolution No. RS2022-328

"BE IT RESOLVED by The Metropolitan Planning Commission that 2022SP-074-001 is approved with conditions and disapproved without all conditions. (8-0)

CONDITIONS

1. Permitted uses shall be limited to 91 multi-family residential units. 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. 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 RM9-A 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 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
6. 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.
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. 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.

20. 2018SP-064-002

CUBBY HOLES SP (AMENDMENT)

Council District 03 (Jennifer Gamble)

Staff Reviewer: Logan Elliott

A request to amend a Specific Plan on property located at Westcap Road (unnumbered), approximately 58 feet north of Old Hickory Boulevard, zoned R15 and SP (7.9 acres), to include additional parcel (03100008100), requested by SWS Engineering, INC., applicant; Cubby Holes, GP and Larry A. Patterson & Connie S. Bryant, owners.

Staff Recommendation: Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Amend Specific Plan to permit self-service storage use.

Amend SP

A request to amend a Specific Plan on property located at Westcap Road (unnumbered), approximately 58 feet north of Old Hickory Boulevard, zoned One and Two-Family Residential (R15) and Specific Plan (SP) (7.9 acres), to include additional parcel (03100008100).

Existing Zoning

One and Two-Family Residential (R15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25 percent duplex lots.

Specific Plan - Commercial (SP-C) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes commercial uses.

Proposed Zoning

Specific Plan - Commercial (SP-C) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes commercial uses.

PARKWOOD-UNION HILL COMMUNITY PLAN

T3 Suburban Community Center (T3 CC) is intended to enhance and create suburban community centers that serve suburban communities generally within a 10 to 20 minute drive. They are pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial and institutional land uses, with transitional residential

land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T3 CC areas are served by highly connected street networks, sidewalks and existing or planned mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

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

PLAN DETAILS

The 7.75 acre site is located approximately 1,075 feet northwest of Hickory Hills Boulevard along Westcap Road in the Parkwood-Union Hill Community Plan area. The SP proposes up to 50,000 square feet of self-service storage at this site. Vehicular access is proposed from Westcap Road for building 3 and otherwise the buildings will be accessed via an access easement from the existing self-storage facility on the abutting parcel to the east. The plan proposes to improve Westcap Road to Metro local street standards. The area of the property with significant slopes is to remain undisturbed.

ANALYSIS

Existing uses near the site include commercial and industrial uses as well as large vacant parcels. The proposed self-service storage use is consistent with existing land uses. This proposal serves as an extension of an existing self-service storage use to the east. Standards included in this SP will ensure the site develops consistent with surrounding commercial and industrial uses.

The proposed SP is consistent with the proposed T3 Suburban Community Center policy at this location. This plan provides for development that will provide an additional commercial use which will serve the surrounding area, help to maintain the existing commercial and industrial character of the immediate area, and protect environmentally sensitive areas on the site.

FIRE DEPARTMENT 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

- 2018SP-064-002
MWS has no objection to the latest SP Amendment (uploaded by Planning on 10/27/2022), MWS recommends approval, on the following condition:
1) Approval does not apply to private water and sewer line design. Plans for these must be submitted and approved through a separate review process with Metro Water- Development Services before their construction may begin.

NDOT 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: All roadway sections, ramps, sidewalks, curb & gutter, etc. per NDOT detail standards. Provide NDOT detail sections in final site plan. Dimension ROW pavement widths for clarity. Note: A private hauler will be required for waste/recycle disposal. Provide 1-1/2' mill & overlay to tie-in new pavement widening along Westcap ROW frontage.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Ensure parallel parking spaces follow code (23' x 8') 17.20.060.C.

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
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Warehousing (150)	4.23	0.6 F	50,000 SF	125	9	10
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Maximum Uses in Existing Zoning District: **R15**

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)	3.52	2.904 D	12 U	148	13	13

*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
Warehousing (150)	7.75	0.6 F	50,000 SF	125	9	10

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-12 U	+148	+13	+13

METRO SCHOOL BOARD REPORT

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

Projected student generation existing R15 district: 2 Elementary 1 Middle 2 High

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

The proposed Specific Plan-Commercial (SP-C) zoning is expected to generate 5 fewer students than the existing One and Two-Family Residential (R15) and Specific Plan-Commercial (SP-C) zoning. Students would attend Alex Green Elementary School, Brick Church Middle School, and Whites Creek High School. All three schools have been identified as having additional capacity by the Metro School Board. 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 50,000 square feet of self-service storage.
2. 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.
3. 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.
4. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
5. Comply with all conditions and requirements of Metro reviewing agencies.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the CL 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.

Approve with conditions and disapprove without all conditions. (8-0)

Resolution No. RS2022-329

"BE IT RESOLVED by The Metropolitan Planning Commission that 2018SP-064-002 is approved with conditions and disapproved without all conditions. (8-0)

CONDITIONS

1. Permitted uses shall be limited to a maximum of 50,000 square feet of self-service storage.
2. 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.
3. 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.
4. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
5. Comply with all conditions and requirements of Metro reviewing agencies.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the CL 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.

21. 2022COD-004-001

BI2022-1496

Council District 07 (Emily Benedict)

Staff Reviewer: Abbie Rickoff

A request to apply a Contextual Overlay District to various properties located north of Porter Road and east of Stratford Avenue, zoned R10 and RS10 (139.41 acres), requested by Councilmember Emily Benedict, applicant; various owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Establish a Contextual Overlay District.

Contextual Overlay District

A request to apply a Contextual Overlay District (COD) to various properties located north of Porter Road and east of Stratford Avenue, zoned One and Two-Family Residential (R10) and Single-Family Residential (RS10) (139.41 acres).

Existing Zoning

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

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.

Proposed Zoning Overlay

Contextual Overlay District (COD) provides appropriate design standards in a residential area. It can maintain and protect neighborhood form or character. A Contextual Overlay must apply throughout the residential portion of a complete block face and cannot be applied in an adopted historic overlay district.

EAST 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.

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains,

rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

CO policy at this site recognizes pockets of potentially steep slopes and streams/stream buffers at the northern and southeastern boundaries.

CONTEXTUAL OVERLAY STANDARDS

Application of the COD would not change the existing entitlements afforded under the base zoning.

The standards of the contextual overlay district are listed below. These standards are established in the zoning code and cannot be modified. The design standards are necessary to maintain and reinforce established form or character of residential development in an area.

Setback

- Minimum required setback shall be average of the setback of the 2 developed lots abutting each side of the lot
- Example – abutting lots have setbacks of 50 feet, 55 feet, 40 feet, and 42 feet; average 47 feet, required minimum

Height

- Maximum height, including foundation, shall not be greater than 35 feet or 125% of the structures on the two lots abutting each side, whichever is less
- If 125% of the average is less than 27 feet, a maximum height of 1.5 stories in 27 feet is allowed
- Example – average is 24 feet; max allowed height is 30 feet

Coverage

- Maximum coverage shall be 150% of the average of the coverage of the two abutting lots on each side
- Does not include detached garages or accessory buildings
- Example – average coverage of abutting lots is 2,100 square feet; max coverage of 3,150 allowed

Access, Garages, Parking

- If there is an alley, access shall be from the alley
- On corner lots, access shall be within 30 feet of rear property line
- Driveways are limited to 1 per public street frontage
- Parking, driveways, and all other impervious surfaces in the required setback shall not exceed 12 feet in width
- The front of any detached garage shall be located behind the rear of the primary structure
- The garage door of any attached garage shall face the side or rear property line.

ANALYSIS

The area included in the Overlay includes properties located north of Porter Road, east of Stratford Avenue and west of the Shelby Bottoms Greenway. The historic Riverwood Mansion is located at the center, south of Pinehurst Drive and Willow Springs Drive, but is excluded from the proposed Overlay boundary due to its national historic designation. There is a predominant development pattern in the neighborhood consisting of single-story, split level, and two-story residences, with consistent bulk and massing present throughout the proposed Overlay boundary.

The proposed Overlay is located within a T3 Suburban Neighborhood Maintenance policy area, which is intended to maintain the general character of developed, suburban residential neighborhoods. Application of the Overlay would help to preserve the existing character with specific development standards for bulk, massing, access, garages, and parking. As proposed, the Overlay is consistent with the T3 NM policy. The standards required will maintain and protect the neighborhood form and character.

STAFF RECOMMENDATION

Staff recommends approval.

Ms. Rickoff presented the staff recommendation to approve.

Councilmember Benedict spoke in favor of the application.

Drew Cohen, 1909 Pinehurst Drive, spoke in favor of the application.

Gabriel Harr, 2403 Porter Road, spoke in opposition to the application.

Councilmember Benedict spoke in rebuttal.

Chair closed the Public Hearing.

Mr. Clifton stated from their standpoint it makes good sense and is in support.

Mr. Henley believed this is appropriate and appreciated the Councilmember's commitment to answering questions and concerns. He said he is in support.

Ms. Rickoff stated according to the Zoning Code, if you are in an area that is predominantly developed and there is an established pattern, the setbacks that would be applied by the Codes Department would be contextual, so you would be basing it on the nearest surrounding homes closest to the property.

Councilmember Withers stated he appreciated Mr. Harr's concerns and offered the suggestion of filing an Item A appeal with the Board of Zoning Appeals as a solution. He stated this plan meets policy and has a lot of support in the community and therefore recommends approval.

Ms. Johnson asked if the contextual overlay prohibits anybody to add on to the front of the house.

Ms. Rickoff responded that no, not on the front. The setback would control how far into the front yard a person could go.

Ms. Johnson confirmed what Mr. Withers stated regarding filing an appeal with the Board of Zoning Appeals as a solution. She stated she is in support.

Ms. Blackshear felt from a planning perspective this makes sense and it would be additive to the neighborhood. She stated she is in support.

Ms. Farr stated this plan is a welcome addition and appreciates the Councilmember listening to the neighbors' concerns and hopes there will be a resolution. She said she is in support.

Mr. Lawson moved and Ms. Farr seconded the motion to approve. (8-0)

Resolution No. RS2022-330

"BE IT RESOLVED by The Metropolitan Planning Commission that 2022COD-004-001 is approved. (8-0)

22. 2022Z-081PR-001

Council District 28 (Tanaka Vercher)
Staff Reviewer: Dustin Shane

A request to rezone from AR2A and R10 to CL zoning for property located at 436 Ezell Pike, approximately 627 feet east of Bush Road (1.17 acres), requested by Tony L. Carlew, applicant and owner.

Staff Recommendation: Defer to the December 8, 2022, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2022Z-081PR-001 to the December 8, 2022, Planning Commission meeting. (7-0)

23. 2022Z-086PR-001

BL2022-1526
Council District 09 (Tonya Hancock)
Staff Reviewer: Dustin Shane

A request to rezone from RS5 to RM15 zoning for property located at 335 Forest Park Road, approximately 525 feet south of Elm Street (7.67 acres), requested by Councilmember Tonya Hancock, applicant; Kim, Young H. & UN J. & Andrew C., owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS5 to RM15.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential (RM15) zoning for property located at 335 Forest Park Road, approximately 525 feet south of Elm Street (7.67 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 56 units.*

Proposed Zoning

Multi-Family Residential (RM15) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre. *RM15 would permit a maximum of 115 units.*

MADISON COMMUNITY PLAN

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

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

ANALYSIS

The application consists of one parcel (Map 043-13, Parcel 421) totaling 7.67 acres in size located on the eastern side of Forest Park Road, approximately 995 feet north of the intersection with Neelys Bend Road. The property currently contains five low-rise (two-story) apartment buildings accessed via a private drive that crosses a small stream. Surrounding uses include one- and two-family homes zoned RS5 and RS10 and multi-family uses zoned RM15 and RS5-Residential PUD.

The application proposes to rezone the property from RS5 to RM15. The multi-family use currently on site is an existing nonconforming use. Rezoning the property to RM15 would allow the property to be redeveloped with multi-family units if the owner chooses to rebuild or expand in the future.

The property is within the T4 Urban Neighborhood Evolving (T4 NE) policy area. T4 NE policy is intended to enhance urban neighborhoods with higher densities and/or smaller lot sizes and an integrated mixture of housing types that provide greater housing choice. The CCM lists RM15, which would permit up to 15 units per acre, as an appropriate zoning under T4 NE policy. One of the stated goals of the policy is to create neighborhoods that feature moderate to high-density residential buildings with minimal spacing. RM15 would support this intent to a greater degree than conventional RS5 zoning.

A rezoning to RM15 would only allow a modest increase (if any) in residential density from what exists on the site currently. Staff recommends approval of the rezoning.

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)	7.67	8.712 D	56 U	610	44	59

Maximum Uses in Proposed Zoning District: RM15

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	7.67	15 D	115 U	625	39	51

Traffic changes between maximum: RS5 and RM15

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak	PM Peak Hour
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					Hour	
-	-	-	+ 59 U	+15	-5	-8

METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 district: 6 Elementary 6 Middle 6 High

Projected student generation proposed RM15 district: 12 Elementary 8 Middle 7 High

The proposed RM15 zoning is expected to generate 9 more students than the existing RS5 zoning district. Students would attend Stratton Elementary School, Madison Middle School, and Hunters Lane 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.

Approve. (8-0)

Resolution No. RS2022-331

“BE IT RESOLVED by The Metropolitan Planning Commission that 2022Z-086PR-001 is approved. (8-0)

24. 2022Z-112PR-001

Council District 08 (Nancy VanRreece)

Staff Reviewer: Donald Anthony

A request to rezone from RS10 to RM20-A-NS zoning for property located at 105 Hart Lane, approximately 390 feet east of Dickerson Pike (0.31 acres), requested by William Engineering, LLC, applicant; Art Henry, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS10 to RM20-A-NS.

Zone Change

A request to rezone from Single-Family Residential (RS10) to Multi-Family Residential-Alternative-No Short Term Rentals (RM20-A-NS) for property located at 105 Hart Lane, approximately 360 feet east of Dickerson Pike (0.31 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 1 unit.*

Proposed Zoning

Multi-Family Residential-Alternative-No Short Term Rentals (RM20-A-NS) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 6 units. Owner occupied and not-owner occupied short term rentals would be prohibited uses.*

EAST NASHVILLE COMMUNITY PLAN

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

SUPPLEMENTAL POLICY

The subject property is located within the Dickerson North Corridor study area. More specifically, the site lies within the Pages Branch Character Area (SPA 05-DNS-Pages Branch). While the study’s guidance for the Pages Branch

Character Area is directed primarily at development on Dickerson Pike, the entire study area is envisioned as having a mix of housing types with carefully-planned transitions between Dickerson Pike and residential neighborhoods.

SITE AND CONTEXT

The rezoning application is for a 0.31-acre parcel (Map 060-12, Parcel 055), located at 105 Hart Lane. The property contains a mobile home. A house deemed Worthy of Conservation was located on the property before being destroyed by fire in 2021. Surrounding uses include: multi-family residential on the west (zoned OR20); single-family residential on the east (zoned RS10); vacant property to the north (zoned RS10); commercial on the northwest (zoned CS); and commercial on the south (zoned OR20). The subject property is situated approximately 360 feet east of Dickerson Pike, a major commercial corridor with an array of commercial, office/residential, and mixed-use zoning districts.

ANALYSIS

The rezoning application proposes to rezone the subject property from RS10 to RM20-A-NS. The requested RM20-A-NS zoning is consistent with the Community Character Manual’s guidance for the T4-NE policy area. The T4 NE policy is characterized in part by moderate to high-density residential uses and a diverse mix of housing types. Recommended building types in the T4 NE area include “missing middle” housing such as townhouses, multi-family housing, and plex houses. The proposed RM20-A-NS zoning would allow for up to six attached residential units, which would contribute to diversity of housing types in the area.

East of the subject property and particularly on the south side of Hart Lane, the area is largely characterized by single-family detached residential units. However, from the subject property westward, the area rapidly transitions from single-family residential to multi-family residential and commercial. Along the south side of Hart Lane, directly across the street from the subject property, buildings constructed as single-family residential units have been adaptively reused for commercial businesses. Other uses in the immediate area include auto sales lots and retail uses. Multi-family housing on the subject property would ease the transition between the auto-oriented commercial uses along Dickerson Pike to the west and the single-family residential units to the west. Such a transition is supported by the supplemental policy for the area.

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)	0.43	4.356 D	1 U	15	5	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential 3-10 (221)	0.43	20 D	9 U	47	3	5

Traffic changes between maximum: RS10 and RM20-A-NS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+32	-2	+4

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 district: 0 Elementary 0 Middle 0 High
Projected student generation proposed RM20-A-NS district: 2 Elementary 1 Middle 1 High

The proposed RM20-A-NS zoning district is not expected to generate four more students than the existing RS10 zoning district. Students would attend Tom Joy Elementary School, Jere Baxter Middle School, and Maplewood 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.

Approve. (8-0)

Resolution No. RS2022-332

"BE IT RESOLVED by The Metropolitan Planning Commission that 2022Z-112PR-001 is approved. (8-0)

25. 2022Z-115PR-001

Council District 17 (Colby Sledge)

Staff Reviewer: Dustin Shane

A request to rezone from IR to MUL-A-NS zoning for property located at 1215 4th Avenue South, approximately 188 feet east of Brown Street (0.38 acres), requested by Thomas & Hutton, applicant; 1201 4th Avenue South Partners, LLC, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from IR to MUL-A-NS.

Zone Change

A request to rezone from Industrial Restrictive (IR) to Mixed Use Limited-Alternative-No Short Term Rental (MUL-A-NS) zoning for property located at 1215 4th Avenue South, approximately 188 feet east of Brown Street (0.38 acres).

Existing Zoning

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

Proposed Zoning

Mixed Use Limited-Alternative-No Short Term Rentals (MUL-A-NS) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *Owner occupied, short term rentals and not owner occupied, short term rentals would be prohibited uses.*

SOUTH NASHVILLE COMMUNITY PLAN

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

SUPPLEMENTAL POLICY

The site is located within the Wedgewood-Houston Chestnut Hill (WHCH) Small Area Plan, specifically the SPA 11-WHCH-4b supplemental policy area. The WHCH Plan describes this area, called 4th Avenue S./Nolensville Pike, as containing a mix of commercial and light industrial uses intended to continue to develop with those types of uses, adding maker and artisan manufacturing over time. Longer term, this subdistrict should evolve into a mixed use district that supports transit and walkable access to downtown.

ANALYSIS

The application consists of one parcel (Map 105-03, Parcel 218) totaling 0.38 acres located along L&N Railroad ROW south of Chestnut Street and accessed from 4th Avenue South via an access easement through Parcel 330 to the east. The property currently contains a small warehouse. Surrounding uses include a packing plant to the north zoned MUL, an office building to the east zoned IR, and attached multi-family units to the south zoned SP (Case No. 2014SP-029-001). Across the railroad tracks to the west is a strip shopping center zoned IR. Dudley Park lies to the east across 4th Avenue South.

The application proposes to rezone the property from IR to MUL–A–NS. The property is within the T4 Urban Mixed Use Neighborhood (T4 MU) policy area. T4 MU policy is intended to create urban, mixed use neighborhoods with a diverse mix of moderate- to high-density residential, commercial, office, and light industrial uses. The policy envisions high levels of connectivity and complete street networks with sidewalks, bikeways, and existing or planned transit.

The CCM lists MUL–A as an appropriate zoning district under T4 MU policy. MUL–A would support the policy’s intent to a greater degree than the existing IR 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. The WHCH Small Area Plan identifies this area as “evolving into a mixed use district that supports

transit and walkable access to downtown.” In addition to the nearby parcel zoned MUL, several SPs in the vicinity feature MUL base zoning.

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.

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)	0.38	0.6 F	26,136 SF	87	4	5

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	0.19	1.0 F	8 U	42	3	4

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

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.10	1.0 F	4,356 SF	489	43	42

Traffic changes between maximum: IR and MUL-A-NS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+592	+45	+56

METRO SCHOOL BOARD REPORT

Given the mix of uses permitted by the MUL–A–NS 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 John B. Whitsitt Elementary School, Cameron College Prep Middle School, and Glenciff High School. Whitsitt Elementary and Glenciff High School are identified as having capacity for additional students while Cameron College Prep is 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.

Approve. (8-0)

Resolution No. RS2022-333

“BE IT RESOLVED by The Metropolitan Planning Commission that 2022Z-115PR-001 is approved. (8-0)

26. 2022Z-116PR-001
 Council District 21 (Brandon Taylor)
 Staff Reviewer: Logan Elliott

A request to rezone from CF to MUI-A zoning for property located at 1926 Hayes Street, at the northeast corner of 20th Avenue North and Hayes Street (0.2 acres), requested by Clear Hayes, LLC, applicant and owner.

Staff Recommendation: Approve.

APPLICANT REQUEST
Zone change from CF to MUI-A

Zone Change

A request to rezone from Core Frame (CF) to Mixed Use Intensive (MUI-A) zoning for property located at 1926 Hayes Street, at the northeast corner of 20th Avenue North and Hayes Street (0.2 acres).

Existing Zoning

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

Proposed 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.

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 2 (T5 MU-02) of the Midtown Study Community Character Plan that was adopted in 2012. The T5 MU-02 subdistrict is intended to contain a significant amount of high density residential development that is very mixed use in nature.

SITE AND CONTEXT

The approximately 0.2 acre site is located on the northern side of Hayes Street, a local street and at the intersection of 20th Avenue, a Collector Avenue in the Major and Collector Street Plan. The site is currently developed with a single-story office building and is surrounded by a mixture of medical uses such as the Ascension Saint Thomas Hospital, other office land uses, hotel land uses, and vehicle parking in the Midtown neighborhood.

ANALYSIS

Staff finds the proposed MUI-A zoning district to be consistent with the guidance provided in the Community Character Manual for the T5 MU policy. Additionally, the Midtown Study supports rezoning CF properties to MUI-A as the bulk standards of the MUI-A zoning district allows for additional building height near the street. The Midtown Study emphasizes the importance of property being zoned to an alternative district and this application brings the zoning in line with this guidance. Staff supports the proposed zoning district as its consistent with both the T5 MU and Midtown Study zoning guidance.

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)	0.2	5.0 F	43,560 SF	1,644	41	166

Maximum Uses in Proposed 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)	0.19	5.0 F	41 U	222	15	18

Maximum Uses in Proposed 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)	0.09	5.0 F	19,602 SF	740	18	75

Maximum Uses in Proposed 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)	0.10	5.0 F	21,780 SF	2,443	216	213

Traffic changes between maximum: CF and MUI-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1,761	+208	+140

METRO SCHOOL BOARD REPORT

Given the mix of uses permitted, the number of residential units ultimately built on site may vary and an assumption as to impact at this point is premature. Students would attend Eakin Elementary School, West End Middle School, and Hillsboro 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 of MUI-A zoning for this property.

Approve. (8-0)

Resolution No. RS2022-334

“BE IT RESOLVED by The Metropolitan Planning Commission that 2022Z-116PR-001 is approved. (8-0)

27. 2022Z-117PR-001

Council District 01 (Jonathan Hall)

Staff Reviewer: Dustin Shane

A request to rezone from RS40 to AR2A zoning for property located at Clarksville Pike (unnumbered), at the southwest corner of Kolz Lane and Clarksville Pike (3 acres), requested by Birchwood Creative LLC, applicant and owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS40 to AR2a.

Zone Change

A request to rezone from RS40 to AR2A zoning for property located at Clarksville Pike (unnumbered), at the southwest corner of Kolz Lane and Clarksville Pike (3 acres).

Existing Zoning

Single-Family Residential (RS40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of .93 dwelling units per acre. *RS40 would permit a maximum of 2 units.*

Proposed Zoning

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and is intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 1 lot with 1 duplex lot for a total of 2 units based on acreage alone.*

JOELTON 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. Instead, new development in T2 RM areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/2 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.

ANALYSIS

The application consists of one parcel (Map 029, Parcel 028) totaling 3 acres in size bounded by Kolz Lane on the north and west and Clarksville Pike on the east, southwest of the intersection of Eatons Creek Road and Clarksville Pike. The property is heavily wooded vacant rural land that gently slopes up from Clarksville Pike. Surrounding land uses include single-family homes and vacant rural land zoned RS40 and AR2a.

The application proposes to rezone the property from RS40 to AR2a. The property is within the T2 Rural Maintenance (T2 RM) policy area. T2 RM policy is intended to maintain low-density residential and agricultural development patterns with dispersed buildings and low levels of connectivity. The preservation of farmland, agricultural activities, and open space is prioritized.

The CCM lists AR2a as an appropriate zoning district under T2 RM policy. The applicant intends to establish a small flower farm for the cut flower trade, a use permitted under AR2a zoning but permitted only as an accessory use under RS40 zoning. Agricultural land uses contribute to the desired development pattern for T2 RM policy areas, and the proposed zoning would support this policy goal to a greater extent than the existing zoning. For this reason, staff recommends approval of the rezoning.

Maximum Uses in Existing Zoning District: **RS40**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	3	1.089 D	3 U	41	7	3

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

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	0.5 D	2 U	28	7	2

*Based on two-family lots

Traffic changes between maximum: **RS40 and AR2a**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-1 U	-13	0	-1

METRO SCHOOL BOARD REPORT

Projected student generation existing RS40 district: 0 Elementary 0 Middle 0 High

Projected student generation proposed AR2a district: 0 Elementary 0 Middle 0 High

The proposed AR2a zoning is expected to generate no more students than the existing RS40 zoning district. Students would attend Joelton Elementary School, Haynes Middle School, and Whites Creek 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.

Approve. (8-0)

Resolution No. RS2022-334

"BE IT RESOLVED by The Metropolitan Planning Commission that 2022Z-117PR-001 is approved. (8-0)

28. 2022Z-119PR-001

Council District 02 (Kyonzté Toombs)

Staff Reviewer: Donald Anthony

A request to rezone from R8 to R6 zoning for property located at 1022 Alice Street, approximately 141 feet southeast of River Pearl Place (0.16 acres), requested by Robert Hagerty, applicant and owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from R8 to R6.

Zone Change

A request to rezone from One and Two-Family Residential (R8) to One and Two-Family Residential (R6) for property located at 1022 Alice Street, approximately 141 feet southeast of River Pearl Place (0.16 acres).

Existing Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 1 lot with 0 duplex lots for a total of 1 unit.*

Proposed Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 1 lots with 1 duplex lots for a total of 2 units. Metro Codes provides final determinations on duplex eligibility*

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed. *The CO designation on the subject property recognizes a slopes of 15 percent or greater and FEMA-designated 100-year floodplain.*

SUPPLEMENTAL POLICY

The property is subject to the policies and guidelines set forth in the Haynes Trinity Small Area Plan. The plan emphasizes the importance of connectivity in the area. Further, the plan recommends a riverfront greenway along the rear of the property. However, the plan recognizes that existing development may prevent the greenway from being located directly on the riverfront. The Alice Street river frontage is fully developed and includes several residential units that have been constructed in recent years. Any future greenway through the area would likely have to be located within the street right-of-way.

SITE AND CONTEXT

The rezoning application is for a 0.16-acre parcel (Map 070-07, Parcel 046), located at 1022 Alice Street, approximately 141 feet southeast of River Pearl Place. The rear of the property lies adjacent to the Cumberland River. The property contains a single-family house and detached garage. The property is currently zoned R8. Adjacent properties on the north, east, and west are zoned R8. Land uses on the block face include a mix of one and two-family residential units.

The subject property has an area of approximately 7,250 square feet. The R8 zoning district requires a minimum area of 8,000 square feet for one or two-family residential units. The applicant would not be able to construct two-family residential units under the R8 standards.

ANALYSIS

The application proposes to rezone the subject property from R8 to R6. The requested R6 zoning is consistent with the Community Character Manual’s guidance for the T4 NM policy area. The T4 NM policy is characterized by moderate to high-density residential development and a variety of housing types, including houses, plex houses, and low and mid-rise townhouses. The proposed R6 zoning would permit two-family residential uses, which would contribute to the diversity of housing types in the area.

The rear (south) of property lies adjacent to the Cumberland River and is located within the 100-year floodplain. The property is steeply sloped along the river bank. Due to the floodplain and slope, approximately one-half of the property is in the CO policy area. The CO policy is intended to preserve environmentally-sensitive land features through protection and remediation. A detached garage is currently located within the CO policy area on the property. Future redevelopment of the property would be subject to FEMA and Metro’s floodplain development standards.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential*	0.16	5.445 D	1 U	15	5	1

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential*	0.16	7.260 D	2 U	28	7	2

Traffic changes between maximum: **R8 and R6**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 1 U	+13	+2	+1

METRO SCHOOL BOARD REPORT

Projected student generation existing R8 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 more students than the existing R8 zoning district. Students would attend Alex Green 2 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.

Approve. (8-0)

Resolution No. RS2022-335

“BE IT RESOLVED by The Metropolitan Planning Commission that 2022Z-119PR-001 is approved. (8-0)

29. 2022Z-120PR-001

Council District 21 (Brandon Taylor)

Staff Reviewer: Dustin Shane

A request to rezone from RS5 to RM9-A zoning for property located at 2803 Torbett Street, approximately 55 feet west of 28th Avenue North (0.17 acres), requested by Simons Properties LLC, applicant; David J Pearson, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS5 to RM9-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential-Alternative (RM9-A) zoning for property located at 2803 Torbett Street, approximately 55 feet west of 28th Avenue North (0.17 acres).

Existing Zoning

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

Proposed Zoning

Multi-Family Residential-Alternative (RM9-A) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM9-A would permit a maximum of 2 units.*

NORTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The application consists of one parcel (Map 092-10, Parcel 101) totaling 0.17 acres in size located on the south side of Torbett Street, approximately 53 feet west of the intersection with 28th Avenue North. The property currently contains a single-family home with alley access in the rear. Surrounding uses include one- and two-family homes zoned RS5.

The application proposes to rezone the property from RS5 to RM9-A. The property is within the T4 Urban Residential Corridor (T4 RC) policy area. T4 RC is intended to maintain, enhance, and create urban residential corridors that support predominately residential land uses and are compatible with the general character of urban neighborhoods. The proposed zoning would allow for two units on the property, which would increase housing choice in the area and contribute to the provision of missing middle options. The standards for building placement, parking, and access included in the RM9-A district would also improve the relationship of development to the street, creating a more walkable neighborhood consistent with the goals of the T4 RC policy and NashvilleNext as a whole.

The RM9-A zoning district is less intense than the zoning districts listed as appropriate under T4 RC policy but is suitable in this case given that the area west of 25th Avenue North is still heavily single-family.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.17	8.712 D	1 U	15	5	1

Maximum Uses in Proposed Zoning District: **RM9**

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)	0.17	9 D	2 U	9	1	1

Traffic changes between maximum: **RS5 and RM9**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+1 U	-6	-4	0

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed RM9-A district: 0 Elementary 0 Middle 0 High

The proposed RM9-A zoning is expected to generate no more students than the existing RS5 zoning district. Students would attend Park Avenue Elementary School, McKissack Middle School, and Pearl-Cohn 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.

Approve. (8-0)

Resolution No. RS2022-335

"BE IT RESOLVED by The Metropolitan Planning Commission that 2022Z-120PR-001 is approved. (8-0)

30. 2022Z-121PR-001

Council District 05 (Sean Parker)

Staff Reviewer: Abbie Rickoff

A request to rezone from CS to CS-NS zoning for properties located at 1302 and 1308 Dickerson Pike, at the northwest corner of Ligon Avenue and Dickerson Pike and located within the Skyline Redevelopment District and Dickerson Pike Sign Urban Design Overlay District (1.09 acres), requested by Smith Gee Studio, applicant; St. Joseph Properties, LLC, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from CS to CS-NS.

Zone Change

A request to rezone from Commercial Service (CS) to Commercial Service-No STRP (CS-NS) zoning for properties located at 1302 and 1308 Dickerson Pike, at the northwest corner of Ligon Avenue and Dickerson Pike and located within the Skyline Redevelopment District and Dickerson Pike Sign Urban Design Overlay District (1.09 acres).

Existing Zoning

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

Skyline Redevelopment District was established in 2007 for redevelopment activities along portions of Dickerson Pike and is intended to provide for residential development, facilities, businesses, and services characteristic of a high density urban area along a major pike; to support the contiguous residential neighborhoods; and for specialty services catering to a larger market.

Dickerson Pike Sign Urban Design Overlay (UDO) was established in 2008 to regulate signage along the southern portion of Dickerson Pike and is intended to encourage signage that is appropriate in scale and design for pedestrians, motorists, cyclists, and for the building(s) it identifies; encourage creative and innovative approaches to signage; enhance the visual environment by discouraging visual clutter of streetscapes; and ensure that signage is designed for the purpose of identifying a destination in a unique and functional manner.

Proposed Zoning

Commercial Service-No STRP (CS-NS) is intended for retail, consumer service, financial, restaurant, office, self-storage, light manufacturing and small warehouse uses. *The -NS designation prohibits short term rental property, owner occupied and short term rental property, not owner occupied.*

EAST NASHVILLE COMMUNITY PLAN

T4 Urban Community Center (T4 CC) is intended to maintain, enhance and create urban community centers that contain commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T4 Urban Community Centers serve urban communities generally within a 5 minute drive or a 5 to 10 minute walk. T4 CC areas are pedestrian friendly areas, generally located at intersections of prominent urban streets. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

The Dickerson South Corridor Study is a plan devoted to the long-range planning of this area of East Nashville. The plan provides specific guidance for building form, uses, and other considerations in areas known as supplemental policy areas. The portion of this site wrapping the Dickerson Pike and Ligon Avenue frontages is located within the 6-story building height supplemental policy subdistrict, while the rear portion, including area along Fern Avenue, is located within the 4-story building height subdistrict. Where the supplemental policies are silent, the guidance of the T4 CC policy areas shall apply.

SITE AND CONTEXT

The 1.09-acre site includes two parcels located on the west side of Dickerson Pike, bounded by Fern Avenue to the north, Ligon Avenue to the south, and Alley #2013 to the west. The smaller parcel is developed with a small auto repair building and associated parking, and the larger parcel is vacant where a parking lot remains from previous development. This stretch of Dickerson Pike is characterized by smaller, previously developed nonresidential uses and vacant properties, located between I-24/I-65 to the west and the Highland Heights neighborhood to the east. Properties behind the site on the northern portion, along Fern Avenue, are RM-zoned and have developed with multi-family residential units. Properties behind the site on the southern portion, along Ligon Avenue, are zoned for mixed use and nonresidential development. Several properties on the south side of Ligon Avenue, opposite this site, were recently rezoned from CS to CS-NS (case # 2022Z-034PR-001).

ANALYSIS

The T4 CC policy area is intended to create and enhance urban centers with a diverse range of uses and services to meet the needs of the neighborhood and the larger surrounding urban area. The T4 CC policy does not specifically recommend CS-NS zoning as appropriate for the policy. However, because the properties are currently zoned CS, rezoning to CS-NS will prepare the site for future mixed-use development (through the Adaptive Residential Development provision of the Zoning Code) while prohibiting short term rental uses, in line with the community's goal of providing more long-term residential options in the neighborhood.

The site is within the Dickerson Pike South study area, which suggests heights of up to 6 stories along the Dickerson Pike and Ligon Avenue frontages, transitioning to heights of up to 4 stories behind the corridor. The site is also governed by the MDHA Skyline Redevelopment Plan, which designates the properties as "Arterial Mixed Use" and calls for high density residential and nonresidential development along the corridor, intended to support the contiguous residential neighborhoods. Both long-range policies prescribe an urban mixed use development strategy for the properties. The Dickerson Pike Sign UDO will regulate allowable signage upon submission of a site plan to the Codes Department.

The addition of the -NS designation to the existing CS zoning is a relatively minor zoning map amendment that will have the effect of readying the site for mixed-use development in line with the community's wishes. For this reason, staff recommends approval of the rezoning.

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)	1.09	0.6 F	28,488 SF	1,075	27	108

Maximum Uses in Proposed Zoning District: CS-NS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	1.09	0.6 F	28,488 SF	1,075	27	108

Traffic changes between maximum: CS and CS-NS

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

METRO SCHOOL BOARD REPORT

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

STAFF RECOMMENDATION

Staff recommends approval.

Approve. (8-0)

Resolution No. RS2022-336

"BE IT RESOLVED by The Metropolitan Planning Commission that 2022Z-121PR-001 is approved. (8-0)

31. 2022Z-122PR-001

Council District 02 (Kyonzté Toombs)

Staff Reviewer: Jason Swaggart

A request to rezone from IWD to MUG-NS zoning for property located at 2 Vantage Way, at the corner of Great Circle Road and Vantage Way (6 acres), requested by Hawkins Partners, Inc., applicant; IVY Building QOZB LLC, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from IWD to MUG-NS.

Zone Change

A request to rezone from Industrial Warehouse/Distribution (IWD) to Mixed-Use General-No Short-Term Rentals (MUG-NS) zoning for property located at 2 Vantage Way, at the corner of Great Circle Road and Vantage Way (6 acres).

Existing Zoning

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

Proposed Zoning

Mixed Use General No Short-Term Rental (MUG-NS) is intended for a moderately high intensity mixture of residential, retail, and office uses. Short term rental property owner and not owner occupied is a prohibited use.

NORTH NASHVILLE COMMUNITY PLAN

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

SITE AND CONTEXT

The approximately six-acre property proposed for MUG-NS is located at the northwest corner of Great Circle Road and Vantage Way. The site is currently developed with an approximately five story building and associated surface parking. Surrounding development includes multifamily, office and warehousing and other office/light industrial uses. The surrounding zoning includes MUG-NS, MUG, MUL and IWD.

ANALYSIS

The D EC policy that applies to the subject property is intended to provide a mix of commercial and industrial uses with residential as a supportive use. MUG-NS allows for a variety of commercial uses, as well as residential. The proposed zoning is consistent with D EC. However, due to the number of recent rezonings in this area and the subsequent residential development, a careful review of the area and land use mix is needed prior to undertaking future rezonings. There is a balance that must be struck in Employment Centers, and it is critical to ensure that the balance is not tipping too heavily to residential uses.

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)	6	0.8 F	209,088 SF	376	35	40

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	3	3.0 F	392 U	2,135	131	164

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	1.5	3.0 F	196,020 SF	7,400	184	746

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	1.5	3.0 F	196,020 SF	21,990	1,949	1,915

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
-	-	-	-	+31,149	+2,229	+2,785

METRO SCHOOL BOARD REPORT

The mix of uses could vary and assumption of impact at this point is premature. Students would attend Jones Elementary School, John Early Middle School, and Pearl-Cohn 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.

Approve. (8-0)

Resolution No. RS2022-337

"BE IT RESOLVED by The Metropolitan Planning Commission that 2022Z-122PR-001 is approved. (8-0)

32. 2022Z-123PR-001

Council District 02 (Kyonzté Toombs)

Staff Reviewer: Logan Elliott

A request to rezone from RS10 to R10 zoning for properties located at 1900 and 1904 Ashton Avenue, approximately 245 feet west of Manchester Avenue (0.92 acres), requested by RK Junior Contracting Services, LLC, applicant; Michael V. Maki, David Ray Pegram, owners.

Staff Recommendation: 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 1900 and 1904 Ashton Avenue, approximately 245 feet west of Manchester Avenue (0.92 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. 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.

SITE

The application includes two parcels comprising approximately 0.92 acres located on the south side of Ashton Avenue in the Bordeaux neighborhood. Ashton Avenue is a local street and the site currently contains two single-family land uses and the area has a pattern of single-family residential with some two-family residential uses.

ANALYSIS

The application proposes to rezone the property from RS10 to R10. The requested R10 zoning is supported by the T3 NE policy. The proposed zoning allows for one or two-family residential uses, which would increase housing choice in the area. Several surrounding parcels have recently been rezoned with higher densities. A majority of these zoning requests are from RS10 to R10 although there are some SPs and other two-family zoning districts as well. While the evolving policy likely anticipated a change in zoning districts within this area, staff and the community are

becoming increasingly aware of an increase in rezoning activity. While the T3 NE policy supports change in housing type and increased density within the policy area, it also intends for there to be a variety of housing options in the area it is applied. To provide for a variety of housing options in the area, some of the existing single-family housing should be maintained.

To balance the needs of the current residents and the existing infrastructure and to maintain the housing diversity called for in the policy, staff has analyzed an area bounded by John Mallette Drive to the north, Hydes Ferry Road to the west, the Cumberland River to the south, and Clarksville Pike to the east, which consists of 286 parcels. Since 2021, 42 parcels in the area have been rezoned. For the analysis, staff looked at the study area as if it were not developed and consisted of vacant land and zoned for one and two-family. Under this scenario, a subdivision that included 286 lots would be limited to 25% duplex lots. The 25% limit for duplex lots is dictated by current Zoning Code requirements and is intended to maintain a variety of housing options. The 25% limitation results in 71 lots being duplex eligible. This would allow for the rezoning of 27 additional parcels beyond this subject application. Staff recommends that when the 71-parcel mark is reached, further analysis regarding the land uses, infrastructure, and policy should occur.

The proposed R10 zoning district will incorporate additional intensity into the neighborhood in a manner that does not disrupt the suburban character of the neighborhood. It represents a modest increase in intensity, consistent with the surrounding context and goals of the policy. For these reasons, staff recommends approval of the rezoning.

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 Res* (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: 1 Elementary 1 Middle 1 High

The proposed R10 zoning is expected to generate 3 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.

Approve. (8-0)

Resolution No. RS2022-338

“BE IT RESOLVED by The Metropolitan Planning Commission that 2022Z-123PR-001 is approved. (8-0)

33. 2022Z-124PR-001

Council District 02 (Kyonzté Toombs)

Staff Reviewer: Logan Elliott

A request to rezone from RS10 to R10 zoning for property located at 1909 Ashton Avenue, approximately 243 feet south of John Mallette Drive (0.29 acres), requested by RK Junior Contracting Services, LLC, applicant; David Ray Pegram, owner.

Staff Recommendation: 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 1909 Ashton Avenue, approximately 243 feet south of John Mallette Drive (0.29 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 1 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 1 duplex lot for a total of 2 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.

SITE

The application includes a single parcel comprising approximately 0.29 acres located on the north side of Ashton Avenue in the Bordeaux neighborhood. Ashton Avenue is a local street and the site currently contains two single-family land uses and the area has a pattern of single-family residential with some two-family residential uses.

ANALYSIS

The application proposes to rezone the property from RS10 to R10. The requested R10 zoning is supported by the T3 NE policy. The proposed zoning allows for one or two-family residential uses, which would increase housing choice in the area. Several surrounding parcels have recently been rezoned with higher densities. A majority of these zoning requests are from RS10 to R10 although there are some SPs and other two-family zoning districts as well. While the evolving policy likely anticipated a change in zoning districts within this area, staff and the community are becoming increasingly aware of an increase in rezoning activity. While the T3 NE policy supports change in housing type and increased density within the policy area, it also intends for there to be a variety of housing options in the area it is applied. To provide for a variety of housing options in the area, some of the existing single-family housing should be maintained.

To balance the needs of the current residents and the existing infrastructure and to maintain the housing diversity called for in the policy, staff has analyzed an area bounded by John Mallette Drive to the north, Hydes Ferry Road to the west, the Cumberland River to the south, and Clarksville Pike to the east, which consists of 286 parcels. Since 2021, 44 parcels in the area have been rezoned. For the analysis, staff looked at the study area as if it were not developed and consisted of vacant land and zoned for one and two-family. Under this scenario, a subdivision that included 286 lots would be limited to 25% duplex lots. The 25% limit for duplex lots is dictated by current Zoning Code requirements and is intended to maintain a variety of housing options. The 25% limitation results in 71 lots being duplex eligible. This would allow for the rezoning of 26 additional parcels beyond this subject application. Staff recommends that when the 71-parcel mark is reached, further analysis regarding the land uses, infrastructure, and policy should occur.

The proposed R10 zoning district will incorporate additional intensity into the neighborhood in a manner that does not disrupt the suburban character of the neighborhood. It represents a modest increase in intensity, consistent with the surrounding context and goals of the policy. For these reasons, staff recommends approval of the rezoning.

FIRE RECOMMENDATION
Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.29	4.356 D	1 U	15	5	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.29	4.356 D	2 U	28	7	2

*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
-	-	-	+1 U	+13	+2	+1

METRO SCHOOL BOARD REPORT

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

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

The proposed R10 zoning is 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.

Approve. (8-0)

Resolution No. RS2022-339

"BE IT RESOLVED by The Metropolitan Planning Commission that 2022Z-124PR-001 is approved. (8-0)

34. 2022Z-125PR-001

Council District 02 (Kyonzté Toombs)

Staff Reviewer: Jason Swaggart

A request to rezone from RS10 to R8 zoning for property located at 1609 Elizabeth Road, approximately 213 feet north of Ashton Avenue (0.31 acres), requested by RK Junior Contracting Services, LLC, applicant; David R. Pegram, owner.

Staff Recommendation: Disapprove R8 and approve R10.

APPLICANT REQUEST

Zone change from RS10 to R8.

Zone Change

A request to rezone from Single-Family Residential (RS10) to One and Two-Family Residential (R8) zoning for property located at 1609 Elizabeth Road, approximately 213 feet north of Ashton Avenue (0.31 acres).

Existing Zoning

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

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 one duplex lot for a total of two residential units.*

BORDEAUX – WHITES CREEK – HAYNES TRININTY

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

SITE AND CONTEXT

The approximately 0.31-acre property is located on the north side of Elizabeth Road approximately 650 feet west of Hydes Ferry Road. The property is adjacent to 1613 Elizabeth Road, which is also proposed to be rezoned to R8 (case no. 2022Z-128PR-001). The property is currently occupied with a single-family home. The properties abutting the south, east and west are zoned RS10 and are occupied by single-family homes. The abutting property to the north is zoned SP and includes numerous attached duplexes. Elizabeth Road is primarily single family and Metro records indicate that there is one duplex lot on Elizabeth Road. The duplex lot is located east of the subject property closer to Hydes Ferry Road. Elizabeth Road is classified as a local street.

ANALYSIS

The application proposes to rezone the property from RS10 to R8. Staff is recommending approval of R10 as opposed to R8. R10 zoning is supported by the T3 NE policy. The proposed zoning allows for one or two-family residential uses, which would increase housing choice in the area. While the T3 NE policy supports change in housing type and increased density within the policy area, it also intends for there to be a variety of housing options in the area it is applied. To provide for a variety of housing options in the area, some of the existing single-family housing should be maintained.

To balance the needs of the current residents and the existing infrastructure and to maintain the housing diversity called for in the policy, staff has analyzed the lots along Elizabeth Road and Ashton Avenue, which consists of 40 lots. For the analysis, staff looked at the study area as if it were not developed and consisted of vacant land and zoned for one and two-family. Under this scenario, a subdivision that included 40 lots would be limited to 25% duplex lots. The 25% limit for duplex lots is dictated by current Zoning Code requirements and is intended to maintain a variety of housing options. The 25% limitation results in 10 lots being duplex eligible. This would allow for the rezoning of 8 additional parcels beyond this subject application and the additional application on this agenda. Staff recommends that when the 10-parcel mark is reached, further analysis regarding the land uses, infrastructure, and policy should occur.

The staff proposed R10 zoning district will incorporate additional intensity into the neighborhood in a manner that does not disrupt the suburban character of the neighborhood. It represents a modest increase in intensity, consistent with the surrounding context and goals of the policy. For these reasons, staff recommends approval of the rezoning.

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	0.31	4.356 D	1 U	15	5	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential*	0.31	5.445 D	2 U	28	7	2

*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
-	-	-	+1 U	+13	+2	+1

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 zoning districts: 0 Elementary 0 Middle 0 High

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

The proposed R8 zoning is not expected to generate any additional students beyond the existing RS10 zoning. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School.

STAFF RECOMMENDATION

Staff recommends disapproval of R8 and approval of R10.

Disapprove R8 and approve R10. (8-0)

Resolution No. RS2022-340

"BE IT RESOLVED by The Metropolitan Planning Commission that 2022Z-125PR-001 is disapprove R8 and approve R10. (8-0)

35. 2022Z-126PR-001

Council District 02 (Kyonzté Toombs)

Staff Reviewer: Amelia Lewis

A request to rezone from RS7.5 to R6-A zoning for property located at 2404 Old Matthews Road, approximately 157 feet southwest of Trinity Hills Parkway (0.18 acres), requested by Goodhope Development, applicant; New Town GP, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS7.5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to One and Two-Family Residential – Alternative (R6-A) zoning for property located at 2404 Old Matthews Road, approximately 157 feet southwest of Trinity Hills Parkway (0.18 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 one lot and one unit, based on lot size.*

Proposed Zoning

One and Two-Family Residential – Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6-A would permit a maximum of 1 lot with 1 duplex lot for a total of 2 units. Metro Codes provides final determinations on duplex eligibility.*

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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

ANALYSIS

The property is 0.18 acres located on the west side of Old Matthews Road, north of Matthews Court. The site is currently vacant. The surrounding properties are zoned One and Two-Family (R8), Single-Family (RS7.5), and Specific Plan (SP). The surrounding land uses are primarily residential. The Specific Plan to the west, adjacent to the subject property, was approved for 341 residential units and 25,000 square feet of non-residential uses.

The proposed rezoning request is consistent with the intent of the Suburban Neighborhood Maintenance Policy (T3 NM) to maintain the character of suburban neighborhoods. The proposed rezoning would permit a slight increase in the permitted density on the site from one unit to two units. The site is located along Old Matthews Road, classified as a collector on the Major and Collector Street Plan (MCSP) and adjacent to a more intense SP development. The requested R6-A zoning is appropriate given the policy and rezoning guidance for increased intensity along corridors and adjacent to other more intense policies.

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	0.18	5.808 D	1 U	15	5	1

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*	0.18	7.260 D	2 U	28	7	2

*Based on two-family lots

Traffic changes between maximum: **RS7.5 and R6**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 1 U	+13	+2	+1

METRO SCHOOL BOARD REPORT

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

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

The proposed R6-A zoning is not expected to generate any more students than the existing RS7.5 zoning district. Any additional students would attend Alex Green Elementary School, Brick Church College Prep Middle School, and Whites Creek 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.

Approve. (8-0)

Resolution No. RS2022-341

“BE IT RESOLVED by The Metropolitan Planning Commission that 2022Z-126PR-001 is approved. (8-0)

36. 2022Z-127PR-001
 Council District 02 (Kyonzté Toombs)
 Staff Reviewer: Amelia Lewis

A request to rezone from IWD and OL to MUG-A-NS zoning for property located at 131 French Landing Drive, southeast of the corner of French Landing Drive and Vantage Way (2.4 acres), requested by TTL, INC., applicant; Metrocenter Rental LLC, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from IWD and OL to MUG-A-NS.

Zone Change

A request to rezone from Industrial/Warehousing/Distribution (IWD) and Office Limited (OL) to Mixed-Use General – Alternative – No Short Term Rentals (MUG-A-NS) zoning for property located at 131 French Landing Drive, southeast of the corner of French Landing Drive and Vantage Way (2.4 acres).

Existing Zoning

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

Office Limited (OL) is intended for moderate intensity office uses.

Proposed Zoning

Mixed Use General-Alternative – No Short Term Rentals (MUG-A-NS) is intended for a moderately high intensity mixture of residential, retail, and office uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.

NORTH NASHVILLE COMMUNITY PLAN

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

SITE AND CONTEXT

The 2.4 acre subject property is located at the southeast corner of French Landing Drive and Vantage Way. The site is currently developed with a medical office use building and associated surface parking. Surrounding zoning districts include Mixed-Use General (MUG), Commercial Service (CS) and IWD. The surrounding properties include a mix of uses including multi-family, office, medical, and commercial.

ANALYSIS

The site is located within the District Employment Center Policy (D-EC) policy. The intent of this policy is to provide a mix of commercial and industrial uses with residential as a supportive use, for housing options near employment opportunities. MUG-A-NS allows for a variety of commercial uses, as well as residential. The proposed zoning is consistent with the D EC Policy. However, due to the number of recent rezonings in this area and the subsequent residential development, a careful review of the area and land use mix is needed prior to undertaking future rezonings. There is a balance that must be struck in Employment Centers between employment and supporting residential, and it is critical to ensure that the balance is not tipping too heavily to residential uses.

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)	1.33	0.8 F	46,348 SF	119	8	8

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	1.07	0.75 F	34,957 SF	383	59	42

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10	1.2	3.0 F	157 U	854	53	69

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.6	3.0 F	78,408 SF	2,960	74	298

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.6	3.0 F	78,408 SF	8,796	780	766

Traffic changes between maximum: **IWD/OL and MUG-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+12,108	+840	+1,083

METRO SCHOOL BOARD REPORT

The mix of uses could vary and assumption of impact at this point is premature. Students would attend Jones Elementary School, John Early Middle School, and Pearl-Cohn 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.

Approve. (8-0)

Resolution No. RS2022-342

"BE IT RESOLVED by The Metropolitan Planning Commission that 2022Z-127PR-001 is approved. (8-0)

37. 2022Z-128PR-001

Council District 02 (Kyonzté Toombs)

Staff Reviewer: Jason Swaggart

A request to rezone from RS10 to R8 zoning for property located at 1613 Elizabeth Road, approximately 216 feet north of Ashton Avenue (0.37 acres), requested by RK Junior Contracting Services, LLC, applicant; David R. Pegram, owner.

Staff Recommendation: Disapprove R8 and approve R10.

APPLICANT REQUEST

Zone change from RS10 to R8.

Zone Change

A request to rezone from Single-Family Residential (RS10) to One and Two-Family Residential (R8) zoning for property located at 1613 Elizabeth Road, approximately 216 feet north of Ashton Avenue (0.37 acres).

Existing Zoning

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

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 one duplex lot under the current configuration for a total of two residential units. Metro Codes provides final determinations on duplex eligibility*

BORDEAUX – WHITES CREEK – HAYNES TRININTY

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

SITE AND CONTEXT

The approximately .37-acre property is located on the north side of Elizabeth Road approximately 650 feet west of Hydes Ferry Road. The property is adjacent to 1609 Elizabeth Road, which is also proposed to be rezoned to R8 (case no. 2022Z-125PR-001). The property is currently occupied with a single-family home. The properties abutting the south, east and west are zoned RS10 and are occupied by single-family homes. The abutting property to the north is zoned SP and includes numerous attached units. Elizabeth Road is primarily single family and Metro records indicate that there is one duplex lot on Elizabeth Road. The duplex lot is located east of the subject property closer to Hydes Ferry Road. Elizabeth Road is classified as a local street.

ANALYSIS

The application proposes to rezone the property from RS10 to R8. Staff is recommending approval of R10 as opposed to R8. R10 zoning is supported by the T3 NE policy. The proposed zoning allows for one or two-family residential uses, which would increase housing choice in the area. While the T3 NE policy supports change in housing type and increased density within the policy area, it also intends for there to be a variety of housing options in the area it is applied. To provide for a variety of housing options in the area, some of the existing single-family housing should be maintained.

To balance the needs of the current residents and the existing infrastructure and to maintain the housing diversity called for in the policy, staff has analyzed the lots along Elizabeth Road and Ashton Avenue, which consists of 40 lots. For the analysis, staff looked at the study area as if it were not developed and consisted of vacant land and zoned for one and two-family. Under this scenario, a subdivision that included 40 lots would be limited to 25% duplex lots. The 25% limit for duplex lots is dictated by current Zoning Code requirements and is intended to maintain a variety of housing options. The 25% limitation results in 10 lots being duplex eligible. This would allow for the rezoning of 8 additional parcels beyond this subject application and the additional application on this agenda. Staff recommends that when the 10-parcel mark is reached, further analysis regarding the land uses, infrastructure, and policy should occur.

The staff proposed R10 zoning district will incorporate additional intensity into the neighborhood in a manner that does not disrupt the suburban character of the neighborhood. It represents a modest increase in intensity, consistent with the surrounding context and goals of the policy. For these reasons, staff recommends approval of the rezoning.

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential	0.37	4.356 D	1 U	15	5	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential*	0.37	5.445 D	2 U	28	7	2

*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
-	-	-	+1 U	+13	+2	+1

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 zoning districts: 0 Elementary 0 Middle 0 High

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

The proposed R8 zoning is not expected to generate any additional students beyond the existing RS10 zoning. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School.

STAFF RECOMMENDATION

Staff recommends disapproval of R8 and approval of R10.

Disapprove R8 and approve R10. (8-0)

Resolution No. RS2022-343

“BE IT RESOLVED by The Metropolitan Planning Commission that 2022Z-128PR-001 is disapproved R8 and approved R10. (8-0)

38. 2022Z-130PR-001

Council District 17 (Colby Sledge)

Staff Reviewer: Dustin Shane

A request to rezone from IR to MUL-A-NS zoning for property located at 469 Chestnut Avenue, approximately 69 feet north of Humphreys Street (0.94 acres), requested by Fulmer Lucas Engineering, applicant; Chestnut Street Properties, owner.

Staff Recommendation: Defer to the December 8, 2022, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2022Z-130PR-001 to the December 8, 2022, Planning Commission meeting. (6-0-1)

39. 85-85P-007

BRENTWOOD COMMONS PUD (AMENDMENT)

Council District 04 (Robert Swope)

Staff Reviewer: Amelia Lewis

A request to amend a Planned Unit Development Overlay District for property located at 760 Old Hickory Boulevard, at the northwest corner of Brentwood Commons Way and Old Hickory Boulevard (71.76 acres), to permit a new hotel; requested by Ingram Civil Engineering Group; Eagle Hospitality, Inc.

Staff Recommendation: Defer to the December 8, 2022, Planning Commission meeting.

The Metropolitan Planning Commission deferred 85-85P-007 to the December 8, 2022, Planning Commission meeting. (7-0)

40. 2022S-219-001
J.J. PATES SUBDIVISION

Council District 02 (Kyonzté Toombs)
Staff Reviewer: Jason Swaggart

A request for final plat approval to create two lots on property located at 1804 County Hospital Road, approximately 190 feet east of Doak Ave, zoned R10 (0.51 acres), requested by Clint Elliott Survey, applicant; Building Bordeaux, LLC, owner.

Staff Recommendation: Disapprove unless the Planning Commission grants an exception to the frontage requirements.

APPLICANT REQUEST

Request for final plat to create two residential lots.

Final Plat

A request for final plat approval to create two lots on property located at 1804 County Hospital Road, approximately 190 feet east of Doak Ave, zoned One and Two-Family Residential (R10) (0.51 acres).

SITE DATA AND CONTEXT

Location: The site is located on the south side of County Hospital Road between John Mallette Drive and Doak Avenue.

Street type: The site has frontage on County Hospital Road. The Major and Collector Street Plan (MCSP) identifies County Hospital Road as a residential arterial (T3-R-AB4-LM).

Approximate Acreage: 0.51 acres or approximately 22,215 square feet.

Parcel/Site History: The parcel consists of lot 16 and part of lot 15 of the J.J. Plates Subdivision. The parcel was created in 1959.

Zoning History: The site has been zoned R10, One and Two-Family Residential since April of 2022. Prior to the current R10 zoning, the site was zoned RS10, One and Two-Family Residential.

Existing land use and configuration: The parcel is occupied with a single-family home.

Surrounding land use and zoning:

- North: Single-Family Residential (RS10)
- South: Single-Family Residential (RS10)
- East: Single-Family Residential (RS10)
- West: Single-Family Residential (RS10)

Zoning: Single-Family Residential (R10)

Min. lot size: 10,000 square feet

Max. building coverage: 0.40

Min. rear setback: 20'

Min. side setback: 5'

Max. height: 3 stories

Min. street setback: contextual

PROPOSAL DETAILS

Number of lots: 2.

Lot sizes: Lot 1 is 10,875 sq. ft. (.25 acres). Lot 2 is 10,914 sq. ft.

Access: Both lots are oriented to County Hospital Road and share a single drive to County Hospital Road via a 12' wide access easement that straddles the proposed shared property line.

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 Suburban Neighborhood Evolving (T3 NE) policy. For T3 NE, the conventional regulations found in Chapter 3 are utilized.

3-1 General Requirements

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

3-2 Monument Requirements

Complies. Monuments will be set after plat approval.

3-3 Suitability of the Land

Staff finds that the land is suitable for development consistent with this section.

3-4 Lot Requirements

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

3-5 Infill Subdivisions

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

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

- a. *All minimum standards of the zoning code are met.*
Complies. All lots meet the minimum standards of the zoning code.
- b. *Each lot has street frontage or meets the requirements of Section 3-4.2.b for fronting onto an open space or meets the requirements of Sections 4-6.3 or 5-3.1 fronting onto an open space.*
Complies. Each lot has frontage on County Hospital Road.
- c. *Each lot oriented to an existing street shall meet minimum lot frontage requirements as follows:*
 1. *Within T3 Suburban Neighborhood Evolving policy areas, each lot oriented to an existing street shall have a minimum frontage of 50 feet. Lots oriented to the terminus of an existing permanent dead-end shall have a minimum frontage of 35 feet.*
Does not comply. Both lots have approximately 32' of frontage on County Hospital Road.
 2. *Within T4 Urban Neighborhood Evolving policy areas, each lot oriented to an existing street shall have a minimum frontage of 40 feet. Lots oriented to the terminus of an existing permanent dead-end shall have a minimum frontage of 35 feet.*

Not applicable. This site is not located within a T4 Urban Neighborhood Evolving policy area. The Commission may grant an exception to the minimum lot frontage requirements of this subsection by considering the development pattern of the area, any unique topographic and environmental factors, and other relevant information.

As proposed, the lots do not have at least 50' of frontage along County Hospital Road as specified by Section 3-5.3.c.1. Both lots have just under 33 feet of frontage. While it does not have the minimum requirement, the Regulations allow for the Commission to grant an exception to the minimum frontage requirement by considering the development pattern of the area, any unique geographic, topographic and environmental factors, and other relevant information.

The surrounding parcels on the same block face of the parcel proposed to be subdivided range between approximately 50 feet and 100 feet. Out of the nine parcels on the same block face only two have adequate land area to subdivide. Both parcels are at least 100' feet wide. Staff also looked at a wider area that includes all the parcels along County Hospital Road between John Mallette Drive and Hydes Ferry Road. The narrowest lot frontage between John Mallette Drive and Hydes Ferry Road is 50 feet. Since all of the parcels along County Hospital Road between John Mallette Drive and Hydes Ferry Road are at least 50' wide, staff finds that the two proposed 33 foot wide lots are not consistent with the character of the area and that an exception to the minimum lot frontage requirement is not appropriate.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- New driveway connections or access points will require a permit from NDOT. Adequate sight distance must be provided per AASHTO for new driveway connections.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Ensure MCSP requirements are met along frontage.

WATER SERVICES RECOMMENDATION

Approve with conditions

- W&S Capacity fees must be paid before issuance of building permits for new lot.

STAFF RECOMMENDATION

Staff recommends disapproval unless the Planning Commission grants an exception to the frontage requirements.

CONDITIONS (if approved)

1. Add the following note:

a. No parking is permitted between the primary structure and street. Hard surfaces for vehicular access shall be limited to a maximum of 16 feet wide shared access easement located between the primary structure and the street.

Mr. Shane presented the staff recommendation to disapprove unless the Planning Commission grants an exception to the frontage requirements.

Alex Crow, 610 Basswood Avenue, spoke in favor of the application.

Chair Adkins closed the Public Hearing.

Chair Adkins stated he understands what the applicant is saying. He said they worked very hard on the subdivision regulations and when they make exceptions, then there may be other developers that want to come and make exceptions. He cautioned the Commission when making exceptions.

Mr. Henley said that justification can be made on both sides. He felt like it is a functional plan and creates and unlocks housing that is needed. He stated he is inclined to support it as it is a logical plan and believes it is a reasonable exception.

Councilmember Withers asked for more information about these exceptions as they relate to lot subdivision regulations.

Ms. Milligan stated that a few years ago there was an amendment made to subdivision regulations to add in a minimum lot width requirement for neighborhood evolving areas. She explained that prior to that there was not a minimum lot width requirement. This is only for subdivisions that are along an existing street. She further explained it requires a certain width within T3, which is 50 feet, or if it is on a dead end, it is less. A T4 is 40 feet. They included language for themselves that said they can grant an exception to that minimum lot frontage requirement by considering things like the surrounding development pattern, unique geographic, topographic or environmental features or any other relevant information. They wrote themselves in the ability to consider exceptions to the frontage based on unique circumstances.

Councilmember Withers said he is not seeing other developments that even have a detached front to back alignment on this block face. Also, on this block face there are a lot of lots that are wider so he is struggling with the lot sub here. He said he is skeptical that the minimal amount this lot is irregularly shaped justifies the exception.

Ms. Johnson stated this does not meet subdivision regulation 353C and is not seeing the exception for the subdivision regulation. She said she is in support of staff recommendation.

Ms. Blackshear stated she does not feel the shape of the lot is unique enough to warrant an exception and is in favor of staff recommendation.

Ms. Farr said she shares Mr. Henley's affinity for trying to make things work. She stated as this neighborhood redevelops, they want it to redevelop the right way and do not want to set a precedent. Ms. Farr said she is in support of staff recommendation.

Mr. Lawson stated he does not see a reason to approve an exception as it would open a Pandora's box in that all around Nashville, you'd find thousands more of these things going up. He said he is not in favor of granting an exception.

Mr. Clifton agreed with Mr. Lawson.

Chair Adkins stated there were a lot of past workshops and discussions regarding subdivision regulations.

Mr. Henley stated this community is fairly speckled with SPs and thinks there is a lot of precedent that actually shows a lot of irregular development.

Mr. Lawson moved and Ms. Blackshear seconded the motion to disapprove. (7-1) Mr. Henley voted against.

Resolution No. RS2022-344

"BE IT RESOLVED by The Metropolitan Planning Commission that 2022S-219-001 is disapproved. (7-1)

H: OTHER BUSINESS

41. Employee contract renewal for Michelle Hollingsworth, Greg Claxton & Nora Yoo.

Resolution No. RS2022-345

"BE IT RESOLVED by The Metropolitan Planning Commission that the Employee Contract Renewal for Michelle Hollingsworth, Greg Claxton & Nora Yoo is **approved. (7-0)**

42. Historic Zoning Commission Report
43. Board of Parks and Recreation Report
44. Executive Committee Report
45. Accept the Director's Report

Resolution No. RS2022-346

"BE IT RESOLVED by The Metropolitan Planning Commission that the director's report is **approved. (7-0)**

46. Legislative Update

I: MPC CALENDAR OF UPCOMING EVENTS

December 08, 2022

MPC Meeting

4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center

J: ADJOURNMENT

The meeting adjourned at 8:07 p.m.