

# Metropolitan Planning Commission



## Staff Reports

**February 23, 2023**



## Metro Planning Commission Meeting of 02/23/23

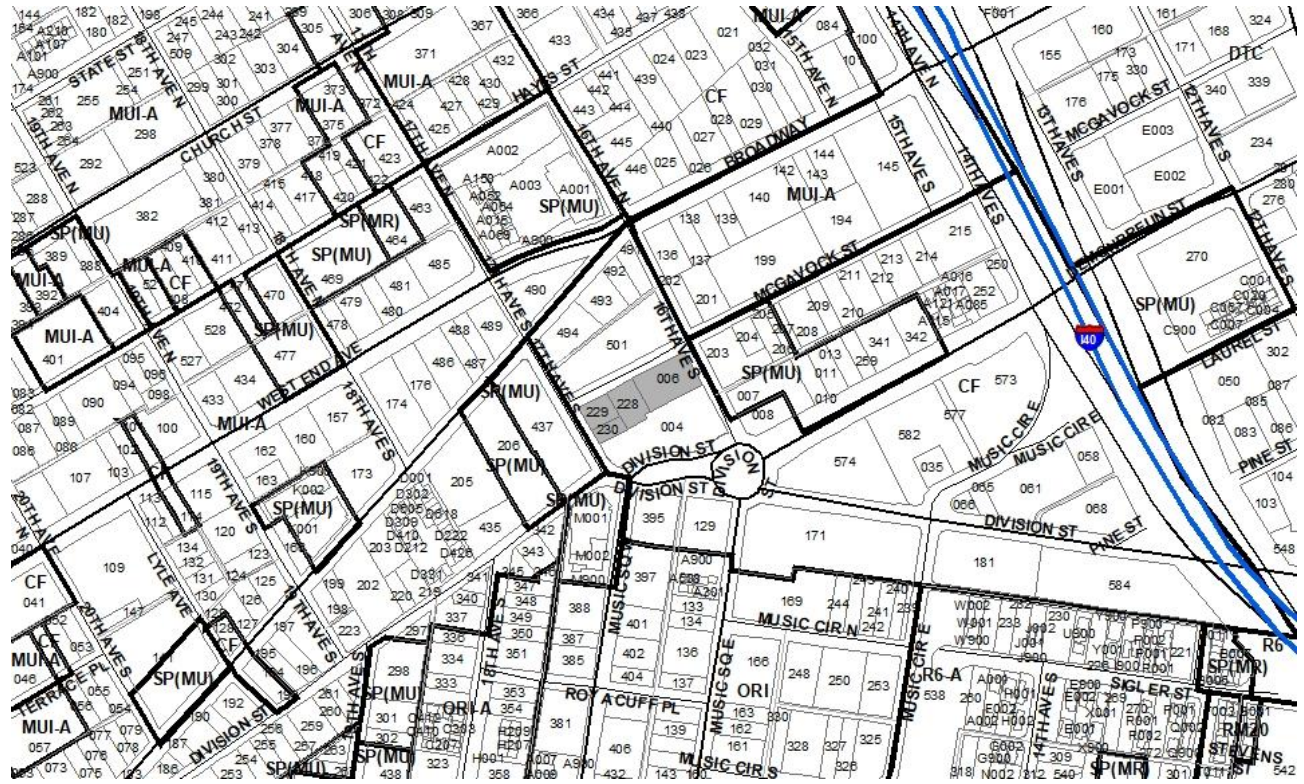
*Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 02/23/23



## 2001UD-002-012

### MUSIC ROW UDO (CANCELTION)

Map 092-16, Parcel(s) 228, 229, 239; Map 093-13, Parcel(s) 006

10, Green Hills – Midtown

19 (Freddie O’Connell)





## Metro Planning Commission Meeting of 02/23/23

<b>Item #1a</b>	<b>UDO Cancellation 2001UD-002-012</b>
<b>Project Name</b>	<b>Music Row UDO (Cancellation)</b>
<b>Associated Case</b>	2023SP-010-001
<b>Council District</b>	19 – O’Connell
<b>School District</b>	05 – Buggs
<b>Requested by</b>	Hastings Architecture, applicant; Spotty Merle, LLC; Broadway Properties LP; and Yer Man LLC, owners.
<b>Staff Reviewer</b>	Anthony
<b>Staff Recommendation</b>	<i>Defer to the March, 9, 2023, Planning Commission meeting.</i>

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### **APPLICANT REQUEST**

**A request for cancelation of an Urban Design Overlay District on four properties.**

#### UDO Cancellation

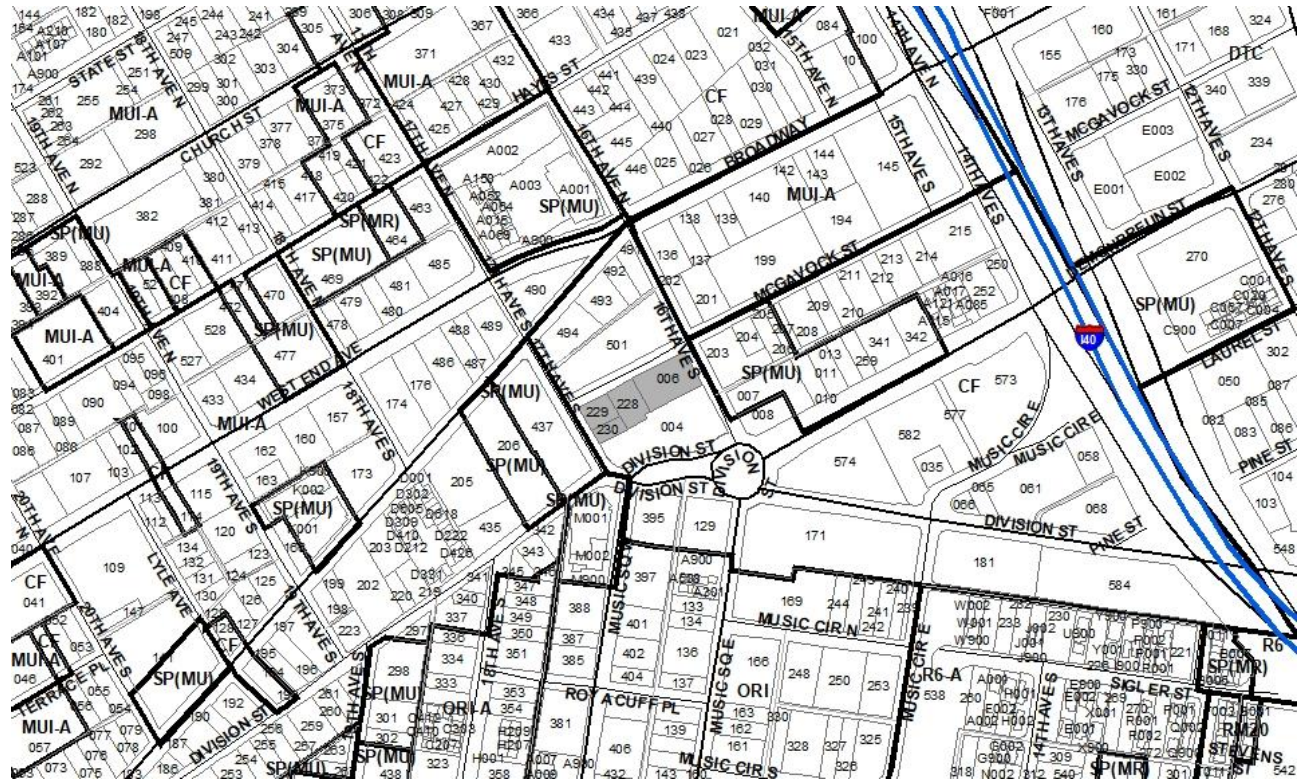
A request to cancel an Urban Design Overlay District for properties located at 1609 McGavock Street, 115 16<sup>th</sup> Avenue South, and 114 and 116 17<sup>th</sup> Avenue South, approximately 120 feet northwest of Division Street, zoned Commercial Core Frame (CF), located within the Music Row Urban Design Overlay District and Arts Center Redevelopment District (1.17 acres).

### **STAFF RECOMMENDATION**

Staff recommends deferral to the March 9, 2023, Planning Commission meeting.



# Metro Planning Commission Meeting of 02/23/23



## 2023SP-010-001

16<sup>th</sup> AND MCGAVOCK SP

Map 092-16, Parcel(s) 228, 229, 239; Map 093-13, Parcel(s) 006

10, Green Hills – Midtown

19 (Freddie O’Connell)



## Metro Planning Commission Meeting of 02/23/23

<b>Item #1b</b>	<b>Specific Plan 2023SP-010-001</b>
<b>Project Name</b>	<b>16<sup>th</sup> and McGavock SP</b>
<b>Associated Case</b>	2001UD-002-012
<b>Council District</b>	19 – O’Connell
<b>School District</b>	05 – Buggs
<b>Requested by</b>	Hastings Architecture, applicant; Spotty Merle, LLC; Broadway Properties LP; and Yer Man LLC, owners.
<b>Staff Reviewer</b>	Anthony
<b>Staff Recommendation</b>	<i>Defer to the March, 9, 2023, Planning Commission meeting.</i>

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### **APPLICANT REQUEST**

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

#### Preliminary SP

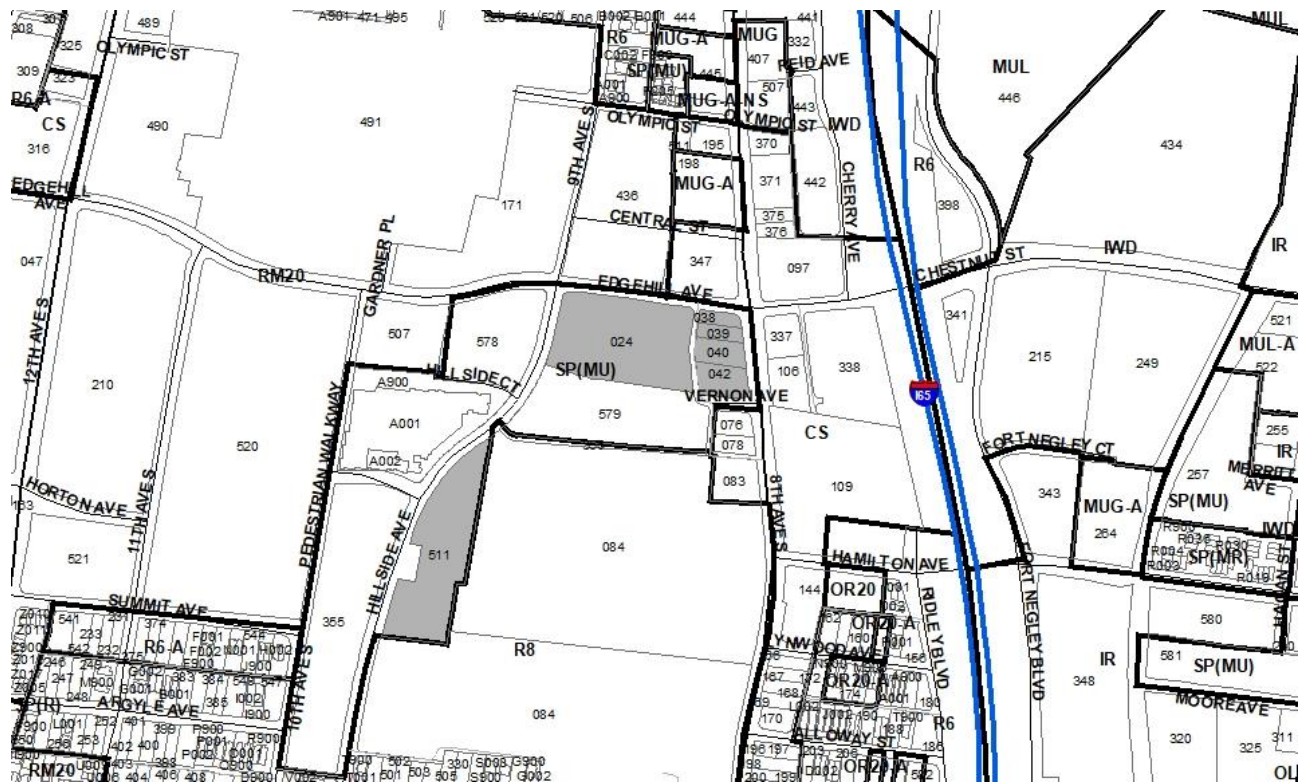
A request to rezone from Commercial Core Frame (CF) to Specific Plan (SP) for properties located at 1609 McGavock Street, 115 16<sup>th</sup> Avenue South, and 114 and 116 17<sup>th</sup> Avenue South, approximately 120 feet northwest of Division Street, located within the Music Row Urban Design Overlay District and Arts Center Redevelopment District (1.17 acres), to permit a mixed use development with nonresidential uses and a maximum of 450 multi-family residential units.

### **STAFF RECOMMENDATION**

Staff recommends deferral to the March 9, 2023, Planning Commission meeting.



## Metro Planning Commission Meeting of 02/23/23



### 2018SP-026-009

#### THE RESERVOIR (AMENDMENT)

Map 105-05, Parcel(s) 511

Map 105-06, Parcel(s) 024, 038-040, 042

10, Green Hills - Midtown

17 (Colby Sledge)



## Metro Planning Commission Meeting of 02/23/23

**Item #2**  
**Project Name** Specific Plan Amendment 2018SP-026-009  
**Council District** The Reservoir (Amendment)  
**School District** 17 - Sledge  
**Requested by** 03 – Masters  
Elmington Capital Group, applicant; Park at Hillside, LLC, owner.

**Deferrals** This item was deferred at the December 8, 2022, and February 9, 2023, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Elliott  
**Staff Recommendation** *Defer to the March 9, 2023, Planning Commission meeting.*

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### APPLICANT REQUEST

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

#### Preliminary SP

A request to amend a Specific Plan for properties located at 1201, 1203, 1205 and 1211 8th Avenue South, 809 Edgehill Ave and 1430 Hillside Avenue, approximately 75 feet east of Horton Avenue, zoned Specific Plan (SP) (7.63 acres), to amend zones 1, 2, 6, and the associated street sections.

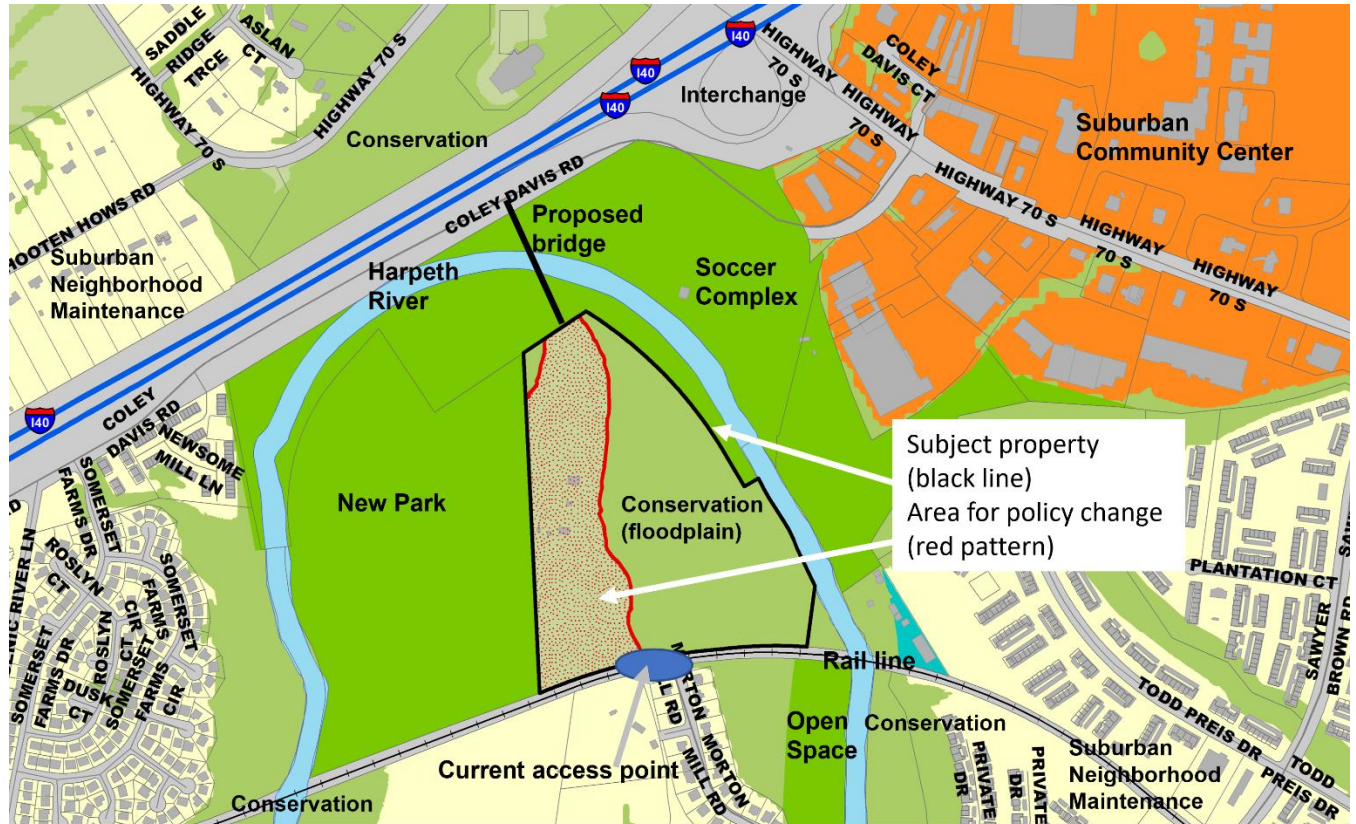
### STAFF RECOMMENDATION

Staff recommends deferral to the March 9, 2023, Planning Commission meeting.





## Metro Planning Commission Meeting of 02/23/23



**2021CP-006-001**  
BELLEVUE COMMUNITY PLAN AMENDMENT  
Map 141, Parcel(s) 017  
06, Bellevue  
35 (Dave Rosenberg)



## Metro Planning Commission Meeting of 02/23/23

<b>Item # 3a</b>	<b>Major Plan Amendment 2021CP-006-001</b>
<b>Project Name</b>	<b>Bellevue Community Plan Amendment</b>
<b>Associated Case</b>	2021SP-061-001
<b>Council District</b>	35 – Rosenberg
<b>School District</b>	9 – Tylor
<b>Requested by</b>	Ragan-Smith and Associates, Inc., applicant; Dr. James E. Fussell, owner.
<b>Staff Reviewer</b>	McCaig
<b>Staff Recommendation</b>	<i>Defer to March 9, 2023 Planning Commission meeting.</i>

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### APPLICANT REQUEST

#### **Amend Community Plan to change Community Character Policy.**

##### Major Plan Amendment

A request to amend the Bellevue Community Plan by changing from T2 Rural Maintenance (T2 RM) to T3 Suburban Neighborhood Evolving (T3 NE) for property located at 1084 Morton Mill Road, zoned Agricultural (AR2a), approximately 43.87 acres.

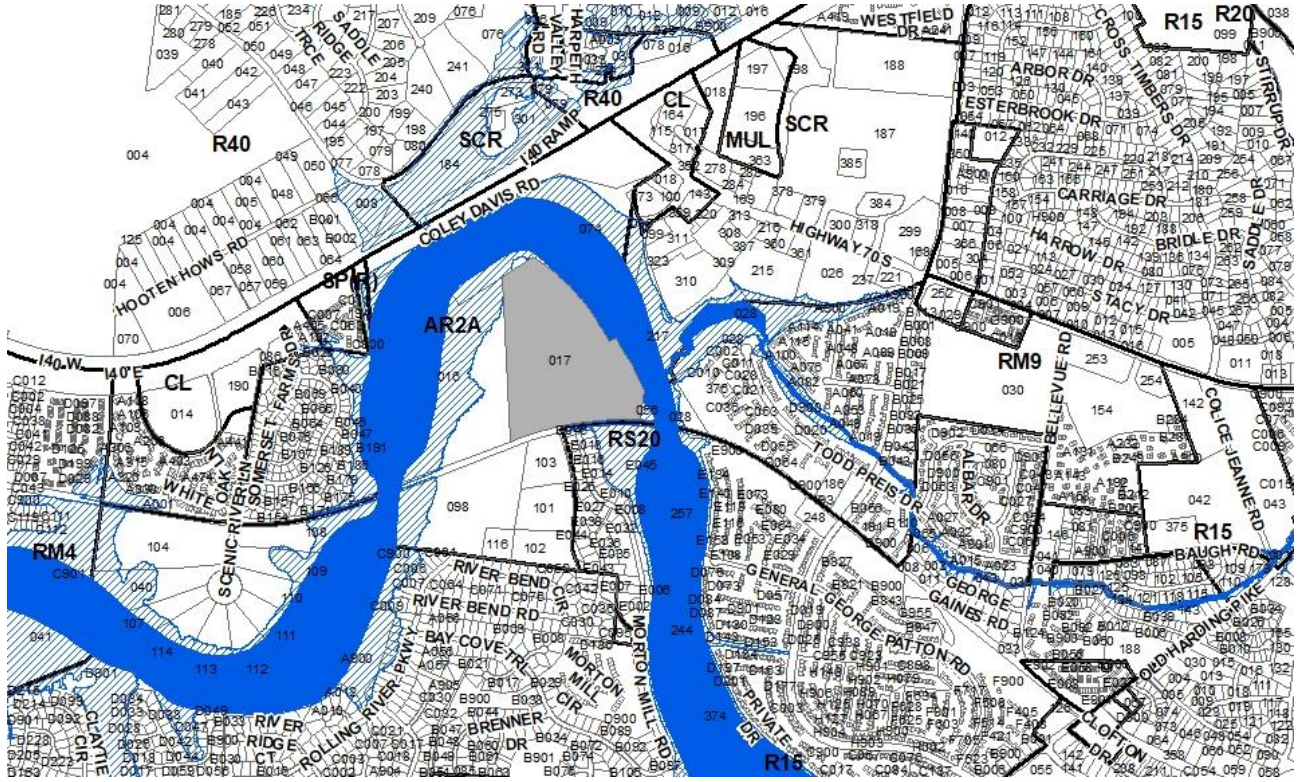
### STAFF RECOMMENDATION

Staff recommends deferral to the March 9, 2023 Planning Commission meeting.





# Metro Planning Commission Meeting of 02/23/23



**2021SP-061-001**  
BEND AT BELLEVUE (ARIZA) SP  
Map 141, Parcel(s) 017  
06, Bellevue  
35 (Dave Rosenberg)



## Metro Planning Commission Meeting of 02/23/23

<b>Item #3b</b>	<b>Specific Plan 2021SP-061-001</b>
<b>Project Name</b>	<b>Bend at Bellevue (Ariza) SP</b>
<b>Associated case</b>	2021CP-006-001
<b>Council District</b>	35 – Rosenberg
<b>School District</b>	09 – Tylor
<b>Requested by</b>	Ragan Smith Associates, applicant; Dr. James E. fussell, owner.
<b>Staff Reviewer</b>	Elliott
<b>Staff Recommendation</b>	<i>Defer to the March 9, 2023, Planning Commission hearing.</i>

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### **APPLICANT REQUEST**

**Rezone from AR2a to SP to permit a multi-family development.**

#### Preliminary SP

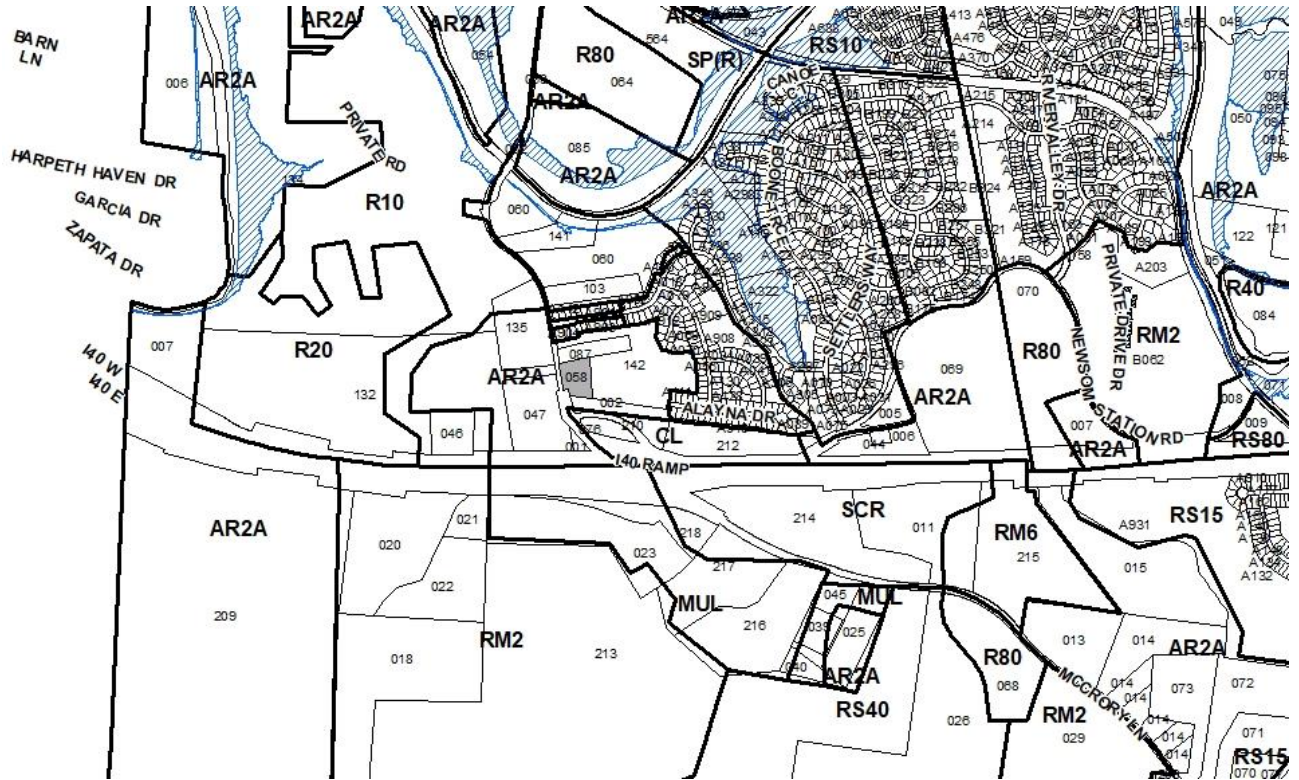
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for property located at 1084 Morton Mill Road, at the current terminus of Morton Mill Road, (and partially located within the Floodplain Overlay District), (43.87 acres), to permit a 417 multi-family unit development.

### **STAFF RECOMMENDATION**

Staff recommends deferral to the March 9, 2023, Planning Commission meeting.



## Metro Planning Commission Meeting of 02/23/23



**2022SP-036-001**  
HARPETH RESERVE  
Map 126, Parcel(s) 058  
06, Bellevue  
35 (Dave Rosenberg)



## Metro Planning Commission Meeting of 02/23/23

<b>Item #4</b>	<b>Specific Plan 2022SP-036-001</b>
<b>Project Name</b>	<b>Harpeth Reserve</b>
<b>Council District</b>	35 – Rosenberg
<b>School District</b>	09 – Tylor
<b>Requested by</b>	Civil Design Consultants, LLC, applicant; Pointe Hialeah 3, LLC, owner.

**Deferrals** This item was deferred at the November 10, 2022, December 8, 2022, January 12, 2023, and February 9, 2023, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Elliott  
**Staff Recommendation** *Defer to the March 9, 2023, Planning Commission meeting.*

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### **APPLICANT REQUEST**

**Preliminary SP to permit 28 single-family units.**

#### Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (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.

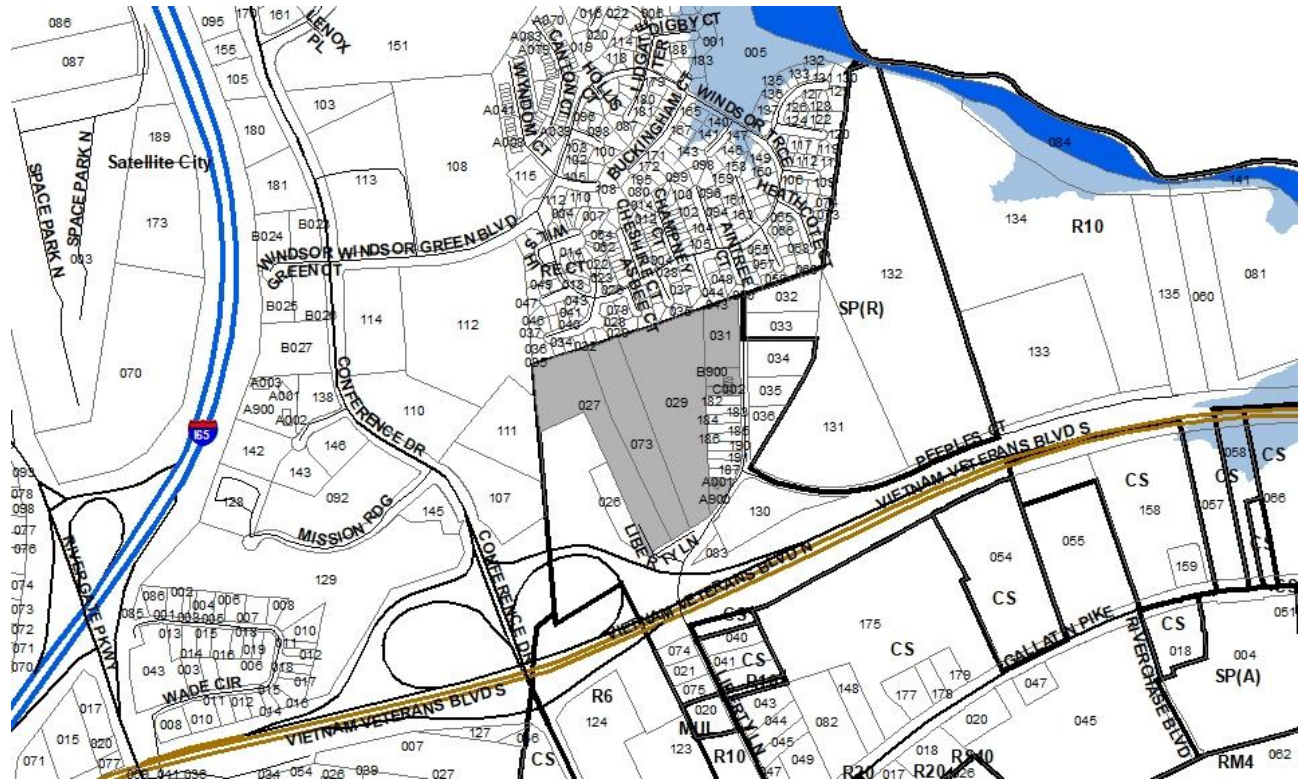
### **STAFF RECOMMENDATION**

Staff recommends deferral to the March 9, 2023, Planning Commission meeting.





## Metro Planning Commission Meeting of 02/23/23



### **2022SP-071-001**

#### **LIBERTY LANE**

Map 026, Parcel(s) 027, 029, 031, 073

Map 026-11-0-A, Parcel(s) 001-002, 900

Map 026-11-0-B, Parcel(s) 001-002, 900

Map 026-11-0-C, Parcel(s) 001-002, 900

04, Madison

10 (Zach Young)



## Metro Planning Commission Meeting of 02/23/23

<b>Item #5</b>	<b>Specific Plan 2022SP-071-001</b>
<b>Project Name</b>	<b>Liberty Lane</b>
<b>Council District</b>	10 – Young
<b>School District</b>	03 – Masters
<b>Requested by</b>	Liberty Capital Development, applicant; Linda W. Highers, Revocable Trust, Liberty Capital Development, LLC, O.I.C. Townhomes at Liberty Lane, O.I.C. Townhomes at Liberty Lane I, O.I.C. Townhomes at Liberty Lane II, Bobby Eugene Rager, ETUX, Rosemary Partners, LLC , owners.

**Deferrals** This item was deferred at the December 8, 2022, January 12, 2023, and February 9, 2023, Planning Commission meeting. No public hearing was held.

<b>Staff Reviewer</b>	Elliott
<b>Staff Recommendation</b>	<i>Defer to the March 9, 2023, Planning Commission meeting.</i>

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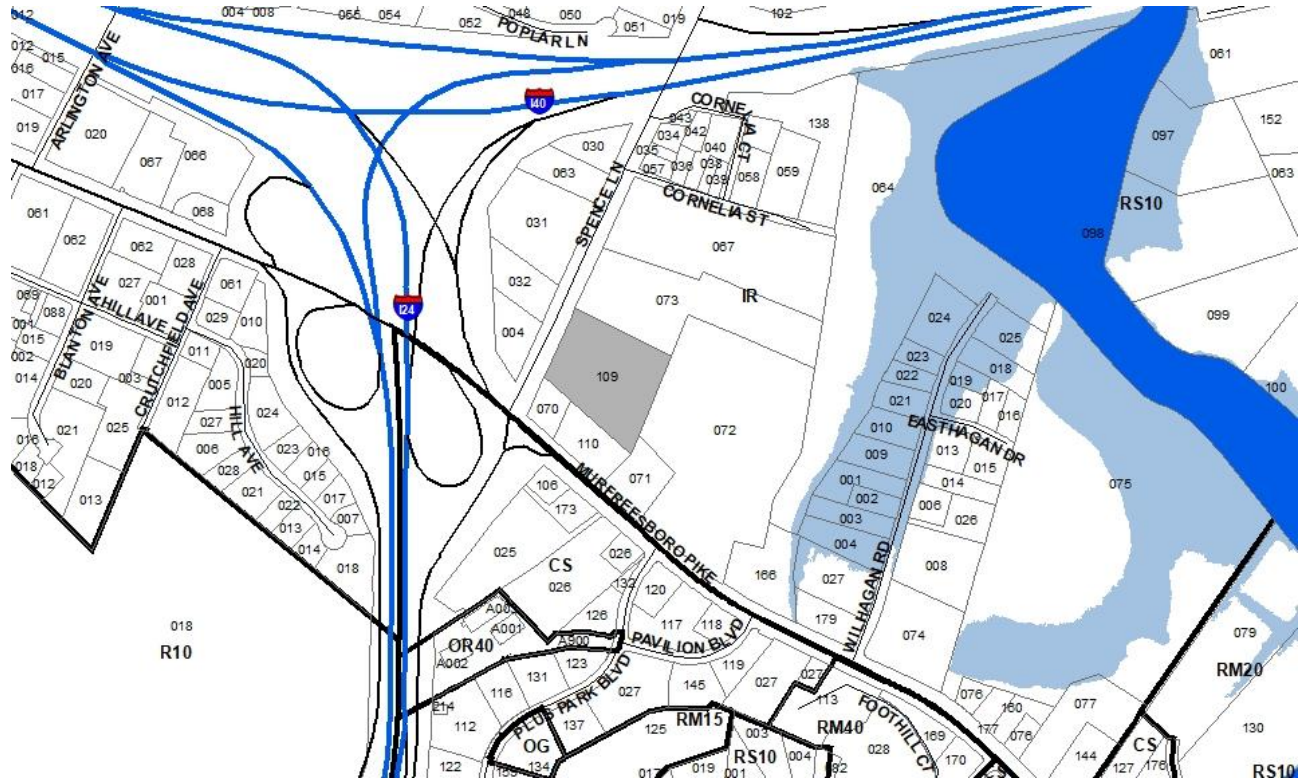
**APPLICANT REQUEST**  
**Preliminary SP to permit a residential development.**

Preliminary SP  
 A request to rezone from One and Two-Family Residential (R10) to Specific Plan (SP) zoning on properties located at 203, 205, 209, 217, 219, 253, 255, 257, 259, and 261 Liberty Lane, 215B, 257B, and 253B Liberty Lane, approximately 251 west of Peeples Court, (26.59 acres), to permit all uses in the RM4 zoning district.

**STAFF RECOMMENDATION**  
 Staff recommends deferral to the March 9, 2023, Planning Commission meeting.



# Metro Planning Commission Meeting of 02/23/23



**2022SP-079-001**  
717 SPENCE LANE SP  
Map 106, Parcel(s) 109  
11, South Nashville  
15 (Jeff Syracuse)





## Metro Planning Commission Meeting of 02/23/23

**Item #6** **Specific Plan 2022SP-079-001**  
**Project Name** **717 Spence Lane SP**  
**Council District** 15 – Syracuse  
**School District** 07 – Player  
**Requested by** Bradley Arant, applicant; Hillside Crossing LLC owner.

**Deferrals** This item was deferred at the November 10, 2022, December 8, 2022, January 12, 2023, and February 9, 2023, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Anthony  
**Staff Recommendation** *Defer to the March 9, 2023, Planning Commission meeting.*

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### **APPLICANT REQUEST**

**Preliminary SP to permit multi-family residential uses.**

#### Preliminary SP

A request to rezone from Industrial Restrictive (IR) to Specific Plan (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.

### **STAFF RECOMMENDATION**

Staff recommends deferral to the March 9, 2023, Planning Commission meeting.



**NO SKETCH**



## Metro Planning Commission Meeting of 02/23/23

<b>Item #7</b>	<b>Text Amendment 2022Z-014TX-001</b>
<b>Project Name</b>	<b>Tree Canopy Preservation</b>
<b>Council Bill No.</b>	BL2022-1409
<b>Council District</b>	Countywide
<b>School District</b>	Countywide
<b>Requested by</b>	Councilmember Kathleen Murphy

**Deferrals** This item was deferred at the October 27, 2022, December 9, 2022, January 12, 2022, and February 9, 2023, Planning Commission meetings. No public hearing was held.

<b>Staff Reviewer</b>	Pike and Harrison
<b>Staff Recommendation</b>	<i>Withdraw.</i>

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### APPLICANT REQUEST

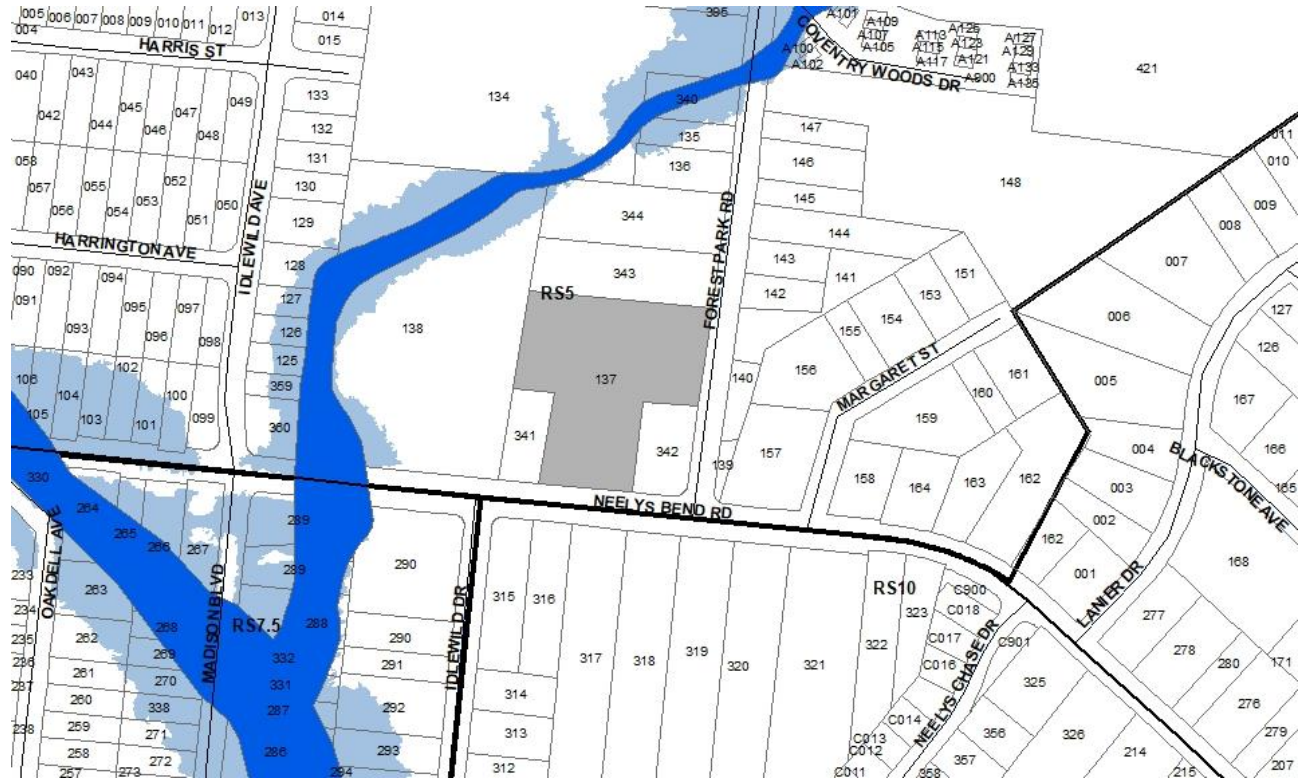
Amend Titles 2 and 17 of the Metropolitan Code of Laws, to amend Chapters 17.04, 17.12, 17.20, 17.24, 17.28 and 17.40 pertaining to the Tree Preservation, Protection and Replacement.

### STAFF RECOMMENDATION

This item has been withdrawn at the request of the applicant.



# Metro Planning Commission Meeting of 02/23/23



**2022S-232-001**  
KING'S SUBDIVISION  
Map 052-01, Parcel(s) 137  
04, Madison  
09 (Tonya Hancock)



## Metro Planning Commission Meeting of 02/23/23

**Item #8**  
**Project Name**  
**Council District**  
**School District**  
**Requested by**

**Final Plat 2022S-232-001**  
**Kings Subdivision**  
09 – Hancock  
03 – Masters  
Delle Land Surveying, applicant; Darren and Stacy King, owners.

**Deferrals**

This item was deferred from the December 8, 2022, January 12, 2023, and February 9, 2023, Planning Commission meetings. No public hearing was held.

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

Anthony  
*Defer to the March 9, 2023, Planning Commission meeting.*

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### APPLICANT REQUEST

**Request for final plat approval to create five lots.**

#### Final Plat

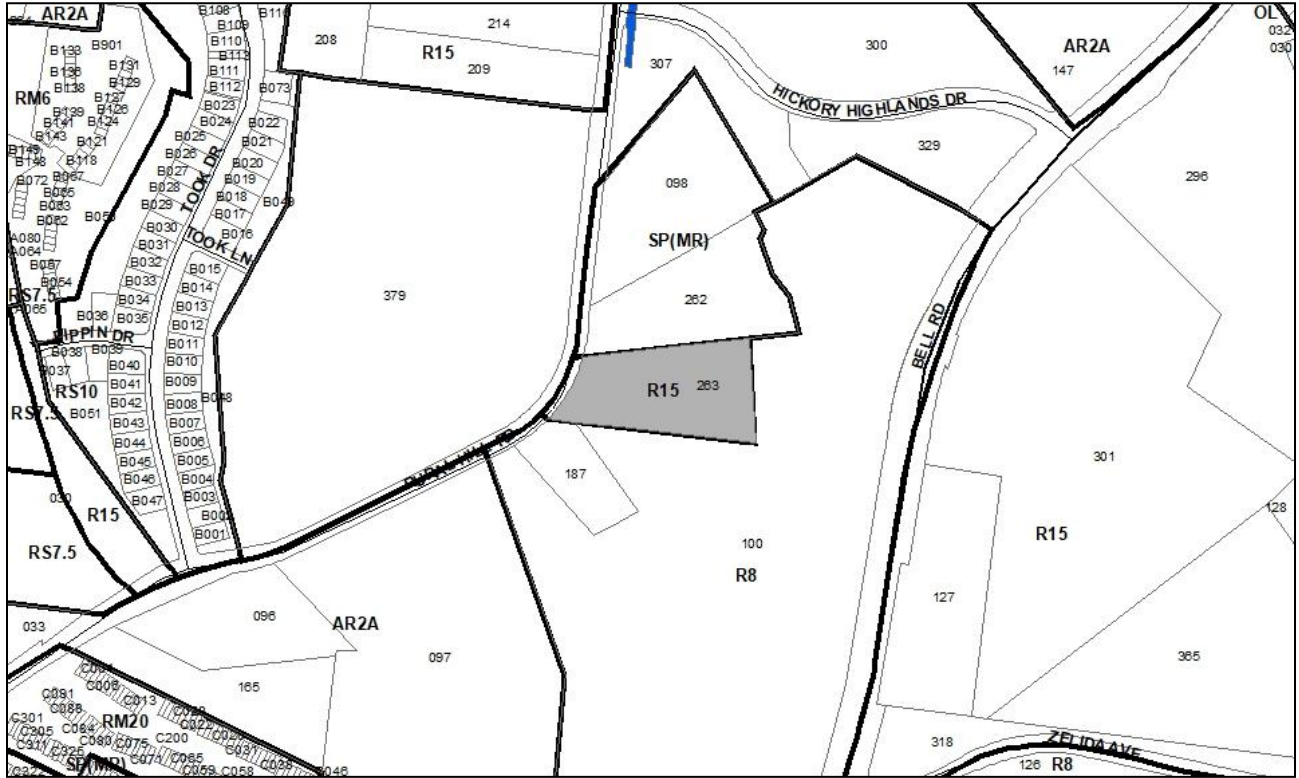
A request for final plat approval to create five lots on property located at 445 Neely's Bend Road, approximately 117 feet west of the corner of Neely's Bend Road and Forest Park Road zoned Single-Family Residential RS5 (2.01 acres).

### STAFF RECOMMENDATION

Staff recommends deferral to the March 9, 2023, Planning Commission meeting.



# Metro Planning Commission Meeting of 02/23/23



**2022S-259-001**  
RESUB LOT 2 ON PLAN OF RURAL HILLS ACRES  
Map 163, Parcel(s) 263  
13, Antioch – Priest Lake  
32 (Joy Styles)



## Metro Planning Commission Meeting of 02/23/23

<b>Item #9</b>	<b>Final Plat 2022S-259-001</b>
<b>Project Name</b>	<b>Resub Lot 2 on Plan of Rural Hills Acres</b>
<b>Council District</b>	32 – Styles
<b>School District</b>	06 – Mayes
<b>Requested by</b>	Dale & Associates, applicant; Yasir Mohamed, owner.

**Deferrals** This item was deferred at the November 10, 2022, December 8, 2022, January 12, 2023, and February 9, 2023, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Lewis  
**Staff Recommendation** *Defer to the March 9, 2023, Planning Commission meeting.*

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### APPLICANT REQUEST

**Request for final plat approval to create three lots.**

#### Final Plat

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 One and Two-Family Residential (R15) (3.54 acres).

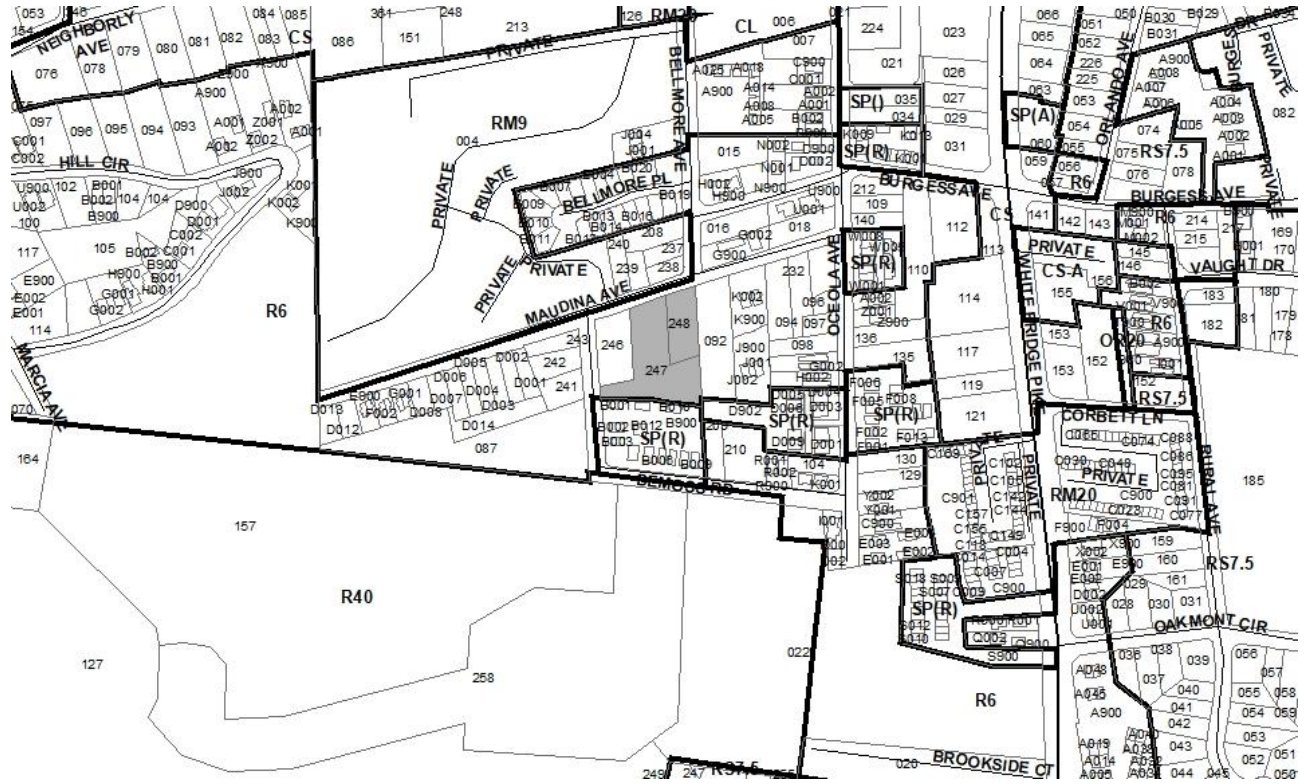
### STAFF RECOMMENDATION

Staff recommends deferral to the March 9, 2023, Planning Commission meeting.





# Metro Planning Commission Meeting of 02/23/23



**2022S-264-001**  
5713-5715 MAUDINA AVENUE  
Map 132-02, Parcel(s) 247-248  
07, West Nashville  
20 (Mary Carolyn Roberts)



## Metro Planning Commission Meeting of 02/23/23

**Item #10**

**Project Name**

**Council District**

**School District**

**Requested by**

**Concept Plan 2022S-264-001**

**5713-5715 Maudina Avenue**

20 – Roberts

09 – Tylor

Dale & Associates, applicant; Henry. & Sarah. Hood owners.

**Deferral**

This item was deferred at the December 8, 2022, January 12, 2023, and February 9, 2023, Planning Commission meeting. No public hearing was held.

**Staff Reviewer**

Elliott

**Staff Recommendation**

*Defer to the March 9, 2023, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Concept plan approval to permit 6 residential lots.**

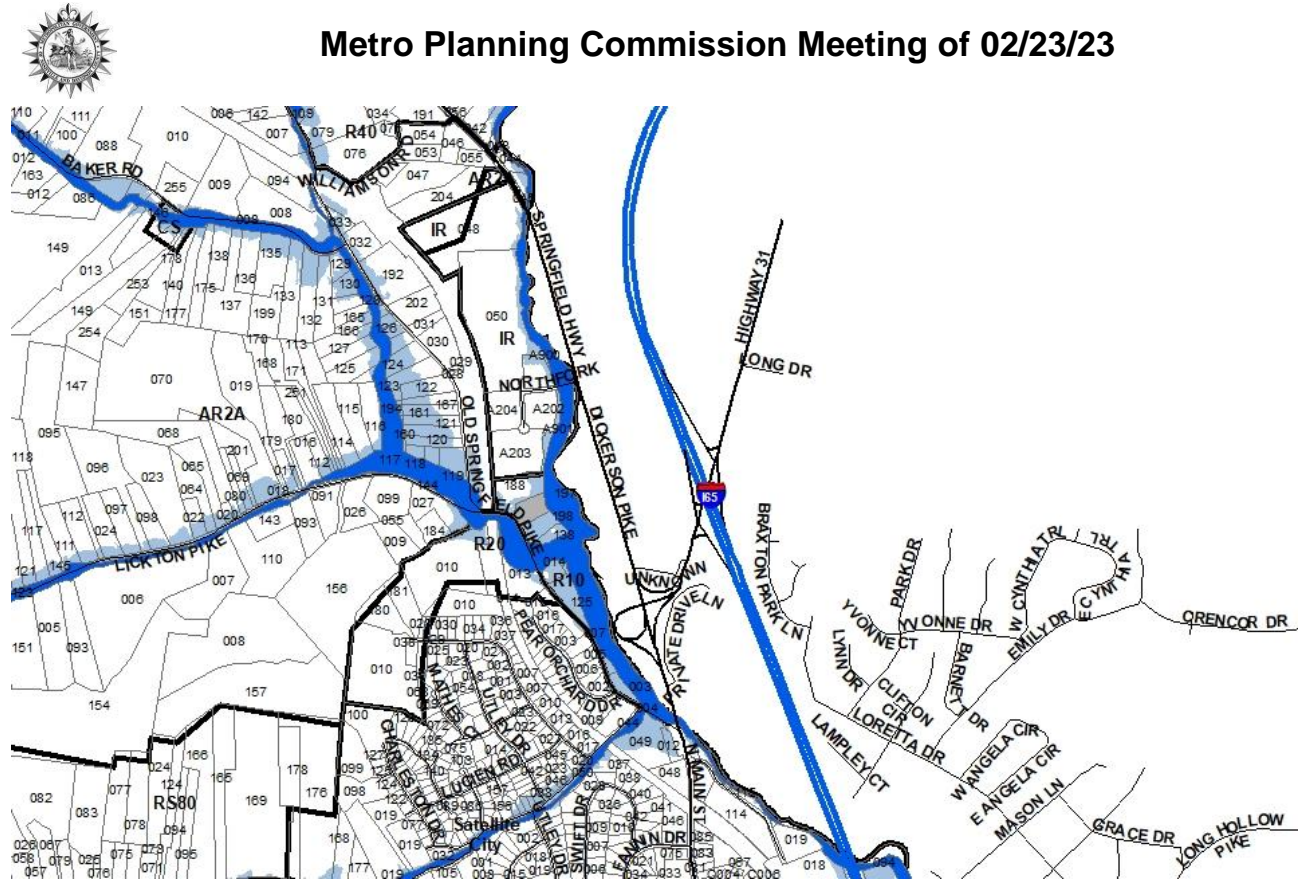
Concept Plan

A request for concept plan approval to create six lots on properties located at 5713 and 5715 Maudina Avenue, at the southern terminus of Bellmore Avenue, zoned One and Two-Family Residential (R6) (1.44 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the March 9, 2023, Planning Commission meeting.

# Metro Planning Commission Meeting of 02/23/23



**2023S-010-001**  
TINNIN SUBDIVISION  
Map 012, Parcel(s) 197  
02, Parkwood – Union Hill  
10 (Zach Young)



## Metro Planning Commission Meeting of 02/23/23

**Item #11****Final Subdivision 2023S-010-001****Project Name****7826 Springfield Pike****Council District**

10 – Young

**School District**

03 – Masters

**Requested by**

Steven D. Delle, applicant; Sam and Glenda Tinnin, owners.

**Staff Reviewer**

Matravers

**Staff Recommendation***Defer indefinitely.*

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**APPLICANT REQUEST****Final plat to create three residential lots.**Final Plat

A request for final plat approval to create two lots on property located at 7826 Old Springfield Pike, approximately 550 feet west of Dickerson Pike, zoned RS80 (5 acres), requested by Steven D. Delle, applicant; Sam and Glenda Tinnin, owners.

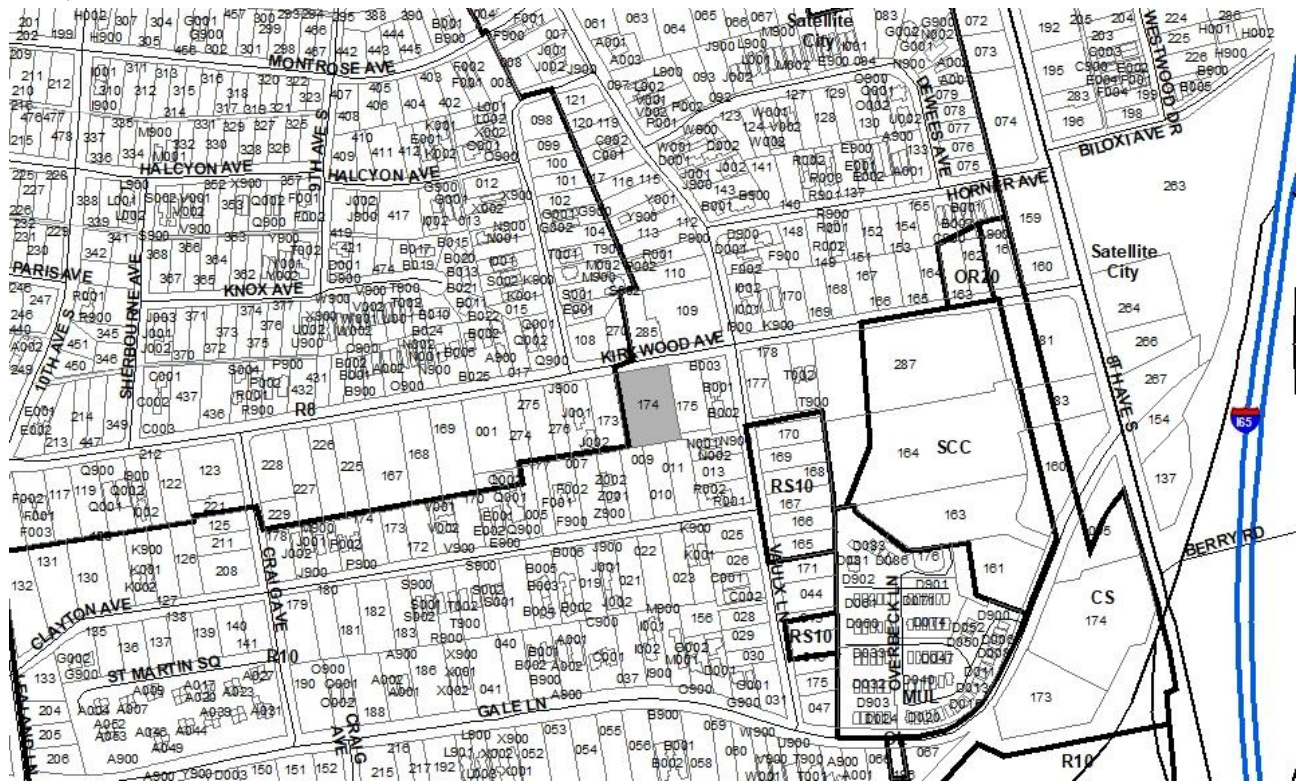
**STAFF RECOMMENDATION**

Staff recommends indefinite deferral.





# Metro Planning Commission Meeting of 02/23/23



**2023S-027-001**  
**PART OF THE VAULX PROPERTY**  
Map 118-02, Parcel 174  
10, Green Hills - Midtown  
17 (Colby Sledge)



## Metro Planning Commission Meeting of 02/23/23

**Item #12**

**Project Name**

**Council District**

**School District**

**Requested by**

**Final Plat 2023S-027-001**

**Part of the Vault Property**

17 – Sledge

08 – O’Hara Block

Clint Elliott Survey, applicant; Newell & Cynthia Anderson, owners.

**Staff Reviewer**

Matravers

**Staff Recommendation**

*Defer to the March 23, 2023, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Final plat approval to create 3 residential lots.**

Final Plat

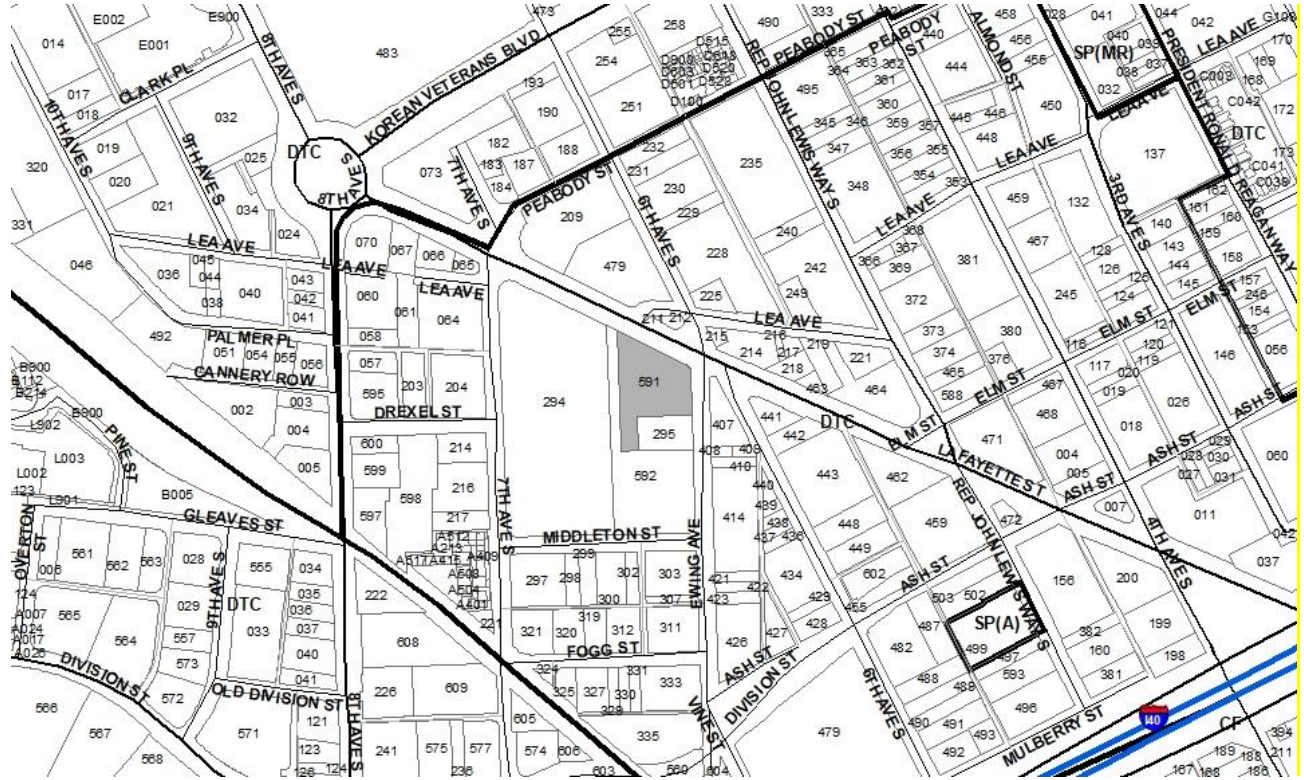
A request for final plat approval to create three lots on property located at 821 Kirkwood Avenue, western of the corner of Kirkwood Avenue and Vault Lane, zoned R10 (1.01 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the March 23, 2023, Planning Commission meeting.



# Metro Planning Commission Meeting of 02/23/23



**2023DTC-005-001**  
601 LAFAYETTE STREET  
Map 093-14, Parcel(s) 591  
09, Downtown  
19 (Freddie O'Connell)





## Metro Planning Commission Meeting of 02/23/23

<b>Item #13</b>	<b>Overall Height Modification 2023DTC-005-001</b>
<b>Project Name</b>	<b>601 Lafayette Street</b>
<b>Council District</b>	19 – O’Connell
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Kimley-Horn, applicant; 601 Lafayette Owner, LLC, owner.
<b>Deferrals</b>	This item was deferred at the February 9, 2023, Planning Commission meeting. No public hearing was held.
<b>Staff Reviewer</b>	Hammer
<b>Staff Recommendation</b>	<i>Defer to the March 9, 2023, Planning Commission meeting.</i>

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### APPLICANT REQUEST

**Modify permitted building height within the Lafayette subdistrict.**

#### Overall Height Modification

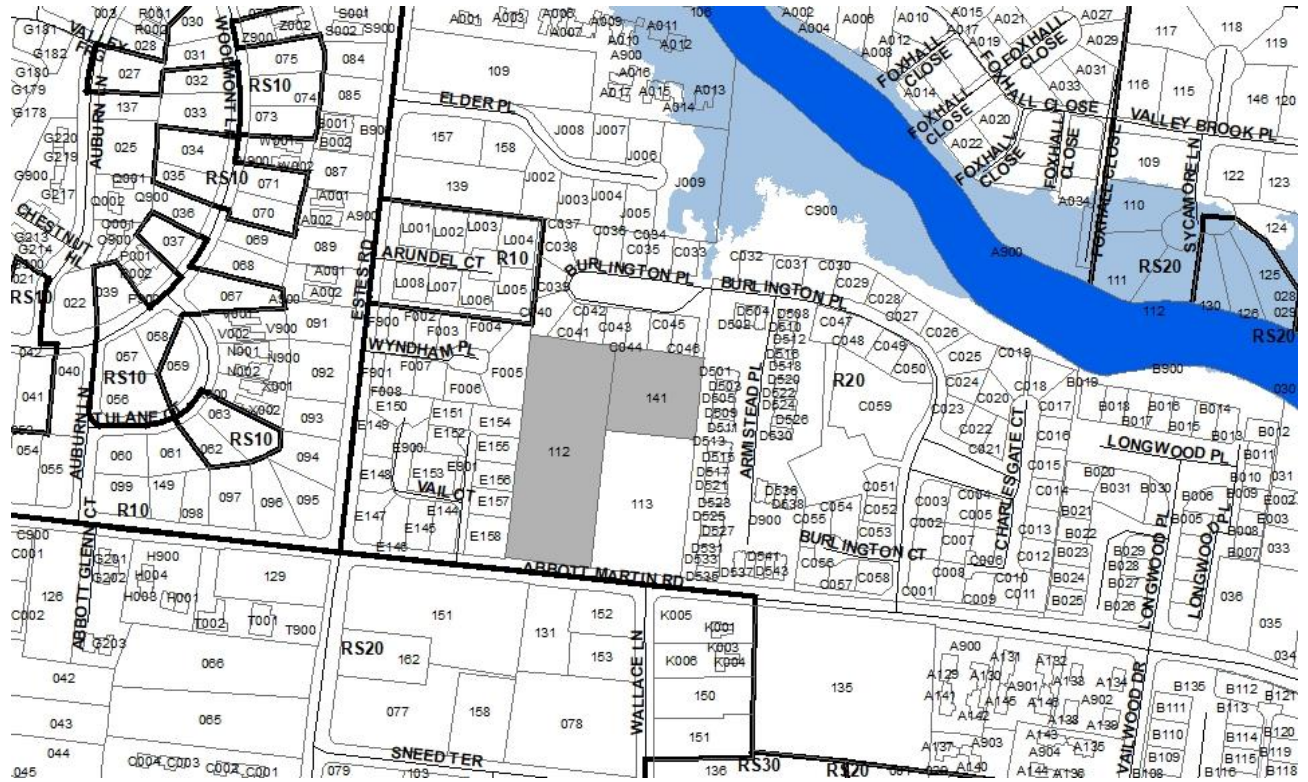
A request for overall height modification to permit a 32-story mixed-use tower with multi-family residential uses and nonresidential uses on property located at 601 Lafayette Street, southwest of the corner of Lafayette Street and Ewing Avenue, zoned DTC (1.06 acres), requested by Kimley-Horn, applicant; 601 Lafayette Owner, LLC, owner.

### STAFF RECOMMENDATION

Staff recommends deferral to the March 9, 2023, Planning Commission meeting.



# Metro Planning Commission Meeting of 02/23/23



**2023Z-017PR-001**  
Map 116-12, Parcel(s) 112, 141  
10, Green Hills – Midtown  
25 (Russ Pulley)



## Metro Planning Commission Meeting of 02/23/23

**Item #14**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2023Z-017PR-001**  
25 – Pulley  
08 – O’Hara Block  
Sett Studio LLC, applicant; Abbott Land 3600 LLC,  
owner.

**Deferrals**

This item was deferred at the February 9, 2023, Planning Commission meeting. No public hearing was held.

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

Shane  
*Withdraw.*

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**APPLICANT REQUEST**  
**Zone change from R20 to R10.**

Zone Change

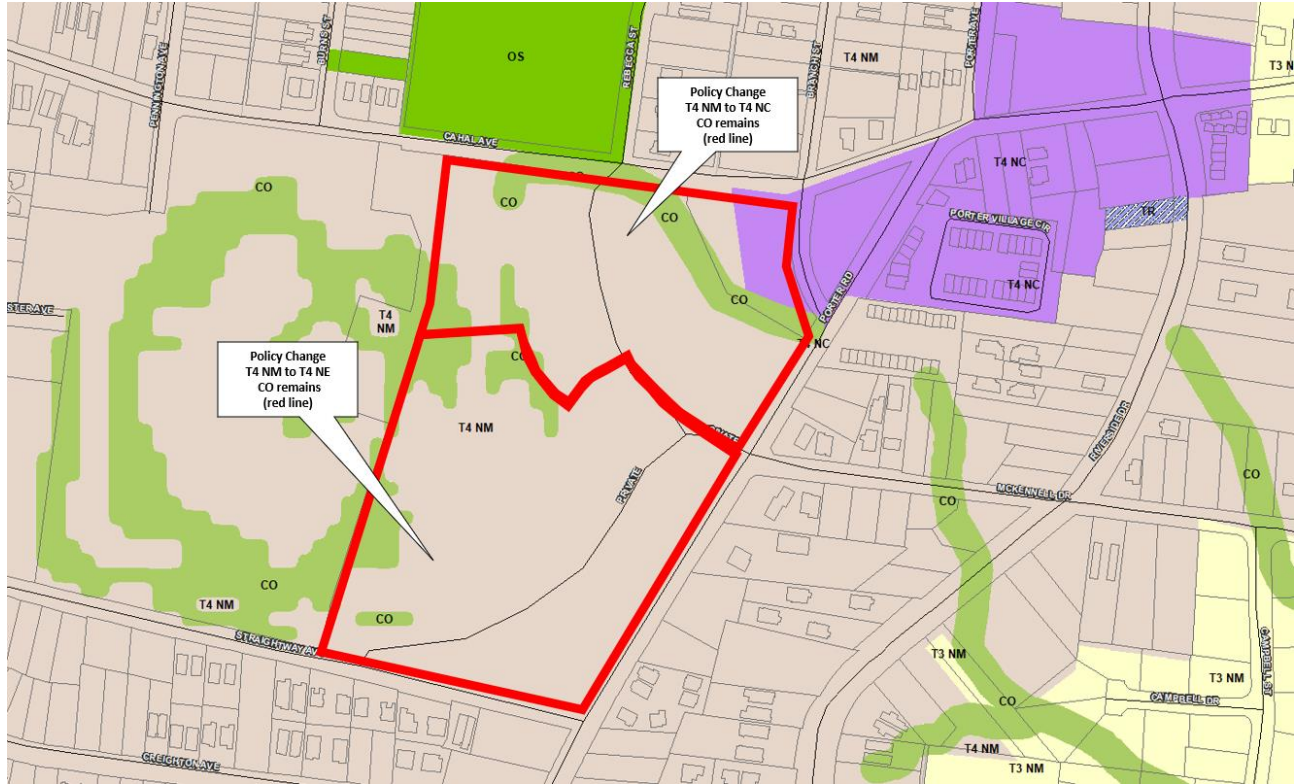
A request to rezone from One and Two-Family Residential (R20) to One and Two-Family Residential (R10) zoning for properties located at 3600 Abbott Martin Road, approximately 100 feet south of Burlington Place (4.29 acres).

**STAFF RECOMMENDATION**

Staff recommends withdrawal at the request of the applicant.



## Metro Planning Commission Meeting of 02/23/23



**2022CP-005-001**

**EAST NASHVILLE COMMUNITY PLAN AMENDMENT**

Map 072-15: Parcel(s) 341, 235

05, East Nashville

07 (Emily Benedict)



## Metro Planning Commission Meeting of 02/23/23

<b>Item # 15a</b>	<b>Major Plan Amendment 2022CP-005-001</b>
<b>Project Name</b>	<b>East Nashville Community Plan Amendment</b>
<b>Associated Case</b>	2022SP-031-001
<b>Council District</b>	07 – Benedict
<b>School District</b>	05 – Buggs
<b>Requested by</b>	Kimley-Horn, applicant; Berkshire Place Apartments, LP, owner.
<b>Staff Reviewer</b>	Barbour
<b>Staff Recommendation</b>	<i>Approve expansion of Urban Neighborhood Center (T4 NC) policy along Cahal Avenue and Porter Road and Urban Neighborhood Evolving along Porter Road and Straightway Avenue.</i>

### APPLICANT REQUEST

#### **Amend East Nashville Community Plan to change Community Character Policy.**

#### Major Plan Amendment

A request to amend the East Nashville Community Plan by amending the Community Character Policy from Urban Neighborhood Maintenance (T4 NM) to Urban Neighborhood Center (T4 NC) and Urban Neighborhood Evolving (T4 NE) located at 1510 Branch Street and 1500 Porter Road, zoned Mixed Use Limited (MUL) and Single- and Two-Family Residential (R6) (18.53 acres).

### **EAST NASHVILLE COMMUNITY PLAN**

#### **Current Policy**

Urban Neighborhood Center (T4 NC) policy is intended to maintain, enhance, and create urban neighborhood centers that provide daily needs and services for surrounding urban neighborhoods generally within a five-minute walk. T4 NC areas are pedestrian friendly and generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. Infrastructure and transportation networks may need to be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

Urban Neighborhood Maintenance (T4 NM) policy is intended to maintain the general character of existing urban residential neighborhoods as characterized by their moderate- to high-density residential development pattern, building form/types, setbacks, and building rhythm along the street. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. 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) 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 applied to steep slopes. CO policy remains in place.

**Requested Policy** (Note: Conservation (CO) policy remains in place.)



## Metro Planning Commission Meeting of 02/23/23

Urban Neighborhood Center (T4 NC) policy is intended to maintain, enhance, and create urban neighborhood centers that provide daily needs and services for surrounding urban neighborhoods generally within a five-minute walk. T4 NC areas are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. Infrastructure and transportation networks may need to be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

Urban Neighborhood Evolving (T4 NE) policy is intended to create and enhance residential neighborhoods to include greater housing choice, improve multimodal connectivity, and develop with more creative, innovative, and environmentally sensitive development techniques. T4 NE areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and existing or planned mass transit.

### **BACKGROUND**

The study area is located in the South Inglewood neighborhood at the intersection of Cahal Avenue and Porter Road. Currently, it contains the Berkshire Place Apartments and a Dollar General. To the north is the South Inglewood Community Center and Park. To the north, east, and south are single-family residences. To the west is another apartment complex, and to the northeast is a neighborhood center area. The policy amendment has been requested in conjunction with a request, 2022SP-031-001, to change zoning from Mixed Use Limited (MUL) and Residential (R6) to Specific Plan (SP) for these properties. The policy amendment would allow the site to be redeveloped with additional mixed use and a variety of housing.

### **COMMUNITY PARTICIPATION**

Prior to submitting applications, the applicant met with Councilmember Benedict, residents within the Berkshire Place community, the South Inglewood neighbors, and surrounding area neighborhood associations. The applicant conducted the following community engagement efforts:

- Multiple web meetings and conference calls with Councilmember Emily Benedict and Councilmember Brett Withers (adjacent Council district) regarding project status updates and questions.
- Two in-person meetings with the residents of Berkshire Place (June 28, 2021, and July 24, 2021, combined attendance of 100+) to discuss plans for the new affordable residential development in Madison, the assistance provided by the developer/property owner, and the relocation timeline.
- Multiple web meetings and calls with Councilmember Benedict to discuss the project and strategy for outreach to the community at large.
- Web meeting and one in-person meeting with the South Inglewood Neighborhood Association (October 18 and 20, 2021, combined attendance of 50+ neighborhood residents).
- Web meeting with the Inglewood Neighborhood Association (October 28, 2021, 10+ attendees).
- Web meeting with area school administrators and teachers, including District 5 School Board member Christiane Buggs (November 16, 2021).
- Outreach to the Rosebank Neighborhood Association (mid-November, 2021).
- Canvas of the surrounding streets with a survey resulting in 94% project support from participating neighbors.



## **Metro Planning Commission Meeting of 02/23/23**

On May 16, 2022, Community Plans staff conducted a virtual (web) community meeting to discuss the applicant's plan amendment. The meeting was available via WebEx. Notices were mailed to 846 property owners in a 1,300 foot buffer of the plan amendment site. Details of the community meeting were made readily available on Metro Nashville Planning Department's webpage. Approximately 45 people attended, including the applicant, development team, and staff. Staff outlined the request to change policy. The applicant and development team presented site plans and conceptual renderings for the proposed development. Following the presentation, attendees were given the opportunity to ask questions. Several questions were asked of the applicant, development team, or staff by attendees. Questions asked and concerns shared by neighbors included:

- Potential grocery store tenant
- Addressing pedestrian connectivity and safety
- Allowing short term rentals
- Increasing traffic and congestion
- Installing sidewalks and bike lanes
- Current housing options for the apartment complex residents
- Including rent control

The meeting was recorded and posted to Metro's YouTube page. To date there have been a total of 52 views of the public meeting. There have been two letters of support submitted to the Planning Department. The applicant team also engaged in additional community outreach prior to the Metro Nashville Planning Department's public meeting. A "Porter and Cahal Petition Update" was completed between December 6<sup>th</sup> and January 13<sup>th</sup> of 2022. The applicant team canvassed 168 neighbors surrounding the proposed policy amendment site. Of those 168 knocks: 50 (68%) supported; 3 (4%) opposed; and 20 (27%) were neutral.

### **ANALYSIS OF T4 URBAN NEIGHBORHOOD CENTER AND T4 NEIGHBORHOOD EVOLVING POLICIES**

In this analysis, staff is analyzing if it is appropriate to extend Urban Neighborhood Center (T4 NC) policy to apply to more frontage along Porter Road and Cahal Avenue to allow additional mixed use. The second part of the request is to change the Urban Neighborhood Maintenance (T4 NM) policy to Urban Neighborhood Evolving (T4 NE) policy for the southern portion of the property along Straightaway Avenue and Porter Road to allow a variety of housing. The study area is approximately 18.5 acres and shown on the next page.

The proposed policy amendment area, currently in T4 NC and T4 NM policy, is a suitable location for the expansion of T4 NC and the change to T4 NE policy for the following reasons:

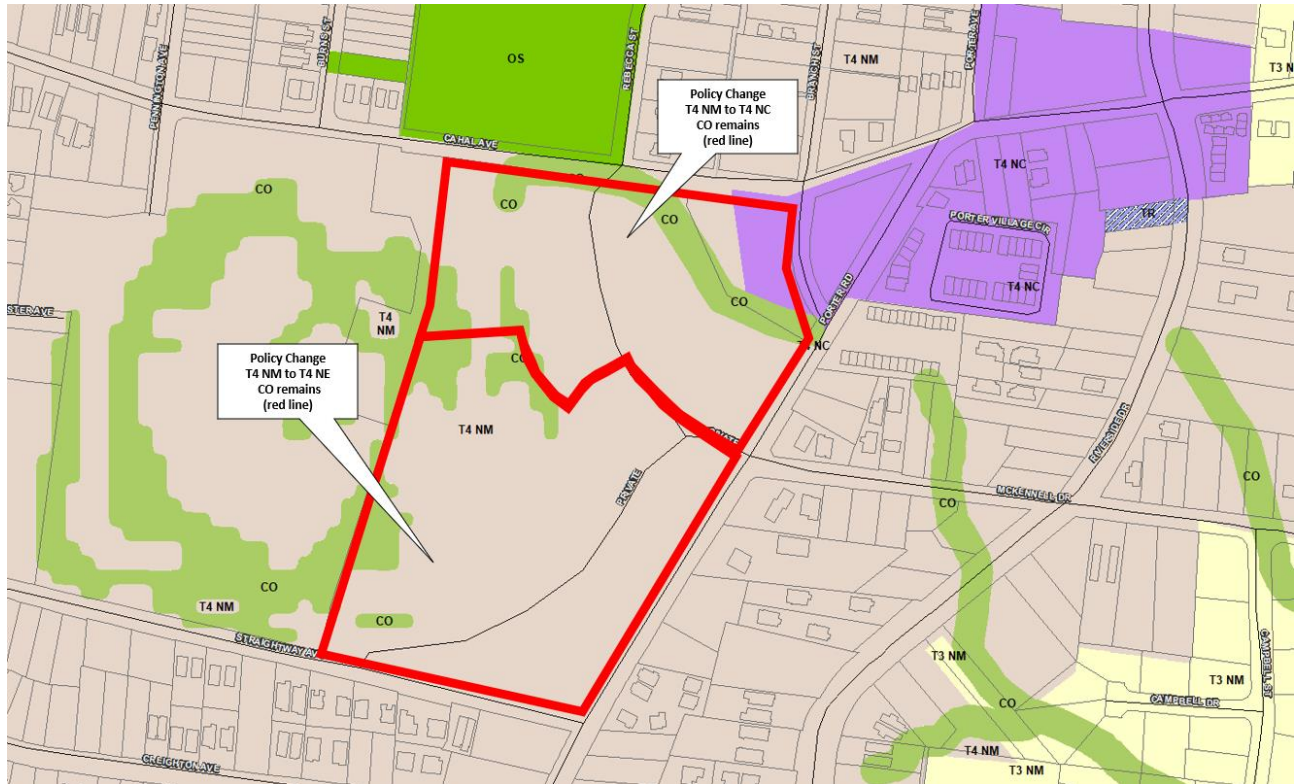
#### **NashvilleNext Growth & Preservation Concept Map**

The Growth & Preservation Concept Map (Concept Map) is a county-wide vision and tool to shape improvements in quality of life so that new development and redevelopment align with the community vision. The Concept Map shows the policy amendment area designated as a "Neighborhood." Neighborhood areas primarily include residential areas offering a mix of housing types and character, with smaller civic and employment areas and small neighborhood centers.





## Metro Planning Commission Meeting of 02/23/23



The Concept Map for East Nashville illustrates strategically locating new residential development; building a complete transit network and allowing for strategic infill to support it; creating activity centers and allowing for strategic infill to support it; preserving established residential areas; protecting floodway/floodplain areas; and adding more connectivity, primarily through bikeways, greenways, multi-use paths, and transit. The NashvilleNext planning process applied the Concept Map designations generally rather than at the parcel-specific level.

### Key Finding

- The policy amendment area is identified as a “Neighborhood” on the Growth & Preservation Concept Map and is suitable to change to allow a mix of uses and incorporate them into the Neighborhood and adjacent Green Network and Open Space areas.

### **Community Character Policy Application**

There are 14 Community Plans which provide the vision and policy guidance of land uses for communities within Davidson County. Community Plans apply the guidance of the Concept Map to properties through land use policy. The East Nashville Community Plan makes use of Community Character Policy elements to ensure East Nashville continues to grow and strives to balance growth with preserving the character of established residential areas. Part of that balance is providing needed services, retail, recreation, and employment opportunities and improving the appearance of corridors, as well as their walkability. East Nashville consists primarily of historic urban residential neighborhoods and classic suburban neighborhoods, traversed by three main north-south corridors — Dickerson Pike, Main Street/Gallatin Pike (Gallatin Pike), and Ellington Parkway.





## Metro Planning Commission Meeting of 02/23/23

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

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

The requested T4 NC policy promotes maintaining, enhancing, and creating an urban neighborhood center that provides daily needs and services for surrounding urban neighborhoods. Centers are generally at the intersection of two prominent roads and include infrastructure for pedestrians and bicyclists. Center areas have high levels of connectivity and complete street networks with sidewalks, bikeways, and existing or planned transit. Appropriate land uses include mixed use, commercial, office, institutional, and residential. The requested T4 NE policy is intended to create and enhance neighborhoods to include greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques.

Early in the redevelopment discussion, the displacement of existing apartment residents and the difficulty in finding affordable housing options was voiced as a large concern. The Trent Development Group and First Cumberland Properties will be transferring the existing residents at Berkshire Place, roughly 195 housing credits, to a newly constructed, housing development in Madison called Birchstone Village. Birchstone Village includes a pool, large playground, multi-purpose court, fitness center, business center, and learning center. There will also be a social service center that will offer resources and programming for both children and adults. The Birchstone Village property is located near the new Madison community center and park. Also, there will be additional affordable housing options at Porter and Cahal for affordable housing inventory needed in the Nashville market.

The proposed development is more intense than what is usually seen in T4 NC policy. However, this is a unique larger property that allows the applicant to provide a variety of neighborhood retail, services, and amenities along with a variety of housing options. The community is supportive of this policy change and development.

### Key Findings

- T4 NC policy allows for daily needs and services to be met for surrounding urban neighborhoods.
- An extension of T4 NC policy provides additional services and amenities to the surrounding urban neighborhood.
- T4 NE policy provides greater housing choice for the surrounding neighborhood, in this instance, a variety of housing types.



## Metro Planning Commission Meeting of 02/23/23

- T4 NE encourages green space, such as community gardens and the proposed Hillside Park.
- The applicant is constructing a new affordable housing complex in Madison and is moving many of the existing apartment residents to there; the applicant is also providing some affordable housing as part of this proposed development.
- The community supports the proposed development.

### **Transportation and Connectivity**

An urban neighborhood center is located where the center's intensification is supported by surrounding existing or planned residential development, adequate infrastructure, and adequate access, such as the intersection of a local and collector street. The Major and Collector Street Plan (MCSP) is a comprehensive plan and implementation tool for guiding public and private investment in the major streets that make up the backbone of the city's transportation system. Cahal Avenue and Porter Road are both classified as Collector-Avenues.

The current block pattern includes blocks with and without sidewalks making it challenging to navigate the neighborhood on foot or bicycle. The proposed development includes sidewalks along Cahal Avenue, Porter Road, and Straightway Avenue as well as creating an internal sidewalk system. There will also be a crosswalk installed along Cahal Avenue to connect South Inglewood Park and the mixed use development.

WeGo Route 4 provides public transit with four bus stops located about 0.2 miles east and southeast of the policy site. These four stops are along Porter Road and Branch Street; with two of these stops located at Riverside Drive/Porter Road; and Porter Road/McKennell Drive. The neighborhood development pattern lacks crosswalks at the identified bus stops and shelters.

### Key Findings

- Local streets, collector-avenues, and alleys in the neighborhood area provide connectivity.
- The development will construct sidewalks along Cahal Avenue and Porter Road as well as create an internal sidewalk system.
- Public transit infrastructure surrounding the site makes it accessible and T4 NE promotes improved connectivity and infrastructure.

### **Relationship to Surrounding Policies**

Currently, the policy amendment area is surrounded by several policies. The community plan amendment site's relationship to surrounding policy areas is as follows:

- Urban Neighborhood Center (T4 NC) policy is located to the northeast along Branch Street, Porter Road, and Cahal Avenue.
- Urban Neighborhood Maintenance (T4 NM) policy surrounds the site on four sides to the north, south, east, and west.
- Open Space (OS) policy is applied to the north along Cahal Avenue for the South Inglewood Park and Community Center.
- Suburban Neighborhood Maintenance (T3 NM) policy is applied along Porter Road further to the east.
- Conservation (CO) policy is applied to the northern border of 1500 Porter Road and sprinkled throughout the property for steep slopes.



## Metro Planning Commission Meeting of 02/23/23

### Key Finding

- The site is in the T4 Urban Transect, and the proposed policies for the site, T4 NC and T4 NE, support a mix of housing types, mixed use centers, medium to high density, and pedestrian connectivity and complement surrounding policies.

### **Analysis Summary**

Amending the Community Character Policy from T4 NM to extend T4 NC and change to T4 NE is appropriate for the study area due to the following:

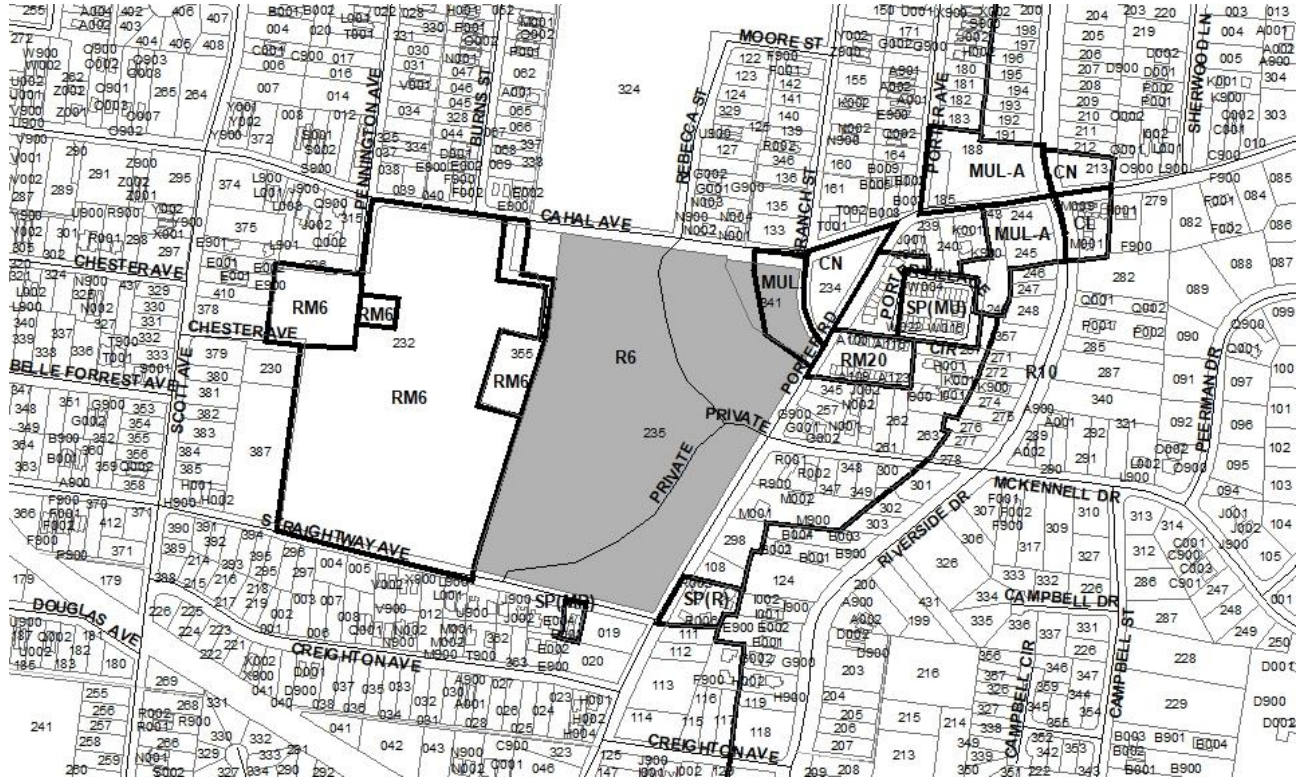
- The policy amendment area is identified as a “Neighborhood” on NashvilleNext’s Growth & Preservation Concept Map and is suitable to change to allow a mix of uses and incorporate into the Neighborhood and adjacent Green Network and Open Space areas.
- The site is in the T4 Urban Transect, and the proposed policies for the site, T4 NC and T4 NE, support a mix of housing types, mixed use centers, medium to high density, and pedestrian connectivity and complement surrounding policies.
- An extension of T4 NC policy allows for daily needs and services to be met for surrounding urban neighborhoods and also promotes improved connectivity and infrastructure.
- T4 NE policy provides greater housing choice for the surrounding neighborhood, in this instance, a variety of housing types.
- T4 NE encourages green space such as community gardens and the proposed Hillside Park.
- The applicant is constructing a new affordable housing complex in Madison and is moving many of the existing apartment residents to there; the applicant is also providing some affordable housing as part of this proposed development.
- Local streets, collector-avenues, and alleys in the neighborhood area provide connectivity, and public transit is available.
- The development will construct sidewalks along Cahal Avenue and Porter Road as well as create an internal sidewalk system.
- The community supports this development.

### **STAFF RECOMMENDATION**

Staff recommends approval of the expansion of T4 Urban Neighborhood Center (T4 NC) policy along Cahal Avenue and Porter Road and the change to T4 Urban Neighborhood Evolving (T4 NE) policy along Porter Road and Straightway Avenue.



# Metro Planning Commission Meeting of 02/23/23



**2022SP-031-001**  
PORTER & CAHAL  
Map 072-15, Parcel(s) 235, 241  
05, East Nashville  
07 (Emily Benedict)



## Metro Planning Commission Meeting of 02/23/23

### Item #15b

### Specific Plan 2022SP-031-001

#### Project Name

**Porter & Cahal**

#### Associated Case

2022CP-005-001

#### Council District

07 – Benedict

#### School District

05 – Buggs

#### Requested by

Kimley-Horn, applicant; Par Investments, LLC, and Berkshire Place Apartments, LP, owners.

#### Deferrals

This item was deferred at the February 9, 2023, Planning Commission meeting. No public hearing was held.

#### Staff Reviewer

Shane

#### Staff Recommendation

*Approve with conditions and disapprove without all conditions if the associated plan amendment is approved. If the associated plan amendment is not approved staff recommends disapproval*

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### APPLICANT REQUEST

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

#### Zone Change

A request to rezone from One and Two-Family Residential (R6) and Mixed Use Limited (MUL) to Specific Plan (SP) zoning for properties located at 1500 Porter Road and 1510 Branch Street, at the corner of Cahal Avenue and Branch Street (19.93 acres), to permit a mixed use development.

#### **Existing Zoning**

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 135 lots with 33 duplex lots for a total of 168 units based on acreage alone. The Codes Department provides final determinations of duplex eligibility.*

Mixed Use Limited (MUL) is intended for a moderate intensity mixture of residential, retail, restaurant, and office 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 site is located on the south side of Cahal Avenue, southwest of Branch Street, west of Porter Road, and north of Straightway Avenue. The site consists of two parcels and currently contains a multi-family residential development with a private drive that connects Cahal Avenue, Porter Road, and Straightway Avenue. The site slopes up to the west and south and is heavily wooded along the





## Metro Planning Commission Meeting of 02/23/23

western boundary at the area of steepest slope. Surrounding uses include a park and one- and two-family uses zoned R6 to the north, a strip shopping center zoned CN to the northeast, one- and two-family uses zoned R6 and multi-family uses zoned RM20 and SP to the east (where a contextual overlay is in place for many of the properties), one- and two-family uses zoned R6 and SP to the south, and multi-family zoned RM6 to the west.



### Proposed site plan

#### Site Plan

The SP is intended to create a mixed-use development. Uses are limited to 800 residential units (multi-family, two-family, and single-family, with the final mix between zones to be determined at Final SP stage) and 35,000 square feet of commercial. 10,000 square feet of this is planned to be restaurant and 25,000 square feet is to be retail/office. The SP includes a site plan as well as bulk standards, architectural renderings, and parking and preliminary landscaping. Street trees are included throughout the development and a large expanse of forested slope is preserved along the western boundary. A note indicates that all standards of Chapter 17.24 of the Zoning Code will be met for landscaping at Final SP unless indicated otherwise. A note indicates measures will be taken to protect large mature trees.



## Metro Planning Commission Meeting of 02/23/23

The plan is divided into five zones, each with different bulk and use standards. Zone 1, located at the corner of Branch Street and Porter Road, is the most intense mixed use area, with a maximum height of five stories in 75 feet. Setbacks and building separation are no greater than five feet (with a 0- to 15-foot build-to zone). A minimum ten foot-stepback at floor 5 mitigates the effect of the height relative to adjacent properties. Parking is structured. Architectural renderings show increased attention to detail in this zone, with classical stylistic touches adorning facades.

To the west, Zone 2 is a mixed use area with a maximum height of 60 feet in five stories with residential units over ground-floor commercial and active uses. A stepped Hillside Park will serve as a central gathering space and connect to a natural trail along the adjacent undisturbed hillside. Parking is structured. Setbacks, building separation, and stepbacks are the same as in Zone 1.

Zone 3 is located south of Zone 1 and is a multi-family use area with community-serving residential support space on the ground floor and a maximum height of four stories in 60 feet. Setbacks and building separation are the same as in Zone 1. Some surface parking will be featured interior to the zone and hidden from the ROW. A high degree of architectural detail will be applied to the proposed clock tower here, which will rise adjacent to the Hillside Park in Zone 2.

Zone 4 is located in the southwestern section of the site and provides two- to three-story split manor houses and four-story stacked flats buildings framing the hillside overlook. Surface parking is found in the rear. Height is restricted to four stories in 60 feet. Setbacks and building separation are the same as in Zone 1. Pedestrian paseos will feature outdoor kitchens and furnishings.

Zone 5 is located in the southeastern section of the site and includes three-story detached and townhome units with green space throughout. Height is limited to 45 feet, with the same setbacks as the other zones. Garage and surface parking will be provided.

Sidewalks, planting strips, and street trees per the MCSP for Cahal Avenue and Porter Road are proposed (existing ROW is sufficient such that no new dedications are required). One vehicular access is provided along all three street frontages, with a second access also being provided from Straightway Avenue to the parking aisle for Zone 4. Two new public roads are proposed through the site: a 65-foot-wide ROW extension of McKennell Drive west and north to Cahal Avenue, and a 57-foot-wide ROW connector between this new extension and Straightway Avenue, forming a “T” shape. The first street, labeled the “main promenade,” will feature nine-foot-wide sidewalks, five-foot-wide planting strips, on-street parking, and two drive aisles, with a section interior to the site designated as a “festival street” with 0’ curbs to encourage pedestrian circulation across the ROW. The 57-foot-wide street is based on the Metro ST-252-B cross section and includes six-foot-wide sidewalks and 4-foot-wide planting strips, with on-street parking and two drive aisles. Private drives will serve as access to parking throughout the site as well. Off-site improvements including a cross-walk to the South Inglewood Park across Cahal Avenue to the north. A consolidated WeGo bus stop is identified along Porter Road between the extension of McKennell Drive and Straightway Avenue.

Public access easements will be dedicated across significant portions of the site. Zone 1 includes a pedestrian paseo with a small amenity courtyard accessed by several stairways. The public areas are large enough to facilitate informal gathering but small enough not to be alienating.





## Metro Planning Commission Meeting of 02/23/23



**Pedestrian Paseo in Zone 1**

Zone 2 will feature a terraced lawn park that will also play host to medium-sized gatherings. The space creates a town square atmosphere and will provide residents and patrons of the businesses with comfortable space in which to eat, rest, or observe outdoor entertainment.



**Town Center in Zone 2**





## Metro Planning Commission Meeting of 02/23/23

Also in Zone 2: active uses along the ground floor framing the entrance from Cahal Avenue.



**Commercial intersection with Cahal Avenue in Zone 2**

Another aesthetic benefit of the proposed layout is the neighborhood green between Zones 3 and 5. This space will serve to separate the townhomes from the multi-family stacked flats building and provide a focal point and vista for residents across the street and pedestrians along Porter Road.



**Landscaping area between Zones 3 and 5 along Porter Road**



## Metro Planning Commission Meeting of 02/23/23

In general, the proposed layout demonstrates several good design principles, including use of formal, symmetrical linear elements and vistas and “third place”-type spaces that provide areas where residents and patrons can “live in public” along well-designed streets and areas inaccessible to the automobile. Private amenities, parks, and pool areas will also be provided for residents. Automobile and bicycle parking will be provided within the garages and surface parking lots, pending the final tenant mix. On-street spaces will be created along both proposed roads to slow traffic and create a more pedestrian-friendly atmosphere.

While portions of the steep slopes along the western boundary will be graded for development, large expanses will be left vegetated in a natural state, maintaining a landscape buffer with the multi-family development to the west.

### **EAST NASHVILLE COMMUNITY PLAN**

#### **Current Policy**

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

T4 Urban Neighborhood Center (T4 NC) is intended to maintain, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a 5 minute walk. T4 NC areas are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

#### **Requested Policy**

T4 Urban Neighborhood Center (T4 NC) is intended to maintain, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a 5 minute walk. T4 NC areas are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

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



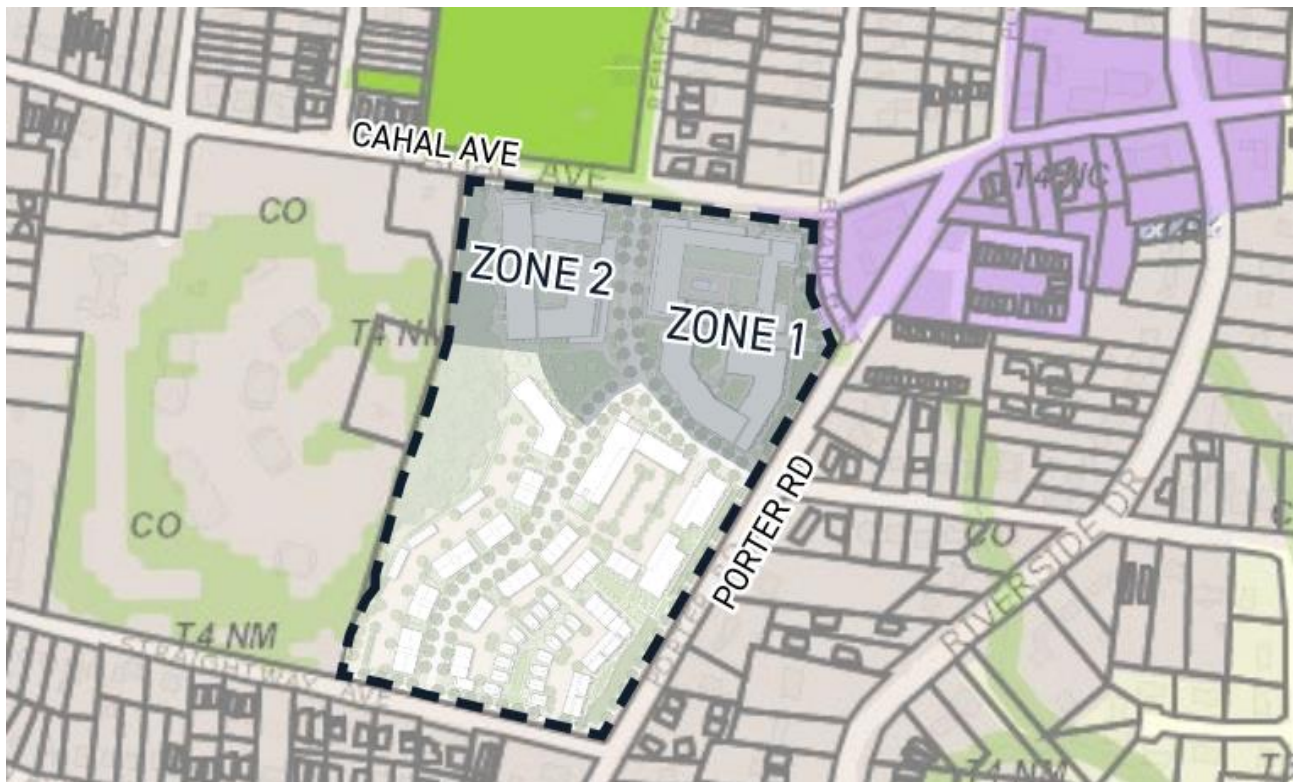


## Metro Planning Commission Meeting of 02/23/23

### ANALYSIS

The proposal is accompanied by a community plan amendment request that T4 NC policy be extended across Zones 1 and 2 and that the rest of the site be changed to T4 NE policy. The proposed plan meets many of the goals of the requested T4 NC policy, including providing for the daily needs and services of the surrounding urban neighborhood; being located along two prominent urban streets; providing reduced setbacks and spacing between buildings; hiding parking within structures or behind the buildings; contributing to a complete street network through provision of sidewalks, on-street parking, and bikeways; and providing formal landscaping areas. The policy allows for heights greater than three stories in limited instances, and in this case the high level of design and sensitivity to the pedestrian experience will ensure that the greater heights proposed enhance rather than detract from the built form of the development.

Those portions of the site within the requested T4 NE policy will area provide greater housing choice for the surrounding neighborhood with a variety of housing types. T4 NE encourages green space such as community gardens and the proposed Hillside Park. The proposed public rights-of-way will increase connectivity and access across the neighborhood, and the additional housing units will have easy and ready access to transit along Porter Road. The attached and detached housing and manor homes will provide an appropriate transition between the T4 NC policy area to the north and the surrounding neighborhood.



### Proposed T4 NC policy extension

Staff recommends approval with conditions and disapproval without all conditions if the associated plan amendment is approved. If the associated plan amendment is not approved staff recommends disapproval. The proposed SP allows an appropriately intense retail, restaurant, office, and



## **Metro Planning Commission Meeting of 02/23/23**

residential development that achieves the intent of the requested and existing policy areas. The SP includes design standards that are intended to provide for development that is urban in nature consistent with the T4 NC and T4 NE land use policies and the surrounding commercial and residential contexts while not overwhelming the established character. These include, but are not limited to, providing sidewalks, limiting vehicular access, activating streets with pedestrian spaces and paseos, and street- and open space-oriented commercial uses. The proposal will extend the existing adjacent commercial district and provide more opportunities to meet the needs of the surrounding community in a walkable and sustainable way.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **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. 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 ROADS 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 stop control at intersections.
- Provide stopping sight distance exhibits at any relevant intersections and accesses.
- Provide adequate sight distance spacing at all access ramps and public streets with on-street parking.
- Dimension ROW pavement widths for clarity.



## Metro Planning Commission Meeting of 02/23/23

- Indicate loading/unloading for each zone on the site plan.
- Provide any truck turning movements relevant to loading/unloading ramps, new and/or realigned intersections.
- Reference Major Street Collector plan and provide call outs for ROW frontages accordingly.
- Note: A private hauler will be required for site waste/recycle disposal.
- Comply w/ NDOT traffic comments.

### Specific approval comments:

- Continue to coordinate w/ NDOT and WeGo on intersection alignment at Porter/Cahal intersection, specifically the feasibility of bus turning movements through re-aligned intersection proposed.
- Continue to coordinate w/ NDOT and WeGo on Porter consolidated bus stops, stop layout, ROW constraints.
- Submit stopping sight distance exhibit(including triangles and profile view) for Western Straightway Ave access.
- Refer to traffic comments in regards to request for a speed study on Cahal.
- Submit ISD/SSD exhibit for Cahal vehicular site access, based on speed study.
- Continue to coordinate w/ NDOT traffic and roads on offsite improvements proposed, feasibility of improvements, ROW constraints.

## NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

### Approve with conditions

#### Approval with the following conditions:

- The traffic study for this development has not been finalized with NDOT yet and the applicant's traffic engineer shall continue to coordinate with NDOT to conclude the traffic study. Specifics of all off-site improvements will be determined with finalization, which may include other potential or additional improvements. At a minimum the applicant shall make the following improvements in Phase 1 of this development; reconfigure the alignment of the Porter Rd & Cahal Ave intersection to improve safety operations, construct the transit stop improvements on Porter Rd per WeGo's guidance, install the enhanced ped crossing at Cahal Ave & Rebecca St, and install pedestrian crossings with landings at Porter Rd & Riverside Dr across the Northern, Southern, and Eastern legs.
- The applicant shall submit a speed study and a sight distance exhibit for Cahal Ave at the intersection of Rebecca St & future Road A prior to Final SP, to determine if adequate stopping sight distance (SSD) is available, countermeasures may be required. The Western access on Straight Away Ave can remain with the condition that the required sight distance for SSD is met (AASHTO), and the applicant shall submit an SSD exhibit prior to Final SP. If it is determined that the sight distance cannot be satisfied for the Western access, then the applicant will be required to coordinate with NDOT to determine alternatives. The Eastern access on Straight Away Ave is to remain an emergency access.
- The cross-section for Road A shall incorporate shared bikeway striping, 10' travel lanes, 8' on-street parking stalls (including curb & gutter), 5' grass-strips, and 9' sidewalks. The cross-section for Road B shall incorporate shared bikeway striping, 10' travel lanes, 8' on-street parking stalls (including curb & gutter), 4' grass-strips, and 6' sidewalks. The addition of raised cross-walks/intersections for traffic calming on Road A & B shall also be installed but the



## Metro Planning Commission Meeting of 02/23/23

locations and details can be determined with NDOT at Final SP. All on-street parking stalls are to be placed 35' from intersections, driveways, and pedestrian crossings.

- The final cross-section/character of Branch St is yet to be determined, the applicant shall continue to coordinate with NDOT. Additional pedestrian improvements may be required at the intersections of Branch & Porter and Branch and Cahal.
- Parking is to be per UZO Metro Code requirements.
- The applicant shall continue to coordinate with WeGo to address transit improvements in the area, which may require additional pedestrian infrastructure to provide safe access to the transit stops.
- All loading activity is to occur on the internal Roads A & B, no loading is to be permitted exterior public roads. Off-peak hour loading and deliveries for this development shall be enforced to minimize impacts to traffic operation.
- Comply with all Roads conditions and ensure final designs follow the codes and requirements of all metro agencies.
- 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.
- Additional comments/conditions are forthcoming with the finalization of the traffic study.

### 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*	18.53	7.260 D	142 U	1,436	105	143

\*Based on two-family lots

### Maximum Uses in Existing Zoning District: MUL

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	0.7	1.0 F	30 U	162	11	14

### Maximum Uses in Existing Zoning District: MUL

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.35	1.0 F	15,246 SF	576	14	58

### Maximum Uses in Existing Zoning District: MUL

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.35	1.0 F	15,246 SF	1,710	151	149

### 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)	-	-	800 U	4,358	262	326



## Metro Planning Commission Meeting of 02/23/23

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	-	-	12,500 SF	141	38	16

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)	-	-	12,500 SF	472	11	48

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)	-	-	10,000 SF	1,122	100	98

Traffic changes between maximum: **R6/MUL and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+2,209	+130	+124

### METRO SCHOOL BOARD REPORT

**Projected student generation existing R6 and MUL districts: 13 Elementary 9 Middle 8 High**  
**Projected student generation proposed SP-MU district: 57 Elementary 43 Middle 41 High**

The proposed SP-MU zoning district is expected to generate 111 more students than what is typically generated under the existing R6 and MUL zoning districts. Students would attend Inglewood and Rosebank Elementary Schools, Litton and Stratford STEM Campus Middle Schools, and Stratford High School. All of these schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

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

### CONDITIONS

1. Permitted uses shall be limited to 800 multi-family residential units and 35,000 square feet of commercial space as defined on the plan. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited within the entire development.
2. Parking provision shall not exceed the UZO maximum parking standards for all uses.





## Metro Planning Commission Meeting of 02/23/23

3. On the corrected copy, change setback standards for each subdistrict based on the maximum height permitted in that subdistrict.
4. On the corrected copy, change references to “T4 NM” to “T4 NE” as appropriate.
5. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
6. The 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 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.
8. Comply with all conditions and requirements of Metro reviewing agencies.
9. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the T4 NC policy area of the property shall be subject to the standards, regulations and requirements of the MUG-A zoning district and the T4 NE policy area of the property shall be subject to the standards, regulations and requirements of the RM40-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
10. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
11. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 02/23/23



**2023CP-003-001**

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

Various Maps, Various Parcels

03, Bordeaux-Whites Creek-Haynes Trinity

02, (Kyonzté Toombs)



## Metro Planning Commission Meeting of 02/23/23

**Item 16a**  
**Project Name**

**Minor Plan Amendment 2023CP-003-001**  
**Bordeaux-Whites Creek-Haynes Trinity**  
**Community Plan Amendment**

**Associated Case**  
**Council District**  
**School District**  
**Requested by**

2023COD-002-001  
02 – Toombs  
01 – Gentry  
Metro Nashville Planning Department

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

Clark  
*Approve.*

### **APPLICANT REQUEST**

**Amend Bordeaux-Whites Creek-Haynes Trinity Community Plan to change land use policy.**

#### Minor Plan Amendment

A request to amend the Bordeaux-Whites Creek-Haynes Trinity Community Plan by changing the land use policy from Suburban Neighborhood Evolving (T3 NE) to Suburban Neighborhood Maintenance (T3 NM) for properties located along both sides of Ashland City Highway and the surrounding local streets, south of the Whites Creek waterway and north of North Ferry Road (approximately 79.91 acres).

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

#### **Current Policy**

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.

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 applied to floodways/floodplains and a few steep slopes. CO policy would remain.

**Requested Policy** (Note: Conservation (CO) policy will remain in place.)

Suburban Neighborhood Maintenance (T3 NM) policy is intended to maintain the general character of existing 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.

### **BACKGROUND**

The plan amendment is in conjunction with Case 2023COD-002-001, a request to apply a Contextual Overlay District (COD) to properties located along both sides of Ashland City Highway and the surrounding local streets. The area is zoned Single-Family (RS15) and Specific Plan (SP). The plan amendment area is comprised of single-family properties within the Gold Coast Neighborhood. This residential area is located west of Clarksville Pike, a prominent corridor which



## **Metro Planning Commission Meeting of 02/23/23**

provides access into North Nashville. The neighborhood wishes to have a Contextual Overlay District in place. Currently, a Contextual Overlay cannot be applied in Suburban Neighborhood Evolving (T3 NE) policy as it allows a variety of housing types, so a change to Suburban Neighborhood Maintenance (T3 NM) policy is necessary.

### **COMMUNITY PARTICIPATION**

This is a minor amendment with no required community meeting.

### **ANALYSIS OF SUBURBAN NEIGHBORHOOD MAINTENANCE (T3 NM) POLICY**

#### **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 site designated as a “Neighborhood” to accommodate nearby “Center” and “Transition & Infill” areas along Clarksville Pike. Neighborhoods are primarily residential areas offering a mix of housing types and character, with smaller civic and employment areas and small neighborhood centers. Bordeaux neighborhoods are predominantly suburban in character.

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

Community character policies guide zoning and development decisions. Nashville-Davidson County is divided into 14 Community Plan areas which provide history and context along with community-specific issues, strategies, and visions of how different places in the community could change over time. The Bordeaux–Whites Creek–Haynes Trinity Community Plan uses land use policies that are tailored to the rural, suburban, and urban character of its neighborhoods and areas. To accommodate the community’s desire to preserve residential character, the placement of neighborhood maintenance policy has been applied to several neighborhoods and areas in the community. The requested policy, T3 NM, is intended to preserve the general character of developed suburban neighborhoods. T3 NM areas have an established development pattern consisting of low to moderate density residential housing with shallow and consistent setbacks spaced close together to achieve the desired suburban neighborhood form. It is appropriate to apply T3 NM policy here to recognize the established pattern of the neighborhood.

#### **Transportation and Connectivity**

T3 NM areas feature moderate levels of connectivity with street networks, sidewalks, bikeways, and mass transit. Ashland City Highway travels through the center of the plan amendment area, providing a direct route west to Ashland City, and east connecting with Clarksville Pike to other parts of Bordeaux, North Nashville, and Downtown. This roadway is classified by the Major & Collector Street Plan as an arterial-boulevard, a medium- to high-speed, high-volume street that serves longer trips within and between different communities in the Nashville area.

Single access driveways from Ashland City Highway and other local streets to individual residences are common throughout the neighborhood area. There are no existing sidewalks, but the interior of the site is walkable along the local streets. Bicycle access is provided by an existing bikeway that travels from Clarksville Pike and through the center of the site along Ashland City Highway for several miles. WeGo Route 22 provides local public transit service with the nearest bus stop located 0.5 miles southeast of the site on Clarksville Pike.



## Metro Planning Commission Meeting of 02/23/23

### **Analysis Summary**

Amending the Community Character Policy from Suburban Neighborhood Evolving (T3 NE) to Suburban Neighborhood Maintenance (T3 NM) is appropriate for the following reasons:

- The site, identified as a “Neighborhood” on the Growth & Preservation Concept Map, is suitable for amending to T3 NM policy as it remains part of the neighborhood fabric.
- T3 NM policy is appropriate for preserving the established residential character.
- Arterial-boulevards, local streets, and public transit infrastructure provide adequate accessibility and connectivity.
- This policy change is necessary for the adoption of the associated Contextual Overlay District.

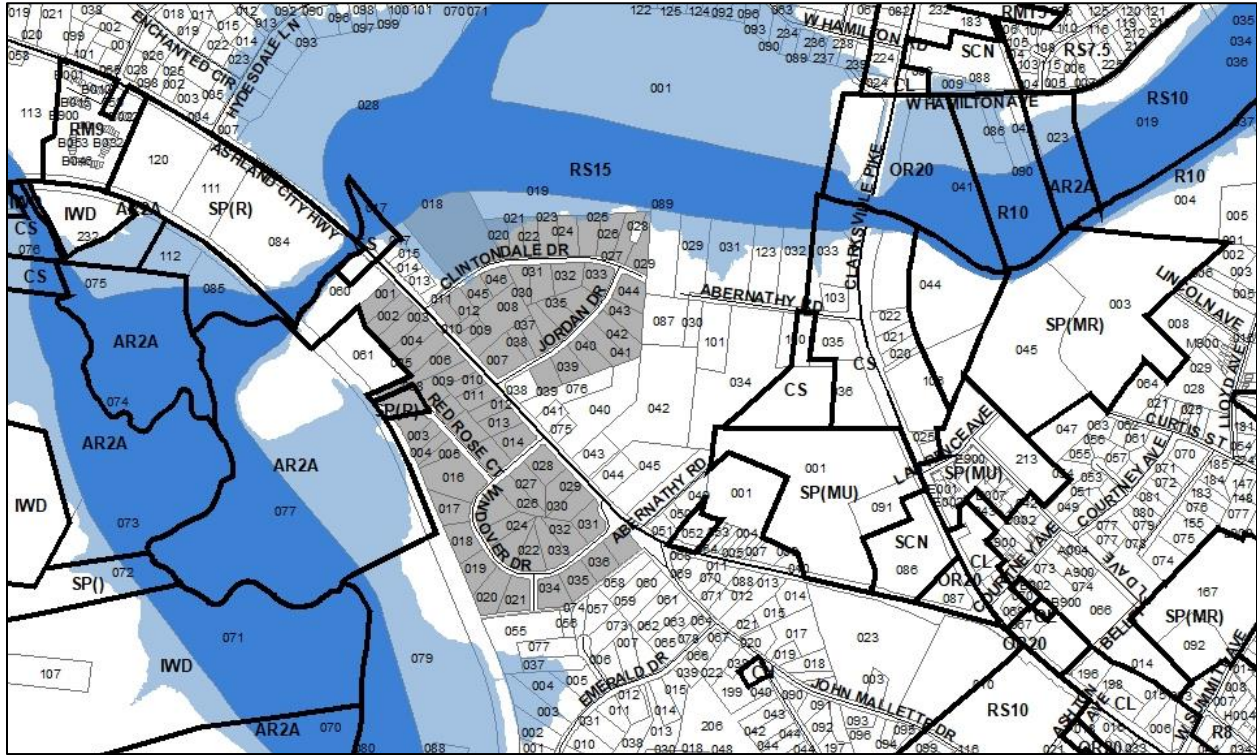
### **STAFF RECOMMENDATION**

Staff recommends approval of the requested Suburban Neighborhood Maintenance (T3 NM) policy.





## Metro Planning Commission Meeting of 02/23/23



**2023COD-002-001**

Various Maps, Various Parcels

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyontzé Toombs)



## Metro Planning Commission Meeting of 02/23/23

<b>Item #16b</b>	<b>Contextual Overlay 2023COD-002-001</b>
<b>Council Bill No.</b>	BL2023-1714
<b>Associated Case</b>	2023CP-003-001
<b>Council District</b>	02 – Toombs
<b>School District</b>	01 – Gentry
<b>Requested by</b>	Councilmember Kyontzé Toombs, applicant; various property owners.
<b>Staff Reviewer</b>	Lewis.
<b>Staff Recommendation</b>	<i>Approve if the associated plan amendment is approved and disapprove if the associated plan amendment is not approved .</i>

### APPLICANT REQUEST

#### Establish a Contextual Overlay District.

#### Contextual Overlay District

A request to apply a Contextual Overlay District (COD) to various properties along either side of Ashland City Highway and surrounding local streets, located north of Hydes Ferry Road and south of Hydesdale Lane, zoned Single-Family Residential (RS15) and Specific Plan (SP) (79.91 acres).

#### **Existing Zoning**

Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre.

Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan permits a detached accessory dwelling unit (DADU).*

#### **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.

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

#### Existing Policy

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 underdeveloped “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,



## Metro Planning Commission Meeting of 02/23/23

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.

### **Proposed Policy**

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.

*The existing CO Policy is intended to remain as currently applied.*

### **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



## Metro Planning Commission Meeting of 02/23/23

### 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 on the east side of Ashland City Highway along Clintondale Drive and Jordan Drive, and on the west side of Ashland City Highway North of Windover Drive, and along Red Rose Court. There is a predominant development pattern in the neighborhood consisting of single-story and split-level residences with consistent setbacks, bulk and massing present throughout the proposed Overlay boundary.

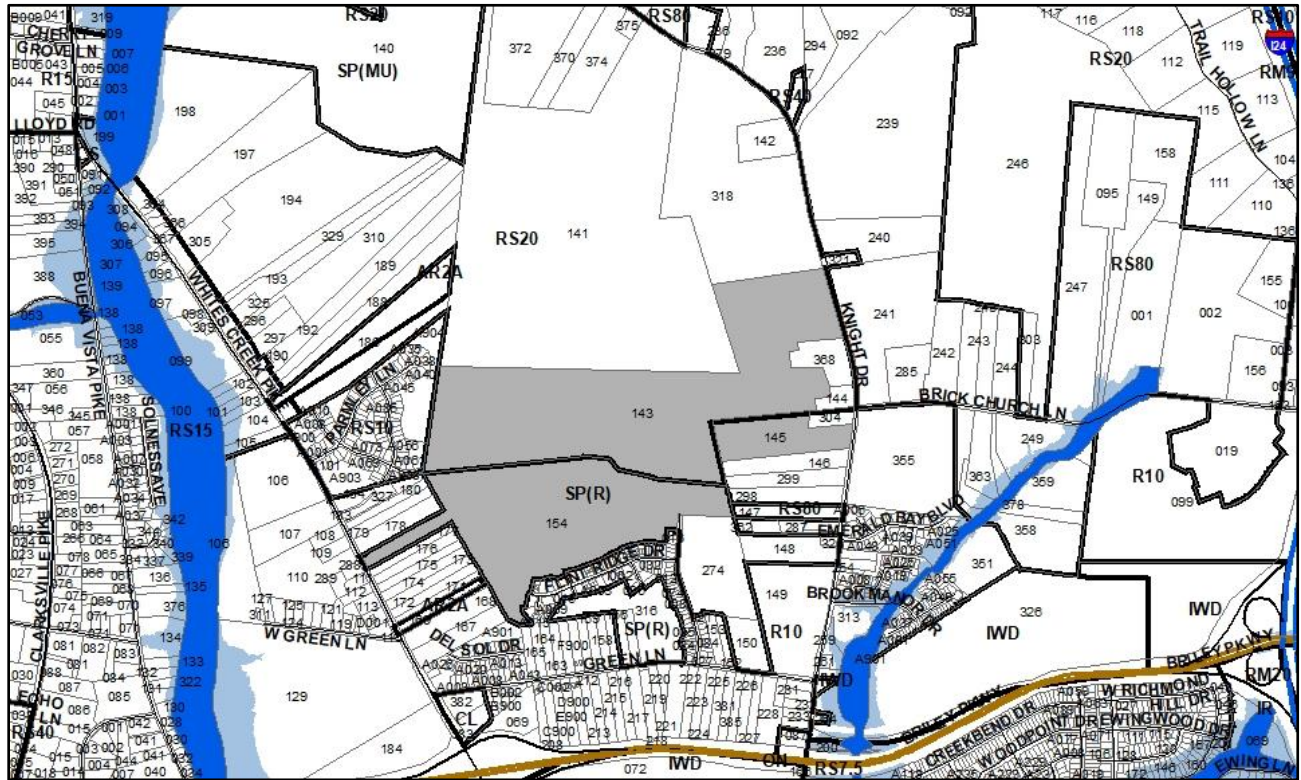
The associated case, 2023CP-003-001, proposes to change the existing Suburban Neighborhood Evolving (T3 NE) policy to T3 Suburban Neighborhood Maintenance (T3 NM) policy area. The T3 NM policy is intended to maintain the general character of developed, suburban residential neighborhoods. Application 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**

*Approve if the associated plan amendment is approved and disapprove if the associated plan amendment is not approved.*



## Metro Planning Commission Meeting of 02/23/23



### 2023CP-000-001

MAJOR AND COLLECTOR STREET PLAN AMENDMENT (BRICK CHURCH LANE EXTENSION REMOVAL)

Map 049, Parcel 143

Map 049, Parcel 154

Map 049, Parcel 145

03, Bordeaux - Whites Creek - Haynes Trinity

03 (Jennifer Gamble)



## Metro Planning Commission Meeting of 02/23/23

<b>Item #17</b>	<b>MCSP Amendment 2023CP-000-001</b>
<b>Project Name</b>	<b>Brick Church Lane Extension Removal</b>
<b>Council District</b>	03 - Gamble
<b>School District</b>	01 - Gentry
<b>Requested by</b>	Shular Tennessee Holding Group, LLC, Applicant; The Farm, LLC and Cornerstone Land Company, owners.
<b>Staff Reviewer</b>	Dunnivant
<b>Staff Recommendation</b>	<i>Approve.</i>

### **APPLICANT REQUEST**

**A request to amend a portion of the Major and Collector Street Plan.**

#### MCSP Amendment

A request to amend a component of *NashvilleNext, the General Plan for Nashville and Davidson County Update 2017* – Major and Collector Street Plan (MCSP), a comprehensive plan and implementation tool for guiding public and private investment in the major streets. The amendment involves the removal of a Planned Collector.

### **BACKGROUND**

NashvilleNext was adopted in June 2015, and the Update 2017 was adopted in August 2017. The Major and Collector Street Plan (MCSP) implements the NashvilleNext transportation element, known as the Access Nashville 2040 Transportation Plan (“Access Nashville”). This road was added with the readoption of the NashvilleNext Update on August 24, 2017.

#### **Requested Amendment**

The request is to remove a portion of a planned collector (Brick Church Lane Extension) from White’s Creek Pike, eastward and terminating at Knight Drive. *It is important to note that no changes are proposed to the overall structure of NashvilleNext with this MCSP amendment.*

### **COMMUNITY PARTICIPATION**

On January 24, 2023, the applicant met with Councilmember Gamble, and local residents. The meeting was held at Whites Creek High School and there were approximately 40 people in attendance. The meeting was advertised via email, social media, and the council events website. This was a joint meeting to discuss both the MCSP amendment and proposed project at the site. There was no opposition at this meeting from the community to remove this planned Collector.

### **BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN**

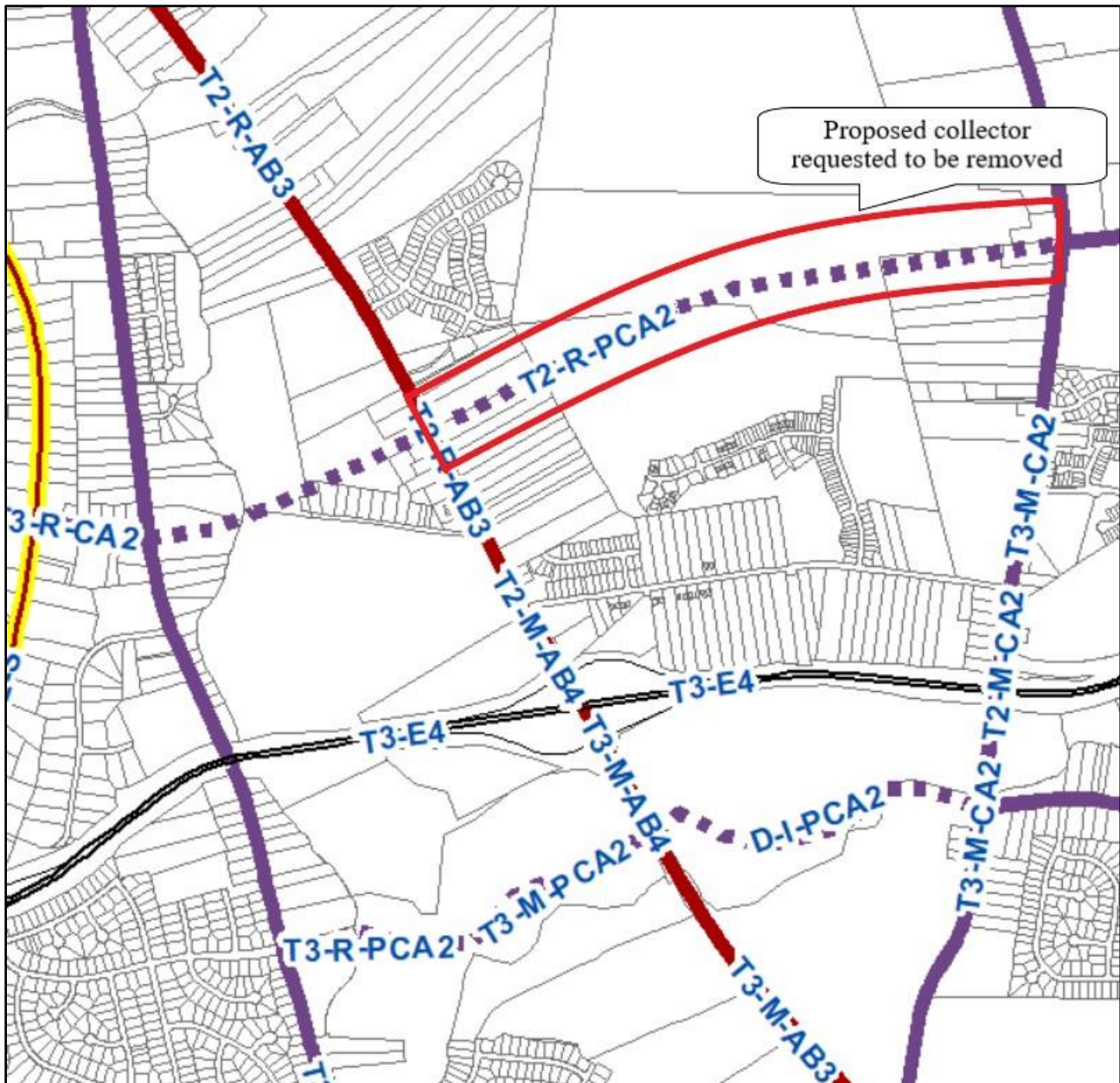
T2 Rural Maintenance (T2 RM) is intended to maintain the general character of rural neighborhoods as characterized by their development pattern, varying setbacks, building form, and land uses. Balance maintaining the rural countryside and existing rural development patterns with new development. Where transportation infrastructure is insufficient or not present, enhancements may be necessary to improve pedestrian, bicycle, and vehicular connectivity.





## Metro Planning Commission Meeting of 02/23/23

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



### SITE AND CONTEXT

The 0.18-acre site (Map 049; Parcels 143, 154, and 145) is located just north of The Ridgcrest at Vista SP and south of the Whites Creek – Greenway Fontanel Park. The site is vacant and made up of three parcels. The property west of the site is zoned R10 and RS10 and is mostly vacant with



## **Metro Planning Commission Meeting of 02/23/23**

some single-family residential development. The property north of the site is zoned RS20 and vacant; to the west, the property is zoned RS80 and vacant; and to the south there is a residential SP.

### **ANALYSIS**

Staff finds the removal of the planned Collector consistent with policy as well as consistent with the contextual development patterns. The surrounding land is not zoned for high density and the policy does not encourage rezoning to a higher intensity. The SP to the south as approved does not include the planned Collector, resulting in an inability to complete the full extent of the collector as planned.

### **STAFF RECOMMENDATION**

Staff recommends approval of the request to remove of portion of a planned Collector (Brick Church Lane Extension from Whites Creek Pike to Knight Drive) within the Major and Collector Street Plan.



**NO SKETCH**



## Metro Planning Commission Meeting of 02/23/23

**Item #18**

**Text Amendment 2023Z-001TX-001**

**Project Name**

**Electric Utility Meter Location**

**Council Bill No.**

BL2022-1581

**Council District**

Countywide

**School District**

Countywide

**Requested by**

Councilmember Emily Benedict

**Staff Reviewer**

Shane

**Staff Recommendation**

*Approve.*

### APPLICANT REQUEST

Amend the Zoning Code to modify electric utility meter and underground utility regulations.

### PROPOSED AMENDMENTS TO TITLE 17

The bill as filed would amend Sections 17.12.040 and 17.28.103 of the Zoning Code to regulate the location of electric utility meters in residential areas and to amend the requirements for underground utilities for new residential developments.

These proposed changes of the bill as filed are shown below (new text in underline):

Section 1. That Metropolitan Code of Laws subsection 17.12.040.E.29 is hereby amended by deleting it in its entirety and replacing it with the following:

29. Utility transmission lines and associated structures, such as poles, provided that electric utility meters shall not be permitted in the required street setback unless expressly required by the power supplier for safety and access purposes;

Section 2. That Metropolitan Code of Laws section 17.28.103 is hereby amended by deleting it in its entirety and replacing it with the following:

17.28.103 - Underground utilities

A. Applicability. These standards shall apply to any application for residential development submitted to the metropolitan government for approval, wherein a new public or private street is to be constructed now or in the future, or where an existing public or private stub street, is to be extended, as follows:

1. Any application for a new or amended preliminary planned unit development;
2. Any new or amended preliminary SP plan;
3. Any new or amended preliminary urban design overlay district; or
4. Any new or revised preliminary subdivision plat; and in the case of a proposed revised preliminary plat, these provisions shall only apply to those plats deemed to be a major modification by the executive director of the metro planning department, as provided in the Subdivision Regulations.

-



## Metro Planning Commission Meeting of 02/23/23

### B. Utility Services.

1. A public utility easement shall be provided along all public and private streets and alleys by the property owner.
2. All public and private utility services installed shall be underground, including the conduit (raceway) from service equipment, except as provided in subsections C, D, and F of this section. Such conduit (raceway) shall be placed underground to the curblin and/or utility right-of-way, including but not limited to, electric, telephone, communication, exterior lighting and television cable.
3. Related equipment excluding electric utility meters shall be above ground, preferably within the furnishing zone between the curb and sidewalk, within the public utility easement, or within the required street setback; electric utility meters shall be above ground, not located within the required street setback, and located on or within three feet of the serviced structure unless otherwise expressly required by the power supplier for safety and access purposes. Equipment placed in the street right-of-way shall be subject to all applicable laws and ordinances.

C. Previously Approved Streets and Utilities. Where a subdivision abuts an existing public or private street, or one shown on an approved final plan with an overlay district, recorded final plat, or on the Metropolitan Government Official Street and Alley Map, then no undergrounding shall be required of existing utilities or new utilities proposed along that existing portion of the public or private street, unless underground utilities already exist.

D. Exemptions. The following items shall be exempt from complying with the provisions of this section.

1. Any residential lot or parcel greater than forty thousand square feet in size.
2. Above-ground utility equipment installed, maintained, and utilized by utility companies for a period not to exceed thirty days in order to provide emergency utility services. The time limitation may be extended, if warranted, by the metro planning commission.
3. Utility equipment utilized exclusively for street lighting purposes.
4. Utility equipment utilized exclusively for vehicular and pedestrian traffic control purposes.
5. Utility equipment appurtenant to underground facilities and which meet the requirements of subsection (B)(3) of this section, such as service-mounted, pedestal-mounted, or pad-mounted transformers, terminal boxes, meters, cross boxes, cabinets, vaults, electronic enclosures, pedestals, flush-to-grade hand holes, splice closures.
6. Temporary utility equipment utilized or to be utilized exclusively in conjunction with construction projects, seasonal, or special event installations. Upon installation of permanent utility service, above-ground service shall be removed.
7. Fire hydrants, fireplugs, and other utility equipment utilized exclusively for firefighting purposes.
8. Overhead wires attached to the exterior surface of a building by means of a bracket or other fixture and extending from one location on the building to another location on the same building, or to an adjacent building or to the alley, without crossing any public street.



## Metro Planning Commission Meeting of 02/23/23

9. Antennas, associated equipment and supporting structures, used by a utility for furnishing communication services.
10. Electrical distribution lines on major streets as shown on the Major Street Plan, electrical transmission lines, or switch gear.
11. Equipment installed by the utility which should not be installed underground for engineering, safety, or environmental regulatory reasons.
12. Utility lines where severe disruption of existing improvements, diminished quality of service, or undue difficulty in repair would occur. Such exemption shall require the review and approval of the metropolitan planning commission.
13. Utility lines where an affected adjoining property owner will not consent to modification of easements. Such exemption shall require the review and approval of the metropolitan planning commission.

E. Variance. A property owner and/or developer may appeal to the board of zoning appeals indicating why undergrounding utilities are not feasible in accordance with the procedures set forth in Section 17.40.350 of this code. The board shall not act upon such a request without first receiving a recommendation from the metropolitan planning commission, as provided in Section 17.40.340 of this code.

F. Alleys. Where a subdivision proposes alleys, utilities may be located above or below ground in these alleys. If utilities are located above ground, then all utilities serving the proposed lots shall be placed in the alleys, except any street light system. Utilities connecting one alley to another alley may cross a public or private street above ground.

G. Property Owner Responsibility. The property owner and/or developer installing, requesting, or requiring the construction of the improvement, and not the metropolitan government or the utility, shall be responsible for the cost of placing utility lines underground and shall make the necessary arrangements with the serving utility companies. The utility shall have no obligation to underground facilities unless and until it receives full payment for costs to do so.

H. Non-Conforming Utility Equipment. Any utility equipment approved or installed and operating prior to the effective date of the ordinance codified in this section may be maintained in its present condition and may be upgraded to conform to new technologies and regulatory requirements.

I. Existing City Franchises Not Affected. The provisions of this section do not waive any right enjoyed by the metropolitan government with respect to any franchisee, nor waive the obligations created by any franchise. If any provision of this section conflicts with any provision of a franchising agreement or ordinance, said franchise provision shall control. The provisions of this section likewise are not intended to create any conflict with the rights granted pursuant to T.C.A. §§ 65-21-201, et seq. and 65-21-107.

J. Relationship to Other Requirements. In case of conflict between the standards of this section and any other standards, rules, or regulations adopted by any other applicable metropolitan government department or agency, the provisions of this article shall control.





## Metro Planning Commission Meeting of 02/23/23

K. Severability. If any portion of this section is held to be invalid or unconstitutional by any court of competent jurisdiction, such holding shall not affect any other portion of this section.

### **BACKGROUND**

The Zoning Code currently allows electric utility meters within required street setbacks but not within required landscape buffer yards. It also exempts Planned Unit Developments (PUDs), Urban Design Overlays (UDOs), and plats approved before July 1, 2005, from the underground installation requirements for utilities and does not mention Specific Plans (SPs). Also exempted from the undergrounding requirements are utility lines of less than 300 feet in length where existing lines have not been placed underground within the new subdivision, property abutting it, or within an approved but not yet built abutting subdivision where a plat has been approved.

The current regulations permit electric utility meters in conspicuous places within front yards. The exemptions to the undergrounding requirements were included to ease the transition to an underground utility system so that projects already in various states of approval would not be unexpectedly impacted by the new requirements. SPs were introduced into the zoning code after these requirements were adopted.

### **ANALYSIS**

The bill as filed proposes to require electric utility meters to be located on or within three feet from the serviced structure and outside of the street setback unless such a location is necessary for safety or access. It adds new or amended Preliminary SPs to the list of applications that the underground utilities requirement applies to. It removes the exemptions related to projects approved before 2005 and the exemption based on existing and adjacent utility locations.

The inclusion of SPs and the removal of the exemption situations from the undergrounding requirements are welcome housekeeping items; the proposed requirements regarding electric utility meter placement will remove unsightly electric meter posts from street setback areas. This will be an aesthetic improvement; however, when safety or access requires it, meter location is permitted to be flexible. For these reasons, planning staff recommends approval of the proposed text amendment.

### **ZONING ADMINISTRATOR RECOMMENDATION**

No exception taken.

### **FISCAL IMPACT RECOMMENDATION**

The Codes Department anticipates the proposed amendment to be revenue neutral.

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### **STAFF RECOMMENDATION**

Staff recommends approval of the proposed change to Title 17.

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## Metro Planning Commission Meeting of 02/23/23

### ORDINANCE NO. BL2022-1581

**An ordinance amending Metropolitan Code Sections 17.12.040 and 17.28.103 to regulate the location of electric utility meters in residential areas and to amend the requirements for underground utilities for new residential developments (Proposal No. 2023Z-001TX-001).**

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

Section 1. That Metropolitan Code of Laws subsection 17.12.040.E.29 is hereby amended by deleting it in its entirety and replacing it with the following:

29. Utility transmission lines and associated structures, such as poles, provided that electric utility meters shall not be permitted in the required street setback unless expressly required by the power supplier for safety and access purposes;

Section 2. That Metropolitan Code of Laws section 17.28.103 is hereby amended by deleting it in its entirety and replacing it with the following:

#### 17.28.103 - Underground utilities

A. Applicability. These standards shall apply to any application for residential development submitted to the metropolitan government for approval, wherein a new public or private street is to be constructed now or in the future, or where an existing public or private stub street, is to be extended, as follows:

1. Any application for a new or amended preliminary planned unit development;
2. Any new or amended preliminary SP plan;
3. Any new or amended preliminary urban design overlay district; or
4. Any new or revised preliminary subdivision plat; and in the case of a proposed revised preliminary plat, these provisions shall only apply to those plats deemed to be a major modification by the executive director of the metro planning department, as provided in the Subdivision Regulations.

#### B. Utility Services.

1. A public utility easement shall be provided along all public and private streets and alleys by the property owner.
2. All public and private utility services installed shall be underground, including the conduit (raceway) from service equipment, except as provided in subsections C, D, and F of this section. Such conduit (raceway) shall be placed underground to the curblines and/or utility right-of-way, including but not limited to, electric, telephone, communication, exterior lighting and television cable.
3. Related equipment excluding electric utility meters shall be above ground, preferably within the furnishing zone between the curb and sidewalk, within the public utility easement, or within the required street setback; electric utility meters shall be above ground, not located within the required street setback, and located on or within three feet of the serviced structure unless otherwise expressly required by the power supplier for



## Metro Planning Commission Meeting of 02/23/23

safety and access purposes. Equipment placed in the street right-of-way shall be subject to all applicable laws and ordinances.

C. Previously Approved Streets and Utilities. Where a subdivision abuts an existing public or private street, or one shown on an approved final plan with an overlay district, recorded final plat, or on the Metropolitan Government Official Street and Alley Map, then no undergrounding shall be required of existing utilities or new utilities proposed along that existing portion of the public or private street, unless underground utilities already exist.

D. Exemptions. The following items shall be exempt from complying with the provisions of this section.

1. Any residential lot or parcel greater than forty thousand square feet in size.
2. Above-ground utility equipment installed, maintained, and utilized by utility companies for a period not to exceed thirty days in order to provide emergency utility services. The time limitation may be extended, if warranted, by the metro planning commission.
3. Utility equipment utilized exclusively for street lighting purposes.
4. Utility equipment utilized exclusively for vehicular and pedestrian traffic control purposes.
5. Utility equipment appurtenant to underground facilities and which meet the requirements of subsection (B)(3) of this section, such as service-mounted, pedestal-mounted, or pad-mounted transformers, terminal boxes, meters, cross boxes, cabinets, vaults, electronic enclosures, pedestals, flush-to-grade hand holes, splice closures.
6. Temporary utility equipment utilized or to be utilized exclusively in conjunction with construction projects, seasonal, or special event installations. Upon installation of permanent utility service, above-ground service shall be removed.
7. Fire hydrants, fireplugs, and other utility equipment utilized exclusively for firefighting purposes.
8. Overhead wires attached to the exterior surface of a building by means of a bracket or other fixture and extending from one location on the building to another location on the same building, or to an adjacent building or to the alley, without crossing any public street.
9. Antennas, associated equipment and supporting structures, used by a utility for furnishing communication services.
10. Electrical distribution lines on major streets as shown on the Major Street Plan, electrical transmission lines, or switch gear.
11. Equipment installed by the utility which should not be installed underground for engineering, safety, or environmental regulatory reasons.
12. Utility lines where severe disruption of existing improvements, diminished quality of service, or undue difficulty in repair would occur. Such exemption shall require the review and approval of the metropolitan planning commission.
13. Utility lines where an affected adjoining property owner will not consent to modification of easements. Such exemption shall require the review and approval of the metropolitan planning commission.

E. Variance. A property owner and/or developer may appeal to the board of zoning appeals indicating why undergrounding utilities are not feasible in accordance with the procedures set forth in Section 17.40.350 of this code. The board shall not act upon such a request without



## Metro Planning Commission Meeting of 02/23/23

first receiving a recommendation from the metropolitan planning commission, as provided in Section 17.40.340 of this code.

F. Alleys. Where a subdivision proposes alleys, utilities may be located above or below ground in these alleys. If utilities are located above ground, then all utilities serving the proposed lots shall be placed in the alleys, except any street light system. Utilities connecting one alley to another alley may cross a public or private street above ground.

G. Property Owner Responsibility. The property owner and/or developer installing, requesting, or requiring the construction of the improvement, and not the metropolitan government or the utility, shall be responsible for the cost of placing utility lines underground and shall make the necessary arrangements with the serving utility companies. The utility shall have no obligation to underground facilities unless and until it receives full payment for costs to do so.

H. Non-Conforming Utility Equipment. Any utility equipment approved or installed and operating prior to the effective date of the ordinance codified in this section may be maintained in its present condition and may be upgraded to conform to new technologies and regulatory requirements.

I. Existing City Franchises Not Affected. The provisions of this section do not waive any right enjoyed by the metropolitan government with respect to any franchisee, nor waive the obligations created by any franchise. If any provision of this section conflicts with any provision of a franchising agreement or ordinance, said franchise provision shall control. The provisions of this section likewise are not intended to create any conflict with the rights granted pursuant to T.C.A. §§ 65-21-201, et seq. and 65-21-107.

J. Relationship to Other Requirements. In case of conflict between the standards of this section and any other standards, rules, or regulations adopted by any other applicable metropolitan government department or agency, the provisions of this article shall control.

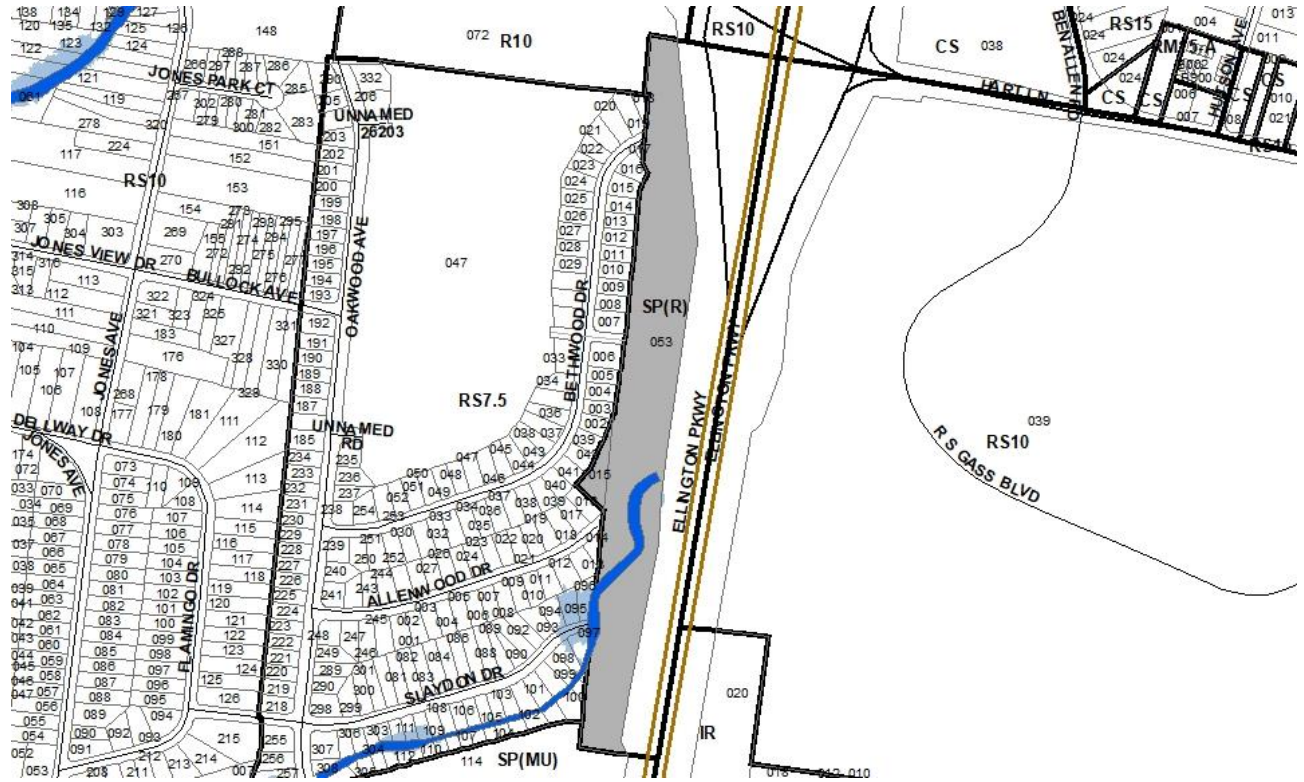
K. Severability. If any portion of this section is held to be invalid or unconstitutional by any court of competent jurisdiction, such holding shall not affect any other portion of this section.

Section 2. The Metropolitan Clerk is directed to publish a notice announcing such change in a newspaper of general circulation within five days following final passage.

Section 3. This Ordinance shall take effect upon publication of above said notice announcing such change in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.



# Metro Planning Commission Meeting of 02/23/23



**2016SP-040-002**  
BETHWOOD COMMONS (AMENDMENT)  
Map 061, Parcel(s) 053  
Map 072, Parcel(s) 015  
05, East Nashville  
05 (Sean Parker), 08 (Nancy VanReece)





## Metro Planning Commission Meeting of 02/23/23

**Item #19****Project Name****Council District****School District****Requested by****Specific Plan 2016SP-040-002****Bethwood Commons (Amendment)**

05 – Parker, 08 - VanReece

01 – Gentry

Dale &amp; Associates, applicant; Upside, LLC, owner.

**Staff Reviewer**

Lewis

**Staff Recommendation***Defer indefinitely.*

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**APPLICANT REQUEST****Amend SP to increase unit count.**Zone Change

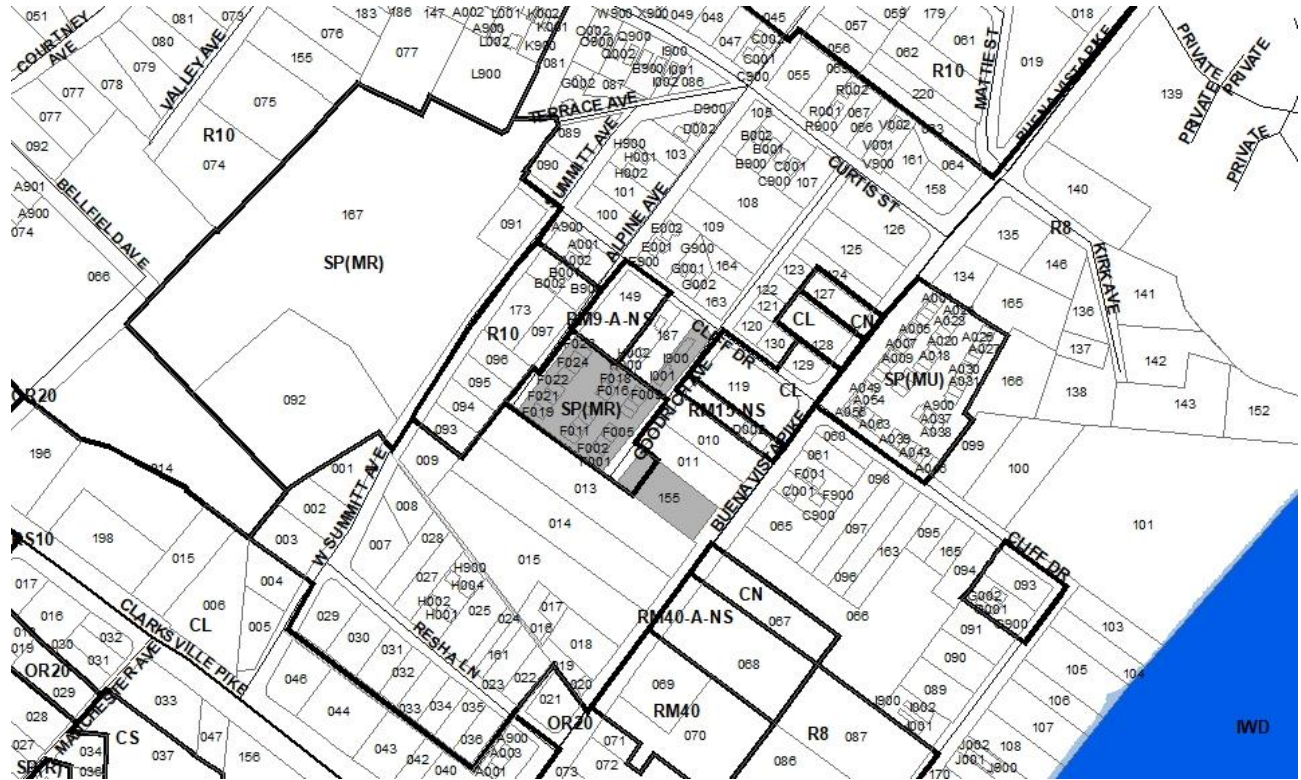
A request to amend a portion of a Specific Plan on a portion of property located at 2634 Bethwood Drive and 0 Allenwood Drive, approximately 1,200 feet east of Oakwood Avenue, zoned Specific Plan (SP) (14.04 acres), to permit an additional 26 multi-family residential units, for a total of 103 units.

**STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 02/23/23



### 2019SP-014-003

#### GOODRICH TOWNHOMES (AMENDMENT)

Map 070-09-3-F, Parcel(s) 001-026, 900

Map 070-09-3-I, Parcel(s) 001-002, 900

Map 070-13, Parcel(s) 155

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyonzte Toombs)



## Metro Planning Commission Meeting of 02/23/23

**Item #20**

**Project Name**

**Council District**

**School District**

**Requested by**

**Specific Plan 2019SP-014-003**

**Goodrich Townhomes (Amendment)**

02 – Toombs

1 – Gentry

Catalyst Design Group, applicant; various property owners.

Deferrals

This item was deferred from the January 12, 2022, and February 9, 2023, Planning Commission meetings. Not public hearing was held.

**Staff Reviewer**

Swaggart

**Staff Recommendation**

*Defer to the April 13, 2023, Planning Commission meeting.*

### **APPLICANT REQUEST**

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

Zone Change

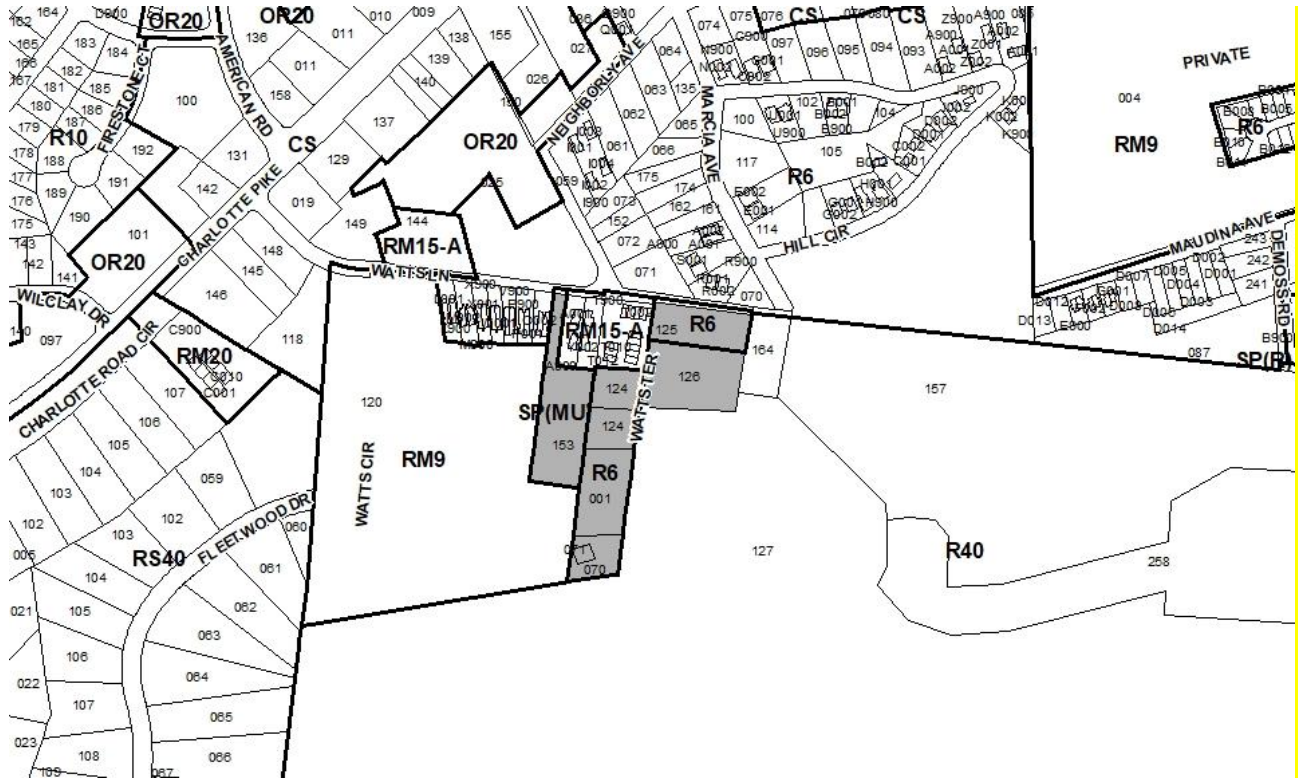
A request to amend a Specific Plan for properties located at 2143, 2145, and 2145B Goodrich Avenue, 2125 Buena Vista Pike and various properties located between Alpine Avenue and Goodrich Avenue, approximately 290 feet northwest of Buena Vista Pike, zoned Specific Plan (SP) and One and Two-Family Residential (R8), (2.85 acres), to expand the boundary of the SP to permit 14 additional multi-family residential units for a maximum of 41 units overall and add nonresidential uses.

### **STAFF RECOMMENDATION**

Staff recommends deferral to the April 13, 2023, Planning Commission meeting.



## Metro Planning Commission Meeting of 02/23/23



### 2022SP-045-001

813 – 1230 WATTS

Map 103-01, Parcel(s) 124.02, 124-126, 153 Map 103-05, Parcel(s) 001.01, 070-071

07, West Nashville

20 (Mary Carolyn Roberts)



## Metro Planning Commission Meeting of 02/23/23

**Item #21**

**Preliminary SP 2022SP-045-001**

**Project Name**

**813 – 1230 Watts**

**Council District**

20 – Roberts

**School District**

09 – Tylor

**Requested by**

Dale & Associates, applicant; Bo Derek, LLC, The Simpson Revocable Trust, N.T. & Mary Sue Clinton, Real Estate Rentals, LLC, Thomas & Cynthia Anderson, Carla Simpson Webb Dardamanis & Clifford Simpson, owners.

**Staff Reviewer**

Matravers

**Staff Recommendation**

*Approve with conditions and disapprove without all conditions.*

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**APPLICANT REQUEST**

**Preliminary Specific Plan approval to permit 71 residential units.**

Preliminary SP

A request to rezone from One and Two-Family Residential (R6, R40) and Specific Plan (SP) to Specific Plan (SP) zoning for properties located at 813 Watts Lane, 1201, 1210, 1211, 1216, 1222, and 1230 Watts Terrace and Watts Terrace (unnumbered), approximately 1,000 feet east of Charlotte Pike, (6.22 acres), to permit 71 multi-family residential units.

**Existing Zoning**

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 22 lots with 5 duplex lots for a total of 27 units. Codes makes the final determination in duplex eligibility. This zone covers approximately 3.16 acres of the site.*

One and Two-Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 1.16 dwelling units per acre including 25 percent duplex lots. *R40 would permit a maximum of 1 lots with 1 duplex lots for a total of 2 units. This zone covers approximately 0.81 acres of the site.*

Specific Plan (SP) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. SP 2013SP-011-001 was approved for 813 Watts Lane (approximately 1.57 acres of the site) to permit light manufacturing and single-family residential (with a maximum of three lots).

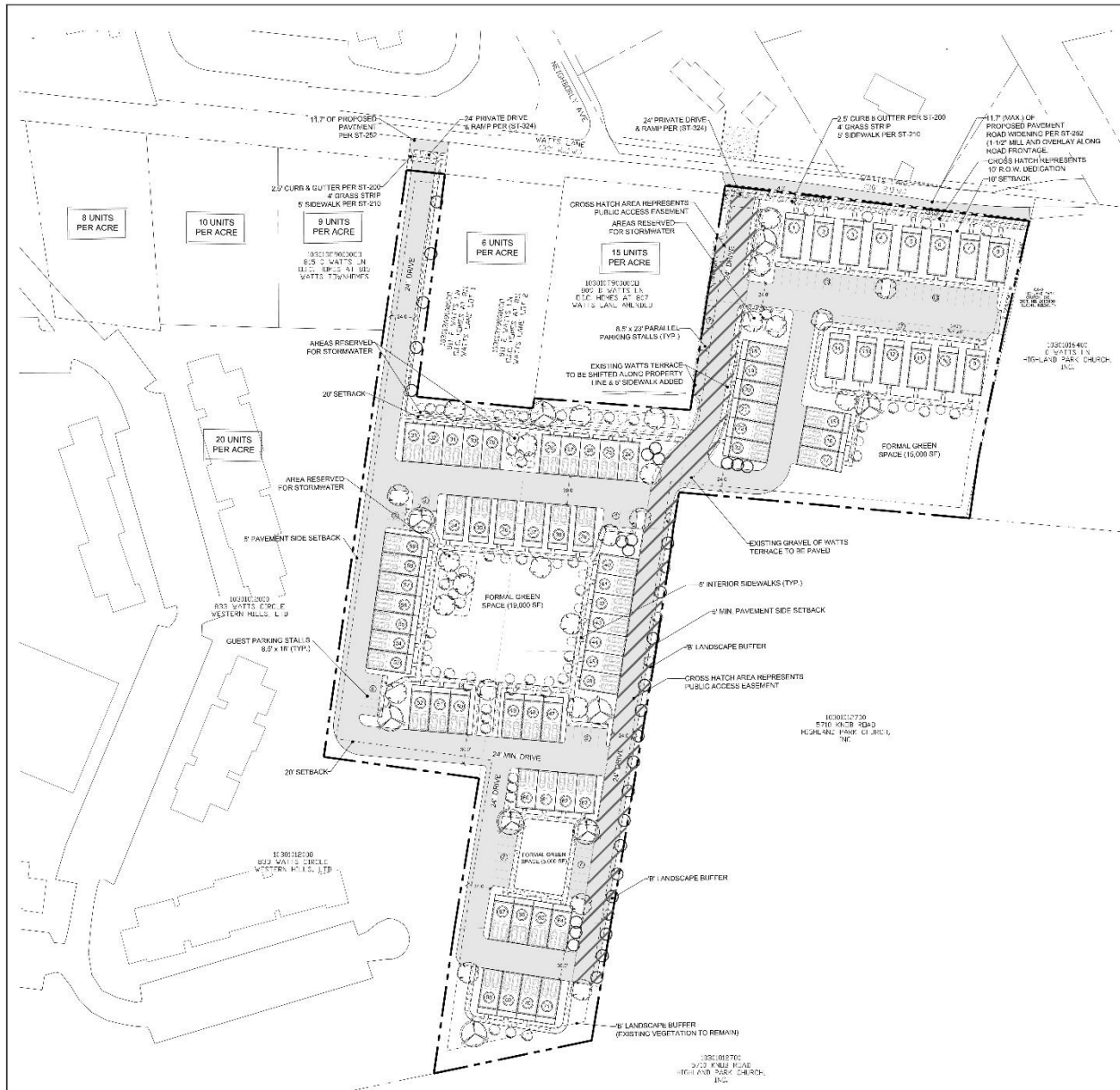
**Proposed Zoning**

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.





# Metro Planning Commission Meeting of 02/23/23



## Proposed Preliminary SP

### WEST NASHVILLE 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 underdeveloped “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



## Metro Planning Commission Meeting of 02/23/23

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.

### **SITE CONTEXT**

The 6.22 acre site is located approximately 1,000 feet east of Charlotte Pike across from the intersection of Watts Lane and Neighborly Avenue. The site is partially developed and occupied by an array of single-family houses and vacant land. The site has frontage on Watts Terrace.

The properties to the north across Watts Terrace are a mixture of single-family houses zoned R6 and an apartment complex zoned CS. The properties surrounded by the proposed development (see site plan) are attached townhomes and vacant land zoned RM15-A. The properties to the east and south are a church and single-family houses zoned R40. The property to the west is an apartment complex zoned RM9 (residential PUD).

### **PLAN DETAILS**

The proposed SP would permit a maximum of 71 multi-family units with an overall density of 11.4 units per acre. Detached units front Watts Lane, with the rest of the site containing a mixture of attached and detached townhouses. Vehicular access to the site is provided by two private drives flanking either side of an existing development. The eastern private drive is within a public access easement to allow for future connection to the adjacent church property. A type B landscape buffer incorporating existing vegetation provides separation from the church.

Townhouses are oriented to either sidewalks or formal green spaces. Individual garages are oriented to the gridded interior street network. Stormwater facilities are incorporated into green spaces.

### **ANALYSIS**

Most of the site is in the Suburban Neighborhood Evolving (T3-NE) policy area. T3-NE areas are described as moderate density, with moderate connectivity and environmentally sensitive building and site development techniques. The proposed development features townhouses with an internal sidewalk and street network that facilitates mobility. Small parts of the site in the northeast and south have Conservation (CO) policy due to natural slopes up to 20% grade. The sloped portion in the northeast area are designated formal green space, and sloped portion in the south is generally undisturbed as part of a B landscape buffer incorporating some existing vegetation.

Staff finds the proposed preliminary SP to be in keeping with the policy intent of T3 NE and CO policies, and recommends approval with conditions and disapproval without all conditions.



## Metro Planning Commission Meeting of 02/23/23

### 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. Review of architectural plans and current fire hydrant flow test report is required prior to permit for construction.

### 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. Following approval of final plans by NDOT, a recorded copy of any ROW dedications will need to be submitted to NDOT for Bldg. permit approval.
- Conditions of final approval: With ROW dedication proposed for Watts Lane widening, pull back curb line along East portions of Watts frontage to match adjacent development at 807 Watts lane.

### STORMWATER RECOMMENDATION

#### Approve

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Per TIS review, Watts Lane should be improved from west of Watts Circle to the eastern property line in order to provide a cross-section that is consistent with the Nashville Department of Transportation's (NDOT's) current standards for a two-lane local roadway. Adjustments to the scope of the widening may be required based on field conditions.
- Parking shall be shown per Metro Code.
- Comply with Roads comments.
- Ensure final designs follow the codes and requirements of all metro agencies.

### WATER SERVICES RECOMMENDATION

#### Approve with conditions

- Approved as a Preliminary SP only. Public and/or private Water and Sanitary Sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans. A minimum of 30% W&S Capacity must be paid before issuance of building permits. (Water & Sewer Capacity Fee Permit No's. T2022037804 & T2022037809).

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	1.4	1.089 D	2 U	28	7	2

\*Based on two-family lots



## Metro Planning Commission Meeting of 02/23/23

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)	3.2	7.260 D	28 U	322	25	30

\*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)	-	-	3 U	41	7	3

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
Warehousing (150)	-	-	5,000 SF	53	1	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential 3-10 (221)	-	-	71 U	385	24	31

Traffic changes between maximum: **R40/R6/SP and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-43	-5	-5

### METRO SCHOOL BOARD REPORT

**Projected student generation existing R6, R40, & SP districts: 2 Elementary 2 Middle 2 High**  
**Projected student generation proposed SP-R district: 9 Elementary 7 Middle 4 High**

Students would attend Charlotte Park Elementary School, H.G. Hill Middle School, and Hillwood High School. Charlotte Park Elementary and Hillwood High have been identified as having additional capacity. H.G. Hill Middle School 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 with conditions and disapproval without all conditions.



## Metro Planning Commission Meeting of 02/23/23

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 71 multi-family units. Short term rental property, owner occupied, and short term rental property, not owner occupied shall be prohibited.
2. Do we need to add a condition related to recording of the access easement and the timing? I would suggest prior to issuance of any building permits.
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. 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 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.

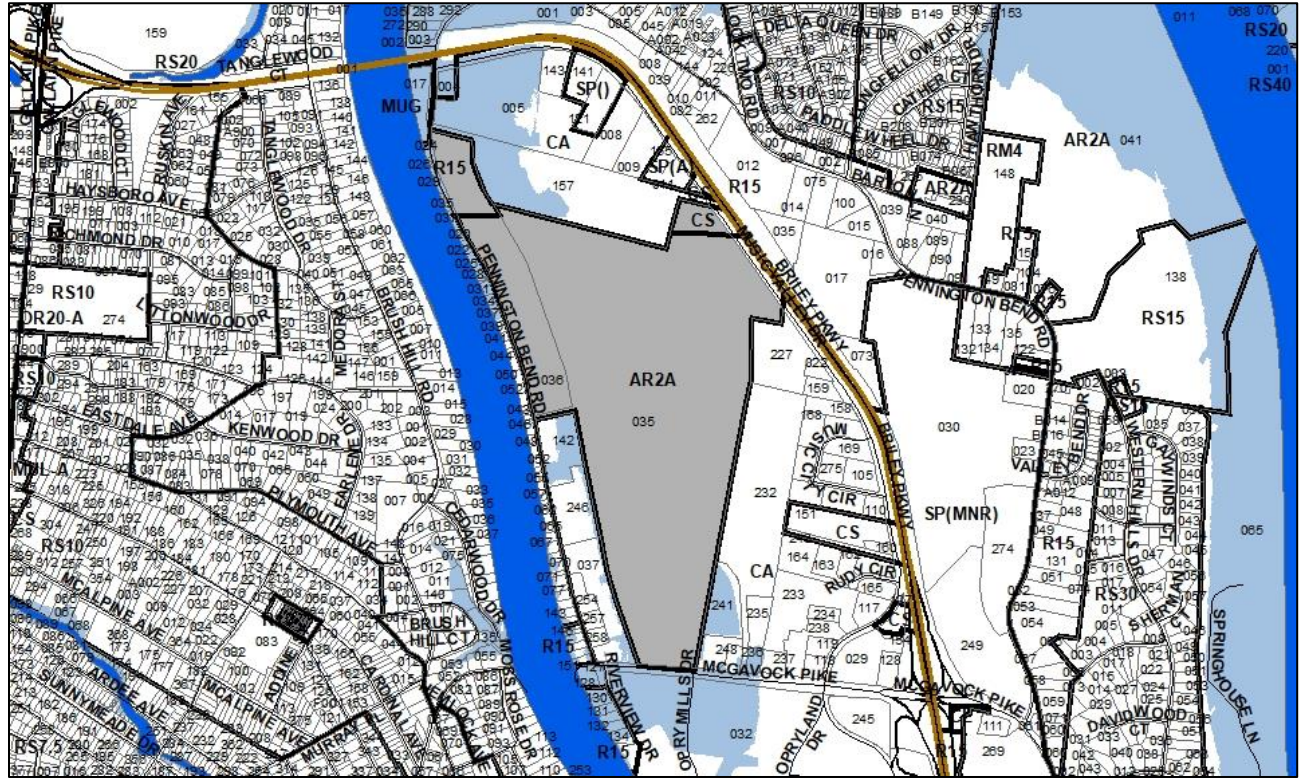




**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 02/23/23



## 2022SP-057-001

### THE BEND – NORTHGATE/GLEAVES FARM DEVELOPMENT

Map 062, Parcel(s) 035-036

14, Donelson – Hermitage – Old Hickory

15 (Jeff Syracuse)



## Metro Planning Commission Meeting of 02/23/23

**Item #22**  
**Project Name**

**Specific Plan 2022SP-057-001**  
**The Bend – Northgate/Gleaves Farm Development**

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

15 - Syracuse  
04 – Nabaa-McKinney  
Gresham Smith, applicant; Gleaves Farm, LTD. L.P. LLC, NG Nashville LLC, owners.

**Deferrals**

This item was deferred at the December 8, 2022, and January 12, 2023, Planning Commission meetings. A public hearing was held and closed at the January meeting.

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

Lewis  
*Approve with conditions and disapprove without all conditions.*

### **APPLICANT REQUEST**

**Rezone from AR2a, CS, and R15 to Specific Plan to permit a mixed-use development.**

#### Preliminary SP

A request to rezone from Agricultural/Residential (AR2a), Commercial Service (CS), and One and Two-Family Residential (R15) to Specific Plan (SP) zoning on properties located at 2400 Pennington Bend Road (unnumbered) and McGavock Pike (unnumbered), approximately 61 feet north of Opry Mills Drive, (214.37 acres), to permit a mixed-use development,

#### **Existing Zoning**

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *Approximately 197.45 acres of the site is zoned AR2a. Based on this acreage, AR2a would permit a maximum of 83 lots with 20 duplex lots for a total of 103 units. Application of the Subdivision Regulations may result in fewer lots.*

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. *Approximately 8.10 acres of the site is zoned R15. Based on this acreage, R15 would permit a maximum of 19 lots with 4 duplex lots for a total of 23 units. Application of the Subdivision Regulations may result in fewer lots.*

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







## Metro Planning Commission Meeting of 02/23/23

### **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.

### **DONELSON – HERMITAGE – OLD HICKORY COMMUNITY PLAN**

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

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

### **SITE**

The approximately 214.37-acre site is located on Music Valley Drive, north of McGavock Pike. The site is comprised of three parcels. The site has frontage along Music Valley Drive along the eastern portion of the site, McGavock Pike along the southern portion of the site, and along Pennington Bend along the western portion of the site. The west and south portions of the site contain floodway and floodplain. The site was previously used for farm land.

The surrounding properties to the north are zoned Commercial Attraction (CA), CS, Mixed Use General (MUG) and SP. This area has been developed with commercial uses including RV sales and campgrounds. The surrounding properties to the west are zoned R15 and the have been developed with one and two-family residential uses. Further to the west is a portion of the Cumberland River. To the south and southeast of the site, the parcels are zoned CA and CS and the properties have been developed with commercial uses.

### **UPDATE**

The item was heard at the January 12, 2023, Planning Commission meeting and was deferred for the applicants to review and submit a revised plan based on comments from members of the public and the commission. A revised plan has since been submitted and a full review of the plan is included in the analysis section. The primary issues from the January meeting and a summary of the changes following that meeting are outlined below:





## **Metro Planning Commission Meeting of 02/23/23**

### Density of the Development

A question of the commission was generally if the density and intensity of the proposed development could be lowered. Overall, the revised plan shows a reduction in the number of RVs proposed, a reduction in the disturbance area of the floodplain, and the removal of the 3,500 person outdoor amphitheater. Further discussion on these changes is outlined below.

### Floodplain Disturbance

Approximately 128 acres of the 214 acres of the site is within the floodplain area. The previous plan had proposed approximately 60 percent of the floodplain area to be disturbed. The revised plan proposes no more than 20 percent of the floodplain area to be disturbed, with the removal of some RV sites and other uses being removed or relocated on the site outside of the floodplain. Specific areas of the previous plan that were points of concern were the RV sites within the floodplain and the restaurant near McGavock, also within the floodplain. With the revised plan, the restaurant was relocated from McGavock Pike to the area off of Music Valley Drive.

### Sewage Disposal

The discussion of sewage disposal for the RVs handled during a flood and if there was a danger of pollution. According to information provided by Metro Stormwater, all RVs placed on sites must be fully licensed and ready for highway use, attached to the site only by quick disconnect type utilities and security devices and the recreational vehicle must meet all the requirements for new construction including elevation. Sewers in flood prone areas are designed to achieve total containment of sanitary wastes and exclusion of I/I. This includes installing pipe with watertight joints, watertight connections to manholes, and watertight connections to service laterals or service lateral stubs and using trench design that minimizes the potential for migration of water along the trench per TDEC guidance.

### Evacuation

The applicant has provided a typical Northgate Evacuation Plan from another resort as an example. A condition of approval is at the time of Final SP, a site specific evacuation plan for this development would be required.

### Policy History

The portion of the site along Music Valley Drive is within the T3 Community Center (T3 CC) Policy. The policy in the 2004 Plan update was Commercial Arterial Existing which allowed a wide range of commercial uses. At the time of NashvilleNext, community members did not object to this being part of the commercial area. This may have been due to the existing commercial activity in the area as it had only been a few years since Opryland theme park had closed and the community was used to a theme park and more noise/activity within this area. With the application of CCM policies in 2013 NashvilleNext, the policy became T3 CC.

### Sound Study

The previous plan included an outdoor amphitheater for 3,500 individuals. There was a concern for how the sound would travel, especially the potential impact to nearby residential properties. The outdoor amphitheater has been removed from the plan.



## Metro Planning Commission Meeting of 02/23/23

### Buffering

The ownership for the adjacent campgrounds to the north were concerned about buffering between the two sites. With the updated plan, the layout of the multi-family buildings at the northeast corner has been modified slightly and a landscape buffer has been put in place behind the structure. A 30' wide C-1 landscape buffer is shown along the northern property line adjacent to the RV sites. A condition that a B level landscape buffer be added to the remaining portion of the northern property line, between the property line and the multi-family uses is added.

### Archeology

According to Metro Historic staff, there are two registered archeological sites outside of the project area. The historical aerials and maps indicate that this area has been primarily used historically for agriculture. The areas immediately along the Cumberland River have contained a large number of prehistoric sites. Therefore, judging by the lack of intensive disturbance to the ground surface and the parcels proximity to the water, there is a medium to high possibility of a prehistoric site on the parcels. If any archeological discoveries are made on the site during grading and construction, the applicant will need to meet all state and federal regulations regarding the discovery. A condition to this effect has been added.

### **PLAN DETAILS**

The proposed development is intended to provide an agricultural themed development with a mix of uses including multi-family residential, hotel, restaurant, event center space, RV campsites, cabin spaces, and various campground amenities. Along Music Valley Drive are three vehicular entrances, including the primary entrance into the development. This portion of the site contains the multi-family units, hotel, and event center. The SP permits a maximum of 300 multi-family units in several four story structures at the northeast portion of the site. A five-story, 120 room hotel is located at the intersection of the primary entrance drive, off of Music Valley Drive. South of the primary entrance drive and along Music Valley Drive is a proposed event center, outdoor amphitheater, and associated surface parking for the event center.

The site was previously used for agricultural uses. As such, the intent of the SP plan is to retain features of this previous use including the preservation of existing tree lines as natural buffers for different uses within the site and the preservation and rehabilitation of the existing farm structures on the site. The internal portion of the site is the primary area for campsites, resort event center, and cabins. A total of 425 campsites and cabins are proposed throughout the site. The primary area for campsites are bounded by existing hedgerows, breaking up the areas of campsites, as opposed to one large area of campsites. The RV sites are organized in a linear pattern and connected by a series of private drives. The cabin sites are intended to be developed with the existing grades in this area and maintaining the existing tree canopy around the cabins.

The western portion of the site, primarily within the floodplain area, is intended to maintain primarily undisturbed. Proposed uses within this portion of the site include: agricultural practices, passive recreational areas, and enhancements to the existing environmental features on the site. Passive recreational areas are intended for activities with limited disturbances such as running and walking paths, wildlife viewing, and lawn games. The crops area would provide an area for crop production to be used at the restaurant on the property. The environmental features referenced include an existing stream towards the southwest portion of the site. A gated vehicular entrance is located along Pennington Bend Road, intended for emergency access only. A recent update to the



## Metro Planning Commission Meeting of 02/23/23

Walk and Bike Plan shows a multi-use path extending along Pennington Bend. The proposed path is shown along the portion of the site with frontage along Pennington Bend Road and re-directs east before heading south through the site again, ultimately connecting with McGavock Pike. Conditions related to the width and final location are included with this report, including a condition for a greenway access easement.

Previous versions of the site plan had a proposed restaurant, microbrewery and tasting room located on the southern portion of the site. The restaurant use has been relocated to be within the T3 CC policy area, and this area is now intended to remain primarily undeveloped with the following exceptions: public use paths, agricultural uses, enhancements to the environmental and natural resources that are already present on the site. Several accessory buildings are located throughout the site to provide site amenities such as welcome center/check-in, camp store, retail, food and beverage, crafts pavilion for classes and demonstrations, events pavilion, restrooms, recreation hall, fitness center, and maintenance buildings. The previously proposed vehicular entrance along McGavock Pike would remain in order to provide access for the proposed agricultural uses. Both the McGavock Pike and Music Valley Drive frontages will comply with the requirements of the Major and Collector Street Plan (MCSP) including 6 foot wide planting strips and 8 foot wide sidewalks.

### ANALYSIS

A large portion of the site, primarily the western and southern portions, has Conservation (CO) Policy due to floodplain and an existing stream. The intent of the CO Policy is to keep undisturbed environmentally sensitive land features in a natural state and remediate environmentally sensitive features that have been disturbed when new development or redevelopment takes place. Any new development is minimal to protect water quality, minimize infrastructure and public service costs, and preserve the unique environmental diversity of Davidson County, which is important to a healthy economy and overall sustainability.

Approximately 128 acres of the 214 acre site is within the floodplain area. The floodplain and CO policy areas are located on the western portion of the site. A component of the proposed development is to enhance the existing stream at the southwest portion of the site to make it a protected amenity feature of the site. The development proposed in the floodplain is primarily limited to RV campsites, and with the revised plan, campsites and non-residential uses have been removed from these areas. Proposed SP regulations to address the goals of the CO Policy include a minimum of 40 percent of the site retained for open space and agricultural uses, and 20 percent of the existing tree canopy to be retained. Forty percent of the development site would be approximately 85 acres.

The second policy on the site, Suburban Community Center (T3 CC) is located on the eastern portion of the site, adjacent to Music Valley Drive. This portion of the site is largely unencumbered by environmental features. The T3 CC policy areas are described as pedestrian-friendly areas, generally located at prominent intersections, consisting of a mix of uses including, commercial, office, residential, and institutional land uses. This is the portion of the site where the bulk of the development is to occur, including the multi-family uses, hotel, event center, and restaurant. Development within this policy area is oriented towards Music Valley Drive.



## **Metro Planning Commission Meeting of 02/23/23**

### **METRO PARKS RECOMMENDATION**

#### **Approve with conditions**

### **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**

- Correct General Note 18: "Size driveway culverts per the design criteria set forth by the Metro Stormwater Management Manual (Minimum driveway culvert in Metro ROW is 15' RCP)."

### **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: 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 AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Prior to Final SP approval, the applicant's traffic engineer shall coordinate with NDOT to submit a revised the traffic study that analyzes the appropriate traffic control improvements that shall be installed at each of the study intersections. An updated signal warrant analysis shall be conducted at the Central Access on Music Valley Drive, as well as an updated analysis for the need of any auxiliary-lanes. If a traffic signal/auxiliary-lanes are warranted at the Music Valley Drive & Central Access intersection, the applicant will be required to install the signal and or auxiliary-lanes at the approval of NDOT. Final traffic



## Metro Planning Commission Meeting of 02/23/23

conditions/improvements will be determined after further review of the revised traffic study, which may result in additional improvements.

- Prior to Final SP approval, the applicant's traffic engineer shall submit a comprehensive event management plan analyzes traffic in and out of the site, while also addressing the parking needs for future events. Further coordination with NDOT will be required.
- At the Central Access on Music Valley Drive, remove the median from the ROW, and the maximum driveway width shall not exceed 35'.
- The Northern proposed tertiary access on Music Valley Drive for the multi-family portion, shall be gated for emergency access only.
- The Southern proposed tertiary access on Music Valley Drive shall be limited to one-way exit only (right-out) for the commercial amusement portion.
- The applicant shall comply with all MCSP requirements; 8' sidewalks and 6' grass-strip on all public frontages.
- At a minimum the applicant will be required to close the roughly 170' sidewalk gap along the North-side of McGavock Pike between this developments Eastern property line and the intersection of Two Rivers Corporate Centre Drive. Additional pedestrian access accommodations at the intersection of McGavock Pike and Two Rivers Corporate Centre Drive may be required upon further analysis.
- Comply with Roads Conditions.
- Ensure final designs follow the codes and requirements of all metro agencies.

**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)	202.67	0.50 D	107 U	1,107	81	108

\*Based on two-family lots

**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)	11.7	0.6 F	305,791 SF	11,544	287	1,165

**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
Campground (416)	-	-	450 C	-	2	6

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Event Center (411)	-	-	42,000 SF	89	13	15





## Metro Planning Commission Meeting of 02/23/23

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)	-	-	300 U	1,633	100	128

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)	-	-	10,000 SF	1,122	100	98

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Hotel (310)	3.29	-	120 R	928	54	64

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-8,879	-99	-962

### METRO SCHOOL BOARD REPORT

**Projected student generation existing zoning districts: 14 Elementary 9 Middle 10 High  
 Projected student generation proposed SP district: 15 Elementary 11 Middle 9 High**

The proposed zoning is expected to generate two additional students than the existing zoning districts. Students would attend Pennington Elementary School, Two Rivers Middle School, and McGavock High School. All three schools are identified as having capacity for additional students. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 300 multi-family units, a 120 room hotel, agricultural activity, on site agricultural sales, and all other uses of the CA zoning district with the exception of those identified as prohibited uses, as specified on the Specific Plan.
2. If the development is phased, with the final phase of the development the applicant shall provide documentation that the minimum open space and tree canopy amounts have been met on the site.
3. On the corrected copy, a B level landscape buffer shall be added to the remaining portion of the northern property line, between the property line and the multi-family structures.
- 4.



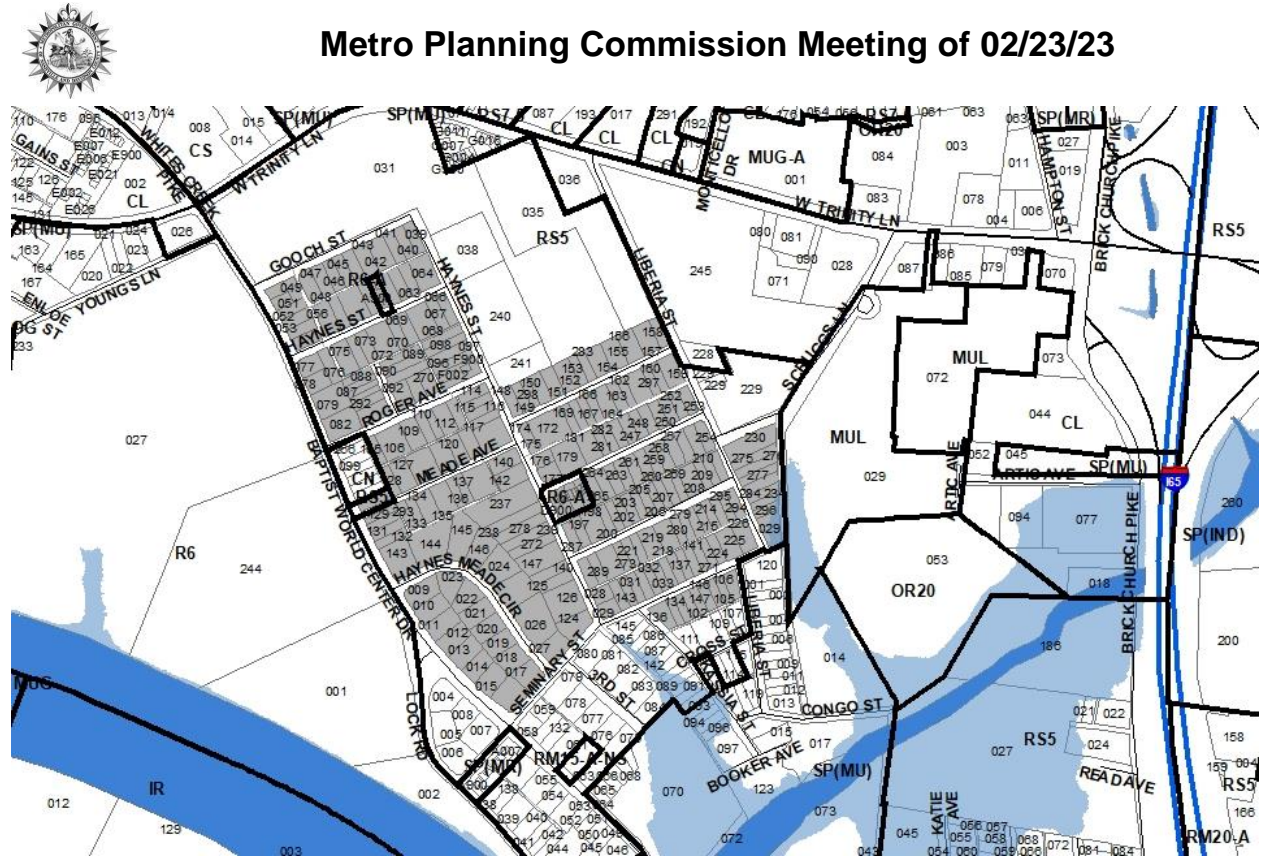
## Metro Planning Commission Meeting of 02/23/23

5. On the corrected copy, update the tree preservation condition to: A minimum of 20% of canopy trees to be retained, unless required by Metro Code to retain a higher percent.
6. Prior to issuance of any permits, comply with all Metro Parks requirements regarding greenway dedication, construction, and maintenance for pathway along Pennington Bend.
7. Greenway easement agreement must be approved by Metro Parks Board and Metro Council prior to the issuance of building permits.
8. During grading and construction, the applicant will need to meet all state and federal regulations regarding archeological resources. Prior to the approval of the Final SP, a site specific evacuation plan for this development is required.
9. 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.
10. 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.
11. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
12. Comply with all conditions and requirements of Metro reviewing agencies.
13. 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 CA zoning district as of the date of the applicable request or application.
14. 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.
15. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



**SEE NEXT PAGE**

# Metro Planning Commission Meeting of 02/23/23



**2023COD-001-001**  
Various Maps, Various Parcels  
03, Bordeaux – Whites Creek – Haynes Trinity  
02 (Kyonzte Toombs)



## Metro Planning Commission Meeting of 02/23/23

<b>Item #23</b>	<b>Contextual Overlay 2023COD-001-001</b>
<b>Council Bill No.</b>	BL2023-1708
<b>Council District</b>	02 – Toombs
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Councilmember Kyonzte Toombs, applicant; various owners.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve.</i>

### APPLICANT REQUEST

#### Establish a Contextual Overlay District.

#### Contextual Overlay District

A request to apply a Contextual Overlay District to various properties located west of Liberia Street and east of Baptist World Center Drive, zoned Single-Family Residential (RS5), One and Two-Family Residential-Alternative (R6-A), (51.06 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.

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, and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.

#### **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.

#### **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.

#### **CONTEXTUAL OVERLAY STANDARDS**

Application of the COD would not change the existing entitlements afforded under the RS30 base zoning district.



## Metro Planning Commission Meeting of 02/23/23

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 proposed overlay includes properties located Haynes Meade, E.T. Brown, and the Scruggs/Brooklyn Heights subdivisions. The area consists of a variety of one and two-story homes. The area also includes numerous vacant parcels.

The proposed Overlay is located within a T4 NM policy area. The T4 NM policy is intended to maintain the general character of the areas. 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 T4 NM policy. The standards required will maintain and protect the neighborhood form and character.

### **STAFF RECOMMENDATION**

Staff recommends approval.

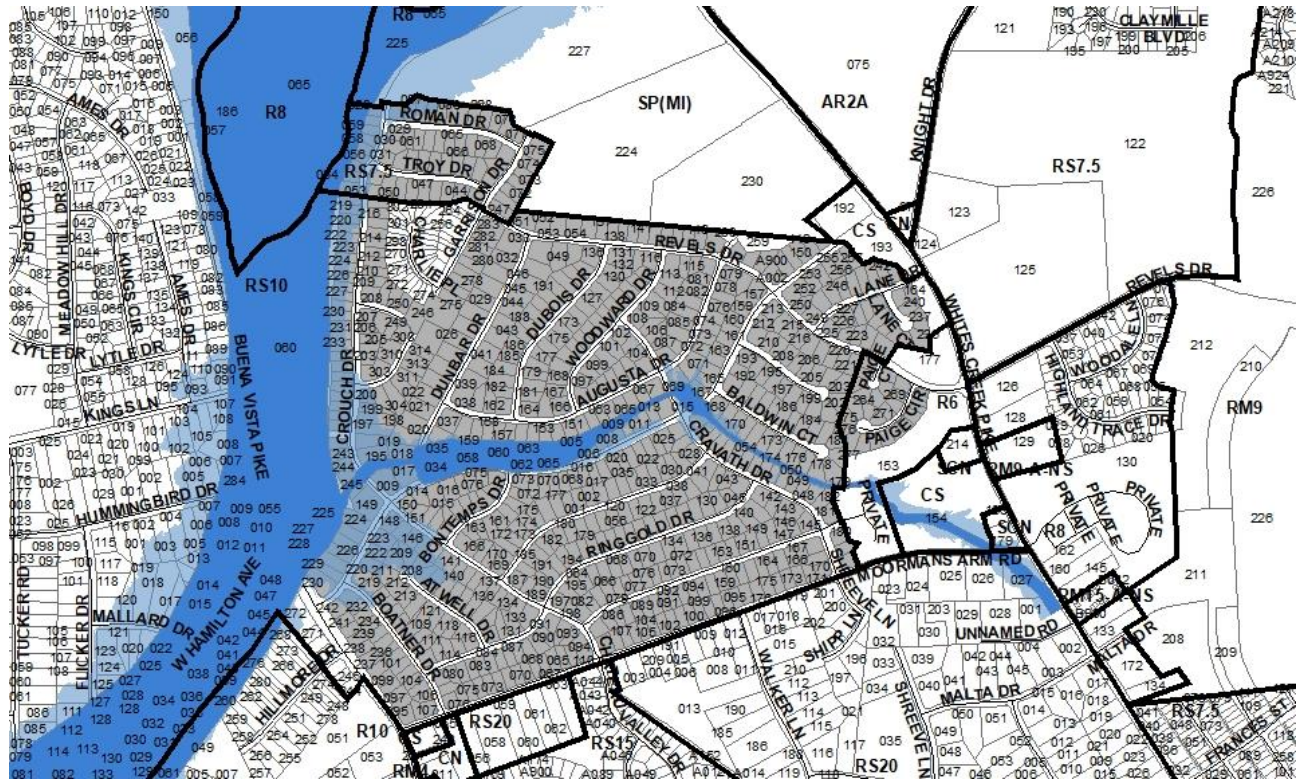




**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 02/23/23



**2023COD-003-001**  
Various Maps, Various Parcels  
03, Bordeaux – Whites Creek – Haynes Trinity  
02 (Kyonzté Toombs)



## Metro Planning Commission Meeting of 02/23/23

<b>Item #24</b>	<b>Contextual Overlay District 2023COD-003-001</b>
<b>Council Bill No.</b>	BL2023-1717
<b>Council District</b>	02 - Toombs
<b>School District</b>	01 - Gentry
<b>Requested by</b>	Council Member Kyonzté Toombs, applicant; various owners.
<b>Staff Reviewer</b>	Marton
<b>Staff Recommendation</b>	<i>Approve.</i>

### APPLICANT REQUEST

#### Establish a Contextual Overlay District.

##### Contextual Overlay District

A request to apply a Contextual Overlay District to various properties located north of Moormans Arm Road and west of Whites Creek Pike, zoned Single-Family Residential (RS10, RS7.5), and One and Two-Family Residential (R6) (208.23 acres).

##### **Existing Zoning**

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

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 xx 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 xx lots with xx duplex lots for a total of xx units.*

##### **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.

##### **BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN**

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



## Metro Planning Commission Meeting of 02/23/23

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.

### 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 Moormans Arm Road and between Whites Creek Pike and Buena Vista Pike. There is a predominant development pattern in



## **Metro Planning Commission Meeting of 02/23/23**

the neighborhood consisting of single-story and split-level residences, with consistent setbacks, bulk, and massing present throughout the proposed Overlay boundary.

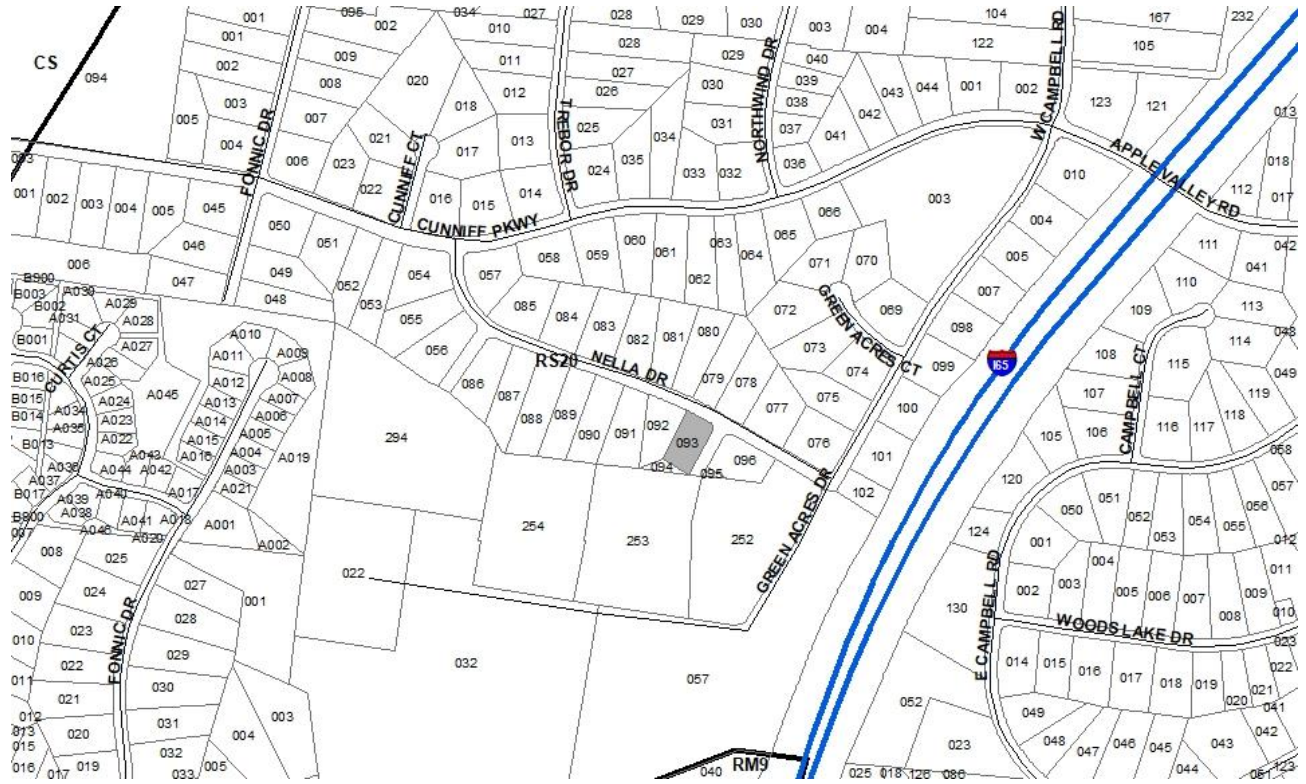
The proposed Overlay is located within T3 Suburban Neighborhood Maintenance policy area, which is intended to maintain the general character of developed, suburban residential neighborhoods. Application of the Overlay would help to preserve the existing character with specific development standards for 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.



# Metro Planning Commission Meeting of 02/23/23



**2023HL-001-001**

Map 033-14, Parcel(s) 093

02, Parkwood – Union Hill

03 (Jennifer Gamble)





## Metro Planning Commission Meeting of 02/23/23

**Item #25**  
**Council Bill No.**  
**Council District**  
**School District**  
**Requested by**

**Historic Landmark 2023HL-001-001**  
BL2023-1722  
03 - Gamble  
03 - Masters  
Councilmember Jennifer Gamble, applicant; Natalie & Andrew Hannigan, owners.

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

Marton  
*Approve.*

### **APPLICANT REQUEST**

#### **Apply a Historic Landmark Overlay District**

##### Historical Landmark Overlay

A request to apply a Historic Landmark Overlay District to property located at 815 Nella Drive, approximately 450 feet west of the corner of Green Acres Street and Nella Drive, zoned Single-Family Residential (RS20) (0.61 acres).

##### **Existing Zoning**

Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre. *RS20 would permit a maximum of 1 unit.*

##### **Proposed Overlay**

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

##### **PARKWOOD – UNION HILL 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.

##### **REQUEST DETAILS**

The Metro Historic Zoning Commission (MHZC) considered this application at its February 15, 2023 meeting.

##### **METRO HISTORIC ZONING COMMISSION RECOMMENDATION**

The Metro Historic Zoning Commission (MHZC) recommended approval of the Historic Landmark designation at the February 15, 2023, MHZC meeting. The following is a brief excerpt of information provided in the published MHZC report.



## Metro Planning Commission Meeting of 02/23/23

Located at 815 Nella Drive, this 1961 ranch house was the “dream home” of country singer Patsy Cline. The house was built in 1961 in the Pleasant Hill subdivision developed by W.C. Allen and M.M. Cunniff (the name of the road—Nella—is developer Allen’s name spelled backward.) The subdivision is comprised of one-story, two-story, and split-level 1950s and 60s ranch-style houses with mainly cross-gabled, side-gabled, or hipped roofs on large lots. The house is an excellent example of a Ranch style home, with its one-story, rectangular form, low hipped roofline, patio/deck and sliding glass door, decorative iron work, picture window, and finished basement. Although Cline only lived in the home for a short time, it represents her at the peak of her career and embodies the dream home she had for herself and her family. Both the interior and exterior are remarkably intact and reflect the time period Patsy Cline lived here.

The house is also less than five miles away from the homes of other notable Nashville country singers from the same time period: Hank Snow’s Rainbow Ranch (312 E Marthona Rd) and Kitty Wells (1302 Saunders Ave). The Metro Historical Commission approved a Historical Marker for this location in 2018, dedicating it in 2019.

The Patsy Cline Dream Home meets criterion 2 of section 17.36.120 of the ordinance for its association with Patsy Cline at the peak of her career and it meets criterion 3 as remarkable example of a Ranch style home. In addition, it meets criterion 5 as it is eligible for listing the National Register of Historic Places.

### **STAFF RECOMMENDATION**

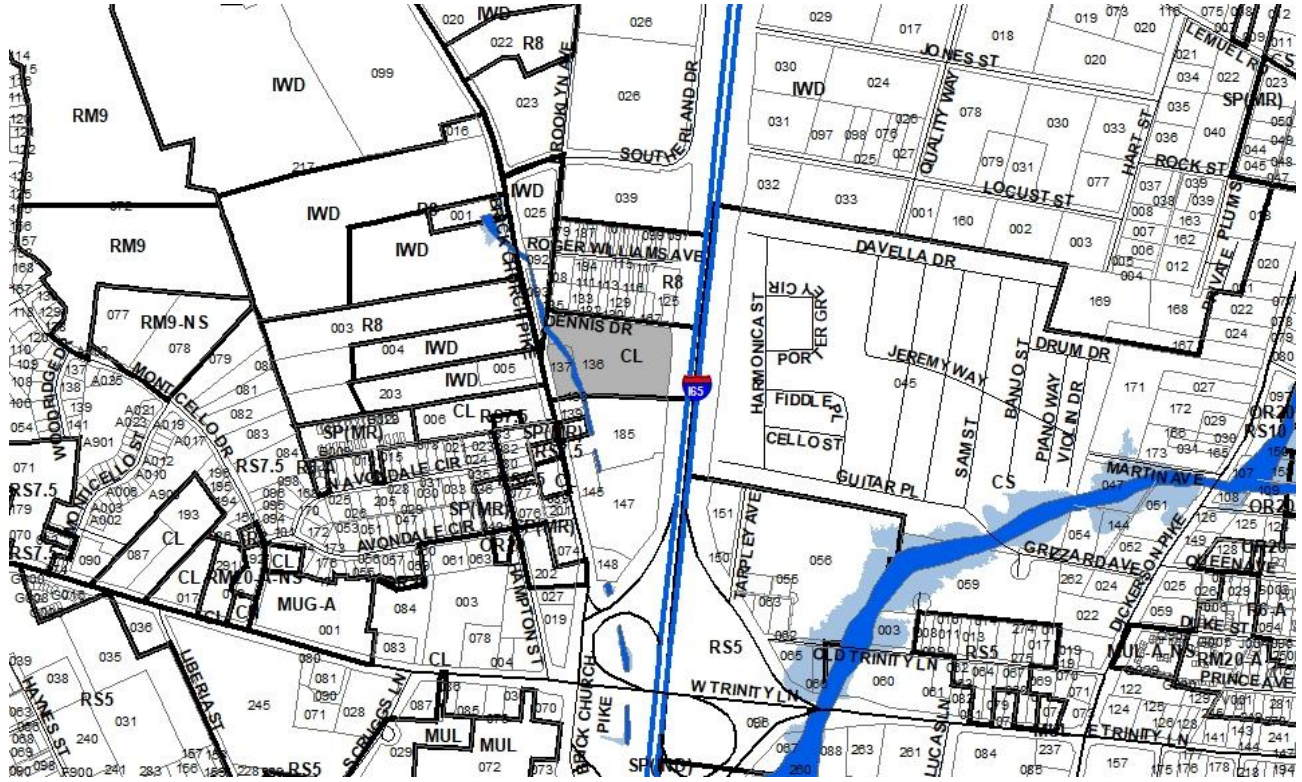
The proposed Historic Landmark Overlay District is intended to preserve the historic structure and site through the implementation of development guidelines by the Metro Historic Zoning Commission and staff. The applicable policies encourage the protection and preservation of historic structures and sites in the policy areas. Staff recommends approval of the Historic Landmark Overlay District.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 02/23/23



**2023Z-008PR-001**

Map 071-02, Parcel(s) 136-137

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyonzte Toombs)



## Metro Planning Commission Meeting of 02/23/23

### Item #26

**Council Bill No.**

**Council District**

**School District**

**Requested by**

### Zone Change 2023Z-008PR-001

BL2023-1682

02 – Toombs

01 – Gentry

Councilmember Kyonzte Toombs, applicant; Brick Church Pike Sitework, LLC, owner.

### Deferrals

This item was deferred from the January 12, 2023, and the February 9, 2023, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**

Swaggart

**Staff Recommendation**

*Approve.*

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### APPLICANT REQUEST

**Zone change from CL to CL-NS.**

#### Zone Change

A request to rezone from Commercial Limited (CL) to Commercial Limited-No Short-Term Rentals (CL-NS) zoning for properties located at 2425 and 2427 Brick Church Pike, at the southeast corner of Dennis Drive and Brooklyn Avenue (6.09 acres).

#### **Existing Zoning**

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

#### **Proposed Zoning**

Commercial Limited-No Short-Term Rentals (CL-NS) is intended for retail, consumer service, financial, restaurant, and office uses. Owner occupied and not-owner-occupied short-term rentals would be prohibited uses.

### **BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN**

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

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



## **Metro Planning Commission Meeting of 02/23/23**

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.

### **ANALYSIS**

With the exception of owner occupied and not-owner-occupied short-term rentals all uses permitted in the existing CL zoning district are permitted in the proposed CL-NS zoning district. All development standards, including, but not limited to, bulk, parking, landscaping and signage are shared between the two districts. Since the only difference between the two zoning districts is that the proposed district does not permit any form of short-term rentals, staff has no issues with the proposed CL-NS zoning district.

### **STAFF RECOMMENDATION**

Staff recommends approval.

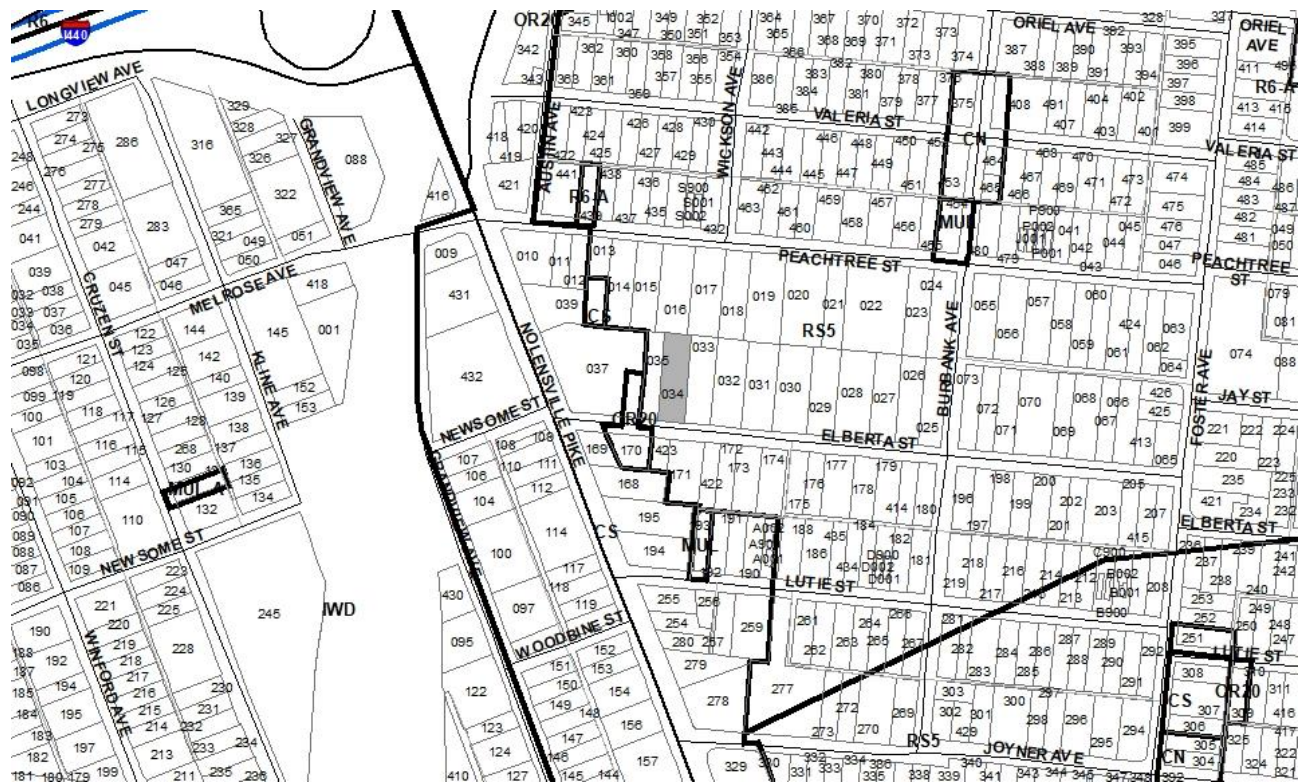




**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 02/23/23



**2023Z-010PR-001**  
Map 119-05, Parcel(s) 034  
11, South Nashville  
16, Ginny Welsch



## Metro Planning Commission Meeting of 02/23/23

**Item #27**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2023Z-010PR-001**  
16 - Welsch  
07 - Player  
Amin Nabi, applicant and owner.

**Deferrals**

This item was deferred at the January 12, 2023, and February 9, 2023, Planning Commission meetings. No public hearing was held.

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

Marton  
*Approve.*

**APPLICANT REQUEST**

**Zone change from RS5 to RM9-A-NS.**

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential-Alternative-No Short-Term Rentals (RM9-A-NS) zoning for property located at 322 Elberta Street, approximately 260 feet east of Nolensville Pike (.43 acres).

**Existing Zoning**

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

**Proposed Zoning**

Multi-Family Residential-Alternative-No Short-Term Rentals (RM9-A-NS) 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. The -NS designation prohibits Short Term Rental Property – Owner Occupied and Short-Term Rental Property – Not-Owner Occupied uses from the district. RM9-A would permit a maximum of 4 units.

**SOUTH NASHVILLE COMMUNITY PLAN**

T4 Urban Neighborhood Maintenance (T4 NM) is intended to preserve the general character of urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. 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, in terms of its development pattern, building form, land use and the public realm. Where not present, enhancements are made to improve pedestrian, bicycle, and vehicular connectivity.

**ANALYSIS**

The application consists of one parcel (Map 119-05, Parcel 034) totaling .43 acres in size located on the northern side of Elberta Street just east of the intersection with Nolensville Pike. The property is vacant and surrounding uses include single-family residential, commercial, and institutional



## Metro Planning Commission Meeting of 02/23/23

(church). The parcel to the west is also vacant residential land. Properties along Nolensville Pike to the west are within a T4 CM policy and zoned CS while the subject property and properties to the east are within a T4 NM policy area and zoned RS5.

The application proposes to rezone the property from RS5 to RM9-A-NS. The site is located within the T4 Urban Neighborhood Maintenance policy area. The T4 NM policy is intended to preserve the general character of urban neighborhoods. The property is located near T4 CM policy to the West, with close proximity to transit and other services along Nolensville Pike. The RM9-A-NS zoning district would permit 4 units on the property which provides a step down in intensity from the more intense uses along Nolensville Pike. The property is located in an area that is in transition and the proposed RM9-A-NS district increases density modestly and supports the transition between the T4 CM and T4 NM policy areas. Additionally, the -NS designation will prohibit short term rental properties (STRPs) as a permitted use, which is appropriate given the T4 NM policy area to the east. For these reasons, Staff recommends approval of RM9-A-NS.

### FIRE RECOMMENDATION

#### Approve.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	.43	7.41 D	1 U	15	5	1

Maximum Uses in Proposed Zoning District: **RM9-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	.43	9 D	4 U	29	3	3

Traffic changes between maximum: **RS5 and RM9-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
				+14	-3	+2

### METRO SCHOOL BOARD REPORT

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

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

The proposed RM9-A-NS zoning is expected to generate no more students than the exiting RS5 zoning district. Students would attend John B. Whitsitt Elementary School, Cameron College Prep Middle School and Glencliff 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.



## Metro Planning Commission Meeting of 02/23/23

### **STAFF RECOMMENDATION**

Staff recommends approval of RM9-A-NS.



# Metro Planning Commission Meeting of 02/23/23



## 2023Z-018PR-001

Map 069-04, Parcel(s) 037

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Jonathan Hall)





## Metro Planning Commission Meeting of 02/23/23

**Item #28**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2023Z-018PR-001**  
01 Jonathan Hall  
01 Dr. Sharon D. Gentry  
Rhow Properties, applicant, Bruce Jr & Gladys S. Howard, owners.

**Deferrals**

This item was deferred at the February 9, 2023, Planning Commission meeting. No public hearing was held.

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

Marton  
*Approve.*

**APPLICANT REQUEST**  
**Zone change from CS to MUL-A-NS.**

Zone Change

A request to rezone from Commercial Limited (CL) to Mixed Use Limited-Alternative zoning for property located at 4026 Clarksville Pike, approximately 420 feet southeast of Cedar Circle and within the Clarksville Pike at Fairview Center Urban Design Overlay (.33 acres).

**Existing Zoning**

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

Clarksville Pike at Fairview Center Urban Design Overlay (UDO) is intended to allow for the application and implementation of special design standards with the intent of achieving a sense of place by fostering a scale and form of development that emphasizes sensitivity to the pedestrian environment, minimizes intrusion of the automobile into the built environment, and provides for the sensitive placement of open spaces in relationship to building masses, street furniture and landscaping features in a manner otherwise not insured by the application of the conventional bulk, landscaping and parking standards of the Zoning Code.

*Application of the UDO would not change with the proposed rezone request.*

**Proposed Zoning**

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

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

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



## Metro Planning Commission Meeting of 02/23/23

provide high access management and are served by highly connected street networks, sidewalks, and existing or planned mass transit.

### ANALYSIS

The application consists of one parcel (Map 069-04, Parcel 037) totaling .33 acres located on the eastern side of Clarksville Pike. The property contains a one-story office building. Surrounding land uses are residential, institutional and commercial while adjacent properties are zoned CL and MUL.

The application proposes to rezone the property from CL to MUL-A-NS. The requested MUL-A-NS zoning is supported by the T3 Suburban Mixed Use Corridor policy. According to the Community Character Manual, T3 CM areas will have a greater mix of higher-density residential and mixed use development along the corridor, prioritizing higher intensity mixed use and commercial uses at intersections with preference given to residential uses between intersections; creating buildings that are compatible with the general character of suburban neighborhoods. The proposed zoning allows for a mixture of residential, retail, and office uses that will increase housing choice and services along Clarksville Pike. Application of MUL-A-NS on this property aligns with the uses and standards outlined in the Clarksville Pike at Fairview Center UDO plan, which calls for this property to be included in *Sub-District 1: Mixed Use Corridor*. Additionally, the -NS designation will prohibit short term rental properties (STRPs) as a permitted use, which is appropriate given the T3 NM policy area to the east.

### FIRE RECOMMENDATION

**Approve.**

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	.33	0.6 F	14,374 SF	543	13	54

Maximum Uses in Proposed 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 3-10 (221)	.16	1.0 F	7 U	36	3	3

Maximum Uses in Proposed 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)	.085	1.0 F	3,702 SF	140	3	14



## Metro Planning Commission Meeting of 02/23/23

Maximum Uses in Proposed 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)	.085	1.0 F	3,702 SF	415	37	36

Traffic changes between maximum: **CL and MUL-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+48	+30	-1

### **METRO SCHOOL BOARD REPORT**

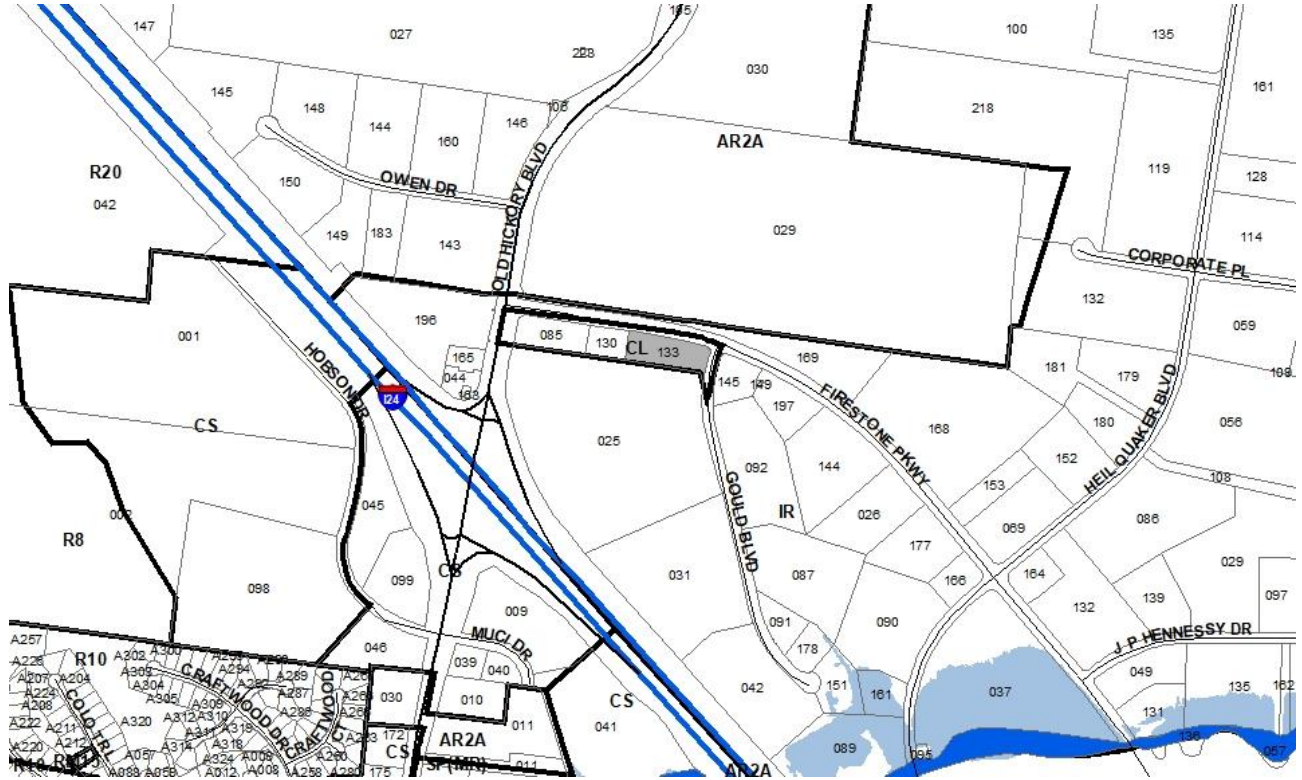
The mix of uses could vary and assumption of impact at this point is premature. Students would attend Alex Green Elementary School, Haynes Middle School and Whites Creek High School. All schools are identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

Staff recommends approval of MUL-A-NS



# Metro Planning Commission Meeting of 02/23/23



**2023Z-019PR-001**

Map 183, Parcel(s) 133  
13, Antioch – Priest Lake  
33 (Antoinette Lee)



## Metro Planning Commission Meeting of 02/23/23

**Item #29****Council District****School District****Requested by****Zone Change 2023Z-019PR-001**

33 - Lee

06 - Mayes

T. Michael Hayes, applicant; T Michael Hayes and Judy Haynes, owners.

**Staff Reviewer**

Marton

**Staff Recommendation***Approve.***APPLICANT REQUEST****Zone change from CL to IR.**Zone Change

A request to rezone from Commercial Limited (CL) to Industrial Restrictive (IR) zoning for property located at 936 Firestone Parkway, at the western corner of Gould Boulevard and Firestone Parkway (1.74 acres).

**Existing Zoning**

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

**Proposed Zoning**

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

**ANTIOCH – PRIEST LAKE COMMUNITY PLAN**

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

**ANALYSIS**

The application consists of one parcel (Map 183, Parcel 133) totaling 1.74 acres located at the corner of Gould Boulevard and Firestone Parkway. The property contains a warehouse structure built in 2005 and the current use is a truck wash and repair facility. Surrounding properties are zoned CL, IR, and Commercial PUD.

The application proposes to rezone the property from CL to IR. The property is within the District Industrial policy area. D IN policy is intended to maintain, enhance and create industrial districts in appropriate locations. Appropriate land uses under the policy include commercial, distribution, manufacturing, storage, warehousing, and more. The proposed IR district is appropriate given the D Industrial policy as it is intended for a wide range of light manufacturing uses at a small to moderate scale.



## Metro Planning Commission Meeting of 02/23/23

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	1.74	0.6 F	45,476 SF	1,717	43	173

Maximum Uses in Proposed 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)	1.74	0.6 F	45,476 SF	117	8	8

Traffic changes between maximum: **CL and IR**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		-1,600	-35	-165

### STAFF RECOMMENDATION

Staff recommends approval.

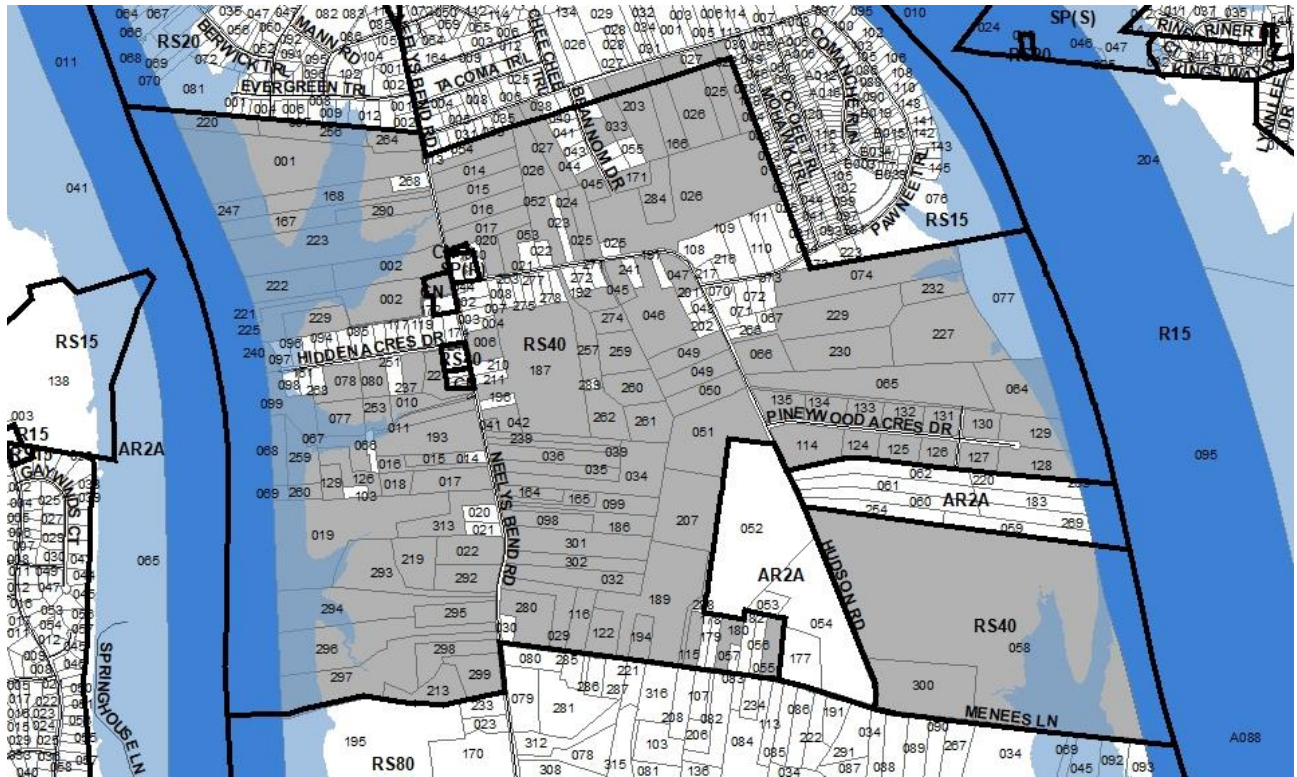




**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 02/23/23



**2023Z-020PR-001**  
Various Maps, Various Parcels  
04, Madison  
09 (Tonya Hancock)



## Metro Planning Commission Meeting of 02/23/23

<b>Item #30</b>	<b>Zone Change 2023Z-020PR-001</b>
<b>Council Bill No.</b>	BL2023-1728
<b>Council District</b>	09 - Hancock
<b>School District</b>	03 - Masters
<b>Requested by</b>	Tonya Hancock, applicant; various owners
<b>Staff Reviewer</b>	Marton
<b>Staff Recommendation</b>	<i>Approve with a substitute.</i>

### APPLICANT REQUEST

#### **Zone change from RS40, RS15, and CN to RS80.**

#### Zone Change

A request to rezone from Single-Family Residential (RS40, RS15) and Commercial Neighborhood (CN) zoning for properties located south of Evergreen Trail and Nawakwa Trail, on either side of Neely's Bend Road (1,053.98 acres).

#### **Existing Zoning**

Single -Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre.

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.

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

#### **Proposed Zoning**

Single-Family Residential (RS80) requires a minimum 80,000 square foot lot and is intended for single-family dwellings at a density of .46 dwelling units per acre. *RS80 would permit a maximum of approximately 573 units.*

### COMMUNITY PLAN

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

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



## Metro Planning Commission Meeting of 02/23/23

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.

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.

### **ANALYSIS**

The application consists of various parcels on either side of Neely's Bend Road, totaling 1,053 acres. Properties are currently zoned RS15, RS40, and CN. Uses in the area are primarily single family residential and vacant residential land.

The application proposes to rezone the properties from RS15, RS40 and CN to RS80. Most of the properties are located within T2 RM and CO policy areas, although a small part is within T2 NC policy. CO policy is intended to preserve environmentally sensitive land features through protection and remediation. The CO policy in the area is associated with streams, forested land, and areas identified in the floodplain which are located throughout the area. T2 RM intends to maintain rural character as a permanent choice for living within Davidson County. T2 RM areas are intended to be one of the lowest densities of development in the county, generally not exceeding one dwelling unit per two acres. RS80 zoning district has a minimum lot size of 80,000 square feet which is just under the two acres suggested by the T2 RM policy. Overall, the rezoning supports CO, T2 RM Policy to maintain rural residential land and preserve open space and environmentally sensitive land features. Staff recommends a substitute to remove the part of Map 63 Parcel 2.01 that is currently zoned CN and within the T2 NC policy area.

### **STAFF RECOMMENDATION**

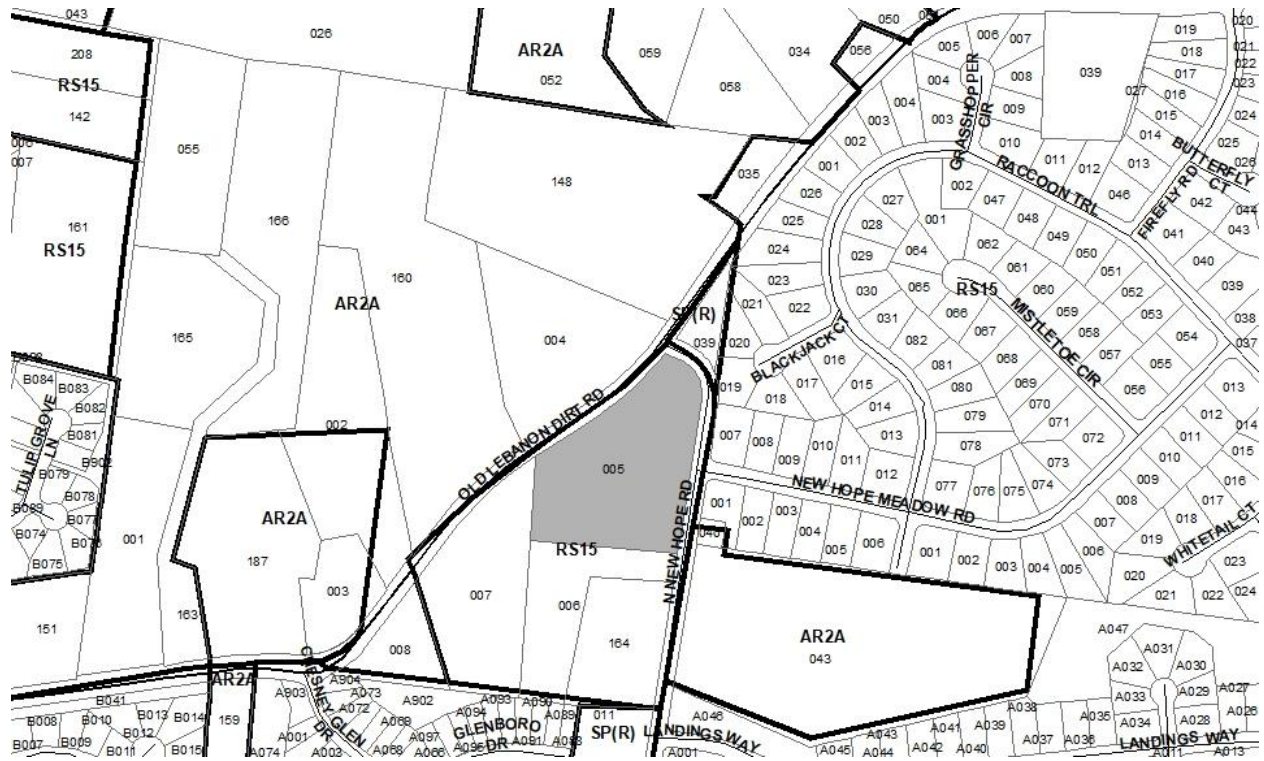
Staff recommends approval with a substitute.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 02/23/23



**2023S-016-001**

840 OLD LEBANON DIRT ROAD

Map 087, Parcel(s) 005

14, Donelson - Hermitage - Old Hickory

12 (Erin Evans)





## Metro Planning Commission Meeting of 02/23/23

<b>Item #31</b>	<b>Final Plat 2023S-016-001</b>
<b>Project Name</b>	<b>840 Old Lebanon Dirt Road</b>
<b>Council District</b>	12 – Evans
<b>School District</b>	04 – Nabaa-McKinney
<b>Requested by</b>	Dale & Associates, applicant; Wise Group, Inc., owner(s).
<b>Deferrals</b>	This item was deferred at the February 9, 2023, Planning Commission meeting. No public hearing was held.
<b>Staff Reviewer</b>	Shane
<b>Staff Recommendation</b>	<i>Defer to the March 9, 2023, Planning Commission meeting.</i>

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### **APPLICANT REQUEST**

**Final plat to create 11 lots.**

#### Final Plat

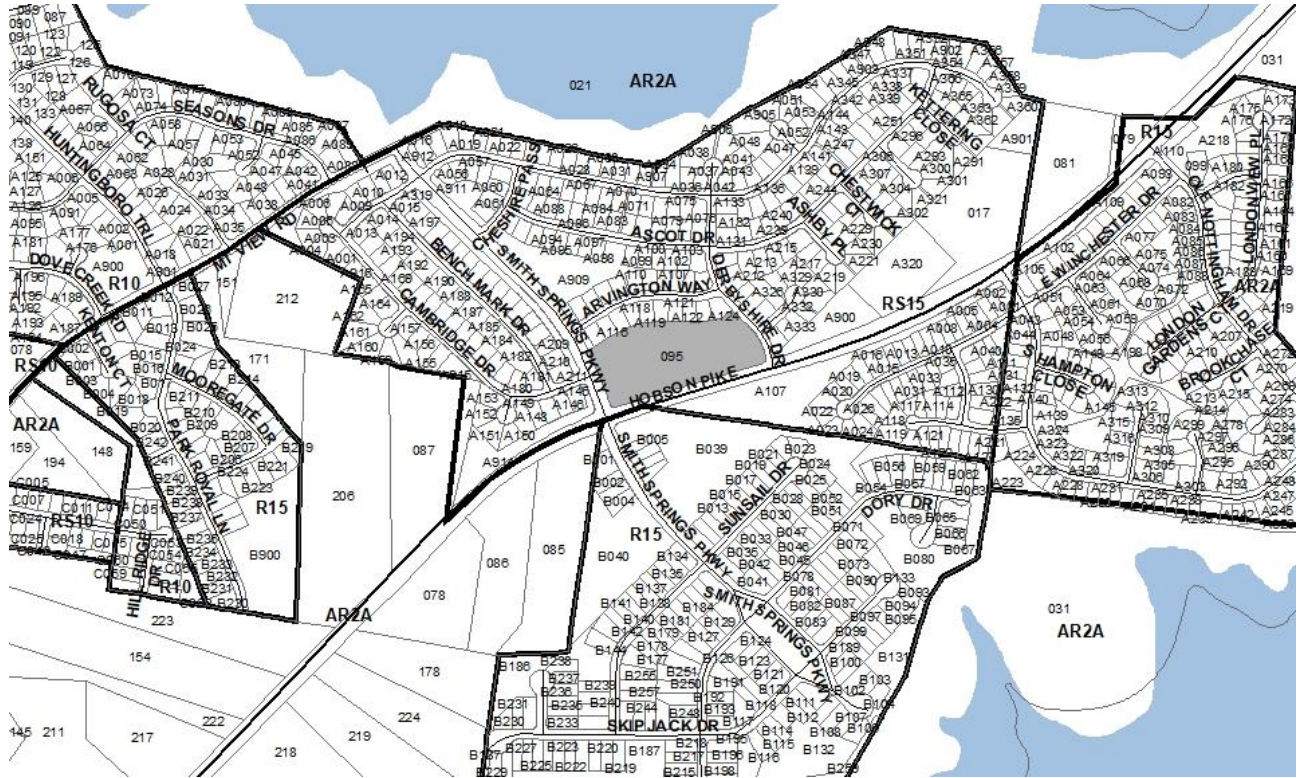
A request for final plat approval to create 11 lots on property located at 840 Old Lebanon Dirt Road, at the southwest corner of Old Lebanon Dirt Road and New Hope Road, zoned Single-Family Residential (RS15) (5.3 acres).

### **STAFF RECOMMENDATION**

Staff recommends deferral to the March 9, 2023, Planning Commission meeting.



# Metro Planning Commission Meeting of 02/23/23



## 88P-038-001

### LONG HUNTER CHASE (AMENDMENT)

Map 151, Parcel(s) 095

13, Antioch - Priest Lake

33 (Antoinette Lee)



## Metro Planning Commission Meeting of 02/23/23

**Item #32****Project Name****Council District****School District****Requested by****PUD Amendment 88P-038-001****Long Hunter Chase (Amendment)**

33 - Lee

7 – Player-Peters

Long Hunter Chase, applicant; Living Waters Homes LLC &amp; TN Homes LLC &amp; Tadros, Sam, owners.

**Deferrals**

This item was deferred at the November 10, 2022, December 8, 2022, January 12, 2023, and February 9, 2023, Planning Commission meeting. No public hearing was held.

**Staff Reviewer**

Elliott

**Staff Recommendation**

*Defer to the March 9, 2023, Planning Commission meeting.*

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**APPLICANT REQUEST****Amend preliminary PUD site plan.**PUD Amendment

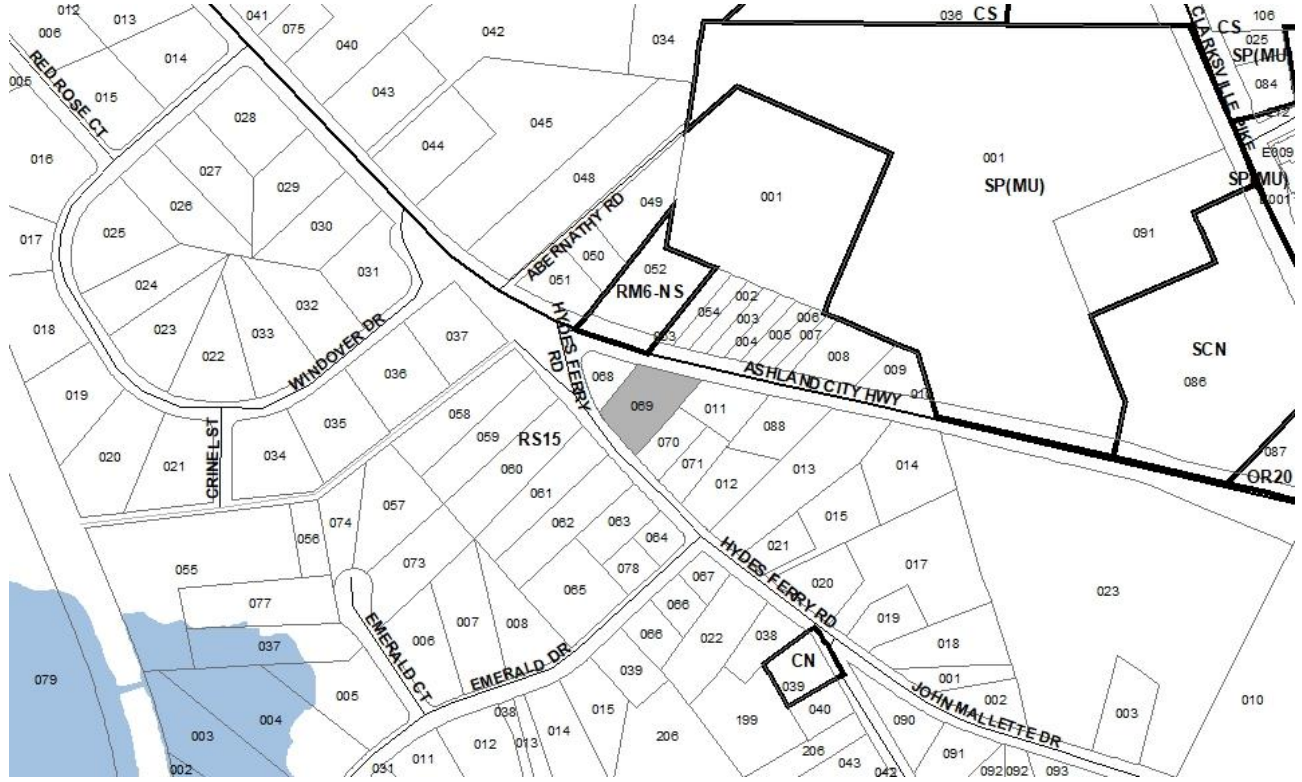
A request to amend a Planned Unit Development located at Hobson Pike (unnumbered), at the corner of Hobson Pike and Smith Springs Pkwy (6.11 acres), zoned Single-Family Residential (RS15), to permit a non-residential development.

**STAFF RECOMMENDATION**

Staff recommends deferral to the March 9, 2023, Planning Commission meeting.



# Metro Planning Commission Meeting of 02/23/23



## 2023Z-015PR-001

Map 069-11, Parcel(s) 69

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyonzté Toombs)



## Metro Planning Commission Meeting of 02/23/23

**Item #33**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2023Z-015PR-001**  
02 – Toombs  
01 – Gentry  
Elliott Rushing, applicant and owner.

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

Matravers  
*Disapprove R15 and approve R20.*

**APPLICANT REQUEST**  
**Zone change from RS15 to R15.**

Zone Change

A request to rezone from Single-Family Residential (RS15) to One and Two-Family Residential (R15) zoning for property located at 3900 Hydes Ferry Road, approximately 280 feet northwest of Emerald Drive (0.82 acres).

**Existing Zoning**

Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. *RS15 would permit a maximum of 1 unit.*

**Proposed 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. *R15 would permit a maximum of 2 lots with 2 duplex lots for a total of 4 units. Final determination of duplex eligibility is made by Metro Codes.*

**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 AND CONTEXT**

The 0.82 acre site is located on the north side of Hydes Ferry Road approximately 280 feet northwest of Emerald Drive. The site has double frontage on Ashland City Highway and Hydes Ferry Road. The site is occupied by a single-family house built in 1930. Properties abutting or adjacent to the north, south, east and west are all zoned RS15. The property abutting the western property line is vacant. The two properties along the eastern property line are both occupied by single-family houses.



## Metro Planning Commission Meeting of 02/23/23

The properties to the south across Hydes Ferry Road are mostly single-family houses with some duplexes. The properties to the north across are contiguous single-family houses and contiguous vacant lots.

### ANALYSIS

The proposed R15 zoning is likely not consistent with the T3 Suburban Neighborhood Evolving (T3-NE) policy at this location. While higher intensity zones can be permissible in T3 NE, this request is premature. There is a consistent single-family development pattern with limited duplexes on Hydes Ferry Road. The proposed R15 zoning would potentially allow for 2 two-family houses (4 total units) if subdivided.

R20 is an alternate zone that is more suitable for the request. The applicant has noted that they are seeking only a second unit for the site. Under R20, this property would not be able to be subdivided, but a two-family house would be permissible. Therefore, staff recommends disapproval of R15 and approval of R20.

### FIRE MARSHAL RECOMMENDATION

#### Approve

Maximum Uses in Existing Zoning District: **RS15**

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)	.82	2.47 D	2 U	28	7	2

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)	.82	3.09 D	4 U	54	8	5

\*Based on two-family lots

Traffic changes between maximum: **RS15 and R15**

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 RS15 district: 0 Elementary 0 Middle 0 High**

**Projected student generation proposed R15 district: 0 Elementary 0 Middle 0 High**

Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. All three 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 to disapproval of R15 and approval of R20.