

Metropolitan Planning Commission



Staff Reports

March 23, 2023



Metro Planning Commission Meeting of 03/23/23

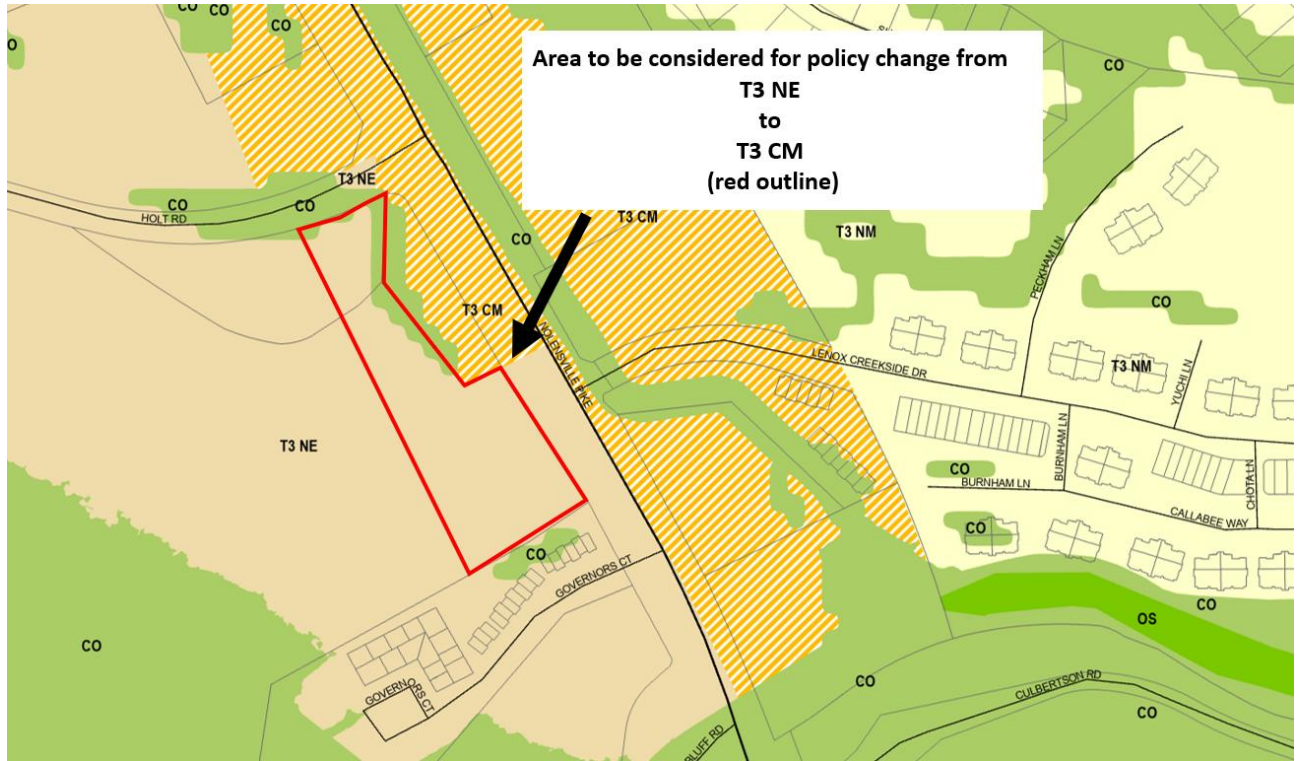
Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



SEE NEXT PAGE



Metro Planning Commission Meeting of 03/23/23



2023CP-012-001

SOUTHEAST NASHVILLE COMMUNITY PLAN AMENDMENT

Map 181 Parcel(s) 92, 94, 276

12, Southeast Nashville

4 (Robert Swope)



Metro Planning Commission Meeting of 03/23/23

Item # 1a
Project Name

Minor Plan Amendment 2023CP-012-001
Southeast Nashville Community Plan
Amendment

Associated Case
Council District
School District
Requested by

2016SP-028-001
04 – Swope
02 – Elrod
Nazemi Mohammad and 6260 Nolensville Road, LLC,
owners; Anderson, Delk, Epps & Associates, Inc.,
applicant

Staff Reviewer
Staff Recommendation

Barbour
Defer to the April 13, 2023, Planning Commission Meeting.

APPLICANT REQUEST

Amend Community Plan to change Community Character Policy.

Minor Plan Amendment

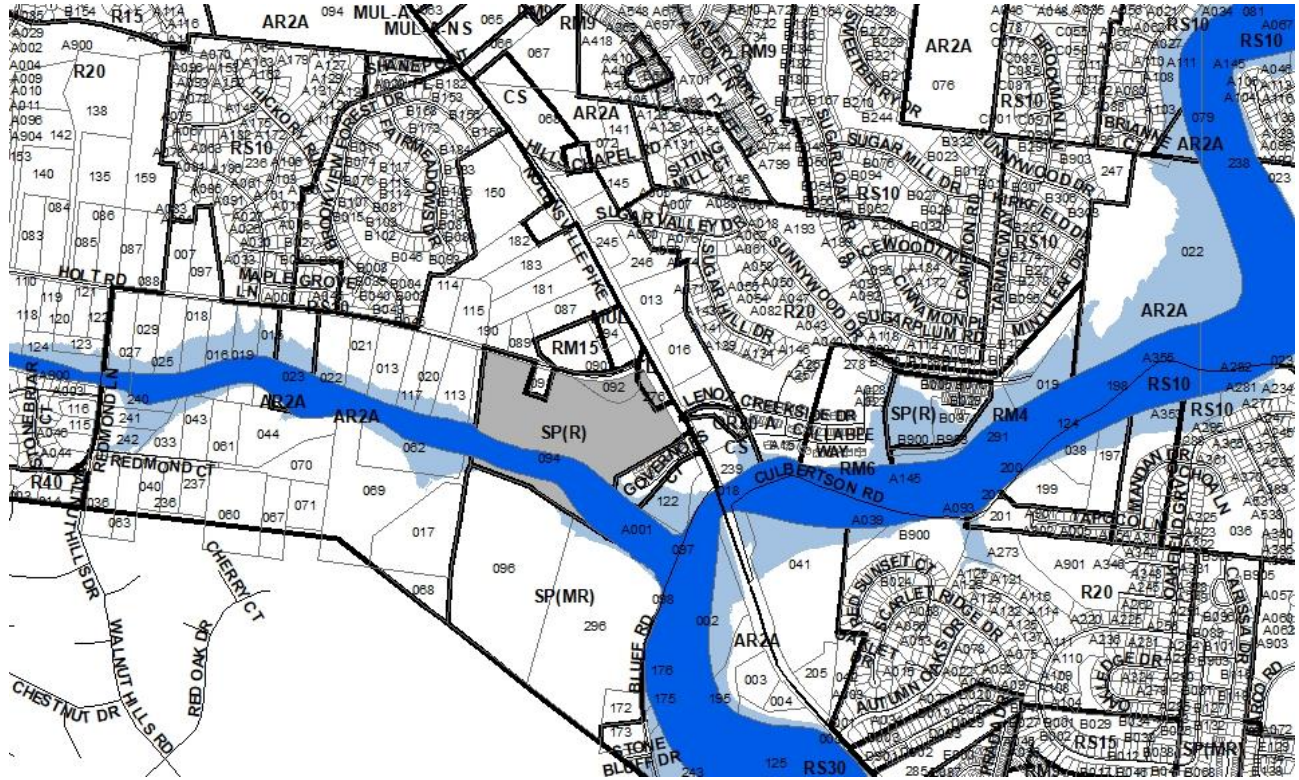
A request to amend the Southeast Nashville Community Plan, by changing land use policy for property located at 6415 and 6419 Holt Road and 6401 Nolensville Pike. The request would change the land use policy from Suburban Neighborhood Evolving (T3 NE) to Suburban Mixed Use Corridor (T3 CM) policy.

STAFF RECOMMENDATION

Staff recommends deferral to the April 13, 2023, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 03/23/23



2016SP-028-003

WILLIAMS MILL SP (AMENDMENT)

Map 181, Parcel(s) 092, 094, 276

12, Southeast

04 (Robert Swope)



Metro Planning Commission Meeting of 03/23/23

Item #1b

Project Name

Associated Case

Council District

School District

Requested by

Specific Plan 2016SP-028-003

Williams Mill SP (Amendment)

2023CP-012-001

04 – Swope

02 – Elrod

Anderson, Delk, Epps & Associates, applicant;
Mohammad Nazemi and 6260 Nolensville Road LLC,
owners.

Staff Reviewer

Staff Recommendation

Anthony

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

APPLICANT REQUEST

SP amendment to permit a mixed use development.

SP Amendment

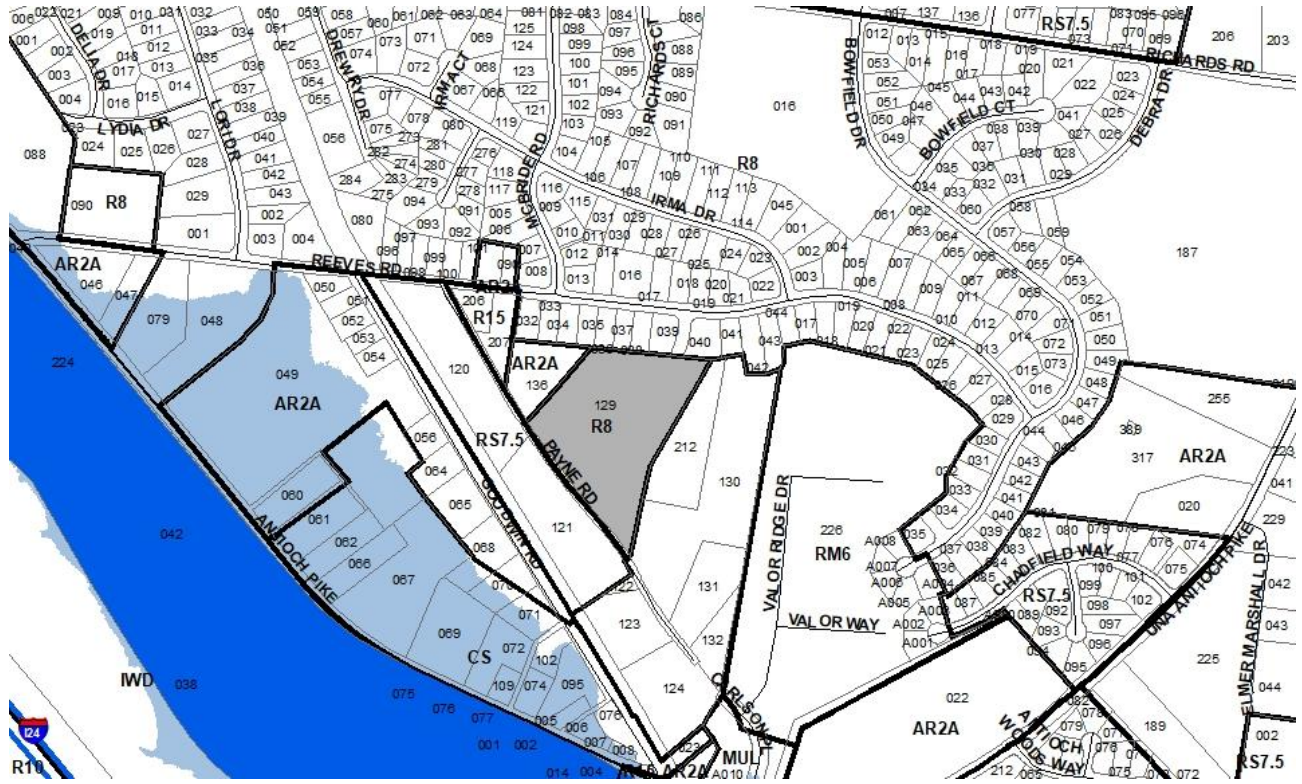
A request to amend a Specific Plan (SP) for properties located at 6415 and 6419 Holt Road and 6401 Nolensville Pike, at the southern corner of Nolensville Pike and Holt Road, zoned SP and CL, and partially located within the Corridor Design Overlay District (37.11 acres), to permit a mixed use development with nonresidential uses and 153 multifamily residential units.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 03/23/23



2019S-039-002
PAYNE ROAD SUBDIVISION
Map 148, Parcel 129
13, Antioch – Priest Lake
28 (Tanaka Vercher)



Metro Planning Commission Meeting of 03/23/23

Item #2	Concept Plan 2019S-039-001
Project Name	Payne Road Subdivision
Council District	28 – Vercher
School District	07 – Player
Requested by	W&A Engineering, applicant; Moris Tadros, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Defer to the April 27, 2023, Planning Commission meeting.</i>

APPLICANT REQUEST

Concept plan to permit 19 single-family lots.

Concept Plan

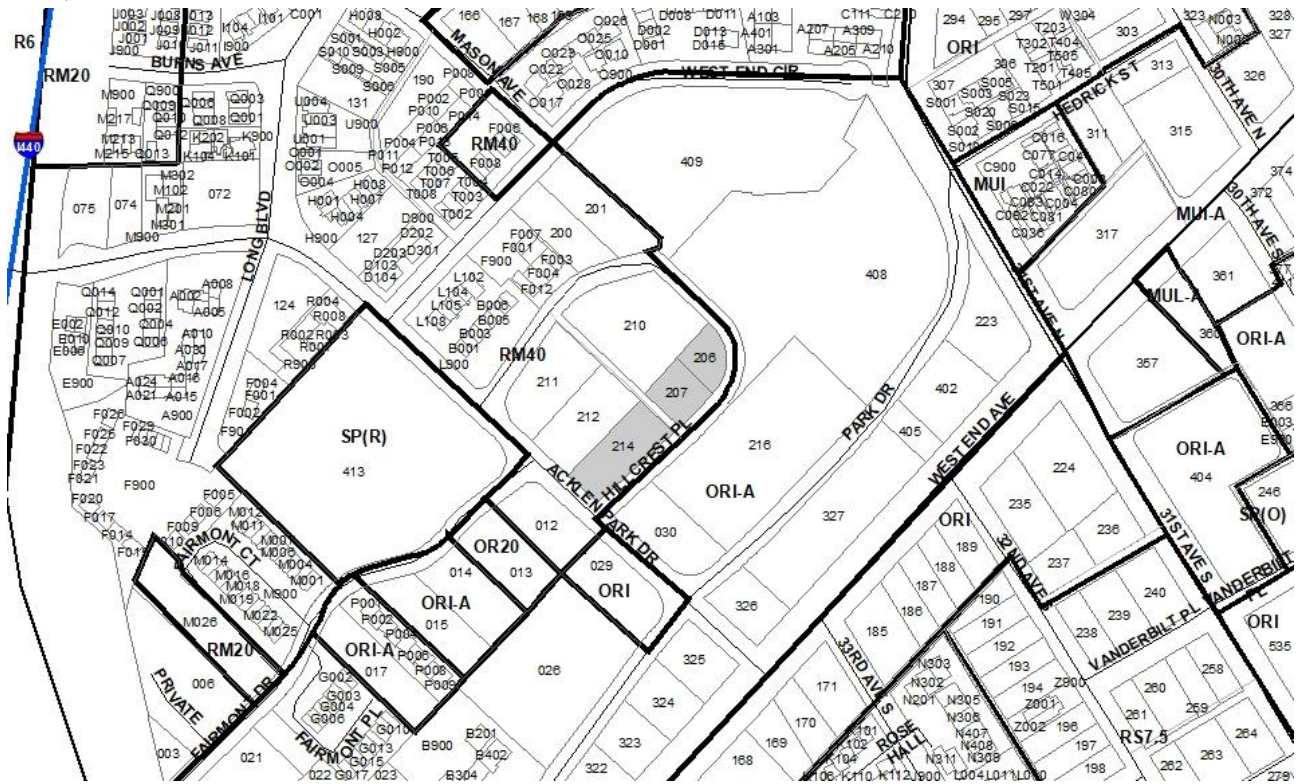
A request for concept plan approval to create 19 single family lots on property located at 4830 Payne Road, approximately 200 feet south of Reeves Road and within the Payne Road Residential Urban Design Overlay, zoned One and Two-Family Residential (R8), (5.5 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the April 27, 2023, Planning Commission meeting.



Metro Planning Commission Meeting of 03/23/23



2019SP-053-001
ACKLEN PARK RESIDENTIAL SP
Map 104-02, Parcel(s) 206-207, 214
10, Green Hills - Midtown
21 (Brandon Taylor)



Metro Planning Commission Meeting of 03/23/23

Item #3	Specific Plan 2019SP-053-001
Project Name	Acklen Park Residential SP
Council District	21 – Taylor
School District	08 – Block
Requested by	Catalyst Design Group, applicant; Acklen Park Partners, LLC, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Defer to the April 27, 2023, Planning Commission meeting.</i>

APPLICANT REQUEST

SP to permit up to 100 residential units.

Zone Change

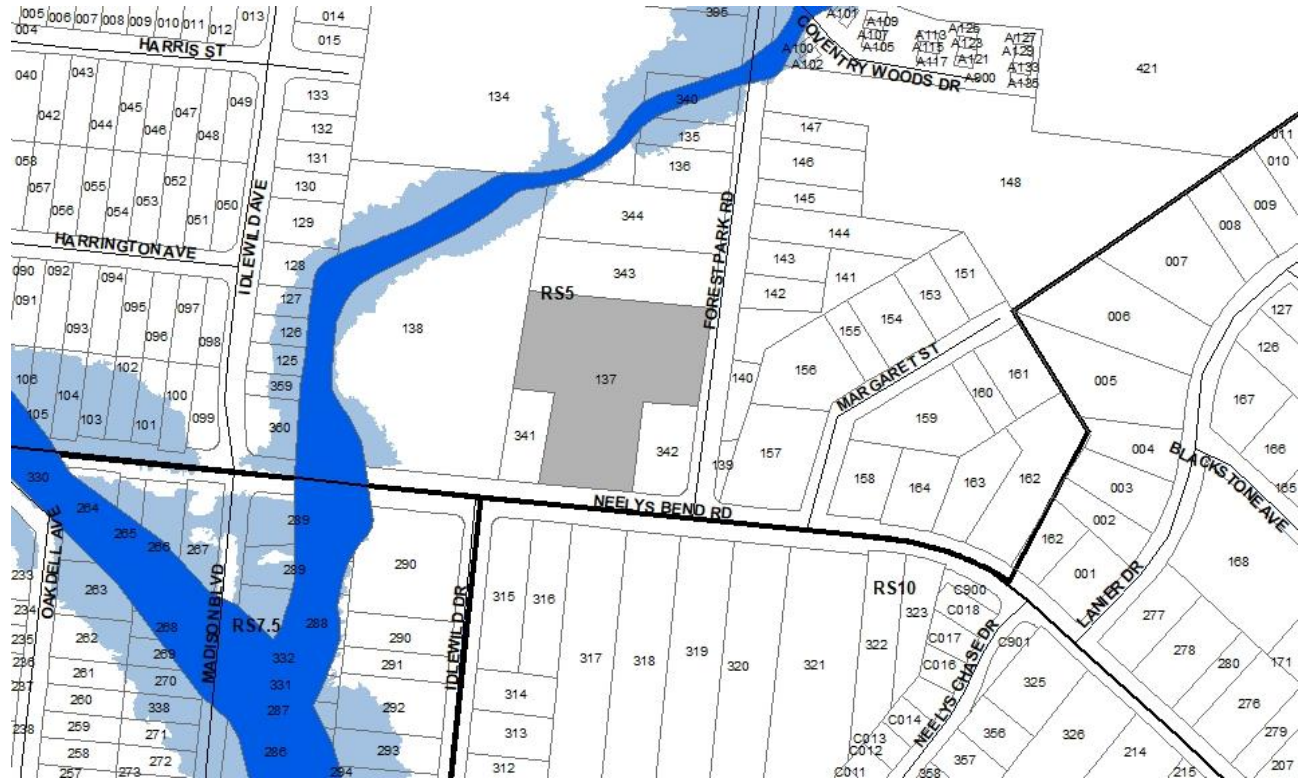
A request to rezone from Multi-Family Residential (RM40) to Specific Plan (SP) zoning for properties located at 106 Acklen Park Drive and Hillcrest Place (unnumbered), at the northeast corner of Hillcrest Place and Acklen Park Drive and within the 31st and Long Boulevard Urban Design Overlay District (0.78 acres), to permit 100 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the April 27, 2023, Planning Commission meeting.



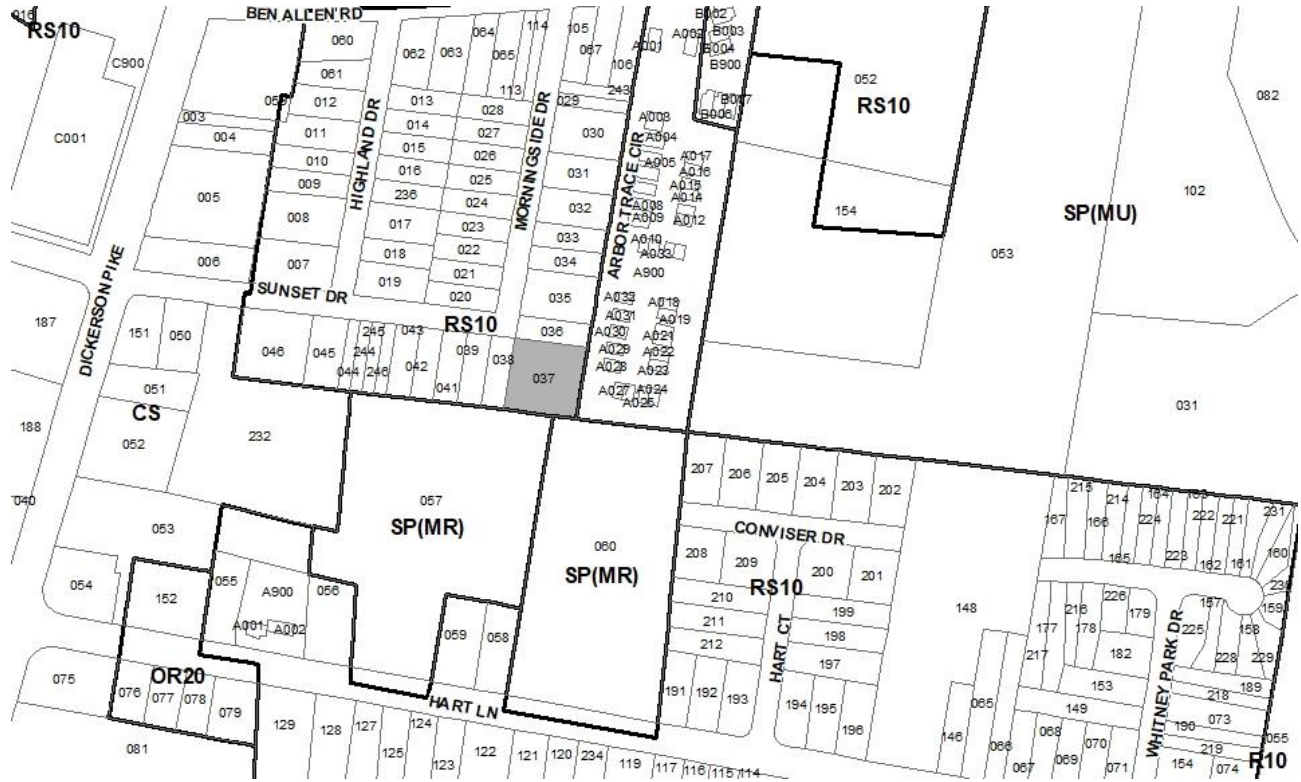
Metro Planning Commission Meeting of 03/23/23



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



Metro Planning Commission Meeting of 03/23/23



2022SP-017-001
 212 SUNSET
 Map 060-12, Parcel 037
 05, East Nashville
 08 (Nancy VanReece)



Metro Planning Commission Meeting of 03/23/23

Item #5	Specific Plan 2022SP-017-001
Project Name	212 Sunset
Council District	08 – VanReece
School District	03 – Masters
Requested by	Rhodes Engineering, LLC, applicant; William I. Church Jr., owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Defer to the April 13, 2023, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit up to 5 residential units.

Zone Change

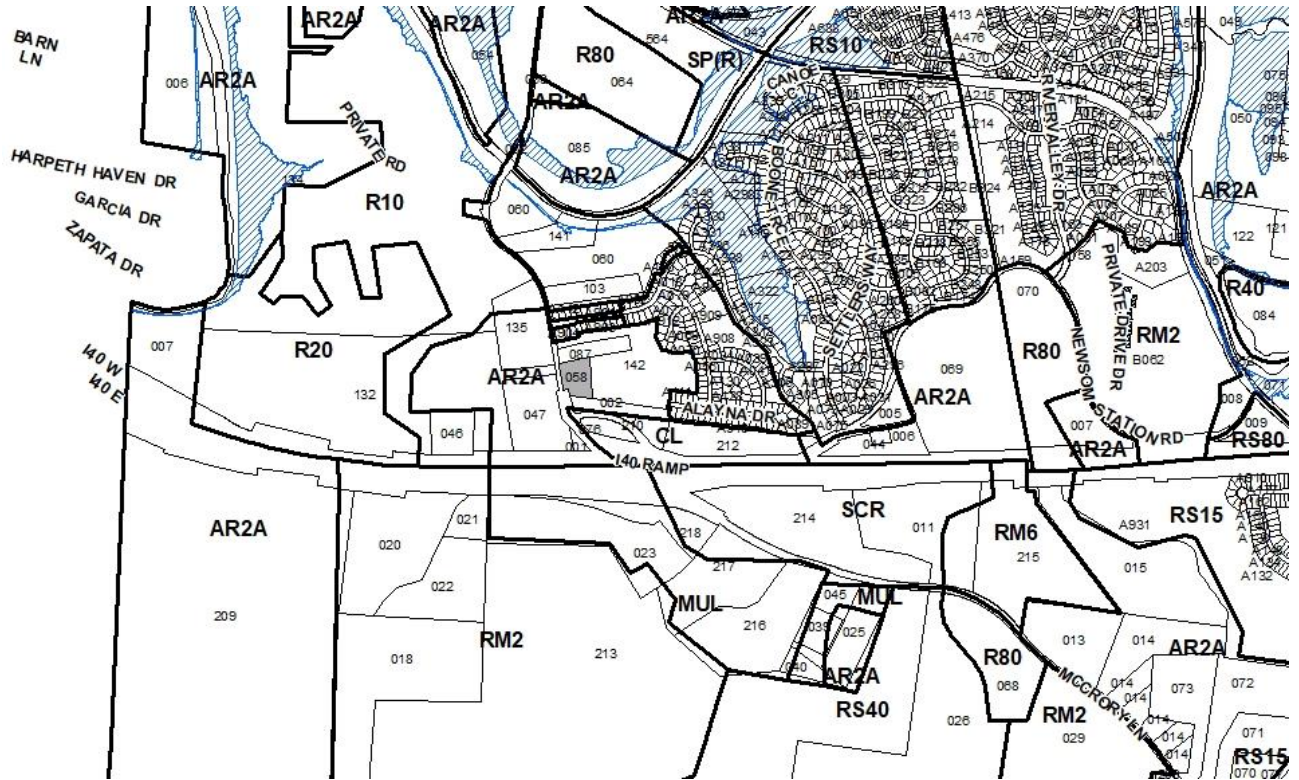
A request to rezone from Single-Family Residential (RS10) to Specific Plan (SP) zoning for property located at 212 Sunset Drive, approximately 820 feet east of Dickerson Pike, (0.52 acres), to permit five multi-family residential units.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 03/23/23



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



Metro Planning Commission Meeting of 03/23/23

Item #6	Specific Plan 2022SP-036-001
Project Name	Harpeth Reserve
Council District	35 – Rosenberg
School District	09 – Tylor
Requested by	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, February 9, 2023, February 23, 2023, March 9, 2023, Planning Commission meeting. No public hearing was held.

Staff Reviewer	Elliott
Staff Recommendation	<i>Defer to the April 13, 2023, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit 28 single-family units.

Preliminary SP

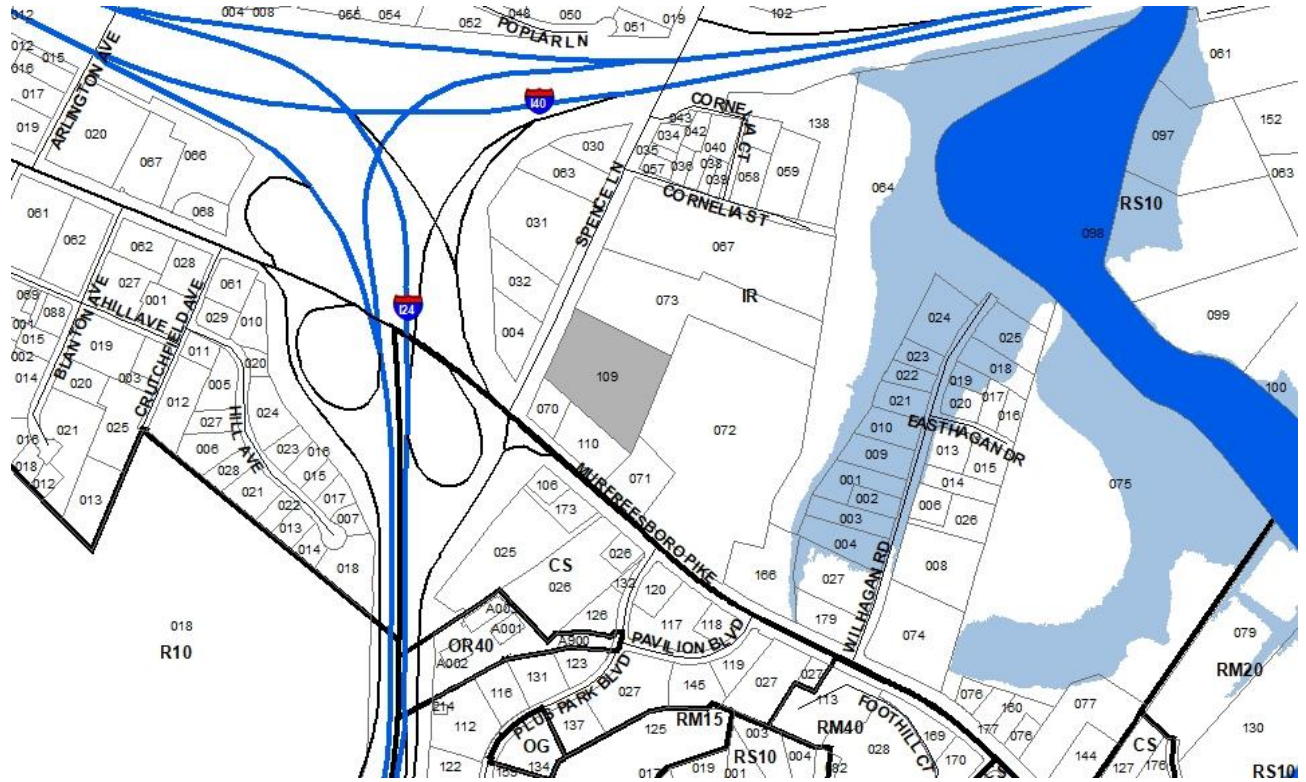
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning on property located at McCrory Ln (unnumbered), approximately 474 feet south of Beautiful Valley Dr (3 acres), to permit 28 single-family units.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 03/23/23



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



Metro Planning Commission Meeting of 03/23/23

Item #7 **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, February 9, 2023, February 23, 2023, and March 9, 2023, Planning Commission meetings. No public hearing was held.

Staff Reviewer Anthony
Staff Recommendation *Defer indefinitely.*

APPLICANT REQUEST

Preliminary SP to permit multi-family residential uses.

Preliminary SP

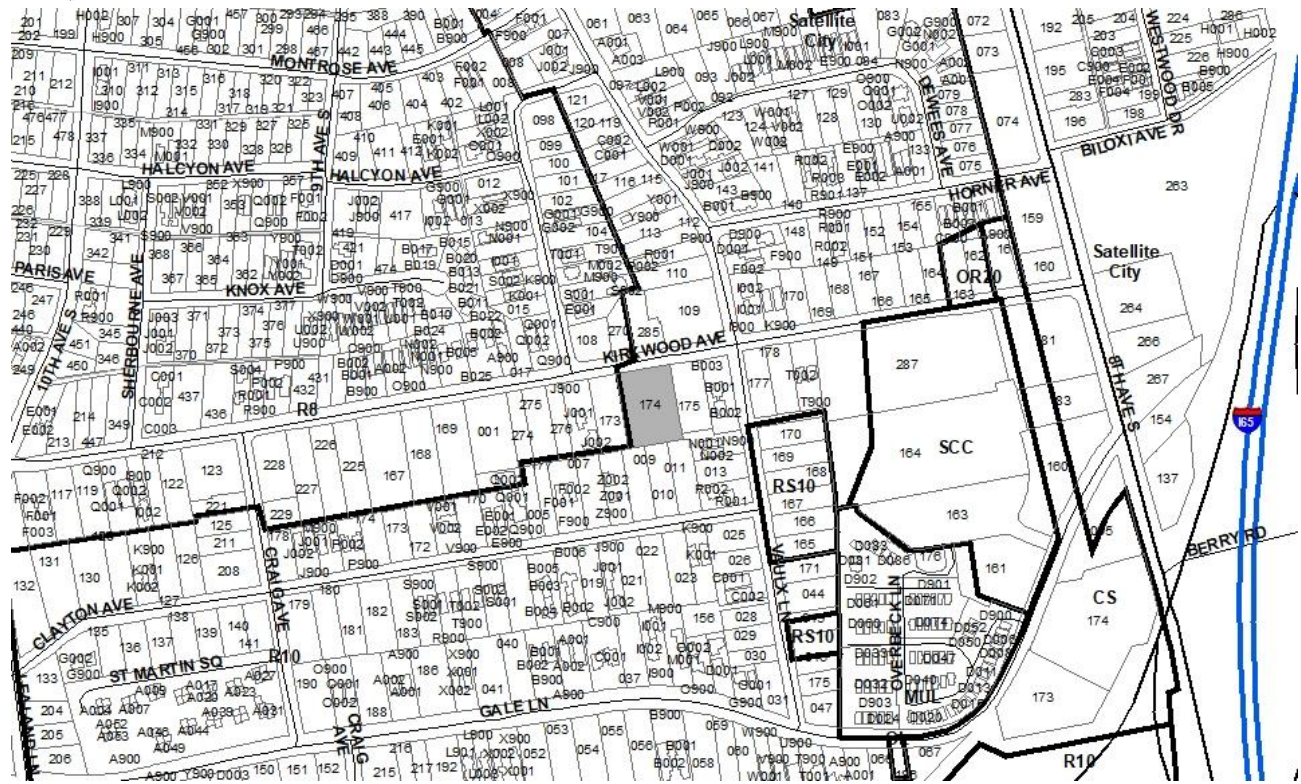
A request to rezone from Industrial Restrictive (IR) to Specific Plan (SP) zoning for property located at 717 Spence Lane, approximately 256 feet northeast of the corner of Murfreesboro Pike and Spence Lane (5.5 acres) to permit multi-family residential uses.

STAFF RECOMMENDATION

Staff recommends indefinite deferral.



Metro Planning Commission Meeting of 03/23/23



2023S-027-001
821 KIRKWOOD AVENUE
Map 118-02, Parcel 174
10, Green Hills - Midtown
17 (Colby Sledge)



Metro Planning Commission Meeting of 03/23/23

Item #8	Final Plat 2023S-027-001
Project Name	821 Kirkwood Avenue
Council District	17 – Sledge
School District	08 – O’Hara Block
Requested by	Clint Elliott Survey, applicant; Newell & Cynthia Anderson, owners.
Staff Reviewer	Matravers
Staff Recommendation	<i>Defer indefinitely.</i>

APPLICANT REQUEST

Final plat approval to create 3 residential lots.

Final Plat

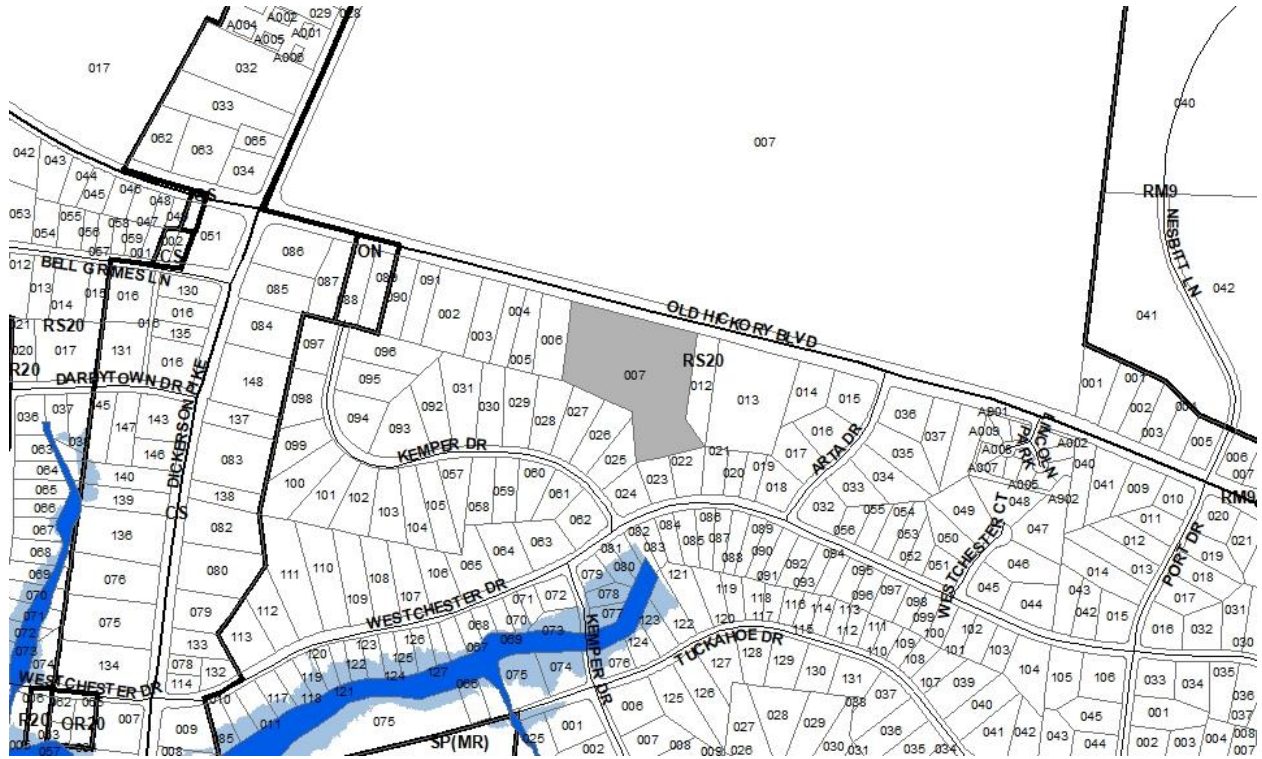
A request for final plat approval to create three lots on property located at 821 Kirkwood Avenue, western of the corner of Kirkwood Avenue and Vault Lane, zoned One and Two-Family Residential (R10) (1.01 acres).

STAFF RECOMMENDATION

Staff recommends indefinite deferral.



Metro Planning Commission Meeting of 03/23/23



2023S-042-001

ST. LUKE PRESBYTERIAN CHURCH

Map 042-09, Parcel(s) 007

02, Parkwood – Union Hill

08 (Nancy VanReece)



Metro Planning Commission Meeting of 03/23/23

Item #9	Final Plat 2023S-042-001
Project Name	St. Luke Presbyterian Church
Council District	08 – VanReece
School District	01 – Gentry
Requested by	WT Smith Land Surveying, applicant; St. Luke Cumberland Presbyterian CH., Inc, owner.

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

Staff Reviewer Elliott
Staff Recommendation *Defer to the April 13, 2023, Planning Commission meeting.*

APPLICANT REQUEST

Final plat to create three single-family residential lots.

Final Plat

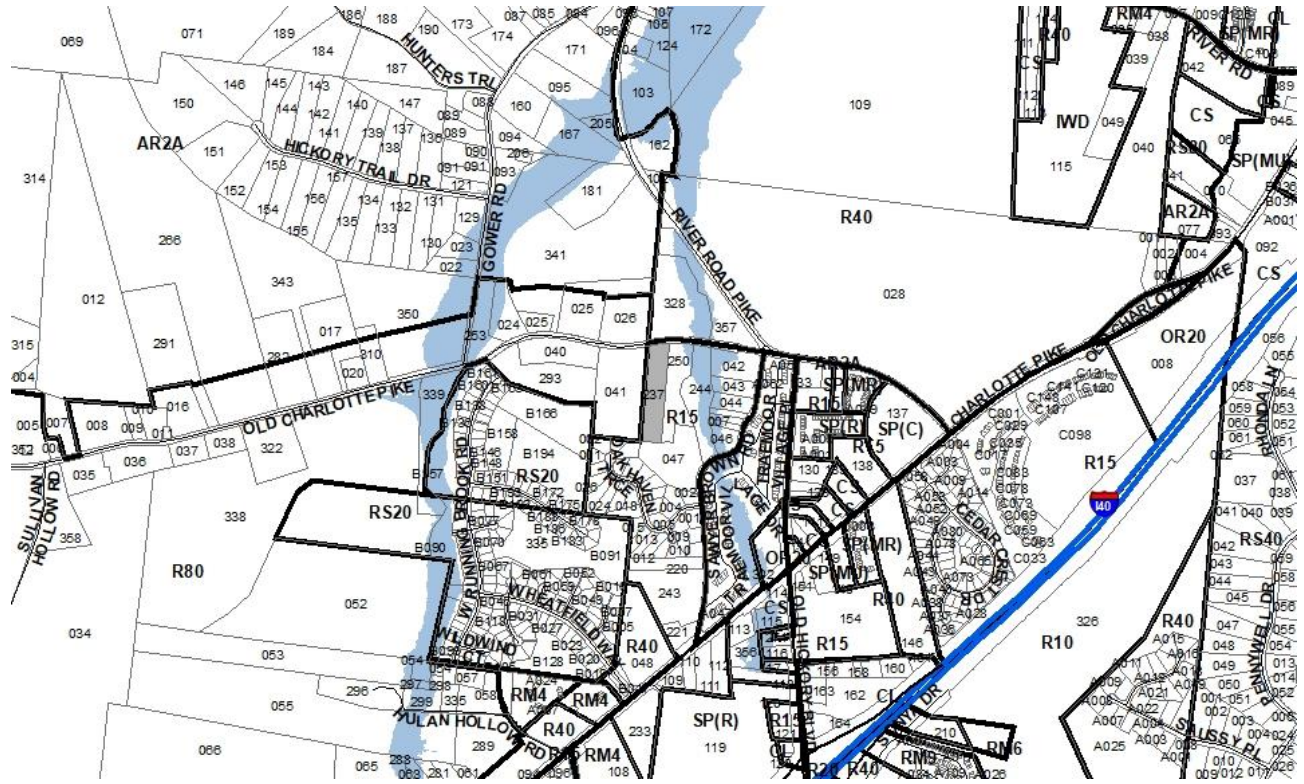
A request for final plat approval to create three lots on property located at 903 Old Hickory Boulevard, approximately 1,380 feet east of the corner of Dickerson Pike and Old Hickory Boulevard, zoned Single-Family Residential (RS20) (6.3 acres).

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 03/23/23



2023S-045-001
TEMPLE HEIGHTS
Map 114, Parcel 237
06, Bellevue
22 (Gloria Hausser)



Metro Planning Commission Meeting of 03/23/23

Item #10	Concept Plan 2023S-045-001
Project Name	Temple Heights
Council District	22 – Hausser
School District	09 – Tylor
Requested by	Dewey Engineering, applicant; Bethi Vidya, owner
Staff Reviewer	Matravers
Staff Recommendation	<i>Defer to the April 13, 2023, Planning Commission meeting.</i>

APPLICANT REQUEST

Concept plan approval to create 6 residential lots.

Concept Plan

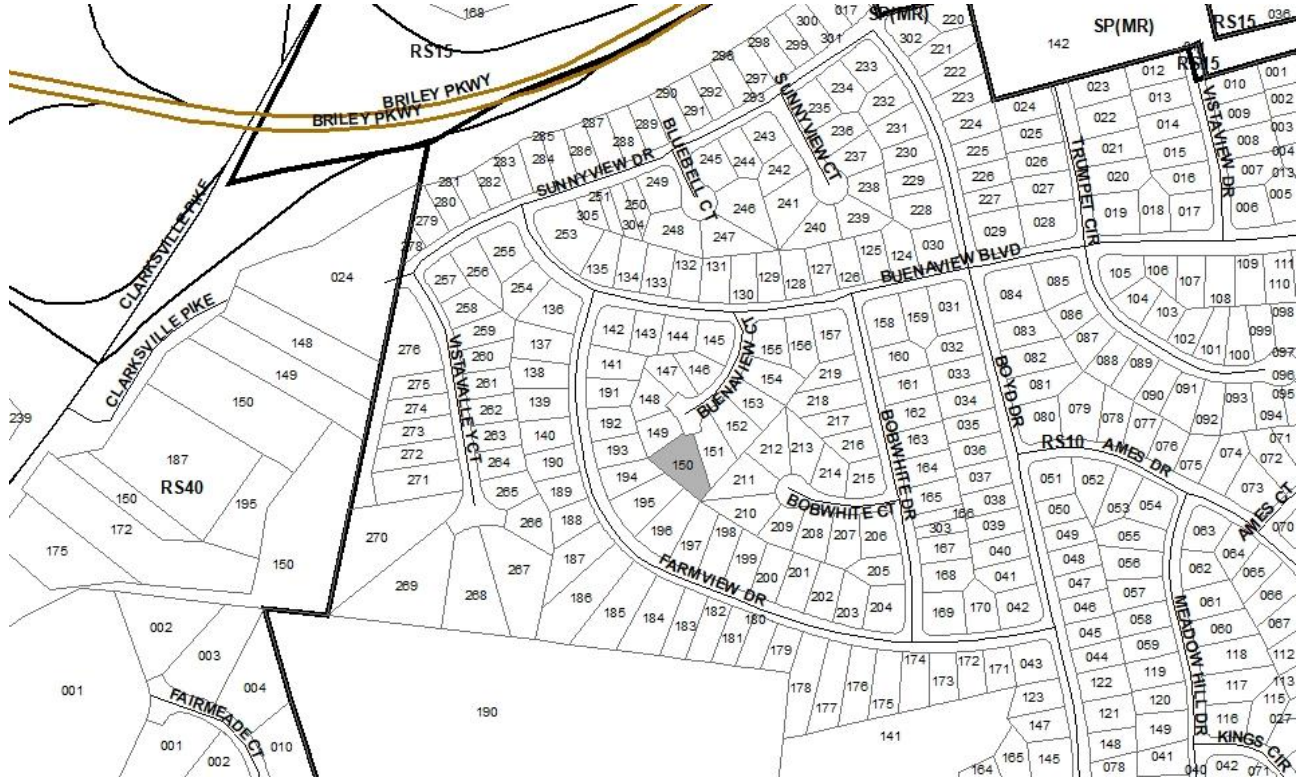
A request for concept plan approval to create six lots on property located at Old Charlotte Pike (unnumbered), approximately 800 feet west of Sawyer Brown Road, zoned One and Two-Family Residential (R15) (4 acres), requested by Dewey Engineering, applicant; Bethi Vidya, owner.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 03/23/23



2023Z-003PR-001

Map 059-05, Parcel(s) 150

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Jonathan Hall)



Metro Planning Commission Meeting of 03/23/23

Item #11
Council District
School District
Requested by

Zone Change 2023Z-003PR-001
01 – Hall
01 – Gentry
George Thomas, applicant and owner

Deferrals

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

Staff Reviewer
Staff Recommendation

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

APPLICANT REQUEST
Zone change from RS10 to R10.

Zone Change

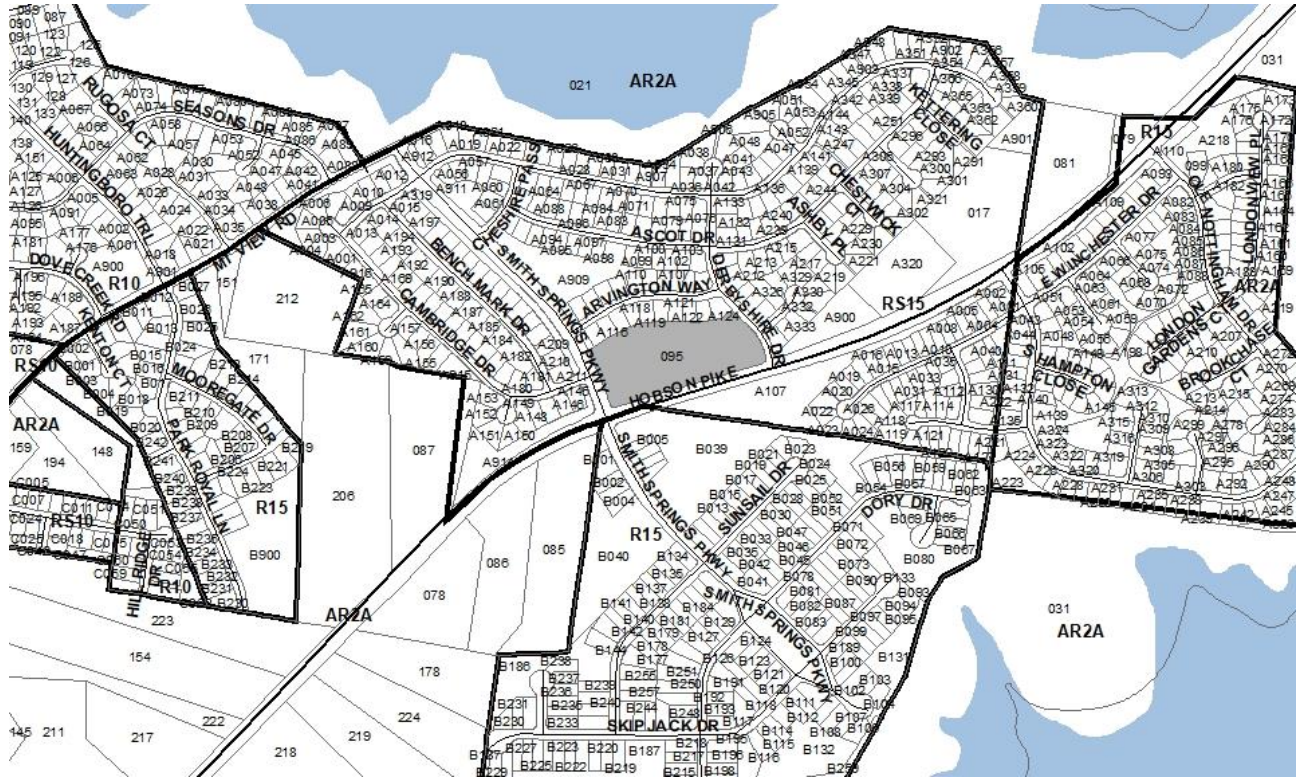
A request to rezone from Single Family Residential (RS10) to One and Two-Family Residential (R10) zoning for property located at 4120 Buenaview Court, west of the terminus of Bobwhite Court (.41 acres).

STAFF RECOMMENDATION

At the February 9, 2023, Planning Commission meeting, the Planning Commission deferred this item and required that the applicant hold a noticed community meeting and that new notices be sent for the Planning Commission meeting. The applicant is working to schedule a community meeting and provide the appropriate notice. Staff recommends deferral to the April 13, 2023, Planning Commission meeting.



Metro Planning Commission Meeting of 03/23/23



88P-038-001
LONG HUNTER CHASE (AMENDMENT)
Map 151, Parcel(s) 095
13, Antioch - Priest Lake
33 (Antoinette Lee)



Metro Planning Commission Meeting of 03/23/23

Item #12

Project Name

Council District

School District

Requested by

PUD Amendment 88P-038-001

Long Hunter Chase (Amendment)

33 - Lee

07 – Player

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

Deferrals

This item was deferred at the November 10, 2022, December 8, 2022, January 12, 2023, February 9, 2023, and February 23, 2023, and March 9, 2023, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Elliott

Staff Recommendation

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

APPLICANT REQUEST

Amend preliminary PUD.

PUD Amendment

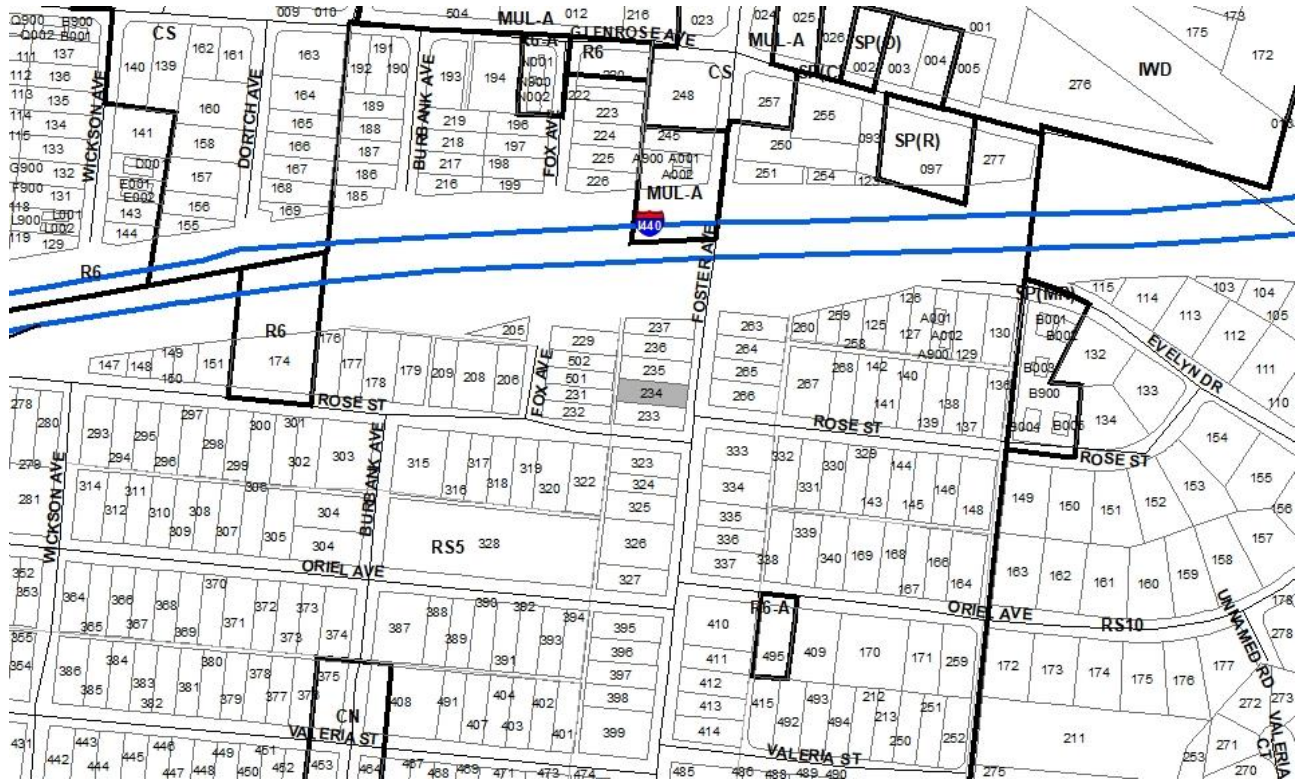
A request to amend a Planned Unit Development located at Hobson Pike (unnumbered), at the corner of Hobson Pike and Smith Springs Pkwy (6.11 acres), zoned Single-Family Residential (RS15), to permit a non-residential development.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 03/23/23



2023Z-021PR-001
Map 119-01, Parcel(s) 234
11, South Nashville
16 (Ginny Welsch)



Metro Planning Commission Meeting of 03/23/23

Item #13
Council District
School District
Requested by

Zone Change 2023Z-021PR-001
16 – Welsch
07 – Player
Ali Al-Soraify, applicant and owner.

Deferrals

This item was deferred at the March 9, 2023, Planning Commission meeting. A public hearing was held and kept open.

Staff Reviewer
Staff Recommendation

Matravers
Approve.

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) for property located at 2229 Foster Ave, west of Rose Street (0.17 acres).

Existing Zoning

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

Proposed Zoning

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. *R6-A would permit a maximum of 1 duplex lot for a total of 2 units, based on the acreage only. Codes makes final determination of duplex eligibility.*

SOUTH NASHVILLE COMMUNITY PLAN

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

HISTORY

At the March, 9, 2023 Planning Commission meeting a member of the public voiced their concern about the request’s compatibility with the neighborhood. The applicant was not present to respond, and Planning Commissioners decided to defer the case to allow the applicant an opportunity to speak.



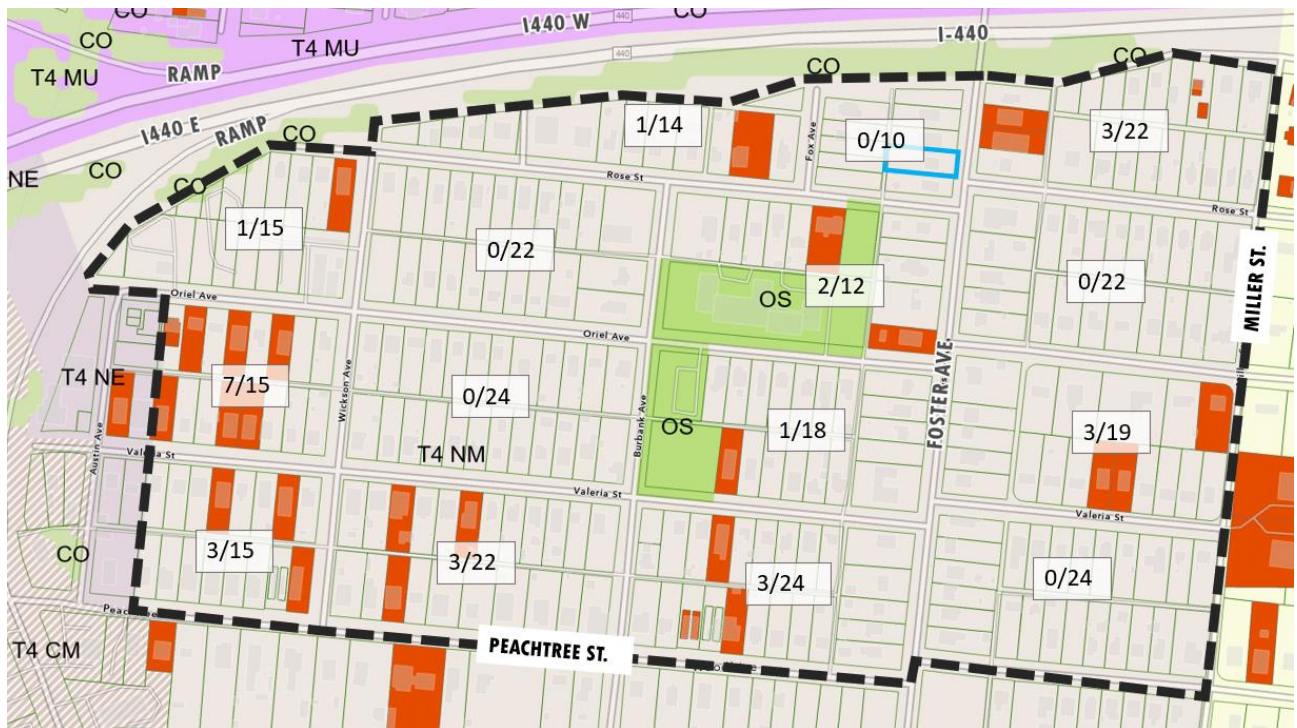
Metro Planning Commission Meeting of 03/23/23

SITE AND CONTEXT

The 0.17-acre site is located on Foster Ave west of Rose Street, approximately 250 feet south of the I-440 overpass. The site is occupied by a single-family house built in 1946. Surrounding parcels to the north, south, east, and west are all zoned RS5 and occupied mostly by single-family homes and limited duplexes.

ANALYSIS

The Community Character Manual (CCM) lists R6-A zoning as a potentially appropriate zoning tool under T4 NM policy. There is precedent for this zone in the local policy context: two duplexes are located across the street on the east side of Foster Avenue. There are also duplexes present along Rose Street to the west. At the request of Planning Commission on March 9, 2023, further analysis was undertaken to examine the broader policy area.



The above study area was delineated based on the T4 NM policy and typical lot size. It encompasses 278 lots south of I-440, west of Miller Street, north of Peachtree Street, and east of other policy areas. Of these 278 lots in the study area, 27 lots—or 9.7%—are 2-family or more. New subdivisions in T4 NM are limited to 25% two-family dwellings, and staff frequently uses this threshold for rezonings and SPs in maintenance policy areas to gauge an appropriate level of infill.

This request aligns with the existing pattern of limited two-family houses in the Neighborhood Maintenance policy area. Therefore, staff recommends Planning Commission approve the request for R6-A.

FIRE MARSHAL RECOMMENDATION

Approve



Metro Planning Commission Meeting of 03/23/23

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)	.17	7.41 D	1 U	15	5	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (week7day)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	.17	7.71 D	2 U	28	7	2

*Based on two-family lots

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

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

Projected student generation existing RS5 district: 0 Elementary 0 Middle 0 High
Projected student generation proposed R6-A district: 0 Elementary 0 Middle 0 High

METRO SCHOOL BOARD REPORT

Students would attend John B. Whitsitt Elementary School, Cameron College Preparatory, and Glenclyff High School. All three schools are identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



NO SKETCH



Metro Planning Commission Meeting of 03/23/23

Item #14
Project Name

Text Amendment 2023Z-002TX-001
Residential Corner Lot Orientation and
Setbacks

Council Bill No.
Council District
School District
Requested by

BL2023-1691
Countywide
Countywide
Councilmember Courtney Johnston and
Councilmember Angie Henderson

Staff Reviewer
Staff Recommendation

Anthony
Defer to the April 27, 2023, Planning Commission meeting.

APPLICANT REQUEST

Amend the Zoning Code to establish requirements for setbacks and lot orientation for residential corner lots.

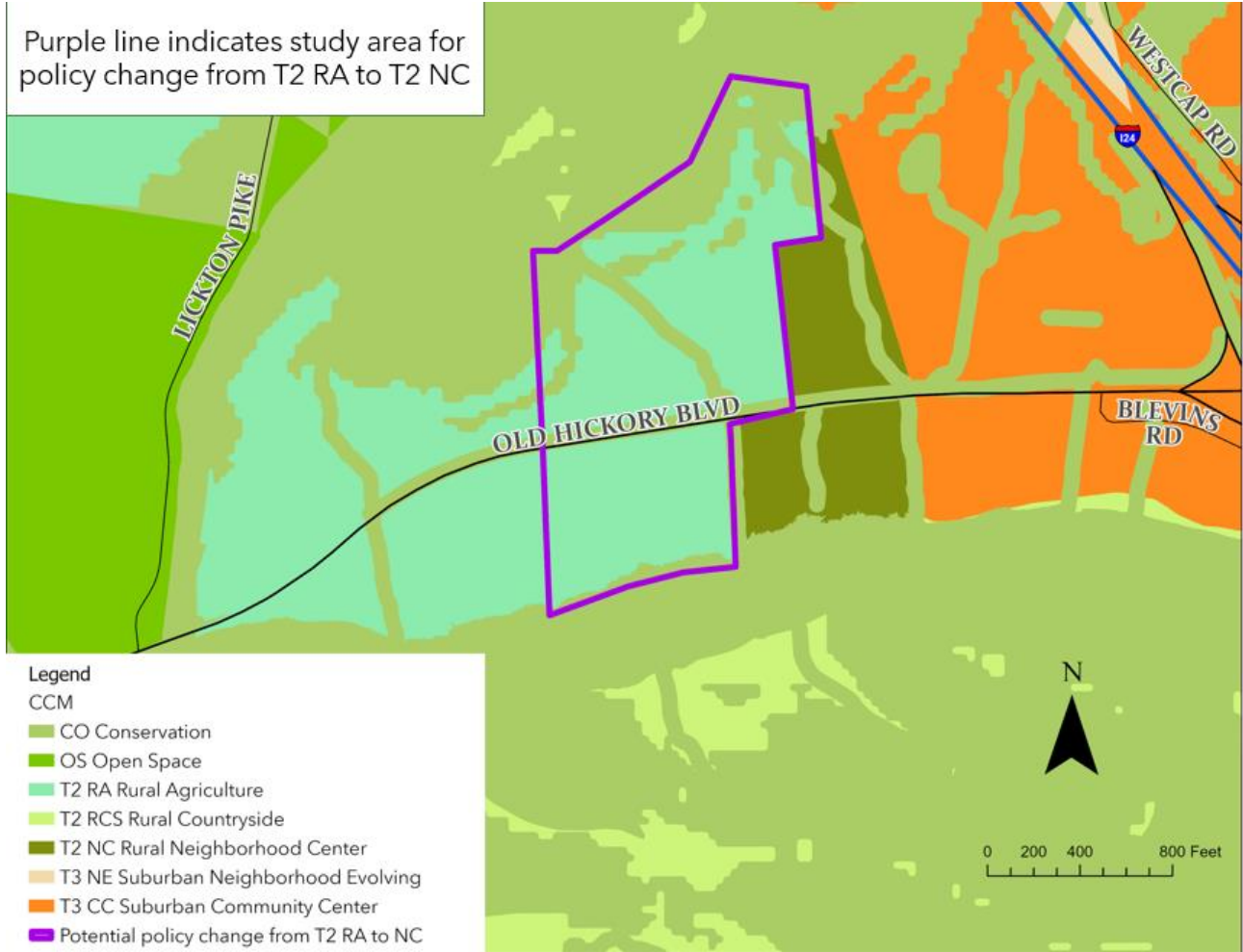
STAFF RECOMMENDATION

Staff recommends deferral to the April 27, 2023, Planning Commission meeting.



Metro Planning Commission Meeting of 03/23/23

Purple line indicates study area for policy change from T2 RA to T2 NC



2023CP-003-002

BORDEAUX-WHITES CREEK-HAYNES TRINITY COMMUNITY PLAN AMENDMENT

Map 40, Parcel(s) 23 and 55

03 Bordeaux-Whites Creek-Haynes Trinity

03 (Jennifer Gamble)



Metro Planning Commission Meeting of 03/23/23

Item #15
Project Name

Major Plan Amendment 2023CP-003-002
Bordeaux-Whites Creek-Haynes Trinity
Community Plan Amendment

Council District

03 – Gamble

School District

01 – Gentry

Requested by

Metro Planning Department in response to Council Resolution 2022-1326

Staff Reviewer

Ranseen

Staff Recommendation

Approve.

APPLICANT REQUEST

Amend Bordeaux-Whites Creek-Haynes Trinity Community Plan to change the policy.

Major Plan Amendment

A request to amend the Bordeaux-Whites Creek-Haynes Trinity Community Plan by changing the policy from T2 Rural Agriculture (T2 RA) to T2 Neighborhood Center (T2 NC) policy for two properties along Old Hickory Boulevard, zoned R15 (42 acres).

BORDEAUX-WHITES CREEK-HAYNES TRINITY COMMUNITY PLAN

Current Policy

T2 Rural Agriculture (T2 RA) policy is intended to maintain appropriate land for both agricultural activities and limited associated residential uses. The policy is applied in situations where there is an expressed interest in maintaining the predominant, existing, or desired condition for agricultural use.

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

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

BACKGROUND

The two properties are located at 7395 Old Hickory Boulevard (both share the same address), which is less than a half mile west of an interchange with Interstate 24. Currently, the properties contain one single-family house and vacant farmland.

In 2020/2021, the two properties, as well as others along Old Hickory Boulevard, were part of a land use policy amendment request to change the policy to T3 Suburban Community Center (T3 CC) to allow for trucking uses. The community overwhelmingly rejected the proposal, and the applicant withdrew their request. Since that time, the property has come under new ownership, unrelated to the previous request.

In March 2022, Councilmembers Gamble, Withers, Hall, Toombs, and Taylor sponsored Council Resolution 2022-1326, which requested that Planning staff review several areas across the county, including the Old Hickory Boulevard site, to see if land use policies should be updated to reflect

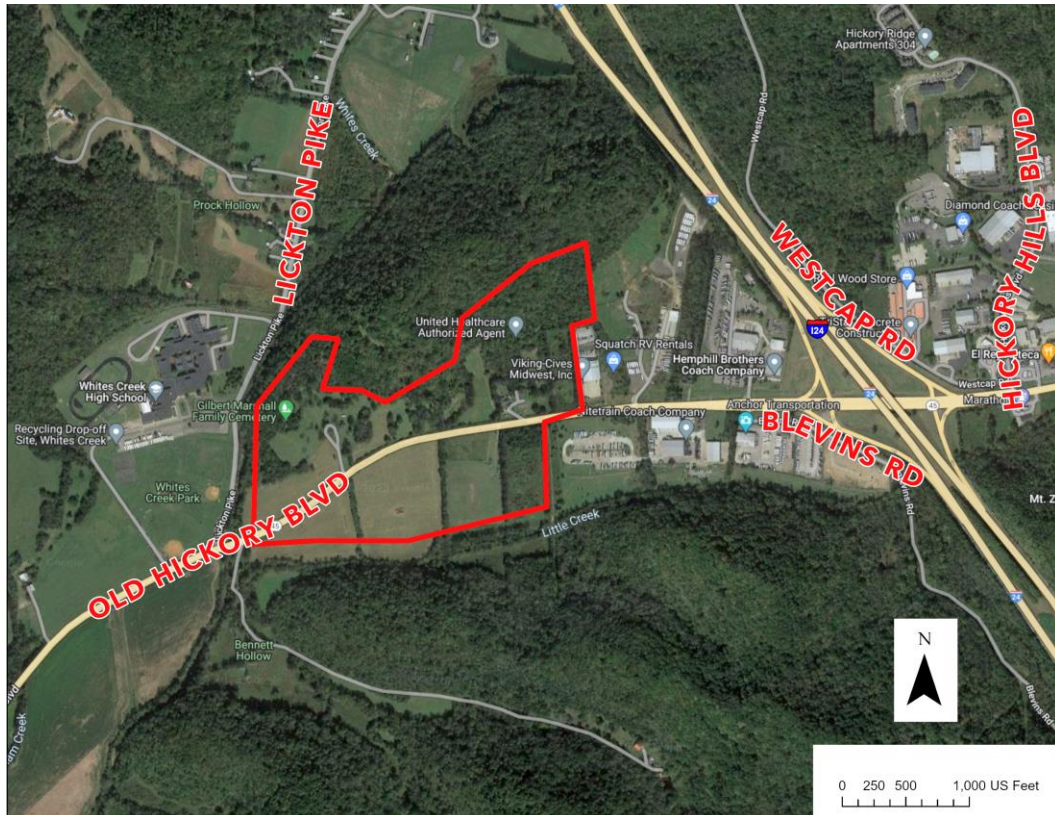


Metro Planning Commission Meeting of 03/23/23

changes that have occurred since the 2015 adoption of the NashvilleNext Plan. In Whites Creek, Council requested staff study extending T3 Suburban Community Center (T3 CC) or T2 Rural Neighborhood Center (T2 NC) policies west along Old Hickory Boulevard from Interstate 24 toward Lickton Pike within Council District 3. After analyzing surrounding policies and uses, staff recommended that the most appropriate policy would be an expansion of T2 Rural Neighborhood Center (T2 NC).

COMMUNITY PARTICIPATION

On November 7, 2022, a Planning-led virtual community meeting was held to discuss changing the policy for the area. Notices were mailed to 20 property owners within 1,300 feet of the plan amendment area. Details of the community meeting were made available on Metro Nashville Planning Department's webpage and shared with the district Councilmember. Approximately 25 people attended the meeting, including neighbors, community leaders, the Councilmember, and staff. Planning staff provided an overview of the plan amendment request and then moved into Q&A and discussion with the public. Members of the public expressed concern about low meeting attendance due to notification buffers in rural areas usually only picking up a small number of properties. Attendees also voiced concerns about the large study area to which the draft land use policy change was applied initially (Figure 1) and its potential impacts on steep slopes. Because of these factors, staff recognized that further analysis and public engagement was needed and worked with the Councilmember to schedule an additional meeting. Staff committed to working with the Whites Creek leadership in advance of the follow-up community meeting to share the information with additional neighbors. The first meeting was recorded and uploaded to Metro Nashville's YouTube for subsequent viewing; to date it has been viewed 47 times.





Metro Planning Commission Meeting of 03/23/23

Figure 1: Draft policy change area (red outline; containing 84 acres)

Following the first meeting, the boundaries for the proposed policy change were reduced due to community feedback, conversations with the Councilmember, and staff analysis. Notifications were then sent to 13 property owners (as the policy change area was reduced) within 1,300 feet for a second community meeting. Staff also reached out to the Councilmember and neighborhood leadership to assist in wider notification. Approximately 25 people including neighborhood leaders, community members, the property owner, the Councilmember, and Planning staff attended an in-person community meeting held March 2, 2023, at the Whites Creek High School Library, approximately a mile from the policy amendment area. Community Plans staff gave an overview of the land use policy amendment process and explained the new, reduced study boundaries (Figure 2).



Figure 2: Revised policy change area (red outline; containing 42 acres)

During the meeting, attendees asked questions and voiced the following concerns:

- Non-residential uses creeping into residential and agricultural land
- Need for T2 NC design standards
- Lack of an associated rezoning proposal to see what may be built



Metro Planning Commission Meeting of 03/23/23

It should be noted that the new owner of both properties attended the meeting and expressed that they have no intent (at this time) of redeveloping the properties. However, the property owner is supportive of the proposal and stated that if ownership changes due to unforeseen circumstances, T2 NC policy would better serve the community given its allowance of small, mixed use development.

ANALYSIS OF T2 RURAL NEIGHBORHOOD CENTER POLICY

The proposed amendment area is a suitable location for T2 Rural Neighborhood Center (T2 NC) policy for the following reasons:

***NashvilleNext's* 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 designates the amendment area as "Green Network." Green Network areas primarily include natural and rural areas that provide natural resources, ecological services, and passive and active recreation opportunities. They also include sensitive natural features that can be disturbed or destroyed by development or that pose a health or safety risk when developed. With the proposed policy change, this area remains within the Green Network.

Community Character Policy Application

There are 14 Community Plans that provide the vision and community character policy guidance for communities within Davidson County. The Bordeaux-Whites Creek-Haynes Trinity Community Plan strives to balance growth with preserving the character of established urban and suburban residential neighborhoods and rural areas. The community plan area consists primarily of older and newer suburban development in Bordeaux, more urban and suburban development in Haynes Trinity, and rural development in Whites Creek, Scottsboro, and Bells Bend. With an abundance of natural resources and proximity to downtown, this area offers many residential character options.

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

The requested T2 NC policy area is located within 0.5 miles of an interchange with Interstate 24 and along a scenic arterial boulevard, Old Hickory Boulevard. This location would enable the site to contain small-scaled mixed uses, which could serve surrounding neighborhoods.

Typically, rural neighborhood centers are located on smaller properties at the intersection of prominent roads, and, as such, cover four corners and a smaller geographic area. However, given local environmental conditions and constraints, a more linear development pattern along the primary highway corridor is more likely. In this location, sensitive environmental features (steep slopes and floodplains) sharply constrain the depth of development. Existing Conservation (CO) policy, which remains in place, covers these sensitive features, and focuses development closer to the arterial rather than spreading across the entire properties.



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Transportation and Connectivity

The plan amendment area is located on a key Whites Creek thoroughfare, Old Hickory Boulevard, and is a half mile away from an interchange with Interstate 24. Old Hickory Boulevard is classified as a two-lane, scenic, arterial-boulevard by the Major & Collector Street Plan. Because of the plan amendment's location – significantly north of major population centers in the county – and the sprawling development pattern found in this area, vehicles are typically the only viable mode of transportation to neighborhood center areas.

Analysis Summary

Amending the Community Character Policy from T2 RA to T2 NC is appropriate at this location. In summary, the change in policy for the study area is appropriate due to the following:

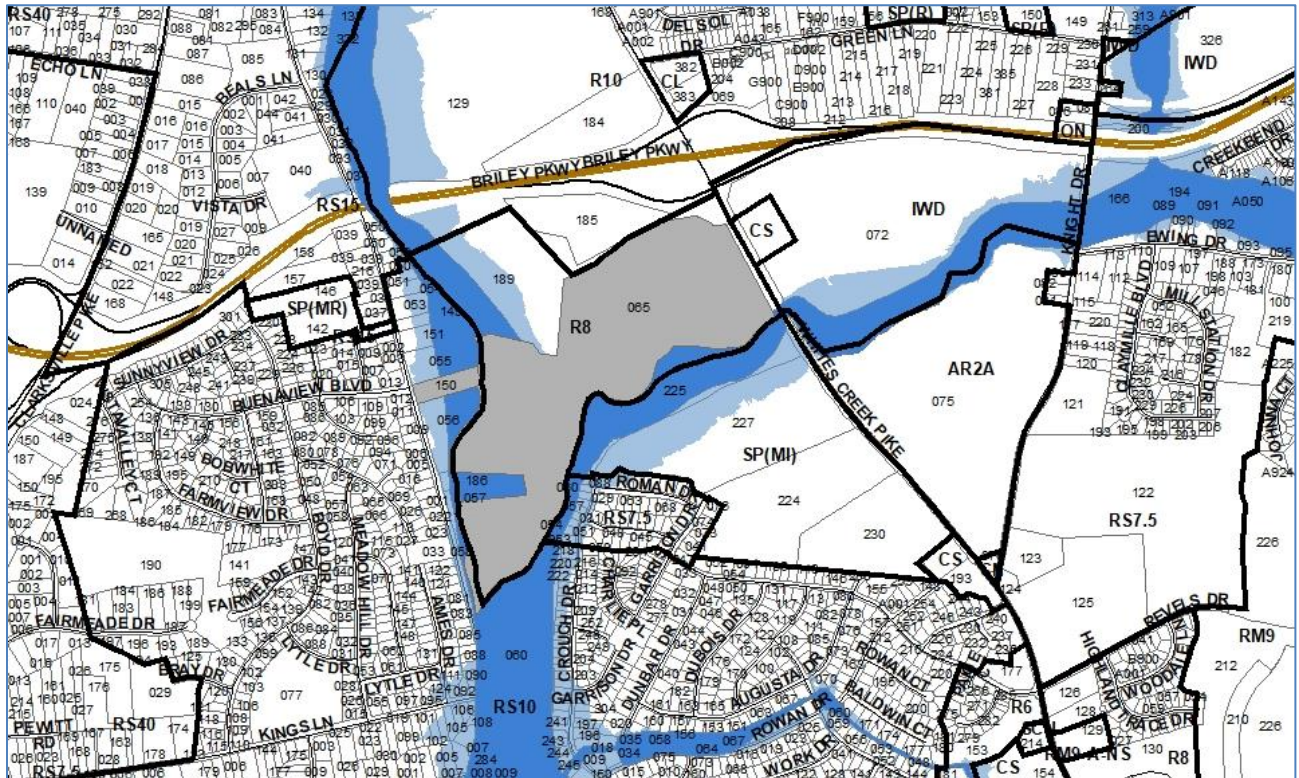
- Extending T2 NC policy supports a complete neighborhood center while maintaining the character of the T2 Rural Transect.
- The plan amendment area is identified within the Green Network area of the Growth & Preservation Concept Map and remains in the Green Network with the policy change.
- Implementation of T2 NC policy provides additional services, amenities, gathering spaces, and housing that complements the surrounding rural neighborhood.
- The plan amendment's location along an arterial, Old Hickory Boulevard, and within 0.5 miles of an interchange with Interstate 24 enables shorter travel times to amenities for nearby neighborhoods and communities.
- Extending T2 NC policy is in line with the linear development pattern found along many rural arterials. In this instance, the depth of development is limited due to environmental constraints.

STAFF RECOMMENDATION

Staff recommends approval of extending T2 Rural Neighborhood Center policy to the study area.



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2023CP-000-002

MAJOR AND COLLECTOR STREET PLAN AMENDMENT (EWING DRIVE EXTENSION REMOVAL)

Map 059, Parcel 065

Map 059, Parcel 150

03, Bordeaux - Whites Creek - Haynes Trinity

03 (Jennifer Gamble)



Metro Planning Commission Meeting of 03/23/23

Item #16a	MCSP Amendment 2023CP-000-002
Project Name	Ewing Drive Extension Removal
Associated Case	2023SP-026-001
Council District	03 - Gamble
School District	01 - Gentry
Requested by	Thomas & Hutton, applicant; Mary Baltz & Cecilia Halpin ETAL, owners.

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

Staff Reviewer Dunnivant
Staff Recommendation *Approve.*

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

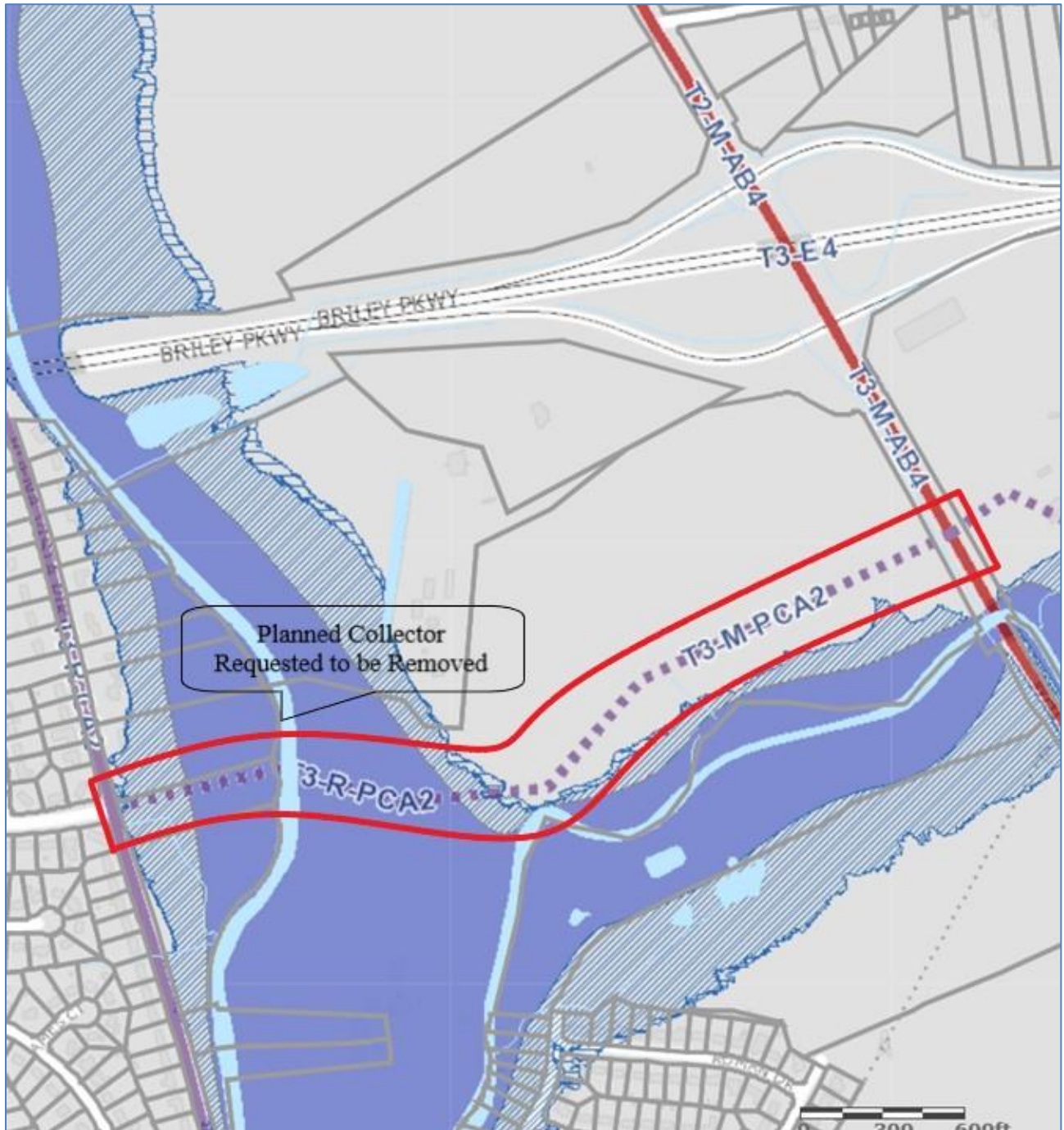
The request is to remove a portion of a planned collector (Ewing Drive Extension) from Buena Vista Pike, eastward and terminating at Whites Creek Pike. *It is important to note that no changes are proposed to the overall structure of NashvilleNext with this MCSP amendment.*

BORDEAUX – WHITES CREEK – HAYNES TRINITY 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.



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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.



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SITE AND CONTEXT

The 85.72 acre site (Map 059; Parcels 065 and 150) is located just west of Whites Creek Pike, a Collector Boulevard, and is located just south of Briley Parkway. The site is vacant and made up of two parcels and zoned R8 and RS10. The property west of the site is zoned low density residential and is single-family residential development. The property north of the site is zoned low density residential and is mostly vacant; to the east, the property is zoned commercial and is existing commercial uses; and to the south the site is zoned SP (Industrial, Commercial, Retail, Office, and Warehouse).

ANALYSIS

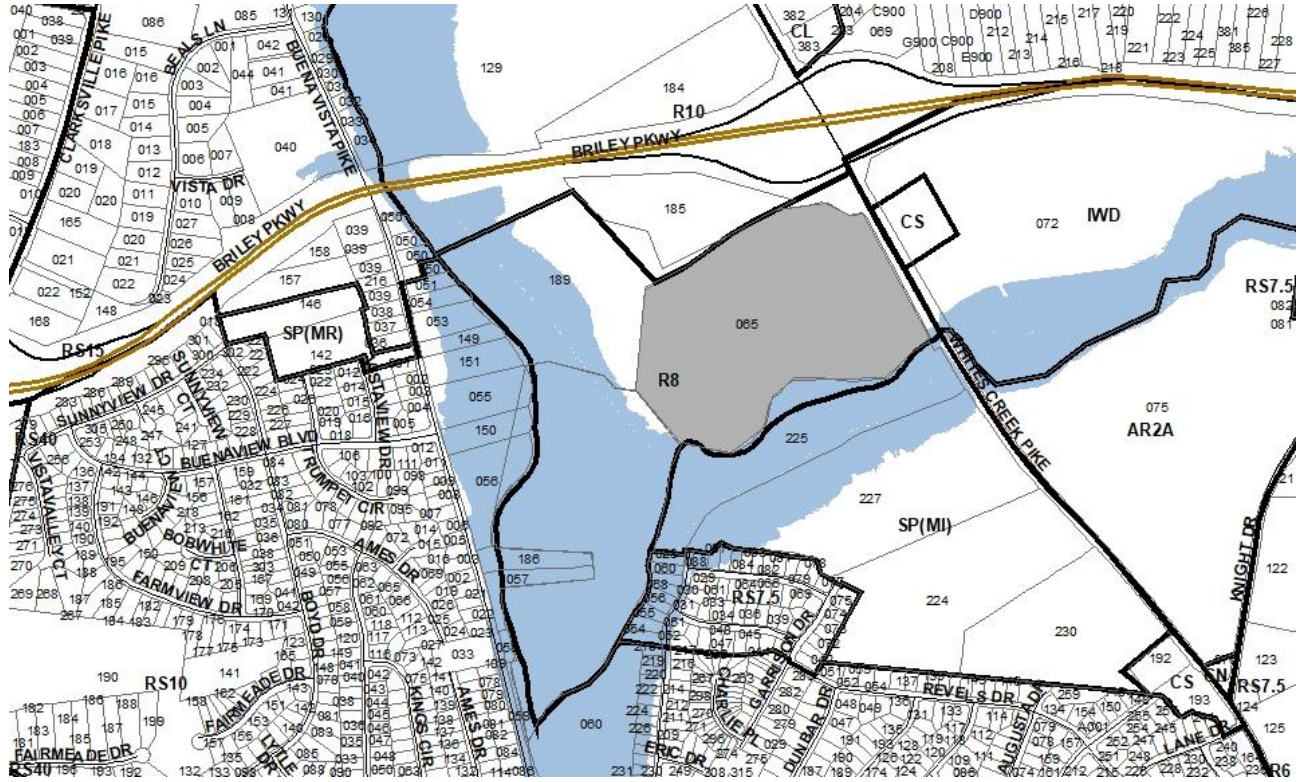
Staff finds the removal of the planned Collector consistent with policy as much of this site is Conservation policy due to the two creeks on the site (Whites Creek and Ewing Creek). Following an extensive review by NDOT and Metro Water, it was determined that this connection is not feasible due to the constraints dealing with crossing Whites Creek.

STAFF RECOMMENDATION

Staff recommends approval of the request to remove a portion of a planned Collector (Ewing Drive Extension) from Buena Vista Pike to Whites Creek Pike within the Major and Collector Street Plan.



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2023SP-026-001
PRODUCTION ROW SP
Map 059, Part of Parcel(s) 065
03, Bordeaux - Whites Creek - Haynes Trinity
03 (Jennifer Gamble)



Metro Planning Commission Meeting of 03/23/23

Item #16b

Specific Plan 2023SP-026-001

Project Name

Production Row SP

Associated Cases

2023CP-000-002

Council District

03 - Gamble

School District

10 – Gentry

Requested by

Thomas & Hutton, applicant; Mary Baltz & Cecilia Halpin ETAL, owners.

Deferrals

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

Staff Reviewer

Elliott

Staff Recommendation

Approve with conditions and disapprove without all conditions if the associated Major and Collector Street Plan amendment is approved. Disapprove if the associated Major and Collector Street Plan amendment is not approved.

APPLICANT REQUEST

Rezone from R8 to Specific Plan to permit a mixed-use development.

Preliminary SP

A request to rezone from One and Two-Family Residential (R8) to Specific Plan (SP) zoning for a portion of property located at 4808 Buena Vista Pike, west of Whites Creek Pike (45.64 acres), to permit a nonresidential development with industrial and office uses.

Existing Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 218 lots with 54 duplex lots for a total of 272 units, based on the acreage only.*

Proposed Zoning

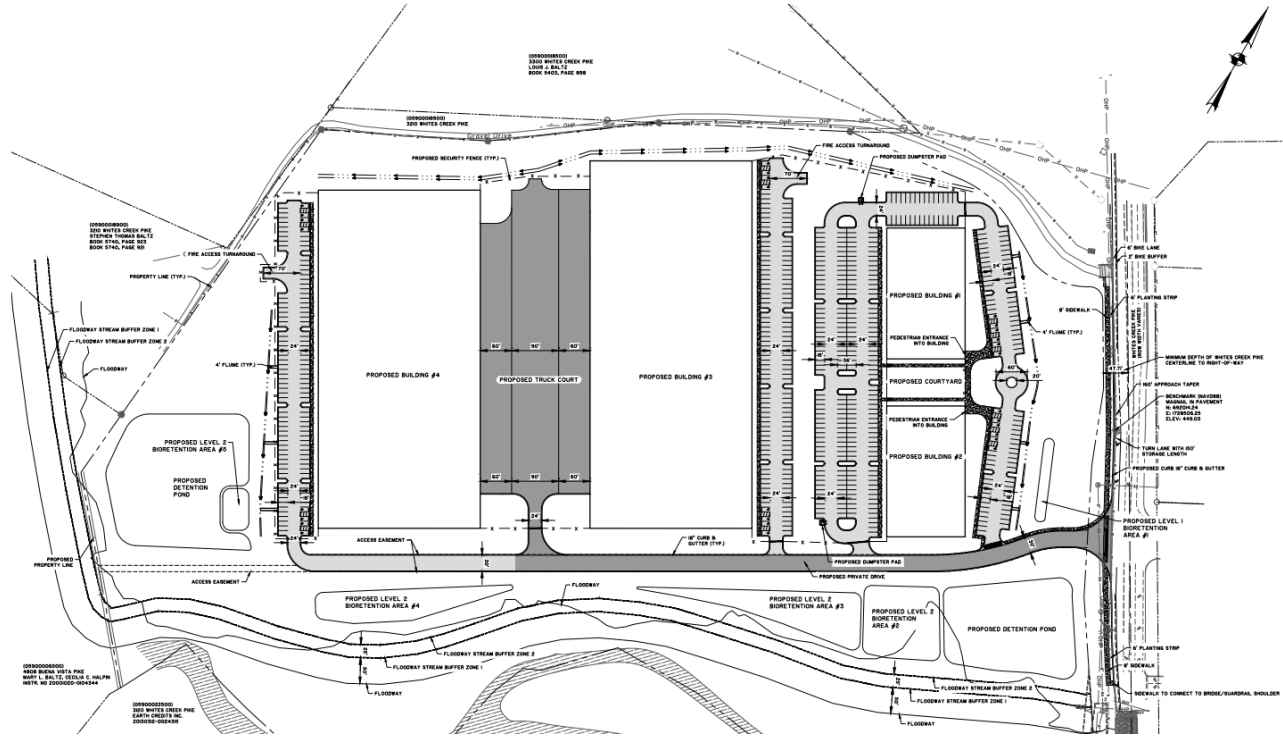
Specific Plan-Mixed Non-Residential (SP-MNR) is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes office and industrial uses.

BORDEAUX - WHITES CREEK - HAYNES TRINITY 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



Metro Planning Commission Meeting of 03/23/23



Proposed Site Plan



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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 45.64-acre site is located on the western side Whites Creek Pike, an Arterial Boulevard, and is located just south of Briley Parkway. The site is a portion of a larger property that's approximately 83.23 acres. The subject portion is the part adjacent to Whites Creek Pike and the frontage extends from the Briley Parkway right-of-way to Ewing Creek. The subject site has floodplain and floodway associated with Ewing Creek, that runs along the southern property boundary. Otherwise, the site is currently cleared for agricultural use. A warehousing land use is located directly across Whites Creek Pike and otherwise the surrounding area has other warehousing land uses and single-family land uses.

PLAN DETAILS

The application proposes a Specific Plan zoning district that permits warehousing, light manufacturing, and office development across four buildings that may rise to a maximum of 70 feet. A single row of double loaded surface parking is providing in front of the structures and the remainder of the parking is located behind two buildings. The plan includes a landscaping plan that shows how the site will be screened at the perimeter and landscaped internally.

ANALYSIS

Staff finds the proposed SP zoning district to be consistent with the T3 CC land use policies intent to provide opportunities to live, work, and shop. The land uses, development pattern, and standards included in the SP document are consistent with the guidance provided in the Community Character Manual for the T3 CC policy given the context of the area. The building heights, relationship to the street frontages, location of the associated parking, building massing, and landscaping standards are consistent with the intent of the T3 CC policy, given the context of the area. The increased building setbacks and use of landscaping to buffer the development from Whites Creek Pike is appropriate given the context of Whites Creek Pike in this location.

Additionally, the application is providing greenway easements for the two planned greenways on the approximately 83 acre parcel, as planned in the Metro Parks Master Plan, *Plan to Play*.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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



Metro Planning Commission Meeting of 03/23/23

METRO HISTORIC STAFF RECOMMENDATION

Approve with conditions

- Property contains previously recorded archaeological sites, recommend Phase I archaeological survey to determine what resources may be present below the surface. If an archaeological site is found through a Phase I investigation, the developer shall consult with the MHC and conduct a Phase II survey to determine the extent of the site and the level of its significance. Contact Metro Archaeologist Dr. Adam Fracchia for additional information.

STORMWATER RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public and/or private Water and Sanitary Sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans. A minimum of 30% W&S Capacity must be paid before issuance of building permits. (See Capacity fee Permit #'s T2023005195 & T2023005201)

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- With final: Callout the following per NDOT ST- detail sections: ramp access, road widening, ADA ramps, sidewalks, curb & gutter. All ROW frontages shall adhere to the Major Collector Street Plan(MCSP). Dedicate ROW along all frontages to accommodate MCSP requirements. Provide call outs on final site plan for MCSP requirements. Where there may be potential vehicular or pedestrian sight distance issues, 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. Note: A private hauler will be required for site waste/recycle disposal. Comply w/ NDOT traffic comments.
- Reduce 90 ft. + ramp curb cut proposed off Whites Creek. Max commercial ramp width, per ST-324, is 35 ft. Coordinate w/ NDOT and submit truck turning exhibit, prior to final.
- Remove proposed 6' bike lane and add this additional ROW into grass/furnishing zone- for future bike way plan. If necessary, dedicate ROW accordingly, to accommodate future 6' bikeway.
- Call out road widening for right turn lane, per ST-261 paving schedule. 1-1/2' mill and overlay to CL may be required along portions of White's Creek Pike frontage.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Final parking ratio/total is to be determined at Final SP.



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- Extend the outside Southbound lane on Whites Creek Pike down to the main access and have it terminate into the proposed right turn lane. Additional ROW may be required to accommodate the Right turn lane/existing outside Southbound lane extension.
- The applicant shall coordinate with NDOT to determine appropriate pro-rata share contribution to the construction of signal(s) at Briley Parkway ramps.
- The bike lane width on Whites Creek Pike shall be placed in the grass-strip, all other MCSP requirements shall be shown along the development frontage.
- Provide truck turning exhibit to reduce ramp width off Whites Creek Pike.
- 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.
- Comply with Roads comments.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	44.42	5.79 D	272 U	2,611	197	265

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	-	0.6 F	609,700 SF	1,009	104	116

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-1,602	-93	-149

METRO SCHOOL BOARD REPORT

**Projected student generation existing R8 district: 31 Elementary 30 Middle 28 High
 Projected student generation proposed SP-MNR district: 0 Elementary 0 Middle 0 High**

The proposed SP-MNR zoning is expected to generate 89 fewer students than the existing R8 zoning district. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. All three schools are identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions if the associated Major and Collector Street Plan amendment is approved. Disapprove if the associated Major and Collector Street Plan amendment is not approved.



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CONDITIONS

1. Permitted uses shall be limited to a maximum of 609,700 square feet of warehousing, light manufacturing, and general office land uses.
2. The applicant shall provide the recorded greenway easement document with a legal description that matches the draft easement document and associated easement exhibit that has been coordinated with Metro Parks and Metro Legal with the initial submittal of the final site plan application.
3. The maximum building height shall be limited to 70' and 3-stories, as measured to the highest point of the roof.
4. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
5. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
7. Comply with all conditions and requirements of Metro reviewing agencies.
8. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the IWD, as of the date of the applicable request or application.
9. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
10. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



SEE NEXT PAGE



Metro Planning Commission Meeting of 03/23/23



2016SP-024-005
MCGAVOCK HOUSE SP (AMENDMENT)
Map 082-03, Parcel(s) 229, 231, 415-417, 551
Map 082-03-0-G, Parcel(s) 001-020, 900
05, East Nashville
05 (Sean Parker)



Metro Planning Commission Meeting of 03/23/23

Item #17

Specific Plan 2016SP-024-005

Project Name

McGavock House SP (Amendment)

Council District

05 – Parker

School District

01 – Gentry

Requested by

Fulmer Lucas Engineering, applicant; Invent Communities, owner.

Deferrals

This item was deferred at the October 27, 2022, November 10, 2022, December 10, 2022, January 12, 2023, and February 9, 2023, Planning Commission meetings. A public hearing was held and closed at the February 9th meeting.

Staff Reviewer

Lewis

Staff Recommendation

Disapprove.

APPLICANT REQUEST

Amend SP to permit an increase in the number of hotel rooms and permit the construction of a new hotel.

Zone Change

A request to amend a Specific Plan for various properties located at the northwest and northeast corners of Cleveland Street and Meridian Street (3.39 acres), to permit an increase in the number of permitted hotel rooms and permit the construction of a new hotel on the site.

Existing Zoning

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

EAST NASHVILLE COMMUNITY PLAN

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.



Metro Planning Commission Meeting of 03/23/23



Proposed Preliminary SP



Metro Planning Commission Meeting of 03/23/23

Supplemental Policy

The site is within a Supplemental Policy, 05-T4-NC-02, which is intended to provide more specific guidance for the SP area than the T4 NC policy. It is generally located along Meridian Street from Cleveland Street to Vaughn Street. The intent of this SPA is to ensure appropriate transitions to and livability of the surrounding residential policy areas, given that these properties are included in the National Register-eligible Cleveland Park Historic District.

SITE CONTEXT AND PLAN DETAILS

The SP is located at the northeast and northwest corners of Cleveland Street and Meridian Street and includes additional properties to the north along Meridian Street and along Vaughn Street. The SP is a total of 3.23 acres. The original SP was intended to function as a wholistic development with the properties sharing uses and parking across the entirety of the SP. The plan is broken into four subdistricts. Subdistrict A is located on the northwest corner of the intersection of Cleveland Street and Meridian Street. A final site plan for subdistrict A was approved in for 21 townhome units.

Subdistrict C, located north of subdistrict A, is the site of the McGavock House which is designated as a local Historic Landmark District. Subdistrict D, located north of subdistrict C, has frontage along Vaughn Street. A final site plan is currently under review for Subdistricts C and D to permit a brewery within the existing structure and an outdoor seating area.

The focused amendment area is within Subdistrict B, but given the original intent of the SP to provide uses across the entire SP area, staff had this amendment processed as an amendment to the entirety of the SP. Subdistrict B is comprised of four existing parcels at the northeast corner of the intersection of Cleveland Street and Meridian Street. There is an existing structure on the site which was previously used as a religious institution. The existing structure is eligible to be listed in the National Register. The uses for Subdistrict B within the preliminary SP allowed up to 50 multi-family residential dwelling units; restaurant, bed and breakfast inn, hotel, community education, office, retail. The hotel use was limited to one hotel with a maximum of 35 rooms. All uses within Subdistrict B were required to be within the existing buildings. The breadth of uses permitted was to provide for flexibility in the adaptive reuse of the existing structure and it was understood that not all uses would be provided at one time. The permitted uses provided a range of uses that a future user could choose from.

Previous amendments to the overall SP include an amendment in 2019 (2016SP-024-003/BL2019-1727) to increase the number of permitted restaurants across the entire SP site to three, as it was previously limited to two.

The surrounding properties to the south are zoned RS5 and have been established with institutional uses including a Metro Fire Department and a school. The properties to the north and east are zoned Single-Family Residential (RS5) and SP. These properties are part of a large SP within the area which permitted the construction of Detached Accessory Dwelling Units (DADUs). Further to the south along Meridian Street properties are zoned Commercial Limited (CL) and have been developed with a mix of uses including non-residential and residential uses.

The proposed amendment would increase the number of permitted hotel rooms to 89 from the previously permitted 35 and permit the construction of a new hotel structure adjacent to the existing



Metro Planning Commission Meeting of 03/23/23

structure on the site. North of the existing structure is a proposed pool and surface parking area with ten vehicular parking spaces. The existing structure would be modified to include a mix of uses including restaurant and hotel. The proposed new structure is four stories with a first floor retail space and parking garage. The second through fourth floors would be hotel uses. A vehicular entrance is located east of the existing structure. An existing alley network at the rear of the property provides additional vehicular access.

UPDATE

The item was heard at the February 9, 2023, Planning Commission meeting and was deferred by the Commission with the Commission requesting that the applicants modify the building to come closer to compliance with the supplemental policy, to meet with the neighborhood groups, and to provide comments from the community meeting.

With the February 9 staff report, staff directed the applicant to make the following changes: reduce the proposed building height of the new structure and reduce the building footprint of the proposed structure, which would likely reduce the number of hotel rooms proposed. With the original approval, a hotel was an allowed use but the number of rooms was kept at a scale that fit within the existing building and kept the project at a scale appropriate for a Neighborhood Center. Additional changes could include removing the curb cut from Cleveland Street to limit vehicular access to alley access exclusively, provide a fully activated first floor use along the new structure, and by reduce the building footprint, making up surface parking spaces at the rear of the site, off of the alley.

The applicant team has not revised the proposed structure. Additional exhibits regarding potential redevelopment of the adjacent properties were included in the resubmittal to further support the position of the applicant that the proposed height of the addition is appropriate.

At the time of publication for this report, no letters of support from the neighborhood associations had been received but Staff's understanding from the applicant is that the Cleveland Park Neighborhood Association is supportive of the amendment as presented.

ANALYSIS

The supplemental policy has specific guidance on the appropriate land use, building form, site design, transitions, and zoning. These key guidance points are outlined below:

- Appropriate land use: limit appropriate land uses to residential and/or small office uses for properties adjacent to residential policy areas.
- Building Form and Site Design: Provide appropriate transitions in scale, massing, building orientation, and site design to surrounding properties in residential policy areas.
- Building Form and Site Design: Limit the height generally to two stories for properties adjacent to residential policy areas.
- Transitions — Infill and Adjacent Historic Structures: Provides appropriate on-site transitions to surrounding properties in residential policy areas through measures such as landscape buffering and distance between structures.
- Zoning: Design-based zoning district that, in addition to incorporating guidance described above, addresses the following: Ensures the preservation of any structures and their settings within the area of the supplemental policy.



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The proposed SP amendment does propose to renovate and preserve the existing structure on the site, which is a critical goal to staff. However, staff has several concerns with the proposed intensity of the development and the conflicts with the supplemental policy points above, especially related to height and scale of the proposed new structure. The intent of the original SP was primarily to renovate and rehabilitate the existing structure on the site while opening up the opportunities for new uses such as hotel and/or restaurant space, within the existing building. The supplemental policy area was specifically crafted for this development and the two were approved simultaneously. Where there is an existing supplemental policy in place, staff is under the direction of this policy when considering development proposals. Based on the guidance in the supplemental policy, the proposed new structure should be limited to small scale uses, limited to two stories adjacent to residential policies, provide landscape buffering and increased distance between structures, and ultimately to provide a transition between the existing structure, the new structure, and residential uses and policy to the east of the site.

The eastern most parcels in the site, abutting where the new structure would be constructed are immediately adjacent to single-family residential uses within a residential policy. The maximum height for single-family structures is three stories in 45 feet. The applicant has stated that given the existing topography on the adjacent parcel, and how height is calculated per Code, a single-family structure of up to 48 feet could be constructed here. This would ultimately be a determination by Codes at the time of building permit. The proposed height of the new hotel structure at the easternmost portion is approximately 48 feet, consistent with the proposed height of the redeveloped property to the east.

The staff recommendation published with the February 9, 2023, staff report was to disapprove the plan as currently proposed or defer with changes that bring the plans closer to the guidance in the supplemental policy, which was intended to indicate that staff may be able to support some level of change to the site, but not as currently proposed given the guidance of the supplemental policy.

With the resubmittal of the plan set for this hearing, no changes were made. The applicant asserts that the proposed height is appropriate given the potential for the redevelopment of the adjacent residential properties. The language of the Supplemental Policy was drafted with the existing residential structures on the adjacent properties being taken into consideration but may not have acknowledged the height that is possible with the existing residential zoning. If the Planning Commission supports the proposed SP and finds that the existing supplemental policy is no longer needed for the site, the Commission may direct staff to remove the supplemental policy and may recommend approval of the proposed SP with conditions and disapproval without all conditions.

HISTORIC COMMISSION RECOMMENDATION

Approve with conditions

- Materials are approved prior to review of the Final SP:
 - Make, manufacture and materials of windows and doors;
 - Replacement glazing; and,
 - Railing design, canopy materials, and design and materials of fences/walls;
- Mechanical locations are approved prior to review of the Final SP;
- The front sanctuary stairs are not covered; and,
- Revised drawings are reviewed by MHZC staff prior to the approval of the Final SP.



Metro Planning Commission Meeting of 03/23/23

- Staff finds that with these conditions, the project meets the Historic Landmark design guidelines for additions and alterations. The MHZC recognizes that the Planning Commission’s review encompasses more considerations than just design and addressing those concerns may result in design revisions. Therefore, this recommendation should not be considered an “approval” and MHZC staff is available for discussions on additional revisions.

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

- If approved, submit correct plan set with corrected C/D Note: (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. A minimum of 30% W&S Capacity must be paid before issuance of building permits.

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Approval for amendment only.
- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- In general, on final: Callout roadway sections, ramps, sidewalks, curb & gutter, etc. per NDOT detail standards. Dimension ROW pavement widths for clarity.
- Note: A private hauler will be required for waste/recycle disposal.
- Call out alley paving and widening per ST-263, from new property line off alleys to CL of existing alleys.
- Coordinate w/ planning of MCSP requirements along Meridian.
- Provide ADA ramp at corner. Provide call out to close existing ramp on Meridian near intersection. New sidewalk will be required, once existing ramp has been closed.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Approval only granted for the amendment, and the following conditions shall be shown at final;



Metro Planning Commission Meeting of 03/23/23

- The minimum required parking for this site is the UZO standard for the proposed uses. Parking shall not exceed the minimum required. If a parking ratio less than the UZO standards for the uses is proposed at Final, it shall be reviewed and approved by T&P.
- Replace the existing driveway ramp on Meridian St with sidewalk.
- Improve ped ramp on the NE corner at the intersection of Meridian and Cleveland.
- Comply with all previous traffic conditions.
- Comply with Roads comments.
- Further traffic comments forthcoming at final submittal.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Hotel (310)	1.35	-	35 R	32	12	0

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	-	-	9,000 SF	1,010	89	88

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)	-	-	89 R	183	22	14

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)	-	-	9,000 SF	1,010	89	88

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)	-	-	3,000 SF	113	3	11

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1,274	+25	+25

METRO SCHOOL BOARD REPORT

Given the proposed use of hotel, it is unlikely that the proposed amendment will yield any changes in school attendance.



Metro Planning Commission Meeting of 03/23/23

STAFF RECOMMENDATION

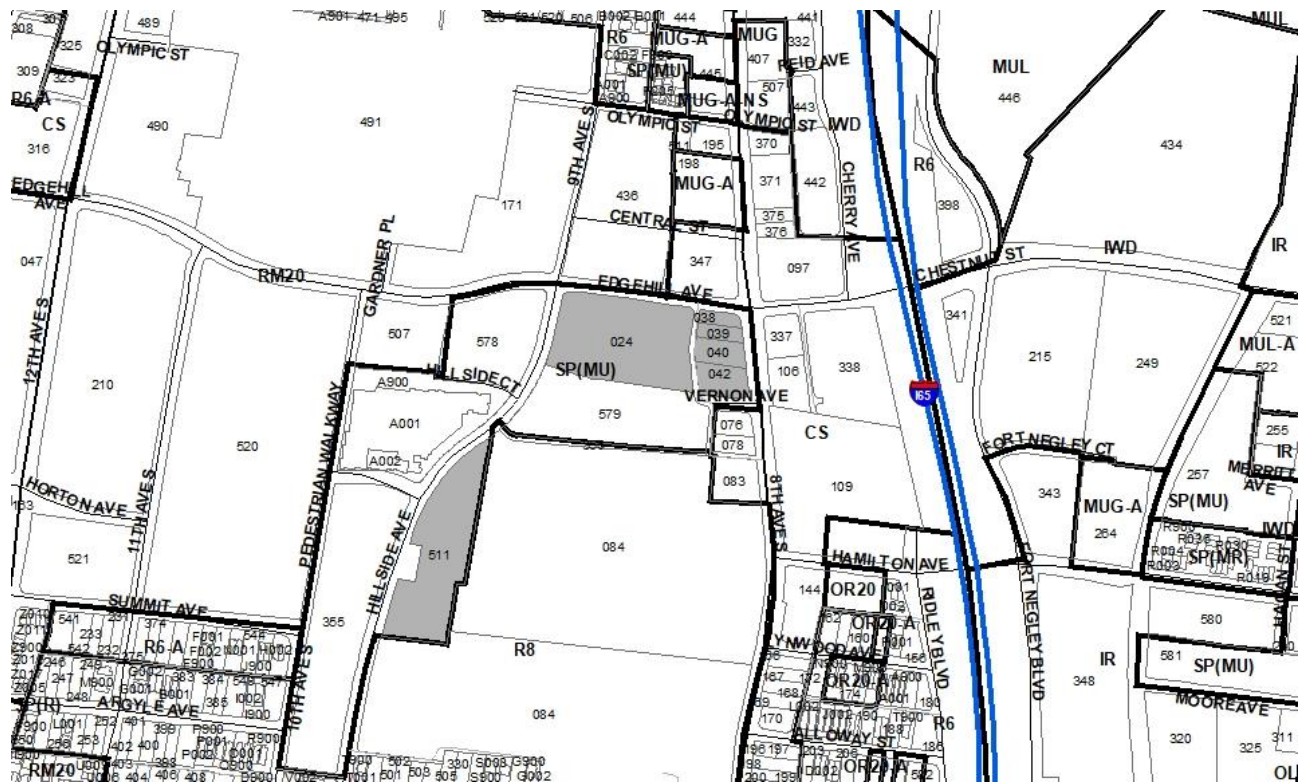
Disapprove.



SEE NEXT PAGE



Metro Planning Commission Meeting of 03/23/23



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 03/23/23

Item #18	Specific Plan 2018SP-026-009
Project Name	The Reservoir (Amendment)
Council District	17 - Sledge
School District	03 – Masters
Requested by	Elmington Capital Group, applicant; Park at Hillside, LLC, owner.

Deferrals This item was deferred at the December 8, 2022, February 9, 2023, February 23, 2023, and March 9, 2023, Planning Commission meeting. No public hearing was held.

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

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.

Existing Zoning

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

GREEN HILLS - MIDTOWN COMMUNITY PLAN

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

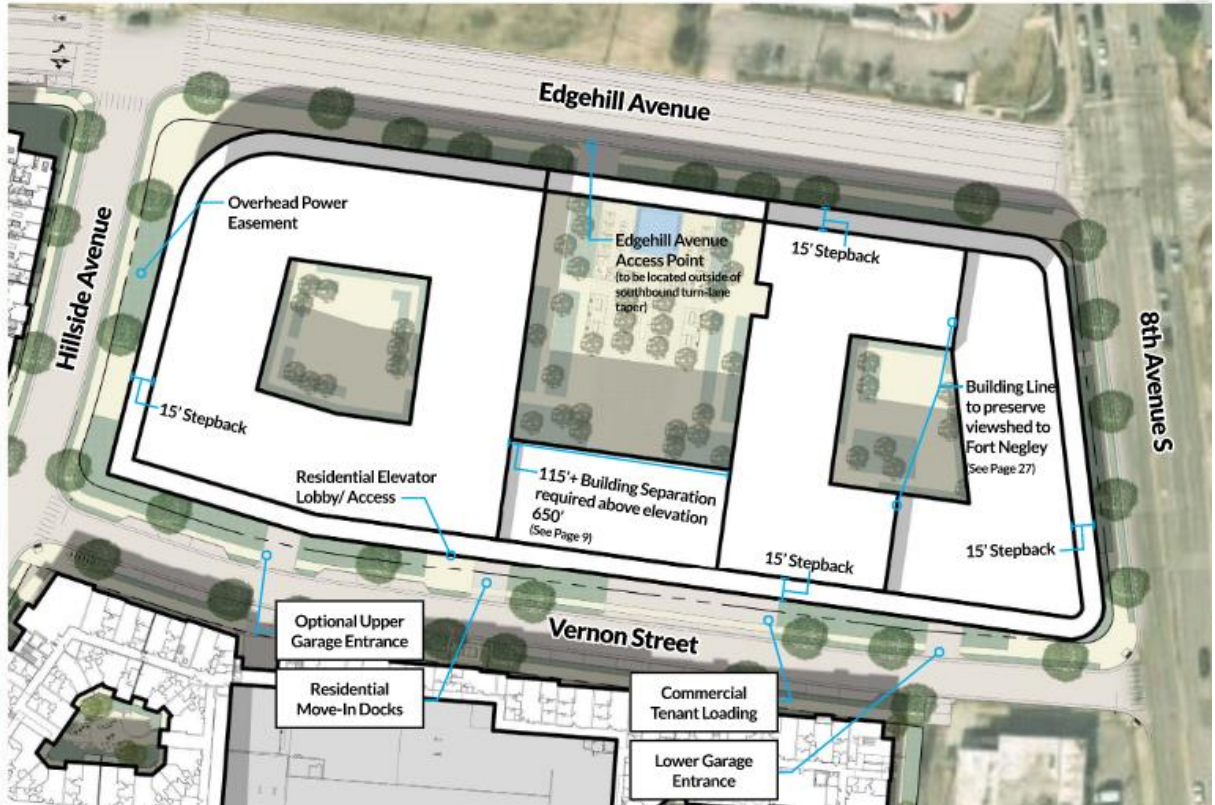
T4 Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal



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SITE DESIGN/BUILDING TYPOLOGY: ZONE 1&2 ALTERNATIVE

2022 Case No: 2018SP-026-009



Proposed Preliminary SP, Zones 1 & 2

SITE DESIGN/BUILDING TYPOLOGY: ZONE 6

2022 Case No: 2018SP-026-009



Proposed Preliminary SP, Zone 6



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spacing between buildings. T4 NE areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. T4 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods need to consider factors such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

SITE CONTEXT

The application proposes to amend two separate areas within the Reservoir SP. One area includes both Zones 1 and 2, comprising the entire block of Edgehill Avenue, 8th Avenue South, Hillside Avenue, and the new public street that will begin construction soon associated with construction of Zone 3, Vernon Avenue. The area of Zones 1 and 2 is approximately 4.6 acres. The other subject area of this application is Zone 6, comprising the entire 3 acre parcel that is on the east side of Hillside Avenue and immediately adjacent to the Reservoir Park.

8th Avenue South is classified as an Arterial Boulevard and Edgehill Avenue is classified as a Collector Avenue in the Major and Collector Street Plan. Otherwise, Hillside Avenue and the new street, Vernon Avenue, are local streets.

Both sites gently slope upwards towards the reservoir and do not include any environmental features or tree canopy. The context of the surrounding site is a mixture of residential types, commercial, office, parks, and civic uses.

EXISTING PLAN

Zones 1 & 2

Zone 1 and 2 are currently approved as separate zones within the Reservoir SP, with a new alleyway proposed to separate them. Both sites are zoned to construct an urban mixed use development that activates the ground floor. Each site is permitted to construct a tower element. For Zone 1, this tower is approved to rise up to 150’ and 11 stories and in Zone 2 the tower is approved to rise up to 110’ and 10 stories. Otherwise, the structures massing is limited to the height of the Reservoir ring road. The approved plan also ensures that neither of these zones obstructs the historically significant viewshed of the Reservoir Gatehouse building to Rose Park as well as to Fort Negley. The tower elements were approved in certain locations on the site to ensure protection of these views.

Zone 6

Zone 6 is currently zoned to permit a mixture of townhomes and lower density stacked flat units. These units are limited to a maximum of 4 stories and are accessed via private driveways

AMENDMENT DETAILS

The application proposes to amend the Reservoir SP to include an additional development scenario for Zones 1 and 2 and to modify the permitted development in Zone 6.



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Zones 1 & 2

The application proposes to add a potential development scenario to the currently approved development scenario so that there are two alternatives for development in this area. In other words, the currently approved plan would still be an option, but an additional option is also possible. The application proposes an alternative that combines these two zones and removes the alleyway that was previously proposed to divide these two sites. In this development scenario, the application proposes to limit the building height to 7 stories, eliminating the towers that are permitted in the approved option, with a ground floor activated with commercial uses. The massing of this scenario is broken up with varying façade planes, courtyards, and material changes. The applicant has provided 3D renderings of this proposed development scenario as well as the currently approved development scenario to demonstrate the change in the impacts to the viewsheds that are protected in the currently approved SP zoning, most importantly the views related to Rose Park and Ft. Negley.

Zone 6

The application proposes to modify Zone 6 to allow a 5-story multi family residential development with a parking garage lined with residential units. Access is taken from Hillside Avenue and an open space area is provided at the northern end of the parcel.

ANALYSIS

Staff finds the proposed SP amendment to be consistent with the respective T4 CM and T4 NE policy in this location. The proposed land use and development pattern of Zones 1 and 2 are consistent with the guidance provided in the Community Character Manual for the Urban Mixed Use Corridor policy. The plan proposes an urban development with architectural and bulk standards that ensures an appropriate building form for this policy area. The land uses are consistent with the intent of the policy to provide higher-density mixed use development along this prominent corridor.

Additionally, staff finds the historically significant viewsheds to be protected to the same degree or greater with the 7 story scenario, although the currently approved tower design would still be an option.

Concerning Zone 6, staff finds the proposed building form and land use to be consistent with the T4 NE policy in this location. Zone 5 is located across Hillside Avenue and is in the review process to develop with a less intense form and density than what it was initially approved for. Therefore, staff finds the proposed increase in development potential for Zone 6 to form an appropriate transition in development intensity from the Reservoir Park to the surrounding neighborhood.

FIRE MARSHAL RECOMMENDATION

Approve

METRO WATER SERVICES AND STORMWATER RECOMMENDATION

MWS does not oppose this item continuing through the Planning Commission process. The following conditions are provided:

- 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



Metro Planning Commission Meeting of 03/23/23

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.

- A formal blasting plan for Zones 1 and 2, by a qualified geotechnical engineer, shall be provided prior to Final Specific Plan approval. This blasting plan shall also be reviewed by a qualified third party reviewer chosen by Metro Water Services, but paid for by Developer. The third party qualified reviewer shall be knowledgeable of the age, condition and vulnerabilities associated with Metro Water Services' infrastructure and assets potentially impacted by the blasting. Third party reviewer shall forward comments/concerns to Metro Water Services. Developer will accept edits to the blasting plan recommended by third party reviewer. In no event will blasting proceed unless and until third party reviewer and Metro Water Services agree that the blasting plan is safe and appropriate in light of the vital infrastructure potentially impacted.
- Developer shall provide Metro Water Services and Stormwater all insurance information evidencing appropriate liability limits carried by the developer, contractor, and/or blasting contractor performing blasting near Metro Water infrastructure and assets prior to Final SP approval. Pursuant to TCA 68-105-112, one million dollars (\$1,000,000.00) is the minimum liability insurance policy required during blasting operations for the use and benefit of any person who may be injured or aggrieved by wrongful act or omission of any employee, servant, officer, or agent in the conduct of business of the blaster, or the blaster itself. Due to the critical nature of the infrastructure and assets potentially impacted by the blasting, Developer is urged to obtain liability insurance in excess of the minimum amount required.

METRO HISTORIC RECOMMENDATION

Approve

METRO PARKS RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by NDOT. In general, on final: Callout roadway sections, ramps, sidewalks, curb & gutter, etc. per NDOT detail standards. Reference Major Street Collector Plan for ROW frontage requirements. Dimension ROW pavement widths for clarity. Note: A private hauler will be required for site waste/recycle disposal. Specific approval comments: Loading/unloading bays off Vernon Ave: Proposed West-facing, angled loading bays take WB-67 (semi) trucks through the following constrained intersections: Vernon/Hillside, Hillside/Edgehill. (cont.) Based on truck turning exhibits submitted to NDOT during prelim review, alterations to the loading/unloading bays off Vernon are preferred with a truck path established via Vernon Ave/8th Ave South intersection only. Prior to final, a discussion with NDOT and planning is required on the following: loading/unloading bay width, number of bays typical to similar retail, Vernon Ave street scape, street and intersection enhancements needed to accommodate (or screen) proposed retail back-of-house operations.



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TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- All previous conditions attached to this phase(s) of the Reservoir development are to be shown if not already conditioned/constructed.
- At Final SP an updated traffic analysis may be required to address the impact of the updated density for Zone 1 & 2 with the updated cross-section on Edgehill Ave.
- The roadway improvements along Edgehill shall be constructed (i.e., curb lines & street scape) but the final pavement markings shall be addressed at Final SP.
- Appropriate curb ramps and pedestrian infrastructure shall be installed at the corners of this developments frontage at each intersection.
- Comply with Roads on loading docks on Vernon Ave. On-street parking stalls on the South-side of Vernon may need to be removed to accommodate turn turning movements.
- Additional traffic comments forthcoming at Final SP.

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
Multi-Family Residential (220)	-		1,200 U	7,396	592	678

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
General Office (710)	-	-	450,000 S.F.	4248	625	583

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
Retail (820)	-	-	88,000 S.F.	6250	143	584

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
Supermarket (850)	-	-	35,000 S.F.	3735	102	407

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)	-	-	1,800 U	9,808	581	710



Metro Planning Commission Meeting of 03/23/23

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
Retail (820)	-	-	300,000 SF	11,325	282	1,143

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-496	-599	-399

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP district: 2 Elementary 1 Middle 1 High

The proposed additional 11 units in the SP are expected to generate four additional students than what is typically generated under the existing R8 zoning district. Students would attend Waverly-Belmont Elementary School, J.T. Moore Middle School, and Hillsboro High School. Waverly-Belmont Elementary and Hillsboro High school are identified as having capacity for additional students. J.T. Moore 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.

CONDITIONS

1. Permitted uses shall be limited to 1,800 multi-family residential uses and 300,000 square feet of non-residential land uses as specified on the plan. Short term rental property, owner occupied and non-owner occupied is prohibited in the entire SP.
2. All conditions of BL2018-1242 shall still apply, unless specifically modified with this application.
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. On the corrected set, update the Parking note on Page 24 as follows: Parking shall not exceed the maximum parking permitted within the UZO for the final uses, unless a parking study is provided to Planning at submittal of the final indicating why parking in excess of the maximum is needed. Only parking up to the maximums permitted by the UZO shall be exempt from floor area calculations.
5. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of Zone 1 & 2 – MUG-A, and Zone 6 – RM40-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council approved plan.



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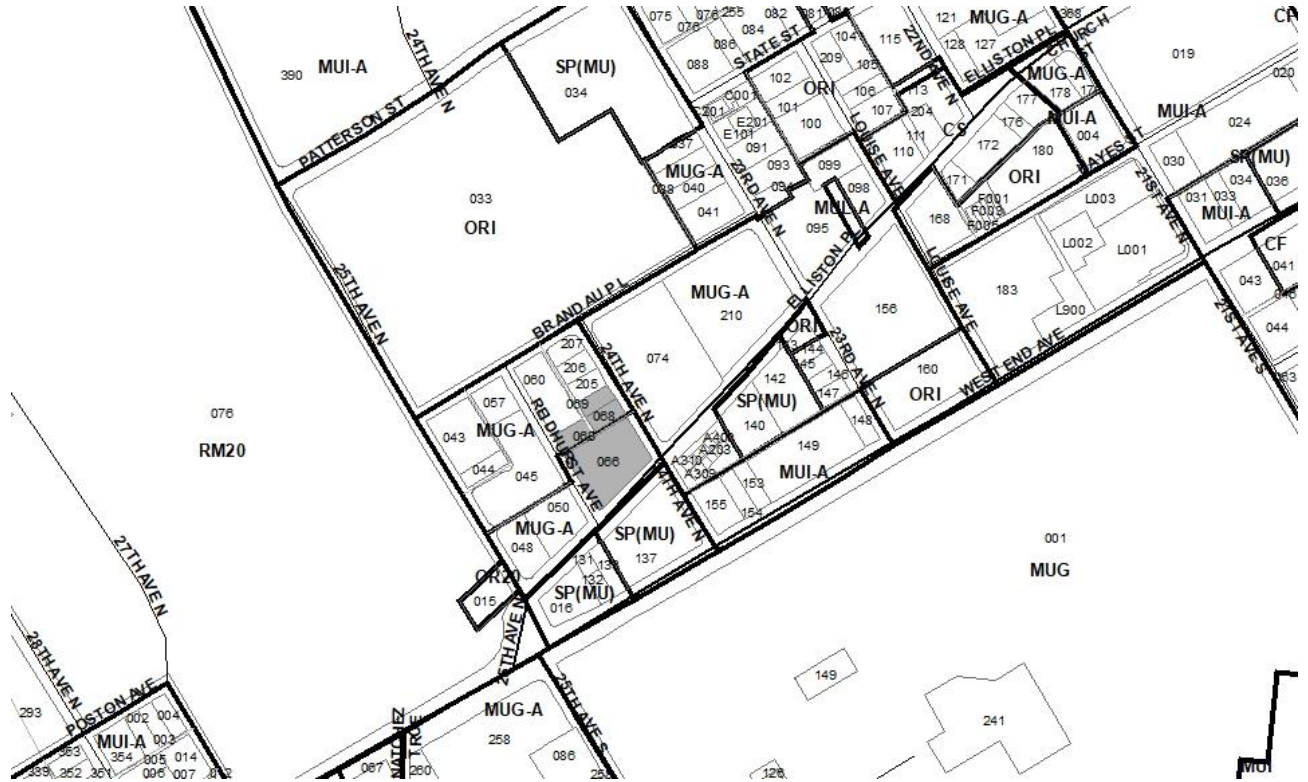
7. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association
8. The final site plan shall depict any required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
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. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
11. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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Metro Planning Commission Meeting of 03/23/23



2022SP-069-001
2400 ELLISTON PLACE SP
Map 092-15, Parcel(s) 066, 068-069
10, Green Hills – Midtown
21 (Brandon Taylor)



Metro Planning Commission Meeting of 03/23/23

Item #19

Project Name

Council District

School District

Requested by

Specific Plan 2022SP-069-001

2400 Elliston Place SP

21 – Taylor

05 – Christiane Buggs

Catalyst Design Group, applicant; Lorlyn, LLC and RMRTN, LLC, owners.

Staff Reviewer

Shane

Staff Recommendation

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

APPLICANT REQUEST

Preliminary SP to permit a mixed-use development.

Zone Change

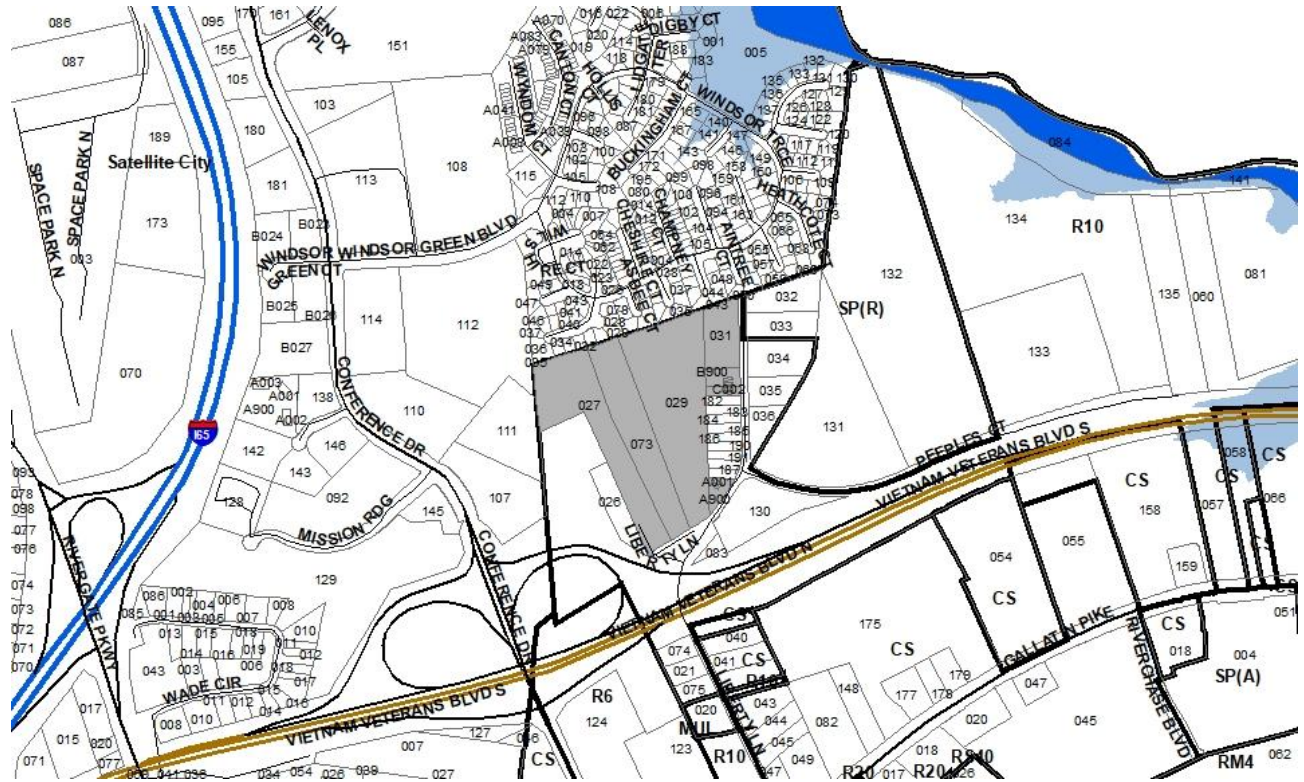
A request to rezone from Mixed Use General-Alternative (MUG-A) to Specific Plan (SP) zoning for properties located at 2400 Elliston Place, 207 and 209 24th Avenue North, and 206 Reidhurst Avenue, at the corner of Elliston Place and 24th Avenue North (1.38 acres), to permit 300 multi-family residential units and 12,500 square feet of commercial uses.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 03/23/23



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 03/23/23

Item #20

Specific Plan 2022SP-071-001

Project Name

Liberty Lane

Council District

10 – Young

School District

03 – Masters

Requested by

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, February 9, 2023, February 23, and March 9, 2023, Planning Commission meeting. No public hearing was held.

Staff Reviewer

Elliott

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Preliminary SP to permit a multi-family 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 Peoples Court, (26.59 acres), to permit 106 multi-family residential units.

Existing Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. Approximately 26.59 acres of this site is zoned R10. *R10 would permit a maximum of 98 lots with 24 duplex lots for a total of 122 units, based on acreage alone. Compliance with the requirements of the Subdivision Regulations may result in fewer lots. Codes makes final determination on duplex eligibility.*

Proposed Zoning

Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. The proposed SP zoning would permit a maximum of 106 multi-family residential units.

MADISON COMMUNITY PLAN

D Employment Center (D EC) is intended to enhance and create concentrations of employment that are often in a campus-like setting. A mixture of office and commercial uses are present, but are not



Metro Planning Commission Meeting of 03/23/23

Specific Plan (SP) Standards

1. Permitted uses shall be limited to a maximum of 106 multi-family residential units. Short-term rental property, both owner-occupied and non-owner occupied are not permitted.
2. The maximum FAR shall be 0.40.
3. The maximum ISR shall be 0.60.
4. Primary access to be from Liberty Lane. This is to be controlled using signage, and development entry features.
5. Prior to issuance of building permits for any new development in this SP, an emergency access easement(s) from Liberty Lane to the Piccadilly Apartment complex which allows emergency service vehicles access to Windsor Green Blvd. must be recorded and in effect.
6. There shall be a minimum of 20% open space.
7. Existing trees are to remain along perimeter property lines within a 20-foot easement. If townhomes or other attached homes are placed along the permitted of Windsor Green Subdivision or homes along Liberty Lane, then an additional 20-foot setback shall be required from the 20-foot easement.
8. All development within the boundaries of this SP shall meet the requirements of the Americans with Disabilities Act and the Fair Housing Act. ADA <http://www.ada.gov> U.S. Justice Dept.
9. Building facades shall be constructed of brick, brick veneer, stone, cast stone, cementitious siding, glass or materials substantially similar in form and function, unless otherwise approved on the detailed building elevations included with the preliminary SP.
10. Regarding Building Heights:
 - a. Building height shall be limited to a maximum of 45 feet.
 - b. Building height shall be measured from the average elevation (average of 4 most exterior corners) at the finished grade (final ground elevation).
 - c. Building height shall be measured to the midpoint of the primary roof pitch (the vertical distance from eave to midpoint) or to the top of the parapet for a flat roof.
 - d. Ancillary roofs shall not be taller than the primary roof.
11. The fallback zoning will be RM-4.
12. The final site plan/ building permit site plan shall depict any required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
13. Landscaping and tree density requirements per Metro Zoning Code. A complete landscape plan will be required with the Final SP submittal.
14. All parking will be provided per the Metro Zoning Code.

Regulatory Specific Plan Standards



Metro Planning Commission Meeting of 03/23/23

necessarily vertically mixed. Light industrial uses may also be present in appropriate locations with careful attention paid to building form, site design, and operational performance standards to ensure compatibility with other uses in and adjacent to the D EC area. Secondary and supportive uses such as convenience retail, restaurants, and services for the employees and medium- to high-density residential are also present.

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

SITE LOCATION

The application includes 7 parcels and comprises approximately 26.59 acres near the north-eastern boundary of Davidson County and adjacent to the satellite city of Goodlettsville. The site has frontage onto Liberty Lane, a local street. Liberty Lane connects to Gallatin Pike about half of a mile to the south bypassing under Vietnam Veterans Boulevard and an associated off-ramp. The site currently contains 4 single-family residences and a duplex lot. The site is generally flat with very limited instances of steep slope areas. The surrounding area includes single-family and two-family residential uses and vacant properties. The Windsor Green Subdivision in Goodlettsville abuts the site to the north. South of Vietnam Veterans Boulevard and on Gallatin Pike is a more intense commercial district.

REGULATORY STANDARDS

The application includes a regulatory document that provides standards that are to be reviewed for compliance with the final site plan application. The regulatory standards include all uses permitted by the RM4 zoning district and the bulk standards are also consistent with the RM4 zoning district. A standard is included that requires a minimum of 20% open space. The standards also require the primary access to the site to be from the southern end of Liberty Lane with emergency access provided at the northern end. Also, a standard is included that requires existing trees within 20' of the perimeter of the property to be preserved and with the existing trees within 40' of the Windsor Green Subdivision property line to be preserved if townhomes or other attached units are placed along the perimeter of Windsor Green.

ANALYSIS

Staff finds the proposed zoning to be consistent with the intent of the D EC policy to have medium-density residential land uses to support the economic activity that's planned for this area. This D EC policy area is primarily non-residential land uses and the proposed zoning is consistent with the D EC policy's intent to have less than 25% of the area as residential land use. The requested zoning district would allow for a development pattern with a scale and form consistent with the policy guidance and the context of the surrounding area. The requested SP zoning permits a similar number of units as what the existing zoning could likely realize. The site's ability to create a public street network in this area is limited and this condition supports a zoning district that will develop with private streets/drives like the proposed. Additionally, NDOT is conditioning a sidewalk



Metro Planning Commission Meeting of 03/23/23

extension to better serve the general area based on the increased density. The Fire Marshall has also reviewed the proposed request and is recommending approval of the request subject to the final development plans complying with all applicable fire codes.

FIRE MARSHAL RECOMMENDATION

Approve

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 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% Sanitary Sewer Capacity must be paid before issuance of building permits.
- Water provided by Madison Suburban Utility District.

MADISON SUBURBAN UTILITY DISTRICT RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- With the final: Callout the following per NDOT ST- detail sections: access and ADA ramps, sidewalks, curb & gutter. All ROW frontages shall adhere to the Major Collector Street Plan(MCSP). Dedicate ROW along all frontages to accommodate MCSP requirements. Provide call outs on final site plan for MCSP requirements.
- Show 'Now Entering Private Drive' signage where applicable off public roads into site.
- Provide internal and external stop control at private or public intersections.
- Where there may be potential vehicular or pedestrian sight distance issues at intersection and access ramps, provide stopping sight distance exhibits at any relevant intersections and accesses.
- Provide adequate sight distance spacing at all access ramps and public(or public) streets with on-street parking.
- Dimension ROW pavement widths for clarity.
- Provide a loading/unloading and waste plan for each aspect/phase of the total development.
- Provide any truck turning movements relevant to loading/unloading waste plan activities.
- Note: A private hauler will be required for site waste/recycle disposal. Comply w/ NDOT traffic comments.



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TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Coordinate with WeGo prior to Final SP submittal on any transit infrastructure needs in this area. This development shall construct/provide/contribute towards those needs.
- Ensure that along property frontages, MCSP requirements are being met
- These developments shall contribute towards the sidewalk connection on Liberty Lane down to Gallatin Pike. (Coordination ongoing and shall be finalized prior to final SP)
- As an additional improvement, these developments shall provide two pedestrian landings at the intersection of Gallatin Pike and Liberty Lane for the northeast and southeast corners. Stripe in the crosswalk for the east leg. Provide push buttons and signal heads for all corners of the intersection (Liberty Hills development has been conditioned to provide landings for the other two corners and crosswalks for the north, west and south legs).
- Parking shall be per code.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	26.59	4.356 D	122 U	1,249	92	122

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential 3-10 (221)	26.59	4 D	106 U	576	36	47

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-16 U	-673	-56	-75

METRO SCHOOL BOARD REPORT

Projected student generation existing R10 district: 7 Elementary 6 Middle 6 High

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

The proposed SP zoning is expected to generate 8 additional students than the existing R10 zoning. Students would attend Goodlettsville Elementary School, Goodlettsville Middle School, and Hunters Lane High School. Goodlettsville Middle School is identified as being overcapacity and Goodlettsville Elementary and Hunters Lane High School are identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapprove without all conditions.



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CONDITIONS

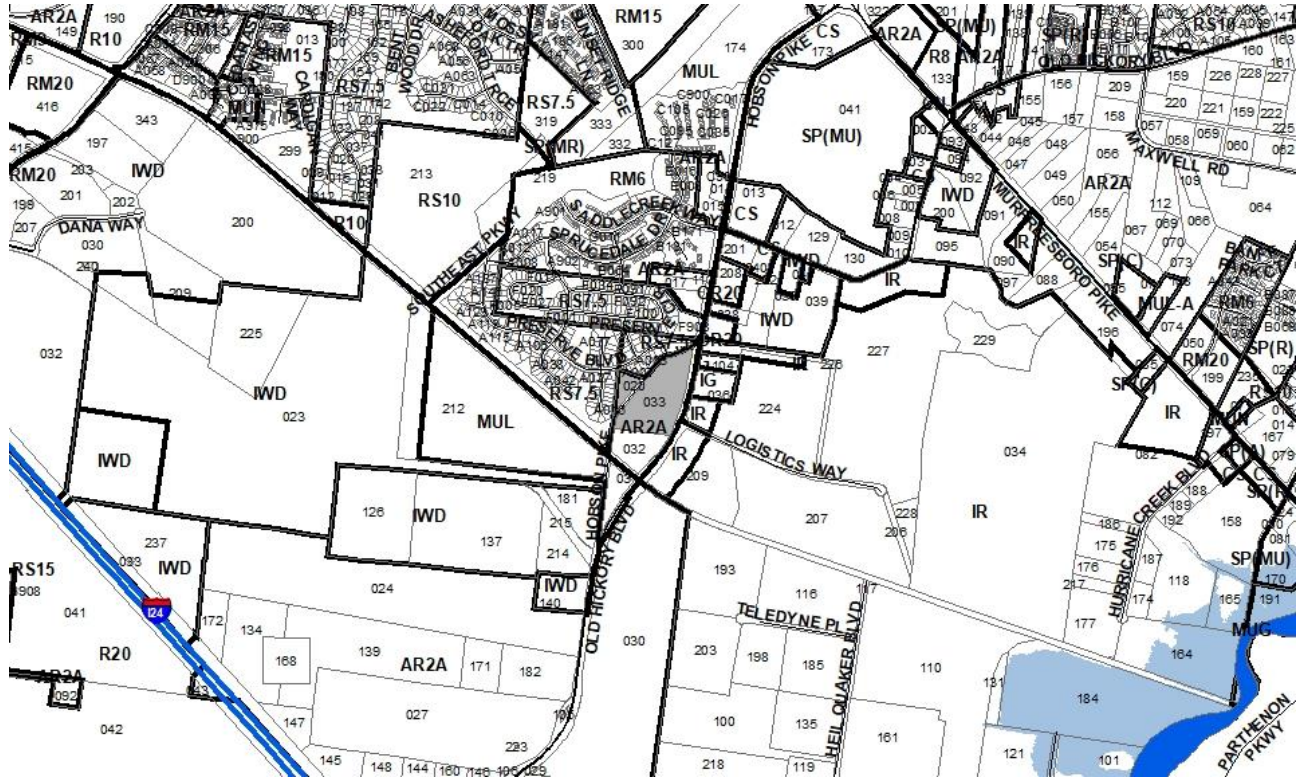
1. Permitted uses shall be limited to a maximum of 106 multi-family residential units. Short-term rental property, both owner-occupied and non-owner occupied shall be prohibited.
2. The applicant shall either provide a sidewalk connection from the development site to Gallatin Pike via Liberty Lane or shall contribute towards this sidewalk construction. The off-site sidewalk conditions or contribution shall be coordinated in conjunction with NDOT and Planning with the final site plan application.
3. Prior to the approval of the final site plan, an emergency access agreement shall be recorded, or a second access point shall be established.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
6. The Final SP plan shall depict any required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
7. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
8. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM4 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
9. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
10. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



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Metro Planning Commission Meeting of 03/23/23



2023SP-007-001
12782 OLD HICKORY BLVD RESIDENCES
Map 175, Parcel(s) 020, 033
13, Antioch – Priest Lake
32 (Joy Styles)



Metro Planning Commission Meeting of 03/23/23

Item #21	Specific Plan 2023SP-007-001
Project Name	12782 Old Hickory Blvd Residences
Council District	32 – Styles
School District	06 – Mayes
Requested by	Ryan Paige, applicant; Shekhar C. Thakur, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

SP to permit 80 multifamily residential units.

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning on properties located at 12782 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), at the southwest corner of Old Hickory Boulevard and Preserve Boulevard, (13.37 acres), to permit 80 multi-family residential units.

Existing Zoning

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

Proposed Zoning

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

SITE CONTEXT AND PLAN DETAILS

The approximately 13-acre project site consists of two parcels and is located on the west side of Old Hickory Boulevard approximately one mile north of I-24. It is adjacent to The Preserve at Old Hickory. The property along Old Hickory Boulevard is approximately 12 acres and has approximately 1,000 feet of frontage along Old Hickory Boulevard. The elevation is higher than Old Hickory Boulevard and the frontage consist of rock wall that is approximately 11 feet in height. The second property is located to the northwest of the property along Old Hickory Boulevard. It is approximately 1.5 acres and is landlocked. The two properties are separated by unbuilt right-of-way of Old Hobson Pike. The right-of-way runs to the southwest intersection of Preserve Boulevard and Old Hickory Boulevard. Alderbrush Court stubs into the project site unbuilt right-of-way.



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03/23/23
DLE #1300-0033
FEET (NAVD 88)



Proposed site plan

Site Plan

The plan calls for 80 attached and detached multifamily units with a density of approximately seven units an acre. The plan includes two unit types: cottage and townhome. All units front common open space, private drives, and public streets. Units range between two and three stories. All units include a garage and architectural standards are included. Architectural standards pertain to, but are not limited to orientation, windows, raised foundations and porches.



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The plan calls for Old Hobson Pike to be extended from Alderbrush Court to the southern site entrance. Right-of-way is proposed to extend to the southern property line. Access into the site is shown from Alderbrush Court and will connect to the proposed extension of Old Hobson Pike. A sidewalk connection from the proposed Old Hobson Pike to the sidewalk on Preserve Boulevard is provided. Parking consists of a mixture of surface parking and individual garage parking. The plan requires parking counts to be consistent with Metro Zoning Code requirements. Sidewalks are shown along one side of the extension of Old Hobson Pike and sidewalks per the Major and Collector Street Plan are required along Old Hickory Boulevard. Right-of-way dedication along Old Hickory Boulevard is included on the plan.

The plan includes active open space that includes a trail, playground, and other facilities. The plan also includes approximately three acres of undisturbed open space. The approximately 1.4 acre property on the west side of the proposed extension of Old Hobson Pike and adjacent to The Preserve at Old Hickory is located in an area to be left undisturbed. The plan includes limits of disturbance. A scenic landscape easement is provided along Old Hickory Boulevard. Landscape and tree density requirements are per Metro Zoning Code requirements.

ANTIOCH – PRIEST LAKE 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.

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

ANALYSIS

Staff finds that the proposed SP is consistent with the CO and T3 NM land use policies, at this location. While the immediate area is characterized as single-family, the T3 NM land use policy does support some change in character at appropriate locations. The site is located along Old Hickory Boulevard which is a busy arterial. The zoning on the opposite side of Old Hickory Boulevard from the proposed development is zoned for industrial and includes mostly large warehousing and distribution facilities. Given the location of the proposed project site, between The Preserve at Old Hickory and the industrial area on the opposite side of Old Hickory Boulevard the site is situated in a transitional area.

As proposed, the majority of the development footprint is on the opposite side of the proposed extension of Old Hobson Pike from The Preserve at Old Hickory. Four units adjacent to The Preserve at Old Hickory front onto existing landscaped open space in The Preserve at Old Hickory. The proposed plan will preserve densely wooded areas preserving important tree canopy and will



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provide a natural buffer to The Preserve at Old Hickory. The density for the proposed SP is consistent with The Preserve at Old Hickory. These elements provide for an adequate transition from The Preserve at Old Hickory to the industrial area on the opposite side of Old Hickory Boulevard.

The proposed unit type provides an additional housing option for the area. This can allow for existing residence looking to downsize to stay within the community. The design of the proposed project includes internal sidewalks, trails, and a sidewalk along the proposed extension of Old Hobson Pike and Old Hickory Boulevard. This will improve walkability for the area and provide opportunities for recreation within close proximity to residence of the development. The CO land use policy applies to some steep slopes adjacent to The Preserve at Old Hickory and along Old Hickory Boulevard. These areas are located in areas designated to be left undisturbed consistent with the CO land use policy. The adjacent property to the south that is located along Old Hickory Boulevard has inadequate sight distance along Old Hickory Boulevard and the extension of Old Hobson Pike will provide safe access to the property improving street connectivity.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

- Limited building detail, and/ or building construction information provided. Construction must meet all applicable building and fire codes. Any additional fire code or access issues will be addressed during the construction permitting process. Future development or construction may require changes to meet adopted fire and building codes. Access controlled gates shall be equipped with RF operated 'Click-2-Enter' system.

STORMWATER RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approved with conditions

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- With the final: Include proposed public roadway construction drawings (profiles, grades, drainage). Roadway construction drawings shall comply with NDOT Subdivision Street Design Standards. Callout roadway sections, (access and ADA) ramps, sidewalks, curb & gutter, etc. per NDOT detail standards. Show 'Now Entering Private Drive' signage where applicable off public roads. Provide internal stop control at intersections. Provide 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. Call out loading/unloading plan (or dumpsters) on site



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plan. Provide any truck turning movements relevant to loading/unloading activities. Note: A private hauler will be required for waste/recycle disposal.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Provide bedroom counts per unit types to confirm parking requirements are being met at Final SP submittal.
- Sidewalks need to be provided along property frontage per MCSP requirements. Full sidewalk must be in the public right of way.
- All improvements recommended in the traffic study shall be called out in the plans. Full design of improvements shall be provided in the building permit plan set. These improvements are still being worked out with the traffic consultant.

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)	13.37	0.50 D	6 U	78	9	7

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential 3-10 (221)	-	-	80 U	434	27	36

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+74 U	+356	+18	+29

METRO SCHOOL BOARD REPORT

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

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

The proposed SP zoning is expected to generate 11 more students than the existing AR2a zoning district. Students would attend Cane Ridge Elementary School, Antioch Middle School, and Cane Ridge High School. There is additional capacity for elementary and middle school students. Cane Ridge High School is listed as 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 disapprove without all conditions.



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CONDITIONS

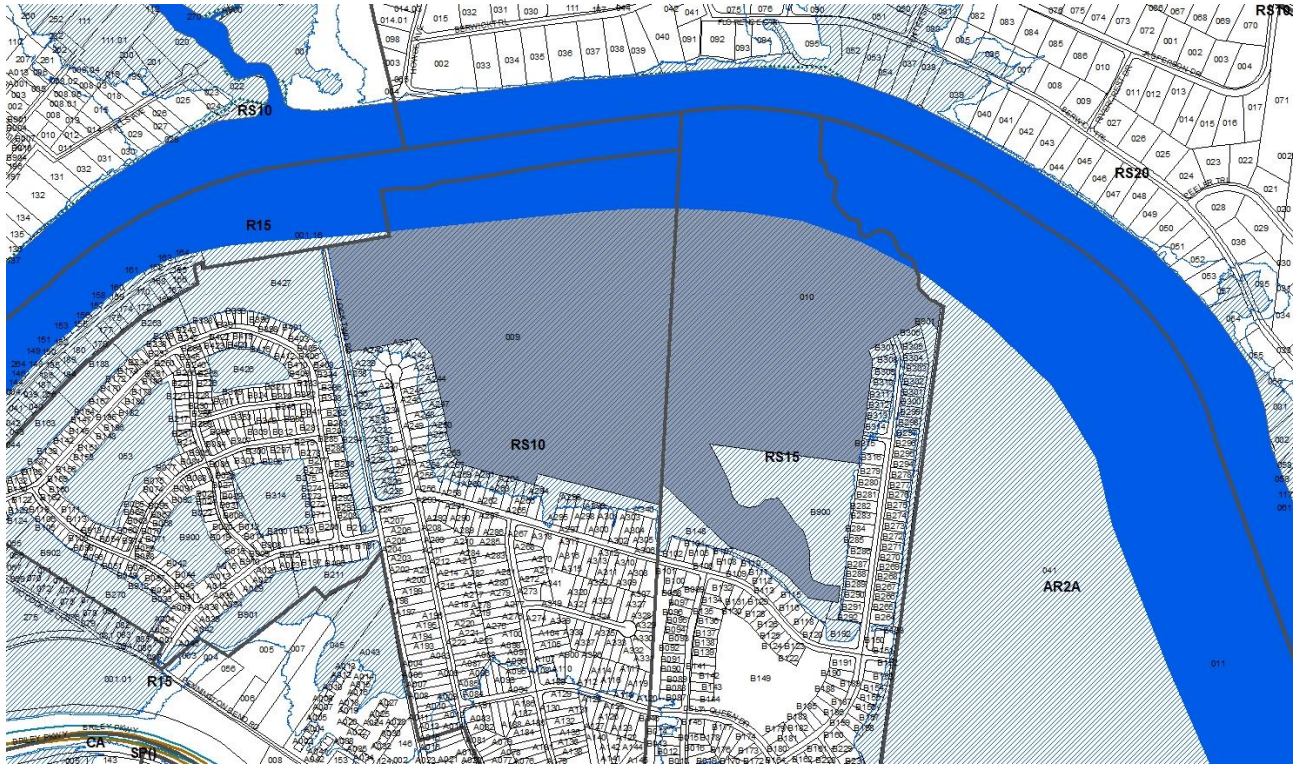
1. Permitted uses shall be limited to 80 multi-family residential units. Short term rental property, owner occupied and short-term rental property, not-owner occupied shall be prohibited.
2. ROW per the Major Collector Street Plan shall be dedicated prior to the issuance of any building permits. Required ROW dedications must be identified on any final site plan. Sidewalks along Old Hickory Boulevard shall be constructed per the Major and Collector Street Plan.
3. All efforts shall be made to provide a direct sidewalk connection from the development to Old Hickory Boulevard, particularly at the northern point of the development and at the southern point along Old Hickory Boulevard. The feasibility and location of the sidewalk connection shall be determined with final site plan review.
4. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
5. Comply with all conditions and requirements of Metro reviewing agencies.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9 zoning district as of the date of the applicable request or application.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



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2023SP-012-001

PENNINGTON BEND LIFE PLAN COMMUNITY SP

Map 052, Parcel(s) 009, 010

14, Donelson – Hermitage – Old Hickory

15 (Jeff Syracuse)



Metro Planning Commission Meeting of 03/23/23

Item #22a

Project Name

Associated Case

Council District

School District

Requested by

Specific Plan 2023SP-012-001

Pennington Bend Life Plan Community SP

18-86P-001

15 – Syracuse

04 – Nabaa-McKinney

Civil & Environmental Consultants, Inc., applicant; The Stevenson Trust No. 6, Stevenson Trust No. 7, and J.E. Stevenson, Trustee, owners.

Deferrals

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

Staff Reviewer

Swaggart

Staff Recommendation

Disapprove.

APPLICANT REQUEST

SP to permit 234 residential units and 75 bed assisted-care living facility.

Zone Change

A request to rezone from Single-Family Residential (RS10 and RS15) to Specific Plan (SP) zoning on properties located at 4340 Longfellow Drive and 2646 Lock Two Road, at the current terminus of Longfellow Drive, partially located within a Planned Unit Development Overlay District (135.06 acres), to permit 234 multi-family residential units and a 75 bed assisted-care living facility.

Existing Zoning

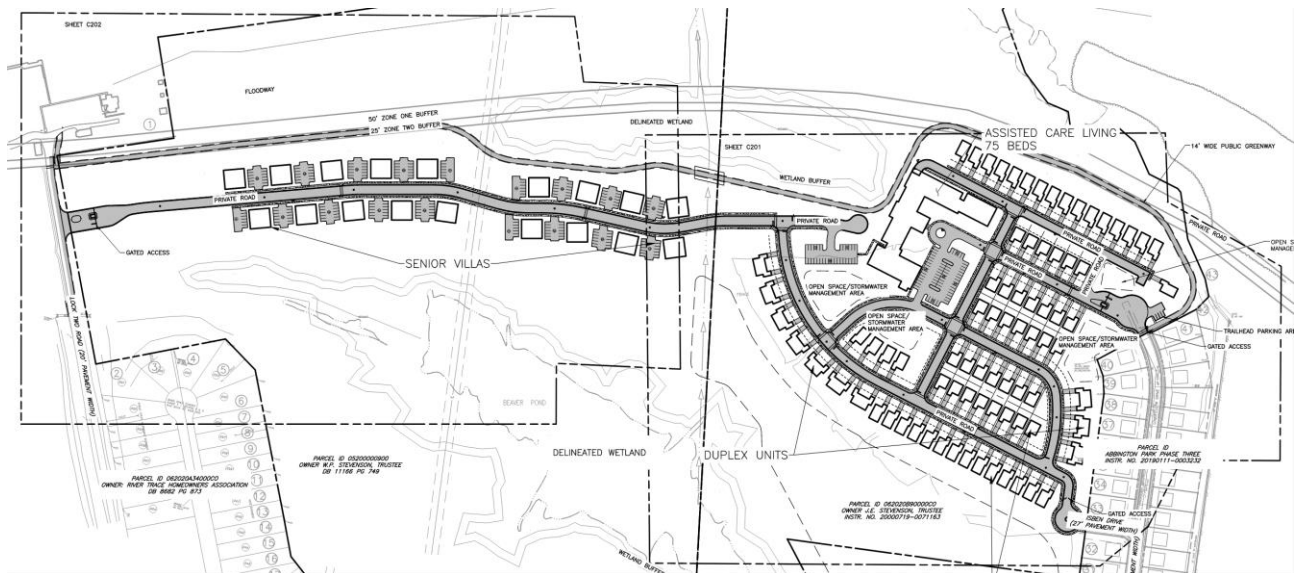
Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. The portion of the project zoned RS10 is also within a PUD. The PUD is approved for 91 single-family residential lots.

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. *The approved preliminary subdivision for the area zoned RS15 permits up to 89 single-family lots.*

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



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Proposed site plan

Proposed Zoning

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

SITE CONTEXT AND PLAN DETAILS

The approximately 135-acre project site consist of two parcels, located on the northeast corner of Pennington Bend with frontage along the Cumberland River. Access to the site is from Lock Two Road on the west side of the site and Longfellow Drive and Isben Drive on the east side of the site. The site is split zoned. The eastern parcel making up the site is zoned RS15. It is an undeveloped portion of the Abbington Park subdivision. The approved preliminary plan for Abbington Park includes 399 single-family residential lots and 298 lots have been platted. The last revision approved for this unbuilt portion of Abbington Park includes 89 single-family residential lots. The western parcel is zoned RS10 and is within a residential PUD. The River Chase PUD was originally approved in 1986 and includes existing single-family development south of the site. The last approved preliminary plan for this portion of the PUD includes 91 single-family lots. The entire site is in floodplain and includes floodway as well as wetlands.



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Site Plan

The proposed plan consists of a mixture of unit types classified in the SP as single-family/homes, villas and duplex. Per Metro Zoning Code all units are classified as multi-family residential. An assisted care living facility is also included. Since the Code classifies all uses as multi-family, this report will refer to single-family/homes as detached multi-family, Villas as multi-family and duplex units as multi-family attached. The plan includes a total of 259 residential units. Unit counts are as follows:

- Detached Multi-Family: 70 units
- Multi-Family: 144 units (8 unit buildings)
- Attached Multi-Family: 20 units (2 unit buildings)
- Assisted Care Living: 25 units (75 beds 3 beds count as one unit)

The detached multi-family and attached multi-family units are concentrated on the eastern side of the site and the multi-family units are located on the western side of the site. The assisted care living facility is centralized on the site. The maximum height for all units, including the assisted care living facility is two stories. The plan includes architectural standards. Standards pertain to, but are not limited to entry locations, glazing, materials, and porches.

Access into the site is proposed from Longfellow Drive, Isben Drive and Lock Two Road. No public roads are proposed, and all drives/roads throughout the development are private. Access into the site is gated. Sidewalks are shown along all private roads. The private sidewalks connect to existing sidewalks on Longfellow Drive. Parking is per Metro Zoning Code requirements and include a variety of garage and surface parking. The plan includes a greenway that connects Lock Two Park to Longfellow Drive. A trailhead with some parking is shown at the end of Longfellow Drive and is open to the public.

DONELSON – HERMITAGE – OLD HICKORY 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.

ANALYSIS

The entire project site is within CO policy which recognizes the floodplain that encumbers the project site. Staff recognizes that both Abbington Park and Riverwood Chase are vested for a total of 172 single-family residential lots and that the proposed project reduces the development footprint and preserves more open space than the currently approved plans for Abbington Park and Riverwood Chase (about 73.5% proposed open space versus 60% under the currently approved plan). The proposed plan also provides for a greenway along the river. The reduction of the development footprint, increase in open space and provision of the greenway are all positive attributes of the proposal; however, staff is concerned with other elements of the project.



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While the proposed plan reduces the development footprint which is moving towards the goals of the CO land use policy, the proposed project would result in an increase in density from what is currently approved. The proposed project includes 87 additional residential units from what is currently approved with Abbington Park and Riverwood Chase. Given the CO land use policy, increasing the density from what is currently approved is not appropriate. Furthermore, staff has concerns with an assisted care living facility being placed within a floodplain in an area with limited access. The most direct ways out of the project site are Lock Two Road and Longfellow Drive. Both connect to Pennington Bend Road to the south and the distance from the project site to McGavock Pike is approximately 2.5 miles. Given these concerns, staff recommends disapproval.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

- Limited building detail, and/ or building construction information provided. Construction must meet all applicable building and fire codes. Any additional fire code or access issues will be addressed during the construction permitting process. Future development or construction may require changes to meet adopted fire and building codes. Access controlled gates shall be equipped with RF operated 'Click-2-Enter' system.

STORMWATER RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approved with conditions

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

METRO GREENWAYS RECOMMENDATION

Approve with conditions

- Applicant to design, build and maintain landscaping along the greenway and shoulders to Metro Parks standards approved by Metro Parks Greenways Division staff, including but not limited to lighting, construction materials, width, ADA compliance, signage, trailhead, bicycle storage, site furniture etc.
- Applicant to dedicate a Conservation Greenway Easement across the floodway and wetland plus 75' buffer and to the extent necessary to include all aspects of greenway connectivity throughout the site. Easement width outside floodway and wetland buffer to be a minimum of 20' wide.
- Applicant to enter into a Conservation Easement Agreement with Metro (Parks) to include boundary survey and legal description of the easement, along with a participation agreement for the design, construction and perpetual maintenance of the greenway to run with the land.



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Coordinate with Metro Parks Greenways staff for Park Board and Metro Council approval process for these Agreements. Approved Agreements to be recorded with Register of Deeds prior to Final SP approval.

- Greenway trail to be open to the public 365 days/year per Metro Parks approved operating hours.
- Applicant to co-ordinate with Parks for how it ties in to Lock Two Park.
- Construction of greenway must be approved by Metro Parks and Metro ADA prior to issuance of first Use and Occupancy permit.
- Coordinate with Metro Parks staff on the final alignment and design of the entire greenway and trailhead and trailhead signage. Design and construct the greenway and trailhead to Metro standards.
- Co-ordinate with Metro Parks for lighting and site furnishings.
- Applicant to provide designated greenway and ADA- compliant greenway parking.
- The development should be trail-oriented: no dumpsters, loading zones, HVAC units, etc fronting the greenway. No conflict between pedestrians and parking garage and loading zone ingress and egress. Screen façade of parking garages from greenway view.

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- General conditions: 'Roadway construction drawings shall comply with NDOT Subdivision Street Design Standards. Callout roadway sections, (access and ADA)ramps, sidewalks, curb & gutter, etc. per NDOT detail standards. Show 'Now Entering Private Drive' signage where applicable off public roads. Provide internal stop control at intersections. Dimension ROW pavement widths for clarity. Note: A private hauler will be required for waste/recycle disposal. Comply w/ NDOT traffic comments.' Approval road conditions: Provide ST-252 paving schedule for road widening on Lock 2 Rd. (cont.) Provide 1-1/2' Mill & overlay to CL of Lock 2 Rd. to tie-in extents of road widening. If road widening occurs on each side of Lock 2 Rd., then provide mill & overlay to CL on each side.
- Close sidewalk gap (highlighted) along Lock 2 Rd. between Cain Harbor and Penn Meade Dr. To function as Cain Harbor/Riverbend Dr. cross access through public road Penn Meade Way up to existing sidewalk connection North along Lock
- Cul-de-sac(no island) turn-a-round being dedicated as ROW at the terminus of Longfellow requires sidewalks both sides, per ST-331 and commercial ramps off the ROW, per ST-324. (cont.) Follow road section paving schedule for cul-de-sac.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- All driveways must be at least 30 feet apart. Some driveways may need to be combined for a shared drive.
- The gated access on Longfellow Drive needs to be pushed back into the site and space for a turn-around are needed.
- Traffic study shall be finalized prior to Final SP.



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	-	3.7 D	45 U	725	56	74

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)	-	2.47 D	89 U	719	52	70

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)	-	-	234 U	1,272	85	116

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
Hospital (310)	-	-	75 B	152	17	19

Traffic changes between maximum: **RS10/RS15 and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-20	-6	-9

STAFF RECOMMENDATION

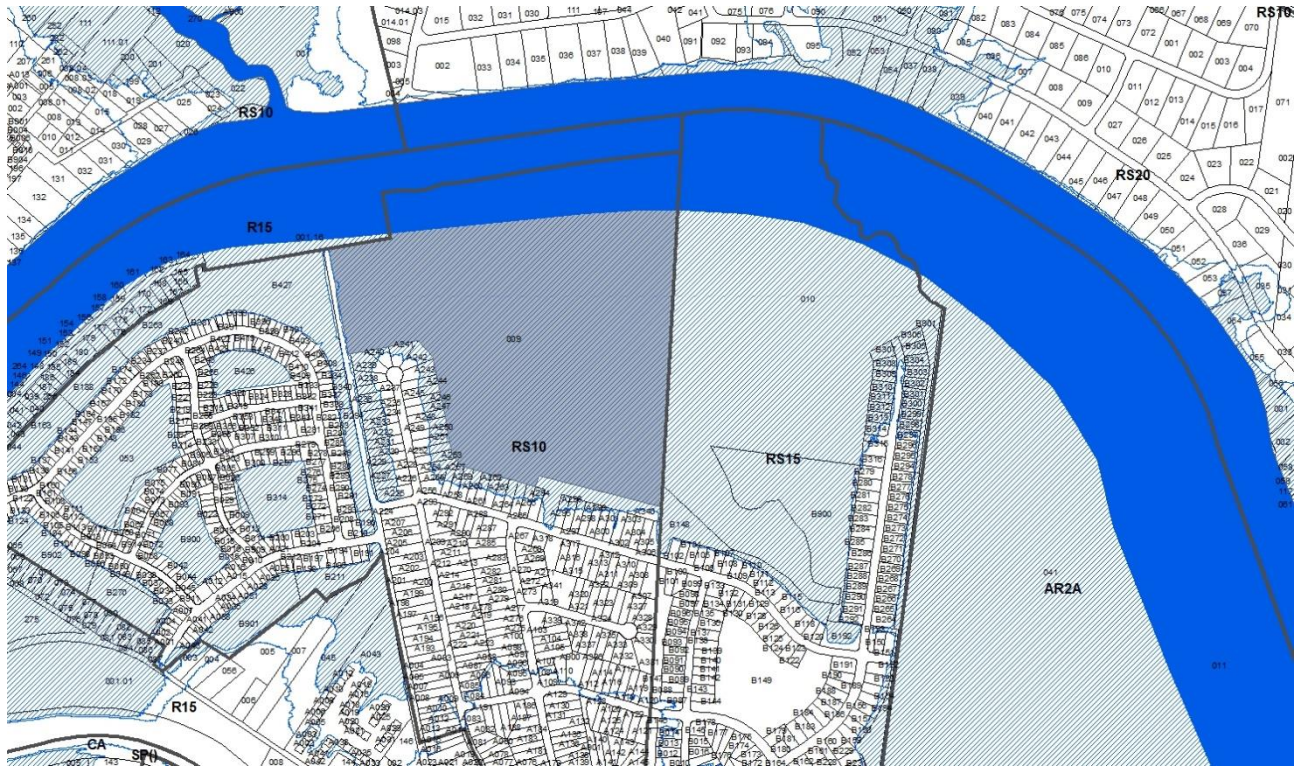
Staff recommends disapproval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 03/23/23



18-86P-001
RIVER CHASE ESTATES (CANCELTION)
Map 052, Parcel(s) 009
14, Donelson – Hermitage – Old Hickory
15 (Jeff Syracuse)



Metro Planning Commission Meeting of 03/23/23

Item #22b	Planned Unit Development 18-86P-001
Project Name	River Trace Estates (Cancelation)
Associated Case	2023SP-012-001
Council District	15 – Syracuse
School District	04 – Nabaa-McKinney
Requested by	Civil & Environmental Consultants, Inc., applicant; The Stevenson Trust No. 6, Stevenson Trust No. 7, and J.E. Stevenson, Trustee, owners.

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

Staff Reviewer Swaggart
Staff Recommendation *Disapprove.*

APPLICANT REQUEST

Cancel a portion of a Planned Unit Development.

PUD Cancelation

A request to cancel a portion of a Planned Unit Development (PUD) Overlay District for property located at 2646 Lock Two Road, north of Cain Harbor Road, zoned Single-Family Residential (RS10), (76.21 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. The PUD limits the number of units to 91 single-family lots.

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

DONELSON – HERMITAGE – OLD HICKORY COMMUNITY PLAN

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.



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Approved PUD Plan



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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.

PLANNED UNIT DEVELOPMENT OVERLAY HISTORY

There have been several PUD revisions in the past. The last revision for this portion of the River Trace PUD is approved for 45 single-family lots. The approval includes a condition that requires the approximately 47 acres of open space on the approved plan to be dedicated for conservation. Prior to the last approval, it was approved for 131 single-family lots.

ANALYSIS

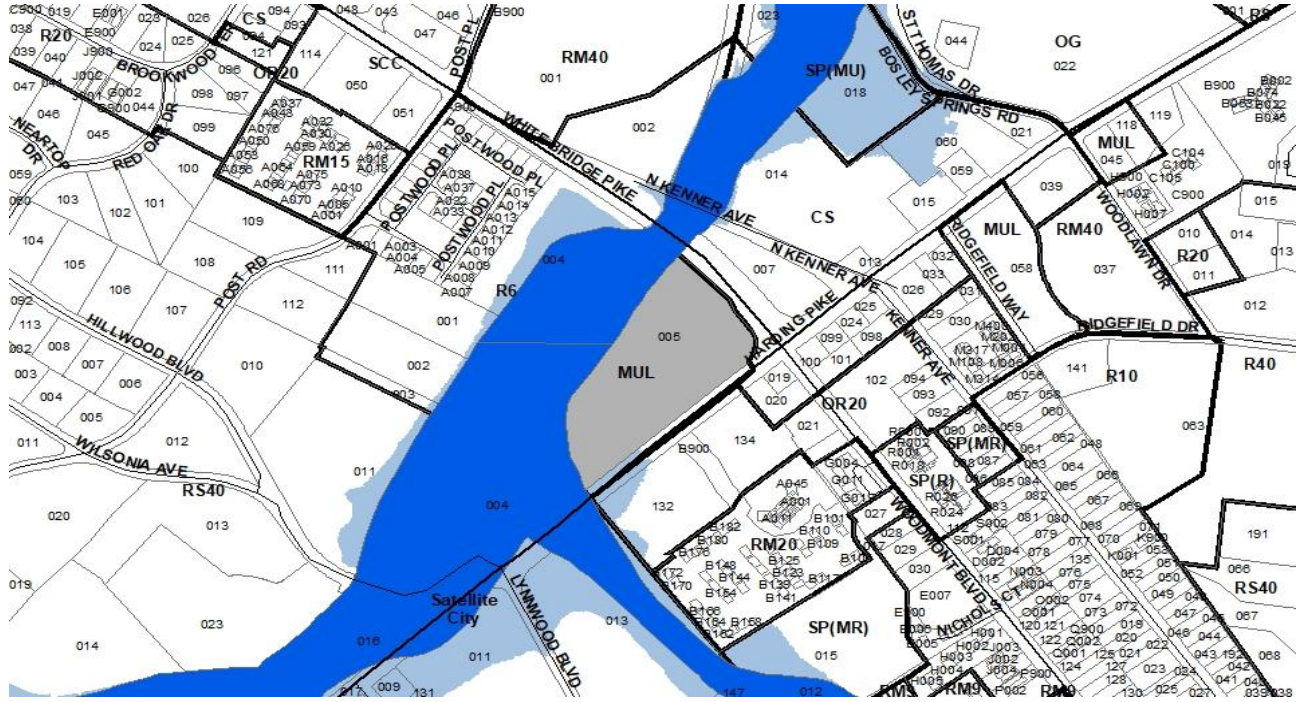
This application is associated with SP proposal, case number 2023SP-012-001. The SP proposes a multi-family development and assisted-care living facility. Due to the surrounding single family development pattern, it has been determined that the proposed SP is not consistent with the Suburban Neighborhood Maintenance (T3 NM) land use polices that apply to the site. This PUD cancelation is necessary for the proposed SP. Since staff is recommending disapproval of the associated SP proposal, then staff recommends disapproval of this cancelation.

STAFF RECOMMENDATION

Staff recommends disapproval.



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2023SP-018-001
BELLE MEADE PLAZA
Map 116-03, Parcel(s) 005
10, Green Hills - Midtown
24 (Kathleen Murphy)



Metro Planning Commission Meeting of 03/23/23

Item #23

Specific Plan 2023SP-018-001

Project Name

Belle Meade Plaza

Council District

24 – Murphy

School District

08 – O’Hara Block

Requested by

Barge Cauthen & Associates, applicant; BMP LLC, owner.

Deferrals

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

Staff Reviewer

Shane

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Preliminary SP to permit a mixed-use development.

Zone Change

A request to rezone from Mixed Use Limited (MUL) to Specific Plan (SP) zoning for property located at 4500 Harding Pike, southwest of the corner of White Bridge Pike and Harding Pike (10.57 acres), to permit a mixed-use development.

Existing Zoning

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 consists of one parcel located west and north of the intersection of White Bridge Road and Harding Pike. It is bordered on the north and west by Richland Creek and the Seaboard System Railroad ROW, on the north and east by the White Bridge Road bridge, on the south and east by Harding Pike, and on the south and west by a partially wooded tract of land owned by the H.G. Hill Realty Corporation within the city limits of Belle Meade, zoned Residence “B” (comparable to RS40 in the Metro Zoning Code) and within the floodplain. Offices, retail, and multi-family uses are located across Harding Pike and White Bridge Road, zoned both OR20 and CS (with those across White Bridge Road being in the Harding Town Center UDO).



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Case Background

A pre-application request was received in November of 2022 with a plan for a mixed use development. Heights of the westernmost buildings were shown at fifteen stories tall, with lower buildings as you moved to east toward White Bridge Pike. Additionally, a vehicular ring road with head in parking was included around the low-slung retail buildings along the public streets. Planning Staff provided feedback on the plan and a modified plan was submitted for formal application review. The original application was received in December of 2022. This application also featured high-rise buildings as tall as 15 stories, with heights increasing from northeast to southwest through the site. The ring road remained as a feature, but parking was converted to parallel as opposed to head in parking. Staff reviewed the original submittal and provided comments to the applicant which resulted in additional revisions. Subsequent revisions lowered the maximum height to thirteen stories and reoriented it to decrease from northeast to southwest so that the intensity transitioned down away from the intersection. The ring road was removed and the central plaza reworked to allow fire access for all buildings.



Proposed site plan

Site Plan

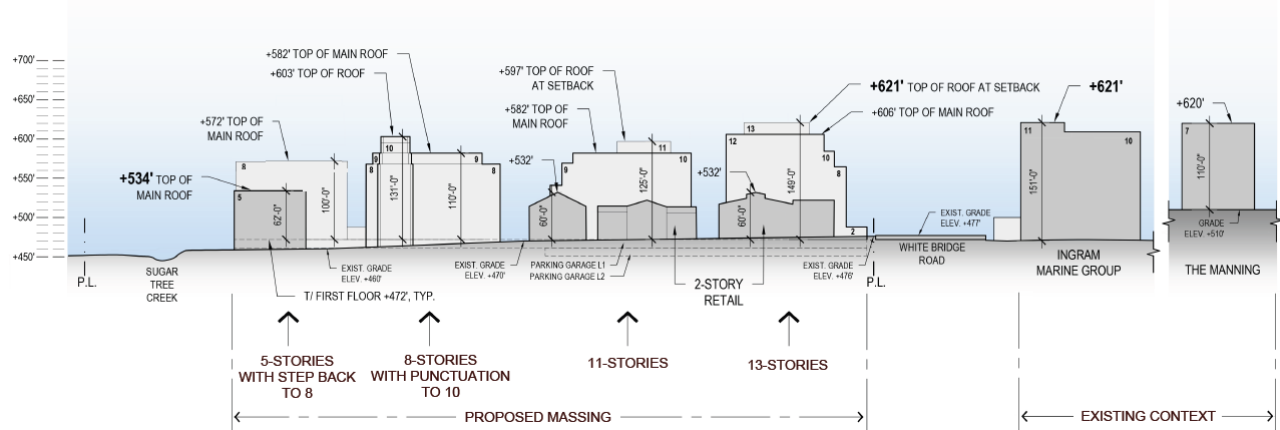
The SP is intended to create a mixed-use development. The plan authorizes the creation of 388 multi-family residential units, 80,000 square feet of commercial space, and 78 hotel rooms. The SP includes a site plan as well as bulk and architectural standards, parking and preliminary landscaping notes, and a table of permitted uses.

The provided architectural standards result in buildings with high levels of activation at the pedestrian level and glazing and articulation throughout. Four buildings with stepped massing will ring the outer edge of the property along Richland and Sugar Tree Creeks. They generally scale down from the intersection westward. Moving west to east, the proposal includes:



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- Two residential buildings separated by a 1 story amenity and pool area; in working with staff, the applicant agreed to limiting the westernmost building to 5 stories in height along Harding Pike, with a stepback to 8 stories at the interior of the site
- In working with staff, the applicant agreed to limiting the second westernmost building height to 8 stories with a limited habitable punctuation of height, distinguished as an important architectural feature or placemaking element generally consistent with the height plan below (appropriate proportions will be determined at the time of final site plan).
- A proposed 11-story residential building, and a proposed 13-story residential and hotel building (the latter two with retail at the ground floor).
- Passive green roofs are included atop each building. The structures will be accessed by a private drive and access easement connecting to the east under White Bridge Road and to the south along Harding Pike. A roundabout with auto drop-off area, which serves as a fire access, will be located in front of the westernmost building while a pedestrian promenade will connect to the north between the easternmost buildings and provide access to the greenway planned along Richland Creek.



Proposed height plan

A greenway along the rear of the property, located within the floodway buffer, will make partial use of the pier structures upon which the existing commercial buildings sit. However, it will also replant and recover much of the disturbed creekbank. The current development consists not only of several acres of surface parking but also buildings and parking structures over top of much of the creek. Their removal will allow daylight to reach the creek once more. Formal and informal landscape design will be used to create a meandering path behind the planned towers, which will flow seamlessly into outdoor seating and plaza areas interior to the development. A “platform park” at the westernmost edge of the property will allow users to experience the creeks from above. A condition requires a Conservation Greenway Easement to be applied to all areas pertaining to the proposed greenway, which will be maintained by the developer.

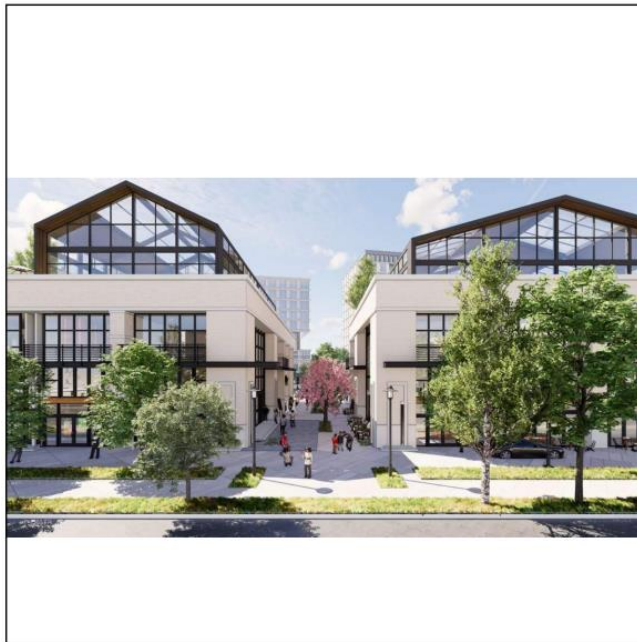


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View of Proposed Greenway at Belvedere Terminus

The quadrant of the site closest to the intersection of White Bridge Road and Harding Pike will feature five 2-story retail buildings (with tall gable roofs to better transition to the towers beyond) accessed by the private drive (which will feature head in parking for patrons). These buildings will be organized around a “town center” plaza. The buildings will be accessible by pedestrians from Harding Pike. A linear pedestrian plaza will stretch from the town center to the Harding Pike ROW to provide a central entrance for pedestrians to the development. Outdoor seating and dining areas will be prominently featured.



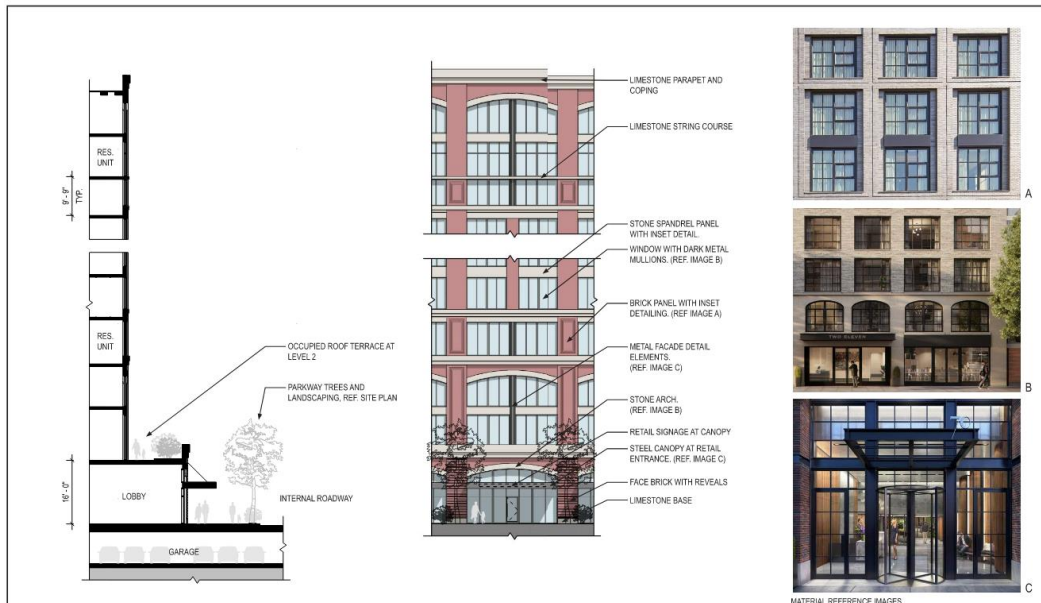


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Town Center Views

FAR is set at a maximum of 1.69. ISR is limited to 0.90, with setbacks and build-to limits as illustrated on the plan. A minimum of 920 parking spaces will be provided, mostly in an underground parking structure with four access points throughout the site, but also along the private drive. Parking garage use is to be shared and available for public use as required for the occupancies provided within the SP development. Bicycle parking and landscaping will be per code. FAR for the entire site is limited to 1.69. The development will implement the MCSP requirements for ROW dedication along Harding Pike. A condition requires the developer to comply with all WeGo infrastructure requirements.



Example Façade Design



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From Harding Pike

Traffic Impact and Mobility Study – Belle Meade Developments

Because of the existing zoning on site (Mixed Use Limited) and the development potential provided by the large acreage, the proposed SP plan generates fewer overall trips than a redevelopment maximizing entitlements under current zoning would. NDOT has studied the impacts of the proposed development in the context of the broader development environment around the Harding Pike/White Bridge Road intersection. A mobility study was prepared at the direction of NDOT to look at the broader area and take into consideration this site and other nearby future development opportunities. The mobility study requires new projects within the T5 Center along Harding Pike to collectively provide the following improvements: dedicate ROW necessary for a 7-lane cross-section for Harding Pike; relocate the signal at Kenner Avenue to Ridgefield Way one block to the northeast; provide an extra turn lane at the relocated intersection; retime the intersection of Harding Pike with White Bridge Road/Woodmont Boulevard; upgrade the technology to incorporate real-time adaptive capabilities at all signals along the corridor; install a mini-roundabout at the intersection of Woodlawn Drive and Ridgefield Drive; and convert all three transit stops in the vicinity to “super stops” (comparable to the stop along Nolensville Pike in front of the Wal-Mart). Contributions must also be made to multiple studies relating to capacity and traffic flow in the area.

GREEN HILLS – MIDTOWN COMMUNITY PLAN

T5 Regional Center (T5 RG) is intended to enhance and create regional centers, encouraging their redevelopment as intense mixed use areas that serve multiple communities as well as the County and the surrounding region with supporting land uses that create opportunities to live, work, and



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play. T5 RG areas are pedestrian friendly areas, generally located at the intersection of two arterial streets, and contain commercial, mixed use, residential, and institutional land uses.

ANALYSIS

Centers in NashvilleNext are places where residents and visitors can live, work, and recreate. Centers are a place to engage in commercial, civic, and recreational activities on a grander scale than can be found in individual neighborhoods or communities. T5 Centers, one of the most intense classifications within NashvilleNext, are envisioned to evolve over time into complete communities that feature a mixture of housing convenient to commercial, employment, and recreational land uses. T5 RG policy has been in place on this site since the adoption of NashvilleNext in 2015.

Generally, buildings are taller in T5 Centers than in surrounding Community Character Policies, accommodating multiple uses and functions and often providing structured parking, entertainment, office, and open space. Developable land is used to the highest extent possible, building upward rather than outward. T5 Regional Centers (T5 RG) in particular are identified as intense mixed-use areas, serving not only local residents but possibly having a regional draw as well.

T5 RG policy is intended for sites at the intersection of two arterials where a vibrant mix of uses, housed in buildings with minimal spacing and setbacks, are planned. Heights of buildings can reach up to 15 stories, depending on the context. Access to transit and a high level of public amenity provision is expected, including potential off-site improvements to address development impacts.

The plan presented for Belle Meade Plaza meets many of the goals of this policy, which as noted above was put in place with NashvilleNext. Buildings do not exceed the maximum height recommended. Several public infrastructure benefits are offered, including greenway construction, dedication, and maintenance, along with traffic improvements on Harding Pike over and above those required by the “Traffic Impact and Mobility Study – Belle Meade Developments,” including a shared parking study due at Final SP approval, lighting enhancement and coordination with adjacent property owners for the greenway connection, and the rebuilding of the traffic signal and pedestrian infrastructure at the central entrance, which will further help offset any variation in traffic generation. Greater provision of retail services will benefit incoming residents as well as existing neighbors. A high level of architectural quality will be required in line with the prominence of the site. T5 policies require contextual approaches to development; therefore, height will transition down to the west, where the development interfaces more directly with residential areas. Parking will be hidden underground or behind the front row of buildings, thus improving the groundplane and pedestrian experience.

This area has been targeted for increased residential and commercial offerings in line with the overall vision for the county set forth in NashvilleNext. That vision sees T5 Centers like this as walkable, transit-served nodes of activity that serve the broader community. The development as proposed will advance this vision and spur investments in the transportation system that will lead to a more multi-modal and accessible Nashville. The SP and the proposed conditions include design standards that integrate the proposed height and density well into the community. The proposal will provide numerous public infrastructure benefits and maximize this prominent location within a T5 Center along a multimodal corridor.



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FIRE MARSHAL RECOMMENDATION

Approve with conditions

- 3/2/23- Reviewed revised SP plan dated 3/1/23. PLAWC. Fire access added from central courtyard area. Building locations have been adjusted on the site plan. Limited building construction details are provided. Additional changes to site or buildings may be required to meet fire code requirements once additional building information is provided during construction design review process.

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 TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- The applicant shall install a third Westbound Lane on Harding Pike from the intersection of White Bridge Pike to the Hillwood Blvd/Lynnwood Blvd intersection. The additional lane on Harding will require modifications to the existing bridge over Sugartree Creek/Richland Creek. The half of ROW cross-section shall consist of an 8' sidewalk, 10' grass-strip, 2.5' curb & gutter, minimum of three 11' Westbound travel lanes, and 5' for the half center turn lane, totaling 58.5'. Any necessary ROW needed for the 7-lane cross-section per the MCSP shall be dedicated to the city of Nashville at no cost for future roadway improvements on Harding Pike.
- At Final SP the applicant shall submit a shared parking study to verify the necessary number of parking spaces for this development.
- The applicant shall work with the adjacent property owner to improve the connectivity between parcels through the shared access drive under the White Bridge Pike over-pass, for vehicular traffic and pedestrian traffic. Additional lighting enhancements through the shared access road shall also be installed. Prior to any Final SP's, the applicant shall provide additional study of the intersection of N. Kenner Ave. and the shared access drive. The applicant will be responsible for implementing any identified improvement to the operation.
- At the intersection of Harding Pike and the Central access drive, the developer shall rebuild the existing wood pole traffic signal to include mast arms, non-intrusive detection, and crosswalks on all 4 approaches with pedestrian signals, push buttons, ADA ramps, audio warnings, and warning mats.
- At the intersection of Harding Pike & White Bridge Pike/Woodmont Blvd.



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- Convert the side-street split phasing to concurrent phasing with protected permissive left-turn phasing on the Northbound approach of Woodmont Blvd and protected-only left-turn phasing on the Southbound approach of White Bridge Pike.
- Install advanced warning signs for crosswalk (W11-2) on the Westbound and Southbound channelized right turns.
- The applicant shall contribute to upgrading all the traffic signals on Harding Pike from Belle Meade Blvd to the Saint Thomas Central Driveway to have fiber optic communication, non-intrusive detection, and CCTV capabilities. The contribution amount shall be determined by NDOT prior to the second reading at council. Once the amount has been determined, the funds will be required to be placed in escrow prior to the issuance of any building permits.
- The applicant shall relocate the existing Westbound bus-stop on Harding Pike (directly West of Sugartree/Richland creek) and construct a new transit ‘super-stop’ along the Western side of the property frontage. This super stop will be similar to the existing transit stop infrastructure in front of the Walmart on Nolensville Pike. Design specifications will be provided by WeGo at Final SP.
- Due to the possible impact to the surrounding neighborhood streets, the developer shall contribute funds to NDOT’s traffic calming program. These funds will be used to evaluate and implement traffic calming mitigation measures as needed. The contribution amount shall be determined by NDOT prior to the second reading at council. Once the amount has been determined, the funds will be required to be placed in escrow prior to the issuance of any building permits.
- In response to concerns raised about the greater impact of redevelopment in the surrounding area, the developer shall make a financial contribution to NDOT for the implementation of a larger area, transportation study. The study boundaries will include arterials parallel and adjacent to Harding Road and appropriate connector roads between these arterials. The intent of the study will be to identify other potential capital projects that may be needed to mitigate the overall impact of redevelopment in the area. The contribution amount shall be determined by NDOT prior to the second reading at council. Once the amount has been determined, the funds will be required to be placed in escrow prior to the issuance of any building permits.
- The developer will be required to contribute funds to NDOT to complete a feasibility study & preliminary design for geometric improvements to Harding Road and its intersection with Woodmont Blvd./White Bridge Road. The scope of this work will be limited to the boundaries of the Nashville Next T5 Regional Town center. The contribution amount shall be determined by NDOT prior to the second reading at council. Once the amount has been determined, the funds will be required to be placed in escrow prior to the issuance of any building permits.
- The applicant shall coordinate with NDOT’s Traffic Demand Management Coordinator to develop TDM strategy/plan prior to final SP approval.
- If not already stated above the applicant shall comply with all the conditions that were placed on the “Traffic Impact and Mobility Study – Belle Meade Developments” that was submitted by KCI in February 2023, for the three proposed developments along Harding Pike:
 - All development projects within boundaries of the Nashville Next T5 Regional Town Center (MCSP) shall dedicate the necessary ROW for a 7-lane cross-section on Harding Pike.
 - Relocate the existing traffic signal from Kenner Ave to Ridgefield Way and restrict left turns with a center median, to improve overall traffic flow



Metro Planning Commission Meeting of 03/23/23

- At the intersection of Harding Pike & Ridgefield Way, an additional Northbound LTL shall be installed to decrease queuing pending analysis.
- Retime the Harding Pike & White Bridge traffic signal to allow for more efficient traffic flow.
- Upgrade the signal infrastructure to allow for real time signal adaptive capabilities that will improve traffic flow.
- At the intersection of Woodlawn Dr & Ridgefield Dr, install a mini-roundabout to improve intersection safety, if ROW permits.
- Upgrade the existing three transit stops on Harding Pike into “super stops.”
- As Development occurs on Harding Pike, access management will be a priority to reduce conflict points.
- Development specific traffic impact studies may be required as other properties redevelop along the Harding Pike corridor.
- Due to the possible traffic impact on the surrounding neighborhoods, each development within the Belle Meade Regional Study will be required to contribute to NDOT’s traffic calming program.
- Each development will be required to contribute to larger regional study that incorporates the neighborhoods surrounding the Harding Regional Town Center to identify improvements at a broader scale.
- Each development will be required to contribute to a feasibility study to identify larger capacity improvements for Harding Pike.
- The applicants shall work with NDOT’s Traffic Demand Management (TDM) coordinator to develop TDM strategies prior to the final approval of any of the three developments.

NASHVILLE DOT ROADS RECOMMENDATION

Approve with conditions

With final:

- Callout the following per NDOT ST- detail sections: any road widening (ST-261 schedule), access ramps or aprons, ADA complaint pedestrian ramps, sidewalks, curb & gutter.
- All ROW frontages shall adhere to the Major Collector Street Plan (MCSP)-See NDOT traffic and planning comments for a 58.5 ft. half section along Harding pike frontage. (cont.) From the new property line to Harding Pike center line, half section along frontage shall include the following: 3 x 11' WB travel lanes, 8' sidewalks, 10' grass strip (includes future 6' bike lane), 2.5' curb/gutter. Additional ROW dedication along frontage, relocation of existing NES utility poles and bridge extension may be necessary to achieve Harding Pike half road section.
- Provide call outs on final site plan with Harding Pike road section requirements. Where there may be potential vehicular or pedestrian sight distance issues, provide stopping sight distance exhibits (sight triangles) at any relevant intersections, site accesses and/or accesses via existing easements. Provide truck turning movements relevant to residential and retail loading/unloading, waste plan activities internal and external to the site.
- Note: A private hauler will be required for all residential and retail waste/recycle disposal onsite.
- See NDOT traffic comments in regard to the following: additional intersection signal improvements required with this development, financial contribution from this development to traffic calming program for impacted neighborhoods, financial contribution by this development



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for a feasibility study on future Harding/White Bridge and Harding/Woodmont intersection improvements, financial contribution by this development towards a Harding pike corridor transportation study.

PARKS & GREENWAYS

Approve with conditions

- Applicant to design, build and maintain the greenway to Metro Parks standards approved by Metro Parks Greenways Division staff, including but not limited to lighting, construction materials, width, ADA compliance, signage, trailhead, bicycle storage, site furniture etc.
- Applicant to dedicate a Conservation Greenway Easement across the entire length of the property and to the extent necessary to include all aspects of greenway connectivity throughout the site including, but not limited to, all proposed residential and commercial buildings and public open space and amenities, to the existing Old White Bridge Trailhead, Harding Pike and to any planned public transit infrastructure.
- Applicant to enter into a Conservation Easement Agreement with Metro (Parks) to include boundary survey and legal description of the easement, along with a participation agreement for the design, construction and perpetual maintenance of the greenway to run with the land. Coordinate with Metro Parks Greenways staff for Park Board and Metro Council approval process for these Agreements. Approved Agreements to be recorded with Register of Deeds prior to Final SP approval.
- Greenway trail to be open to the public 365 days/year per Metro Parks approved operating hours.
- Applicant to provide designated greenway and ADA- compliant greenway parking.
- The development should be trail-oriented: no dumpsters, loading zones, HVAC units, etc. fronting the greenway. No conflict between pedestrians and parking garage and loading zone ingress and egress. Screen façade of parking garages from greenway view.
- Greenway to have lighting. Co-ordinate with Greenways staff regarding lighting plan and specifications.

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)	5.29	1.0 F	230 U	1,252	77	98

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)	2.64	1.0 F	114,998 SF	4,341	108	438

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)	2.64	1.0 F	114,998 SF	12,900	1,143	1,124

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



Metro Planning Commission Meeting of 03/23/23

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 10+ (222)	-	-	388 U	1,741	121	141

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Hotel (310)	-	-	78 R	454	34	33

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)	-	-	40,000 SF	1,510	37	152

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)	-	-	40,000 SF	4,487	398	391

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-10,301	-738	-943

METRO SCHOOL BOARD REPORT

Projected student generation proposed SP-MU district: 13 Elementary 4 Middle 4 High

The mix of uses under the existing MUL zoning could vary, so assumption of the difference in impact with the proposed SP-MU zoning at this point is premature. The proposed SP-MU zoning is expected to generate 26 students. Students would attend Julia Green Elementary School, J.T. Moore Middle School, and Hillsboro High School. The schools, except for J.T. Moore Middle School, 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 388 multi-family residential units, 80,000 square feet of commercial space as defined in the plan, and 78 hotel rooms, with a maximum FAR of 1.69 for



Metro Planning Commission Meeting of 03/23/23

- all uses combined, excluding underground parking. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited in the entirety of the SP.
2. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
 3. Comply with all Metro Parks conditions regarding greenway design and dedication.
 4. The creek will be uncovered and buildings in the creek will be demolished as shown on the site plan prior to the issuance of the first Use & Occupancy permit for the site, and the creek will be restored with the greenway dedication complete before the last Use & Occupancy permit is issued.
 5. Streetscapes and pedestrian ways shall be designed with a thoughtful and cohesive landscape plan, including native materials, with integration to the greenway network.
 6. There shall be a direct pedestrian connection between the middle 2 buildings for the sidewalk along the internal drive to the greenway. Pedestrian connections should link plazas, the greenway and interior and exterior walkways.
 7. With the final site plan, comply with all WeGo infrastructure requirements.
 8. With the final site plan, ROW dedication shall be provided to satisfy the Major and Collector Street Plan.
 9. Parking shall be underground or as shown on the site plan.
 10. With the final site plan, provide elevations consistent with the imagery provided in the preliminary SP and meeting all architectural standards.
 11. All structures shall be designed with high quality materials, as required in the SP, and with elements that, while complementary to one another, present distinctive architectural features and placemaking elements. These should reinforce the design quality of the site and avoid the appearance of a monolithic wall along Harding Pike.
 12. The following heights are permitted:
 - a. Maximum height for the westernmost building shall be 5 stories for the portion of the building closest to Harding Pike with the remainder allowed up to 8 stories, at no less than 30 feet set back from the building edge at Harding (or a 1.5:1 set back from the building face). Staff shall review and approve elevations with the final to determine compliance.
 - b. The 2nd building from the west shall be 8 stories with an allowed punctuation of height to permit architectural interest up to 10 stories. Placement of such punctuation shall be finalized at final site plan in consideration of sunlight, street configuration and other factors, but should be proportional to the rest of the building and generally consistent with the height plan. Staff shall review and approve elevations with the final.
 - c. The connector between the 2 westernmost buildings, shall be no more than 1 story and efforts should be made to maximize the tower separation.
 - d. The 3rd building from the west shall be thoughtfully sculpted, with a limited maximum of 11 stories as shown in the proposed height plan exhibit on page 3 of the staff report. Staff shall review and approve elevations with the final.
 - e. The easternmost building shall be a maximum of 13 stories and no greater than 220 feet in length fronting Harding. As a significant gateway element, this building should include a high attention to detail and distinctive architecture, as viewed from primary public spaces. Staff shall review and approve elevations with the final plan.
 13. Comply with all conditions and requirements of Metro reviewing agencies.



Metro Planning Commission Meeting of 03/23/23

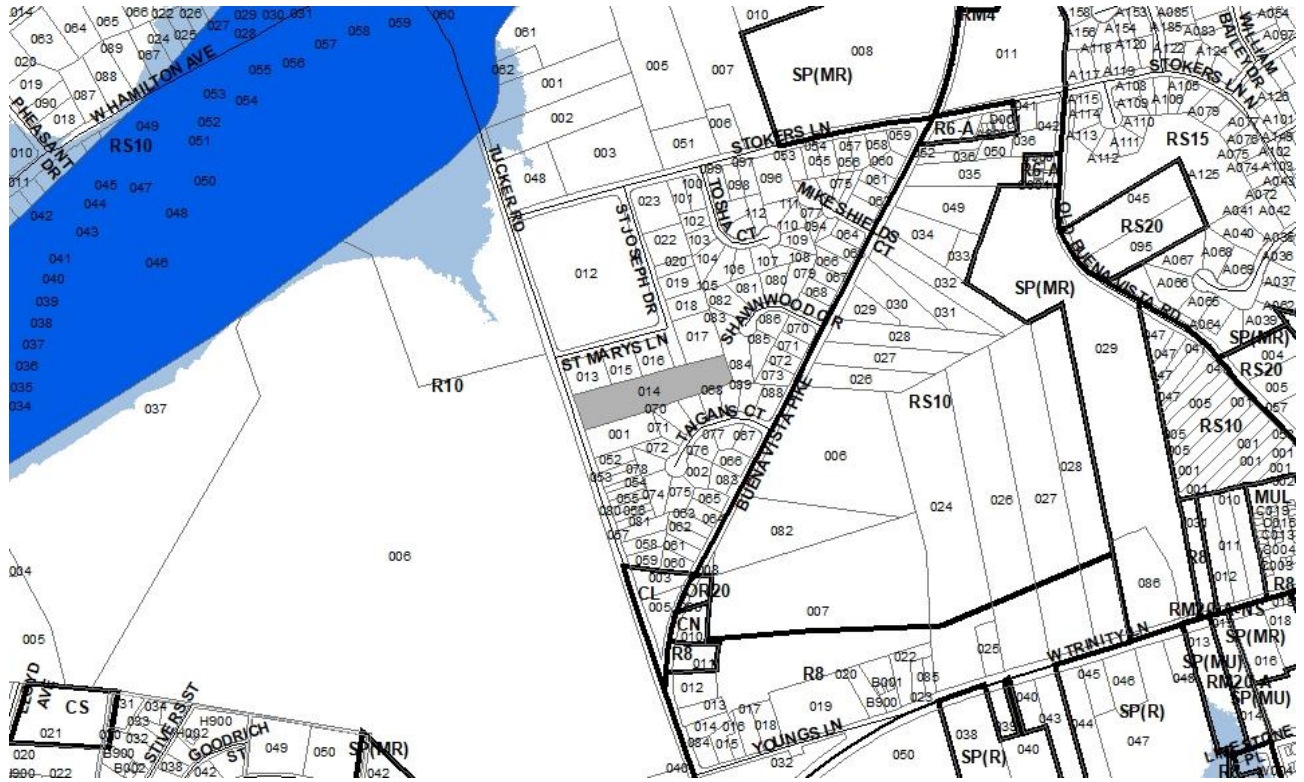
14. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
15. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
16. 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.
17. 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.
18. 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 03/23/23



2023SP-022-001

2724 TUCKER RD

Map 070-02, Parcel(s) 014

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 03/23/23

Item #24	Specific Plan 2023SP-022-001
Project Name	2724 Tucker Rd
Council District	02 – Toombs
School District	01 – Gentry
Requested by	Dale and Associates, applicant; Charles & Doris & Moss Pentecost, owners.
Staff Reviewer	Matravers
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Preliminary SP to permit 6 two-family structures on six lots for a total of 12 units.

Preliminary SP

A request to rezone from One and Two-Family Residential District (R10) to Specific Plan (SP) zoning for property located at 2724 Tucker Road, approximately 150 feet south of St. Marys Lane (2.4 acres), to permit 6 two-family units.

Existing Zoning

One and Two-Family Residential District (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. R10 would permit a maximum of 6 lots with 1 duplex lot for a total of 7 units. *Codes makes final determination on duplex eligibility.*

Proposed Zoning

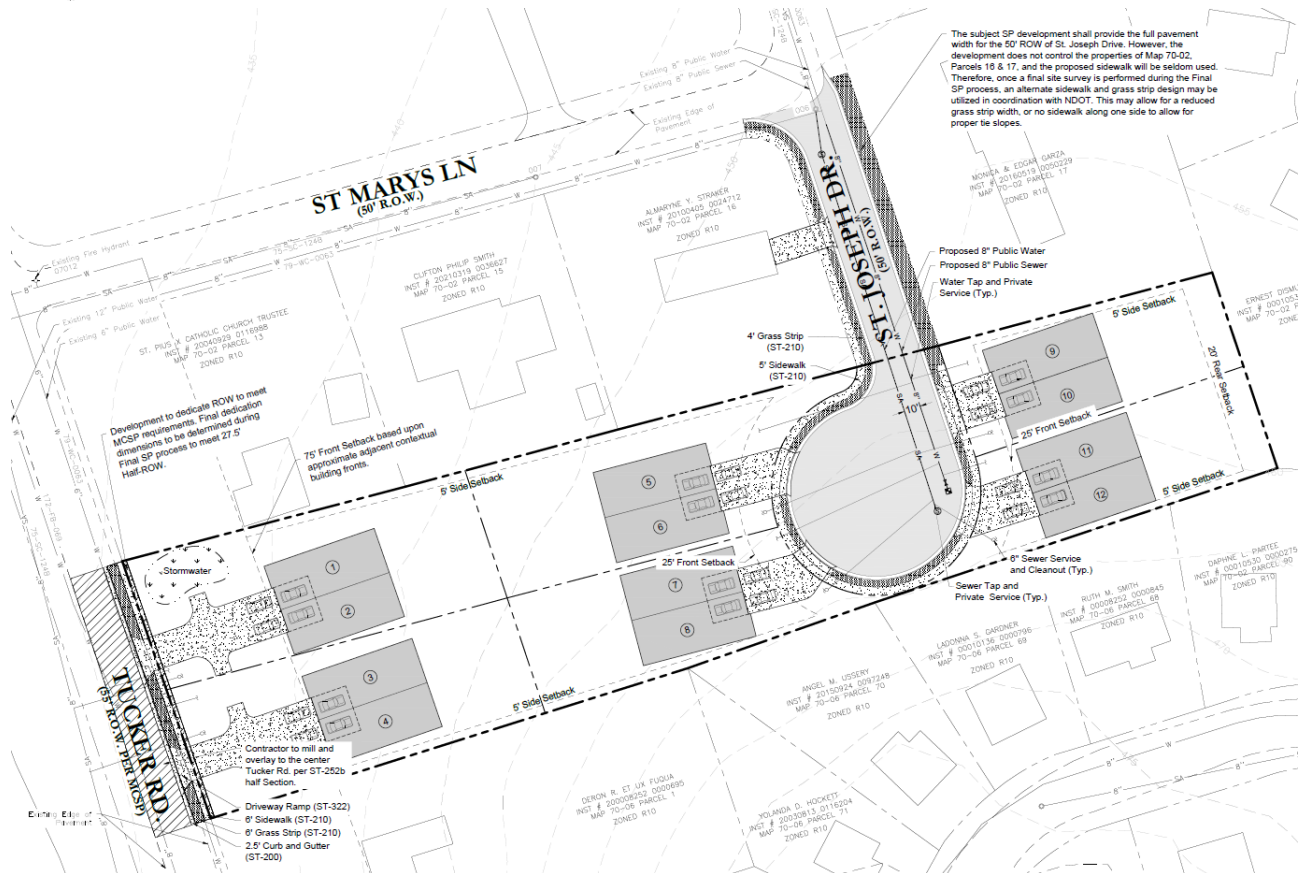
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building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

BORDEAUX–WHITES CREEK–HAYNES TRINITY COMMUNITY PLAN

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



Metro Planning Commission Meeting of 03/23/23



Proposed Preliminary SP

SITE CONTEXT AND PLAN DETAILS

The preliminary SP application is for a 2.4 -acre parcel located along the east side of Tucker Road approximately 150 feet south of St. Marys Lane. The property is currently zoned R10 and a single-family house is currently located on the property. All adjacent properties are zoned R10. Adjacent land uses include: single-family residential to the north and east; single-family and limited two-family residential to the south; and civic use to the west.

The preliminary SP application is for six two-family residential units on six lots, for a total of 12 units. Two lots front onto Tucker Road. The plan calls for an extension of St. Joseph Drive to provide access to four new interior lots. The St. Joseph Drive extension provides the full pavement width for 50 feet of right of way with sidewalks on a cul-de-sac. All lots have curb cuts for vehicular access on street with parking pads in front of houses.

As shown on the conceptual images, windows will be vertically-oriented. The SP limits building materials to brick, brick veneer, stone, cast stone, cementitious siding, glass, and other similar materials. Images indicate 2-story structures but the height standards specify 3 stories in 35 feet.



Metro Planning Commission Meeting of 03/23/23

Architectural Elevation Character Images



ANALYSIS

The T3 NM policy is characterized in part by low- to moderate-density residential development and institutional land uses, moderate to deep building setbacks and spacing between buildings, and moderate levels of connectivity. Density is secondary to form, and the appropriate density is determined by the existing character of each individual neighborhood in terms of its mix of housing types, setbacks, spacing between buildings, and block structure, since application of this policy is specific to predominantly developed neighborhoods seeking to maintain their character.

Infill areas may include vacant, underutilized, or land in a non-residential use that could redevelop. These areas differ from T3 Suburban Neighborhood Evolving (T3 NE) areas because they are generally smaller and located interior to the policy area. Such areas may be developed or redeveloped with a broader mix of housing types than the rest of the T3 NM area subject to appropriate design that transitions in building type, massing, and orientation in order to blend new development into the surrounding neighborhood. This site does not meet the criteria of an infill area.

If Subdivision Regulations applied to the site, the three proposed lots along Tucker Road would need to meet the Compatibility Requirements for the Neighborhood Maintenance policy area. The lots on Tucker Road meet the street frontage and lot size requirements, and setbacks are appropriately contextual on Tucker Road. The four interior lots along the new St. Joseph Drive extension meet the minimum lot size requirements for R10.

The proposed SP is of a greater density than is appropriate for this neighborhood context. The two proposed lots along Tucker Road are adjacent to four duplex lots to the south and would be consistent with that established pattern of density. However, the four interior lots along the new St. Joseph Drive extension create a greater level of density than the established neighborhood pattern. The zoning code states for zones such as R10—which surrounds the site in all directions—“the total number of lots permitting two-family dwellings within the subdivision shall be limited to not more than twenty-five percent of the total number of lots within the subdivision.” One hundred percent of the proposed lots in this SP would be two-family dwellings. Additionally, the height standard on the plan is inconsistent with the provided conceptual images and would allow for taller houses than are typical in this area.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Limited building detail, and/ or building construction information provided. Construction must meet all applicable building and fire codes. Any additional fire code or access issues



Metro Planning Commission Meeting of 03/23/23

will be addressed during the construction permitting process. Future development or construction may require changes to meet adopted fire and building codes. Provide building elevations as part of future submittals.

STORMWATER RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public and/or private Water and Sanitary Sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans. A minimum of 30% W&S Capacity must be paid before issuance of building permits. (See Capacity fee Permit #'s T2023005298 & T2023005304)

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- With a final: Include proposed public roadway construction drawings(profiles, grades, drainage). Roadway construction drawings shall comply with NDOT Subdivision Street Design Standards.
- Callout the following per NDOT ST- detail sections: any roadway section, access and ADA ramps, sidewalks, curb & gutter. All ROW frontages shall adhere to the Major Collector Street Plan(MCSP).
- Dedicate ROW along all frontages to accommodate MCSP requirements.
- Provide call outs on final site plan for MCSP requirements.
- Show 'Now Entering Private Drive' signage where applicable off public roads into site.
- Provide internal stop control at private or public intersections.
- Where there may be potential vehicular or pedestrian sight distance issues, 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.
- Provide a loading/unloading and waste plan for each aspect/phase of the total development.
- Provide any truck turning movements relevant to loading/unloading waste plan activities.
Note: A private hauler will be required for site waste/recycle disposal. Comply w/ NDOT traffic comments.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- The existing travel lane widths shall remain on Tucker Rd, and the new curb & gutter shall not encroach into the travel lanes.
- Final dimensions of the necessary ROW dedication to meet the MCSP.
- Comply with Roads comments.



Metro Planning Commission Meeting of 03/23/23

Maximum Uses in Existing Zoning District: R10

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	2.4	4.63 D	13 U	159	15	14

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	-	-	12 U	88	6	9

Traffic changes between maximum: R10 and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-71	-9	-5

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP district: 2 Elementary 1 Middle 1 High

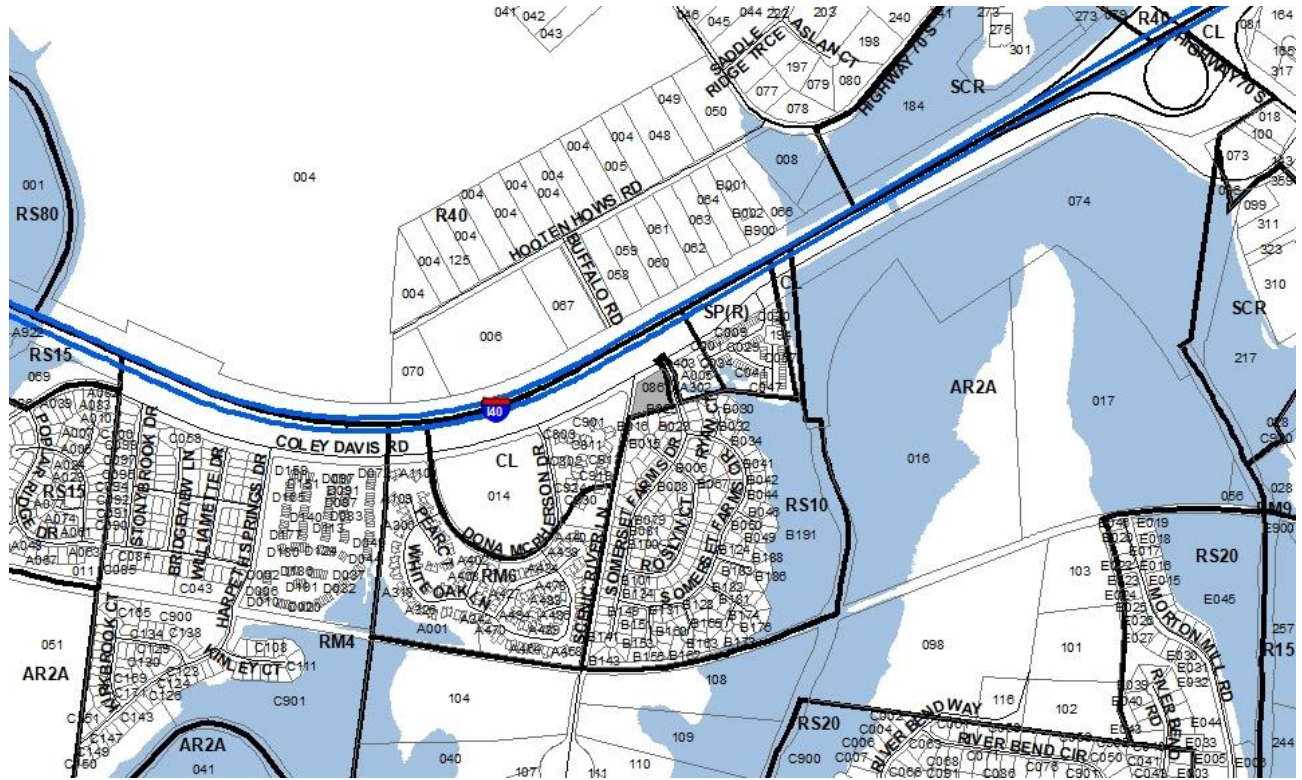
The proposed SP zoning is expected to generate 1 additional student than the existing R10 zoning. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. All three schools are identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends disapproval.



Metro Planning Commission Meeting of 03/23/23



2023SP-023-001

7986 COLEY DAVIS SP

Map 141, Parcel(s) 086

06, Bellevue

22 (Gloria Hausser)



Metro Planning Commission Meeting of 03/23/23

Item #25a	Specific Plan 2023SP-023-001
Project Name	7986 Coley Davis SP
Associated Case	151-82P-001
Council District	22 – Hausser
School District	09 – Tylor
Requested by	CSDG, applicant; Concentric Senior Care, LLC, owner.
Staff Reviewer	Matravers
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit the development of 26 multi-family residential units.

Preliminary SP

A request to rezone from Commercial Limited (CL) to Specific Plan (SP) zoning for property located at 7986 Coley Davis Rd, east of Scenic River Lane and located within a Planned Unit Development (PUD) Overlay District (1.27 acres), to permit 26 multi-family residential units.

Existing Zoning

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

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

Proposed Zoning

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

BELLEVUE 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.



Metro Planning Commission Meeting of 03/23/23



Proposed Preliminary SP



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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 AND PLAN DETAILS

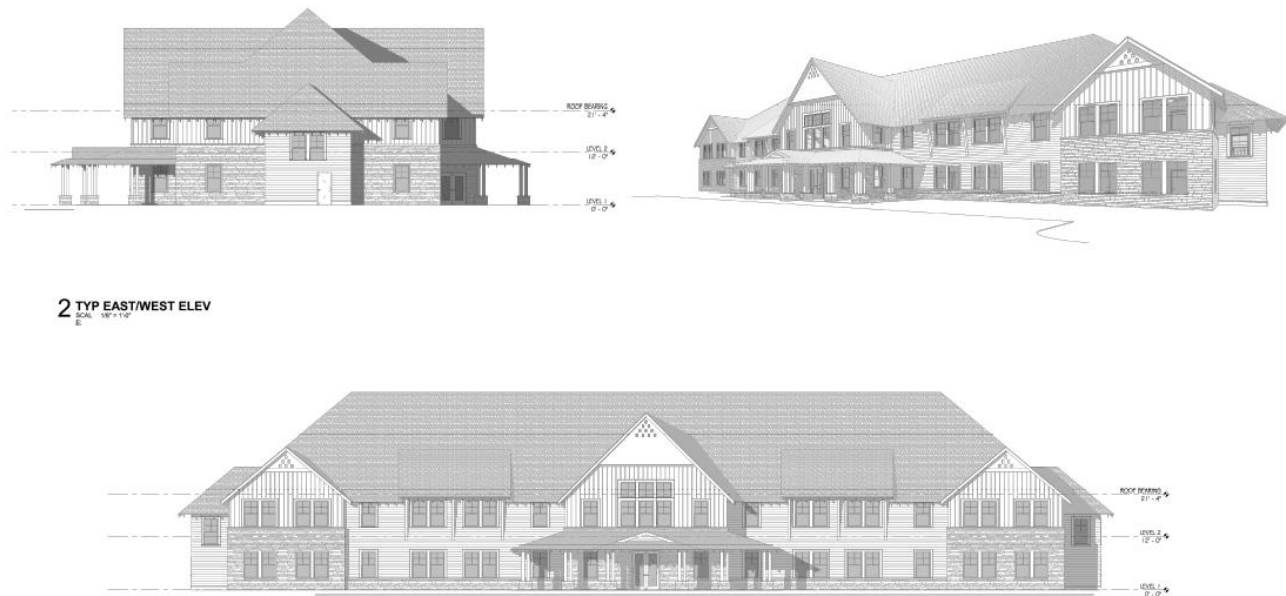
The preliminary SP application is for a 1.27-acre parcel located along the south side of Coley Davis Road between Scenic River Lane and Somerset Farms Drive. The property is currently zoned CL with a PUD overlay and is currently vacant. All adjacent properties are zoned Residential PUD on the south side of Coley Davis Road, and R40 on the north side of Coley Davis Road. Adjacent land uses include: attached multi-family residential to the west, multi-family residential and office to the east, detached single-family residential to the south, and large lot single-family residential to the north.

The preliminary SP application is for a two-story, 26 unit multi-family building. The primary façade fronts Coley Davis Road and a stormwater area lies between the road and the structure. The pedestrian entrance along Coley Davis Road is noted as emergency exit only. Vehicular access to the site is via Somerset Farms Drive, and the primary pedestrian entrance is on the back of the structure facing the internal surface parking lot. Sidewalks are to be provided along Coley Davis Road, and a 5 foot sidewalk connects to an existing sidewalk network on Somerset Farms Drive. Staff is supportive of a sidewalk variance along Scenic River Lane as the road has the character of a rural and private drive. A Type B landscape buffer separates single-family uses to the south.

Proposed setbacks are 20 feet on all sides, with a maximum height of 30 feet at the setback line. As shown on the elevations, windows will be vertically-oriented. The SP limits building materials to brick, brick veneer, stone, cast stone, cementitious siding, glass, and other similar materials. The following elevations show the proposed building as it would appear from the east and west, and north and south.



Metro Planning Commission Meeting of 03/23/23



Proposed Elevations

ANALYSIS

The T3 NM policy is characterized by low- to moderate-density residential development and institutional land uses with moderate to deep building setbacks, moderate lot coverage, and moderate levels of connectivity. T3 NM areas have buildings that are generally one to three stories tall, and buildings up to four stories may be found abutting or adjacent to centers and corridors. Development along major corridors should complement development behind the corridor while having consistency with established setback along the corridor.

The residential density of the proposal is 20 dwelling units per acre, consistent with the RM20 zoning district. The massing and height of the proposed structure are in keeping with the policy intent, and setbacks are consistent with those along Coley Davis Road. Pedestrian connectivity is provided along two of the three frontages. Scenic River has the character of a private drive but Metro records show this is a public road. The applicant has no entry along Scenic River Lane and staff is generally supportive of modest improvements to this frontage, as this road is a dead-end connecting to 10 large lot single-family houses. Sidewalks along Scenic River Lane would not contribute greatly to the overall network and staff is supportive of a contribution in lieu of construction. NDOT will not require Scenic River Lane to meet MCSP requirements.

There is an associated case, 151-82P-001, which is a request to cancel a portion of the commercial PUD on the site. Harpeth Springs PUD was originally approved in 1982 for residential, office, restaurant, and motel uses, and has been partially cancelled for other parcels within the PUD boundaries. A partial cancellation of the PUD on this site is required for approval of the SP.

Because the proposed SP is consistent with stated policy goals, staff recommends approval with conditions and disapproval without all conditions.



Metro Planning Commission Meeting of 03/23/23

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. Provide building elevations as part of future submittals.

STORMWATER RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Not Applicable – served by Harpeth Valley Utility District

HARPETH VALLEY UTILITY DISTRICT RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- With a final: Callout the following per NDOT ST- detail sections: access and ADA ramps, sidewalks, curb & gutter.
- All ROW frontages shall adhere to the Major Collector Street Plan(MCSP) w/ the exception of Scenic River Ln. The development is not accessing Scenic River Lane and planning is not requiring sidewalks along Scenic River Lane frontage. If necessary, dedicate ROW along Coley Davis and Somerset Farms Dr. frontages to accommodate the MCSP requirements.
- Provide call outs on final site plan for MCSP requirements.
- Show 'Now Entering Private Drive' signage where applicable off public roads into site. Provide internal stop control at private or public intersections.
- Where there may be potential vehicular or pedestrian sight distance issues, 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.
- Provide a loading/unloading and waste plan for each aspect/phase of the total development.
- Provide any truck turning movements relevant to loading/unloading waste plan activities.
- Note: A private hauler will be required for site waste/recycle disposal.
- Comply w/ NDOT traffic comments.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Call out amount of ROW to be dedicated along Coley Davis Road. Property line shown in site plan does not look accurate. ROW must be behind the sidewalk.



Metro Planning Commission Meeting of 03/23/23

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)	1.27	0.6 F	33,192 SF	1,253	31	127

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)	1.27	0.6 F	33,192 SF	1,253	31	127

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
Senior Adult Housing (252)	-	-	26 U	79	5	9

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-1,174	-26	-118

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 26 multi-family units. Short term rental property, owner occupied, and short term rental property, not owner occupied, shall be prohibited.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM20 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association
6. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.

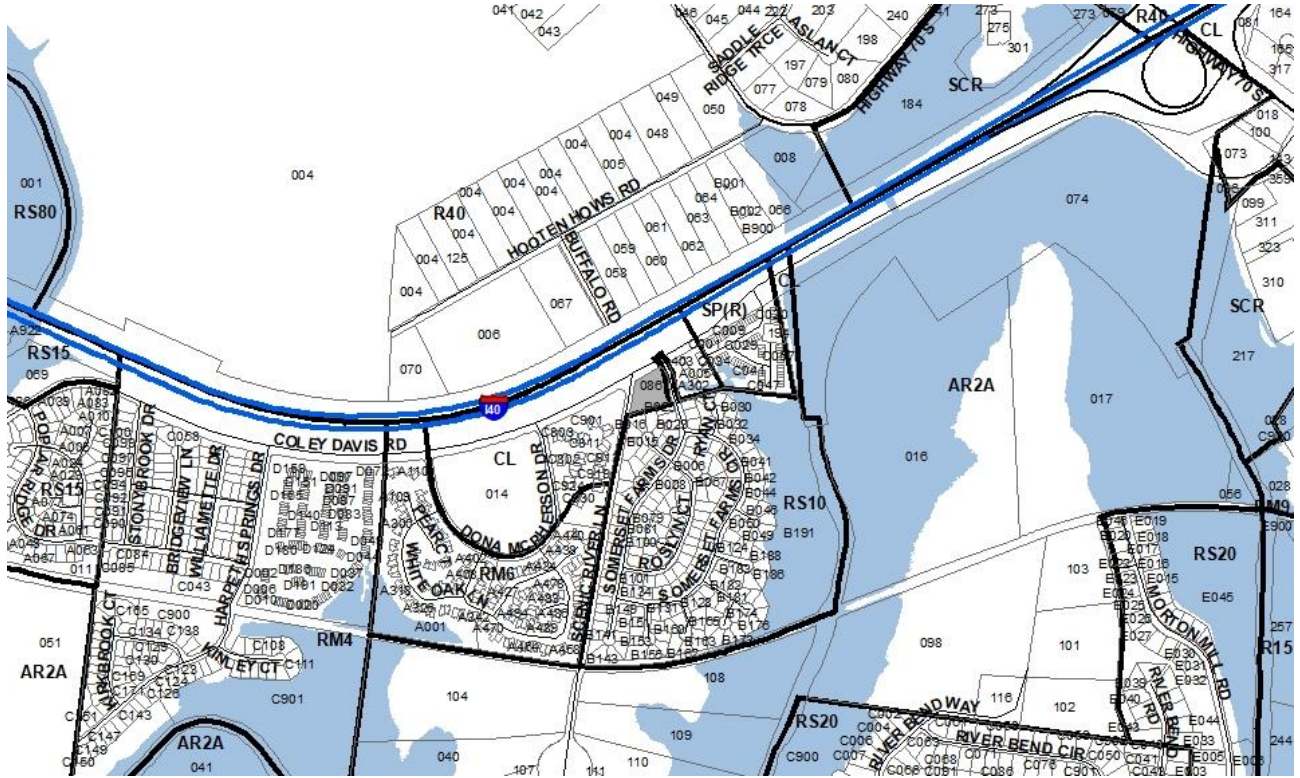


Metro Planning Commission Meeting of 03/23/23

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. The minimum front setback along Coley Davis Road shall be 75 feet.
9. Maximum building height shall be limited to 2 stories in 35 feet from the average elevation at the finished grade to the midpoint of the primary roof pitch or to the top of the parapet for a flat roof.
10. The final site plan shall depict a false front façade oriented to Coley Davis Road.
11. Building elevations submitted with final SP shall have building design—including massing, glazing, and façade articulation—that is substantially similar to the elevations approved with the preliminary SP.
12. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
13. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



Metro Planning Commission Meeting of 03/23/23



151-82P-001
HARPETH SPRINGS PUD (CANCELTION)
Map 141, Parcel(s) 086
06, Bellevue
22 (Gloria Hausser)



Metro Planning Commission Meeting of 03/23/23

Item #25b	Planned Unit Development 151-82P-001
Project Name	Harpeth Springs PUD (Cancelation)
Associated Case	2023SP-023-001
Council District	22 – Hausser
School District	09 – Tylor
Requested by	CSDG, applicant; Concentric Senior Care, LLC, owner.
Staff Reviewer	Matravers
Staff Recommendation	<i>Approve if the associated rezone is approved and disapprove if the associated rezone is not approved.</i>

APPLICANT REQUEST

Cancel a Planned Unit Development.

PUD Cancelation

A request to cancel a Planned Unit Development (PUD) Overlay District on property located at 7986 Coley Davis Rd, east of Scenic River Lane (1.27 acres), zoned Commercial Limited (CL).

Existing Zoning

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

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

BELLEVUE COMMUNITY PLAN

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

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

ANALYSIS



Metro Planning Commission Meeting of 03/23/23

Harpeth Springs PUD was originally approved in 1982 for residential, office, restaurant, and motel uses. The residential and commercial PUD included parcels 86, 87, and 88. The commercial PUD consisted of 8.95 acres and was approved for a 175 unit motel, a 10,000 square foot restaurant, and two office buildings totaling 55,000 square feet. In 2003, the PUD was revised to permit the development of a 24,000 square foot office complex containing four separate office buildings. Two of the buildings were constructed. In 2006, the PUD was revised to permit a 3,000 square foot daycare center, and a 4,500 square foot dance studio. In 2016, a portion of the PUD was cancelled on parcel 88 and Harpeth Springs Village Specific Plan was approved to permit 64 townhomes. The parcel in question, 86, is currently undeveloped.

There is an associated case, 2023SP-023-001, which proposes to rezone this site for a two-story 26 unit multi-family residential structure. The cancelation of the PUD is necessary to develop the site as proposed by the SP.

STAFF RECOMMENDATION

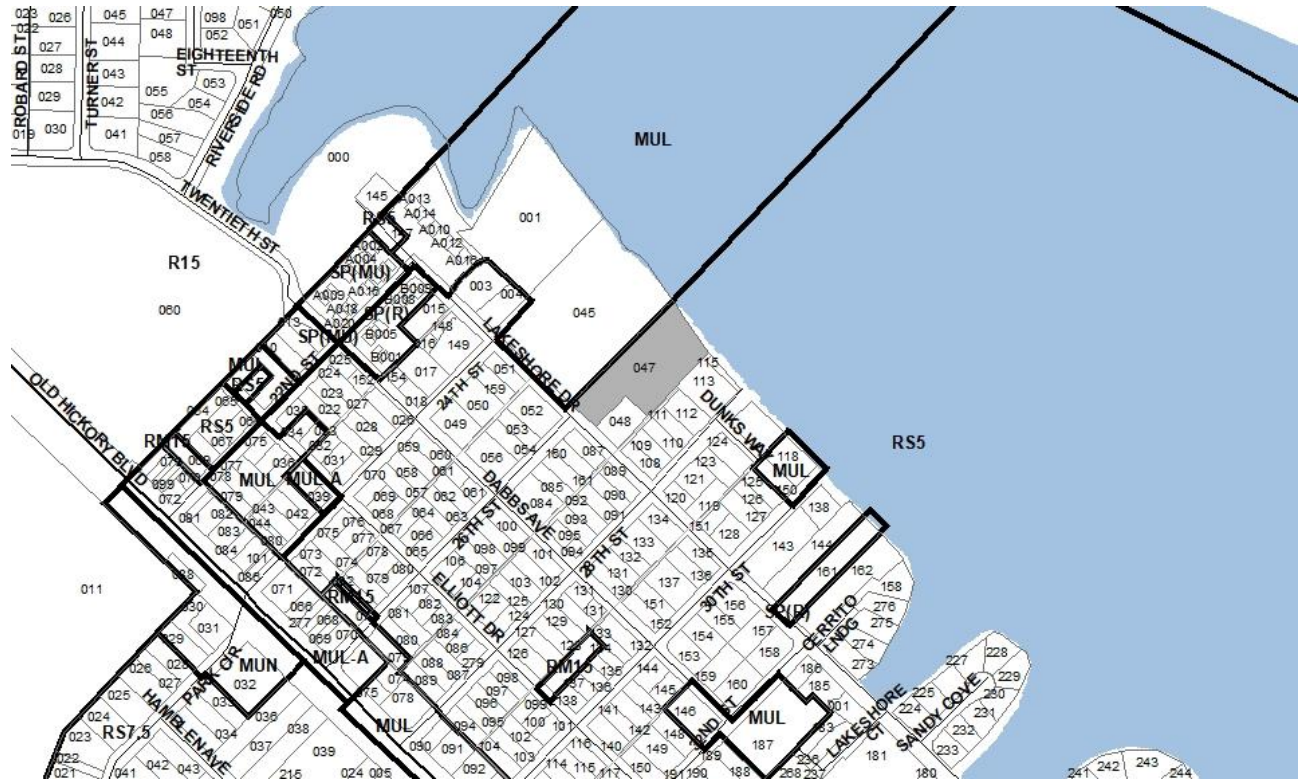
Staff recommends approval if the associated rezone is approved and disapproval if the associated rezone is not approved.



SEE NEXT PAGE



Metro Planning Commission Meeting of 03/23/23



2023SP-025-001
LAKESHORE DRIVE RESIDENTIAL
Map 053-08, Parcel(s) 047
14, Donelson – Hermitage – Old Hickory
11 Larry Hagar



Metro Planning Commission Meeting of 03/23/23

Item #26

Specific Plan 2023SP-025-001

Project Name

Lakeshore Drive Residential

Council District

11 - Hagar

School District

04 – Nabaa-McKinney

Requested by

Catalyst Design Group, applicant; Grand Gors, LLC, owner.

Deferrals

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

Staff Reviewer

Marton

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Zone change from RS5 to SP.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Specific Plan (SP) zoning on property located at 2411 Lakeshore Drive, northeast of Dabbs Avenue, to permit 16 multi-family residential units, amenities, and associated parking (1.79 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 15 units, based on acreage only. This does not account for compliance with the Metro Subdivision Regulations.*

Proposed Zoning

Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes 16 attached multi-family units.*

DONELSON – HERMITAGE – OLD HICKORY COMMUNITY PLAN

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

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy 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.



Metro Planning Commission Meeting of 03/23/23



Proposed Preliminary SP



Metro Planning Commission Meeting of 03/23/23

SITE CONTEXT AND PLAN DETAILS

The preliminary SP application is for a 1.79-acre parcel located near the intersection of 26th Street and Lakeshore Drive. The property is currently zoned RS5. Adjacent zoning includes MUL to the northwest and RS5 to the east and south. Surrounding uses include single-family residences, and two mid-rise apartment buildings which border the property along its western boundary. The property's rear backs up into the Cumberland River where there are steep slopes, over 25 percent. The site currently has one single-family structure and includes some areas of open field and tree canopy towards the rear.

The preliminary SP application is for 16 attached multi-family residential units. The units are blocked into four separate groups. The first two units are oriented towards Lakeshore Drive while the rest of the units face a private drive that starts on Lakeshore Drive, moves through the center of the property, and ends in a diagonal shape in the rear. A front setback of 28 feet places units 1 and 2 in line with the existing front setback for the neighboring property to the east. Units 7-16 are staggered, providing a view of the river. Units 1-2 have rear entry garages while units 3-16 have front-entry garages with 2 parking spaces. An additional 13 surface parking spaces are provided in the center of the site off of the private drive. Approximately 9,500 square feet of common open space is planned throughout the site and the plan includes an overlook to be placed at the rear corner of the property. A 10' Standard B-3 type landscape buffer is provided along the eastern and western property lines.

Building heights vary across the site as the unit blocks progress from Lakeshore Drive to the river. Units 1-10 have a maximum height of 35 feet, while units 11-16 have a maximum height of 45 feet. Units 1-6 are designed with pitched roofs while units 7-16 have flat roofs that allow for rooftop access and rear porches that provide views of the river.

ANALYSIS

The property is within the T3 Suburban Neighborhood Maintenance and Conservation policy areas. The T3 NM policy is intended to maintain the general character of developed suburban residential neighborhoods. Recommended building types include a range of housing choices including single-family residential units, duplexes, and low and mid-rise townhomes. The proposed SP would allow 16 units on the property, 1 more unit than what the existing RS5 zoning currently permits, based on acreage only (not accounting for compliance with Metro Subdivision Regulations). Conservation policy is intended to preserve environmentally sensitive land features through protection and remediation. The Conservation policy on the property is associated with steep slopes at the rear of the property. No building is proposed in these areas.

The property's proximity to T4 Urban Mixed-Use Policy to the west, makes the increase in density more appropriate. While the proposed development is denser than development to the south and east, it serves as a moderate transition in intensity between the T4 MU and T3 NM policy areas. The step down in building heights from the front of the property to the rear makes the development more harmonious with the existing character of the neighborhood. Pitched roofs on the units closest to Lakeshore Drive provide a more compatible building form and character with the immediate surrounding properties. Additionally, units 1 and 2 orient towards lakeshore drive and retain the existing setback, respecting the current spacing conditions along the street.



Metro Planning Commission Meeting of 03/23/23

The proposed plan is generally consistent with the T3 NM policy. The proposed design provides appropriate transitions in building type, massing and orientation that blends development into the surrounding neighborhood. Overall, the proposal furthers goals of NashvilleNext to promote a broader mixture of housing types.

FIRE MARSHALL 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. Provide fire hydrant flow test report prior to construction.

STORMWATER RECOMMENDATION

Approve with conditions

- Applicant to provide a Hydrologic Determination prior to final site plan approval. Must comply with all regulations in the Stormwater Management Manual at the time of final submittal.

WATER SERVICES RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- With final: Roadway sections, ramps, sidewalks, curb & gutter, etc. per NDOT detail standards. Show 'Now Entering Private Drive' signage where applicable off public roads. Dimension ROW pavement widths for clarity. Note: A private hauler will be required for waste/recycle disposal. Comments: Call out ST-270b for utility trench backfill w/ flowable fill and provide mill & overlay to cover extents of utility work in ROW along frontage.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

Approval with the following conditions:

- Ensure the sidewalk along frontage connects to the existing sidewalk to the west (neighboring parcel). Fill the short gap if there will be one between where this property frontage ends and where the existing sidewalk picks up. Include this sidewalk continuity on all plans going forward and call out on the site plan that the sidewalk will connect to the existing sidewalk.



Metro Planning Commission Meeting of 03/23/23

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)	1.79	7.41 D	15 U	182	16	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
Multi-Family Residential (221)	-	-	16 U	85	5	8

Traffic changes between maximum: RS5 and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+1 U	-97	-11	-8

METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 district: 1 Elementary 1 Middle 1 High

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

The proposed SP zoning is expected to generate no more students than the existing RS5 zoning district. Students would attend Dupont Elementary School, Dupont Hadley Middle School, and McGavock High School. All three schools are identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapprove without all conditions.

CONDITIONS

1. Permitted uses shall be limited to 16 multi-family residential units. Short term rental property, owner occupied, and short term rental property, not owner occupied shall be prohibited.
2. Elevations provided at final site plan shall be consistent with those provided with this preliminary SP plan.
3. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc
4. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
5. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
6. Comply with all conditions and requirements of Metro reviewing agencies.



Metro Planning Commission Meeting of 03/23/23

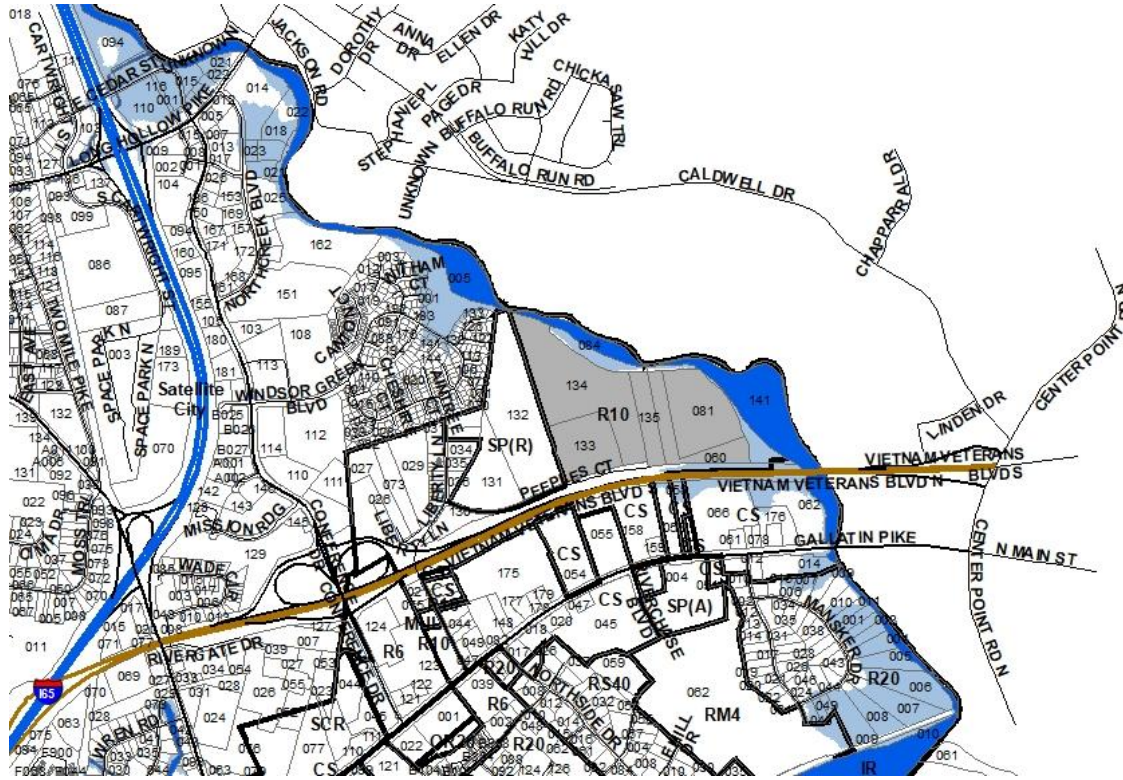
7. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council Ordinance.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



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Metro Planning Commission Meeting of 03/23/23



2023SP-027-001

PEEPLES COURT SP

Map 026, Parcel(s) 060, 081, 133-135

04, Madison

10 (Zach Young)



Metro Planning Commission Meeting of 03/23/23

Item #27

Specific Plan 2023SP-027-001

Project Name

Peoples Court SP

Council District

10 – Young

School District

03 – Masters

Requested by

Catalyst Design Group, applicant; Yanique Diskin, TR., Randy Lynn Scruggs (Estate of) & Gary E. Scruggs (Estate of), owners.

Staff Reviewer

Lewis

Staff Recommendation

Approve with conditions, including a reduction in the maximum number of units, and disapproval without all conditions.

APPLICANT REQUEST

Preliminary SP to permit 534 multi-family units.

Zone Change

A request to rezone from One and Two-Family Residential (R10) to Specific Plan (SP) zoning for properties located at Peoples Court (unnumbered) and Gallatin Pike (unnumbered), approximately 170 feet north of Vietnam Veterans Boulevard (89.05 acres), to permit a maximum of 534 multi-family residential units.

Existing Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 329 lots with 82 duplex eligible lots, for a total of 411 units, based on acreage alone. This does not account for compliance with Subdivision Regulations.*

Proposed Zoning

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

MADISON 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 environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.



Metro Planning Commission Meeting of 03/23/23

Regulatory SP
2023SP-027-001

Peeples Court Specific Plan (SP)

Development Summery Site Data

SP Name: Peeples Court
SP Number:
Council District: 10
Map/Parcel: Map 26, Parcels 133, 134, 135, 60 & 81
Site Acreage: 89.05
Existing Zoning: R10
Proposed Zoning: SP

Specific Plan (SP) Standards

1. Uses within this SP shall be limited to a maximum of 534 multi-family residential units. Short-term rental property, owner-occupied and not owner occupied are prohibited.
 2. The maximum FAR shall be 0.60.
 3. The maximum ISR shall be 0.70.
 4. There shall be a minimum of 20% open space.
 5. All development within the boundaries of this SP shall meet the requirements of the Americans with Disabilities Act and the Fair Housing Act. ADA <http://www.ada.gov> U.S. Justice Dept.
 6. Building facades shall be constructed with the following design standards:
 - a. Building façades fronting a street shall provide a minimum of one principal entrance (doorway) and a minimum of 15% glazing.
 - b. Windows shall be vertically oriented at a ratio of 1:1 or greater, except for dormers.
 - c. Building facades shall be constructed of brick, brick veneer, stone, cast stone, cementitious siding (Hardie board or equivalent), glass, or materials substantially similar in form and function, unless otherwise approved on detailed building elevations included with the preliminary SP.
 - d. Porches shall provide a minimum of five feet of depth.
 - e. A raised foundation of 6' minimum is required for all residential structures.
 7. Prior to issuance of building permits for any new development in this SP, an emergency access easement(s) from Liberty Lane to the Piccadilly Apartment complex which allows emergency service vehicles access to Windsor Green Blvd. must be recorded and in effect.
 8. The fallback zoning will be RM-4.
-

9. The final site plan/ building permit site plan shall depict any required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
10. Landscaping and tree density requirements per Metro Zoning Code. A complete landscape plan will be required with the Final SP submittal.
11. All parking will be provided per the Metro Zoning Code.

Proposed Preliminary SP



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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 AND PLAN DETAILS

The 89.05 acres site is comprised of five parcels on the north side of Peeples Court, east of Liberty Lane. Immediately west of the subject site is an adjacent SP approved in 2021, known as Liberty Lane SP, for 199 multi-family units. A final site plan is currently under review for this site. Additional information regarding this SP and the surrounding context is included below. The parcels to the south are separated by Vietnam Veterans Boulevard and are primarily zoned Commercial Services (CS) and established with commercial uses. Properties to the north and east are within Goodlettsville as the subject site is located along the boundary between Nashville and Goodlettsville. Along Liberty Lane are several properties that developed under the existing R10 zoning district with one and two-family residential uses.

The proposed plan is a regulatory SP based on the zoning density permitted by the RM6 zoning district, which would permit a maximum of 534 multi-family units. As a proposed regulatory SP, a site plan would not be provided until the final site plan is submitted. Additional standards are included in the regulatory document such as a maximum FAR, maximum ISR, minimum 20 percent open spaces, and design standards.

Vehicular access to the site is provided by Peeples Court, which is currently undeveloped right-of-way. Peeples Court is a dead-end road that terminates at the subject property. Peeples Court can currently only be accessed via Liberty Lane which is a two lane road that crosses under the Vietnam Veterans Boulevard overpass.

Area Rezoning History

When the adjacent SP to the west, hereby referred as Liberty Lane SP (2021SP-054-001), was approved in 2021, the existing access issues were a primary concern. The Fire Marshal indicated that given the one point of access a maximum of 199 units would be permitted (if sprinklers were provided in multi-family structures). The final site plan for this development includes a total of 199 units, maxing out the density permitted by Metro Fire for this entire area with the one emergency access point.

Access Constraints

Planning Staff has two concerns regarding access to the site. The first is emergency access. The Fire Code requires that with development of a certain density, more than one emergency access point is required. The applicant has provided a draft easement document that would provide a secondary emergency access point from the existing Windsor Green multi-family development to the west, accessed via Conference Drive. The applicant has indicated that this agreement will be completed with the final site plan stage, however Staff has asked for this agreement be finalized prior to the hearing at the Planning Commission for the preliminary SP. With this proposed development and another preliminary SP proposed on the west side of Liberty Lane for approximately 106 units, this



Metro Planning Commission Meeting of 03/23/23

area would be entitled to approximately 850 units with one point of emergency access. It is the determination of staff that the emergency access should be in place prior to receiving entitlements of this scale.

The second concern is related to general access. With the existing development along Liberty Lane and the entitlements for the Liberty Lane SP there are over 200 units currently entitled with one public vehicle access point. An additional SP to the west, off of Liberty Lane is proposed for approximately 106 multi-family units. Considering these projects together, it would likely yield over 800 units with only one public point of access.

Density

In 2021, with the previous SP, staff largely supported the proposed density of the Liberty Lane SP as it was comparable to what could be developed under the existing R10 zoning district, while allowing for an alternate building form. The other pending SP is also proposing to use the RM4 density. The proposed SP proposes to use a base density of RM6 for a maximum of 534 units. If using RM4, 356 units would be permitted.

ANALYSIS

The primary policy on the site is Suburban Neighborhood Evolving (T3 NE). The intent of this policy is to create and enhance suburban neighborhoods with the best qualities of classic suburban neighborhoods including greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques.

The T3 NE policy identifies several zoning districts that may be appropriate for the property, ranging from RS7.5, R8, and R15, and RM9-A through RM20-A. This is density that may be appropriate, but does not consider the unique site features and constraints.

The policy guidance states that when considering zoning districts, the following should be considered: A site's location in relation to centers and corridors, the size of the site, environmental conditions, locational characteristics, and the surrounding context of the subject property. The site does not have immediate proximity to centers and corridors and is accessed via one local road, Liberty Lane. Given the location of the site, any increase in density will be at a large scale. There are few environmental features on the site that would impact the development. Small portions of Conservation (CO) Policy exist on the site due to the northern and eastern property lines from adjacency to Mansker Creek and areas of steep slopes. Limiting the density is also supported in order to prevent the disturbance of these features.

Suburban Neighborhood Evolving policy guidance specifically related to vehicular access and connectivity indicates that with new development, connectivity is established to provide residents with multiple route options to destinations, which reduces congestion on primary roads. With the existing constraints of the property additional access routes are not feasible. Based on this guidance, an increase in intensity of this level may not be appropriate.

While the policy indicates that a higher density may be supported in this policy area, given the access constraints and surrounding development, staff finds the proposed density inappropriate.



Metro Planning Commission Meeting of 03/23/23

Staff is recommending a reduction in the number of units to a RM4 level density, which would permit 356 multi-family units.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Secondary Emergency Vehicle Access Easement and access roadway are required for compliance with minimum fire code requirements.

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 Regulatory SP only. Public and/or private 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.
- Water provided by Madison Suburban Utility District.

MADISON SUBURBAN UTILITY DISTRICT

Approve

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- With the final: Callout the following per NDOT ST- detail sections: access and ADA ramps, sidewalks, curb & gutter.
- All ROW frontages shall adhere to the Major Collector Street Plan(MCSP). Dedicate ROW along all frontages to accommodate MCSP requirements. Provide call outs on final site plan for MCSP requirements.
- Show 'Now Entering Private Drive' signage where applicable off public roads into site.
- Provide internal and external stop control at private or public intersections.
- Where there may be potential vehicular or pedestrian sight distance issues at intersection and access ramps, provide stopping sight distance exhibits at any relevant intersections and accesses. Provide adequate sight distance spacing at all access ramps and public (or public) streets with on-street parking.
- Dimension ROW pavement widths for clarity.
- Provide a loading/unloading and waste plan for each aspect/phase of the total development. Provide any truck turning movements relevant to loading/unloading waste plan activities. Note: A private hauler will be required for site waste/recycle disposal.
- Comply w/ NDOT traffic comments.



Metro Planning Commission Meeting of 03/23/23

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Coordinate with WeGo prior to Final SP submittal on any transit infrastructure needs in this area. This development shall construct/provide/contribute towards those needs.
- Ensure that along property frontages, MCSP requirements are being met.
- These developments shall contribute towards the sidewalk connection on Liberty Lane down to Gallatin Pike. (Coordination ongoing and shall be finalized prior to final SP)
- As an additional improvement, these developments shall provide two pedestrian landings at the intersection of Gallatin Pike and Liberty Lane for the northeast and southeast corners. Stripe in the crosswalk for the east leg. Provide push buttons and signal heads for all corners of the intersection (Liberty Hills development has been conditioned to provide landings for the other two corners and crosswalks for the north, west and south legs).
- Parking shall be per code.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	89.05	4.356 D	411 U	3,817	296	395

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential 3-10 (221)	89.05	6 D	534 U	2,909	177	221

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+123 U	-908	-119	-174

METRO SCHOOL BOARD REPORT

Projected student generation existing R10 district: 25 Elementary 21 Middle 21 High

Projected student generation proposed SP district: 61 Elementary 40 Middle 36 High

The proposed zoning expected to generate 70 additional students than the existing zoning district. Students would attend Goodlettsville Elementary School, Goodlettsville Middle School, and Hunters Lane High School. Goodlettsville Elementary and Hunters Lane High School have been identified as having additional capacity. Goodlettsville Middle School has been identified as being at 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, including a reduction in the maximum number of units, and disapproval without all conditions.



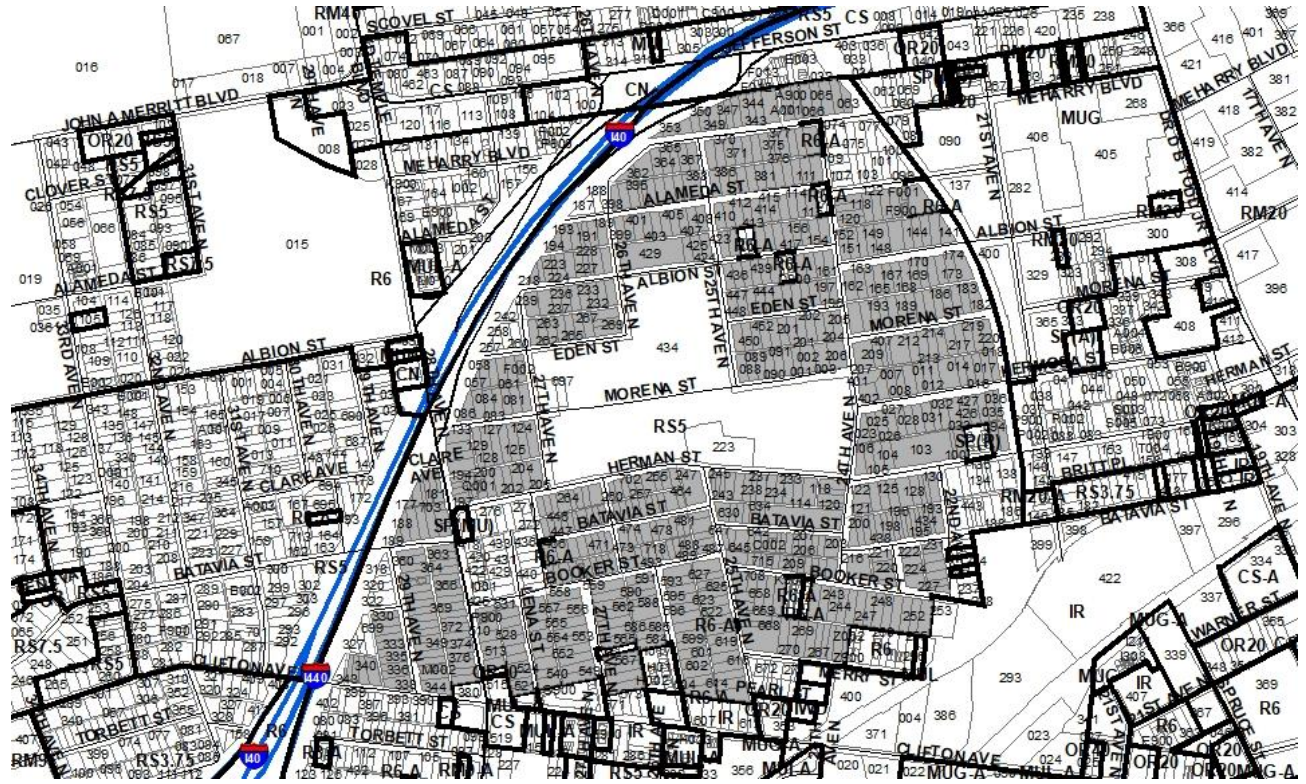
Metro Planning Commission Meeting of 03/23/23

CONDITIONS

1. Permitted uses shall be limited to a maximum of 356 multi-family units. Short term rental property, owner occupied and short term rental property, not owner occupied shall be prohibited.
2. The applicant shall either provide a sidewalk connection from the development site to Gallatin Pike via Liberty Lane or shall contribute towards this sidewalk construction. The off-site sidewalk conditions or contribution shall be coordinated in conjunction with NDOT with the final site plan application.
3. Prior to the approval of the final site plan, the emergency access agreement shall be recorded, or a second access point shall be established.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM4 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. The 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. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
10. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



Metro Planning Commission Meeting of 03/23/23



2023DDU-001-001
Various Maps, Various Parcels
08, North Nashville
21 (Brandon Taylor)



Metro Planning Commission Meeting of 03/23/23

Item #28

Council Bill No.

Council District

School District

Requested by

Zoning Overlay 2023DDU-001-001

BL2023-1761

21 – Taylor

01 – Gentry

Councilmember Brandon Taylor, applicant; various property owners.

Staff Reviewer

Elliott

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change to apply a Detached Accessory Dwelling Unit (DADU) Overlay District

Zone Change

A request to apply a Detached Accessory Dwelling Unit Overlay District to various properties located north of Clifton Avenue and south of Jefferson Street, zoned Single-Family Residential (RS5) and One and Two-Family Residential (R6-A), (106.63 acres).

Existing Zoning (to remain)

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 (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.

Proposed Zoning

Detached Accessory Dwelling Unit (DADU) Overlay would permit a detached, self-sufficient dwelling unit accessory to a principal structure. The overlay would permit DADUs subject to existing standards for detached accessory dwelling units in Section 17.16.030.G of the Zoning Code, which includes requirements for, but not limited to, ownership, lot area, setbacks, bulk and massing, design, and access.

NORTH NASHVILLE COMMUNITY PLAN

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



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

Transition (TR) is intended to enhance and create areas that can serve as transitions between higher-intensity uses or major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices and/or residential development. Housing in TR areas can include a mix of types and is especially appropriate for “missing middle” housing types with small-to medium-sized footprints.

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

T4 Urban Neighborhood 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.

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

SITE AND CONTEXT

The approximately 106.63-acre area is located in North Nashville and makes up a majority of the area north of Clifton Avenue, east of Interstate 40, south of Jefferson Street, and west of 21st Avenue North. The area is primarily residential with some vacant and institutional land uses. The area has a development pattern of single-family residential and two-family residential with a gridded street network. The area is generally served by a network of public alleys and many of the streets in this area have sidewalks.

ANALYSIS

Staff finds the proposed DADU overlay to be consistent with the T4 RC, T4 NE, T4 CM, T4 NC, and Transition policy guidance to provide infill development that provides for an increased housing diversity. The majority of the area is within T4 NE policy and the T4 NE policy describes that successful infill and redevelopment in existing neighborhoods needs to consider timing and some



Metro Planning Commission Meeting of 03/23/23

elements of the existing developed character, such as the street network and block structure and proximity to Centers and Corridors. The proposed DADU overlay has a limited impact to the existing neighborhood character as observed from the street with DADU's being required to be located behind principal structures. Also, Design Standards are included in the Zoning Code that require DADU's to be of similar style, design, and material color as used for the principal structure and shall use similar architectural characteristics, including roof form and pitch, to the existing principal structure. The subject area is also well served by infrastructure with their proximity to mixed-use corridors, gridded public street network, public alleys, and sidewalks and have the infrastructure to support appropriate infill development.

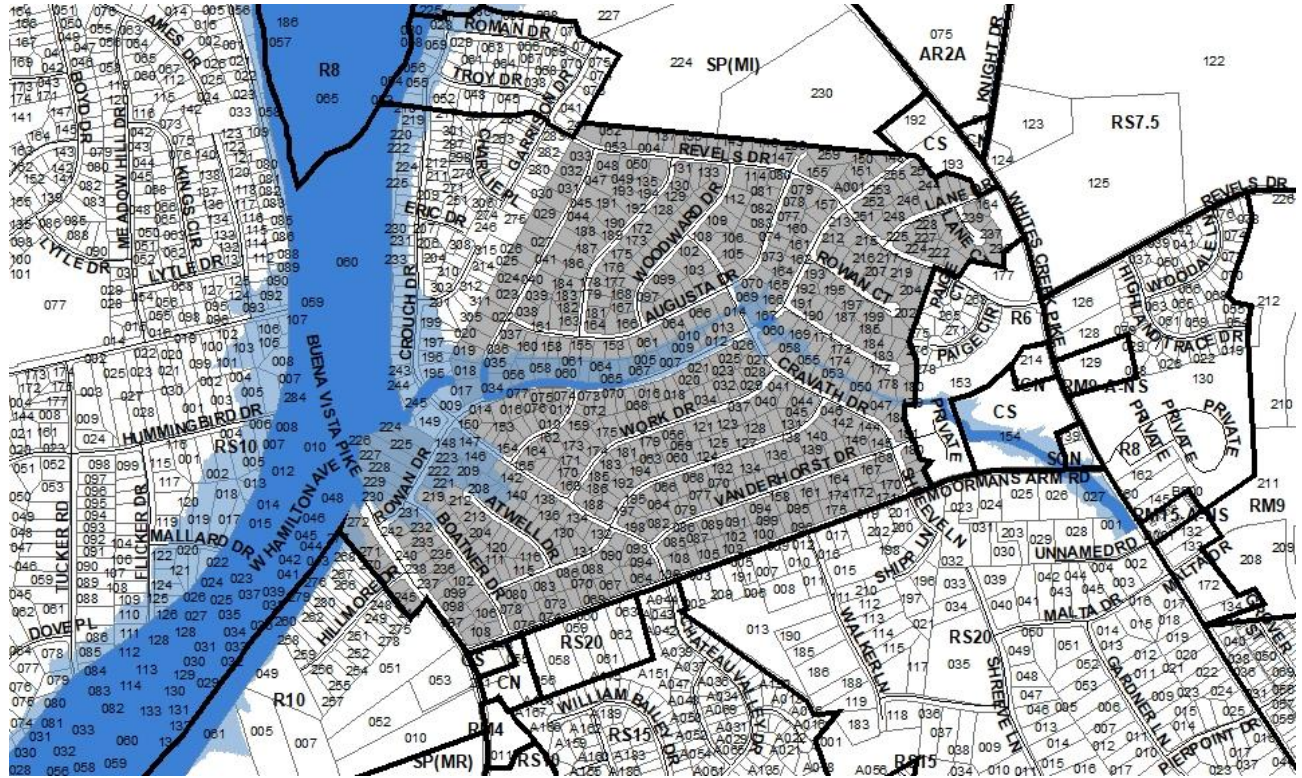
Staff finds the proposed overlay to be consistent with the subject policies.

STAFF RECOMMENDATION

Staff recommends approval.



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2023NHC-002-001

Various Parcels

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 03/23/23

Item #29

**Neighborhood Conservation Overlay
2023NHC-002-001**

Project Name

**Haynes Manor Neighborhood Conservation
Overlay**

Council Bill No.

BL2023-1779

Council District

02 - Toombs

School District

01 - Gentry

Requested by

Councilmember Kyontzé Toombs, applicant; various property owners.

Staff Reviewer

Shane

Staff Recommendation

Approve.

APPLICANT REQUEST

Apply a Neighborhood Conservation Overlay District.

Neighborhood Conservation Overlay

A request to apply a Neighborhood Conservation Zoning Overlay District to various properties located in Haynes Manor, zoned Single-Family Residential (RS10) (11.96 acres).

Existing Zoning

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

Proposed Overlay

Neighborhood Conservation Overlay District (NHC) is applied to geographical areas which possess a significant concentration, linkage or continuity of sites, buildings, structures or objects which are united by past events or aesthetically by plan or physical development.

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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

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.



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REQUEST DETAILS

The Metro Historic Zoning Commission (MHZC) considered this application at its March 15, 2023, meeting. Historic Zoning Commission staff recommended approval of this application. The Metro Historic Commission Staff provided the following key summary of the area's importance:

Haynes Manor, a collection of about sixteen streets located north of Moorman's Arm Road between Whites Creek Pike and Buena Vista Pike, is significant in the areas of Community Planning and Development and Ethnic Heritage: African American. Formally established as a subdivision in the mid-1960s, the Haynes Manor neighborhood is significant as a mid-20th century neighborhood developed for African Americans during the "Jim Crow" era when Black residents created their own communities within the context of redlining and other discriminatory policies that ensured physical separation between white and black Nashvillians. Haynes Manor is located near Haynes Heights, one of the earliest of these subdivisions and a forerunner in suburban development in the area. Although developed in the later years of this era, Haynes Manor also sought to provide a refuge for citizens displaced by urban renewal and interstate highway projects.

The complete report considered with the MHZC includes more background information.

METRO HISTORIC ZONING COMMISSION RECOMMENDATION

Approve

- A recommendation of approval of the Haynes Manor Neighborhood Conservation Zoning Overlay was issued at the Metro Historic Zoning Commission (MHZC) held on March 15, 2023.
- The MHZC determined the area to meet criteria 1 and 3 of section 17.36.120 and recommended the adoption of the existing design guidelines with a Haynes Manor chapter as described in the staff report, finding that they are consistent with the Secretary of Interior's Standards.

STAFF RECOMMENDATION

Staff recommends approval of the Neighborhood Conservation Overlay District.



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Metro Planning Commission Meeting of 03/23/23



2023TSO-001-001
LINCOYA HILLS TWO-STORY OVERLAY
Maps 084 and 085, Various Parcels
14, Donelson – Hermitage – Old Hickory
15 (Jeff Syracuse)



Metro Planning Commission Meeting of 03/23/23

Item #30	Two-Story Overlay 2023TSO-001-001
Project Name	Lincoya Hills Two-Story Overlay
Council Bill No.	BL2023-1773
Council District	15 – Syracuse
School District	04 – Nabaa-McKinney
Requested by	Councilmember Jeff Syracuse, applicants; various property owners.
Staff Reviewer	Anthony
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Apply a Two-Story Overlay District.

Two Story Overlay District

A request to apply a Two-Story Overlay District for various properties located east of McGavock Pike and south of Meadowood Drive (249.01 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.

Proposed Overlay

Two-story Residential Overlay District (TSO) provides appropriate building height standards in residential areas necessary to maintain and reinforce the established form and character of residential development in a particular area.

DONELSON – HERMITAGE – OLD HICKORY COMMUNITY PLAN

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

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

REQUEST DETAILS

The proposed application of the Two-Story Residential Overlay District (TSO) would affect 316 parcels totaling approximately 249 acres in the Lincoya Hills and Knob Hill subdivisions in Donelson. The TSO is a new overlay district, having been approved by Metro Council on February



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21, 2023. The purpose of the TSO is to support a neighborhood's existing form and character by employing building height limitations. In the TSO district, the maximum height of a principal structure is two stories in 35 feet as measured from finished grade. The maximum height of an accessory structure is one story or 16 feet—whichever is less—as measured from finished grade. The TSO district may be applied in any area with underlying R, R-A, RS, or RS-A zoning.

ANALYSIS

The Lincoya Hills and Knob Hill subdivisions were initially platted in multiple phases in the early and mid-1950s. The neighborhoods have been built-out with a mix of single-story and split-level ranch homes. Most houses in the neighborhoods were constructed in the 1950s and 1960s, though newer houses are scattered throughout the area. Front setbacks of 50 feet or greater and side and rear-loaded, attached carports and garages are typical. Lots generally range from 0.4 acres to one acre in area. The images below show typical building styles and building heights in the subject neighborhoods.



Above: Typical single-story houses in Lincoya Hills neighborhood.

Below: Typical split-level houses in Lincoya Hills neighborhood.





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The subject properties are currently zoned RS20, which permits heights of up to three stories. If the TSO district is applied, RS20 would remain as the underlying zoning district, and lots would be subject to all RS20 bulk regulations except height. The TSO district's height limitation of two stories in 35 feet would supersede the RS20 height standard.

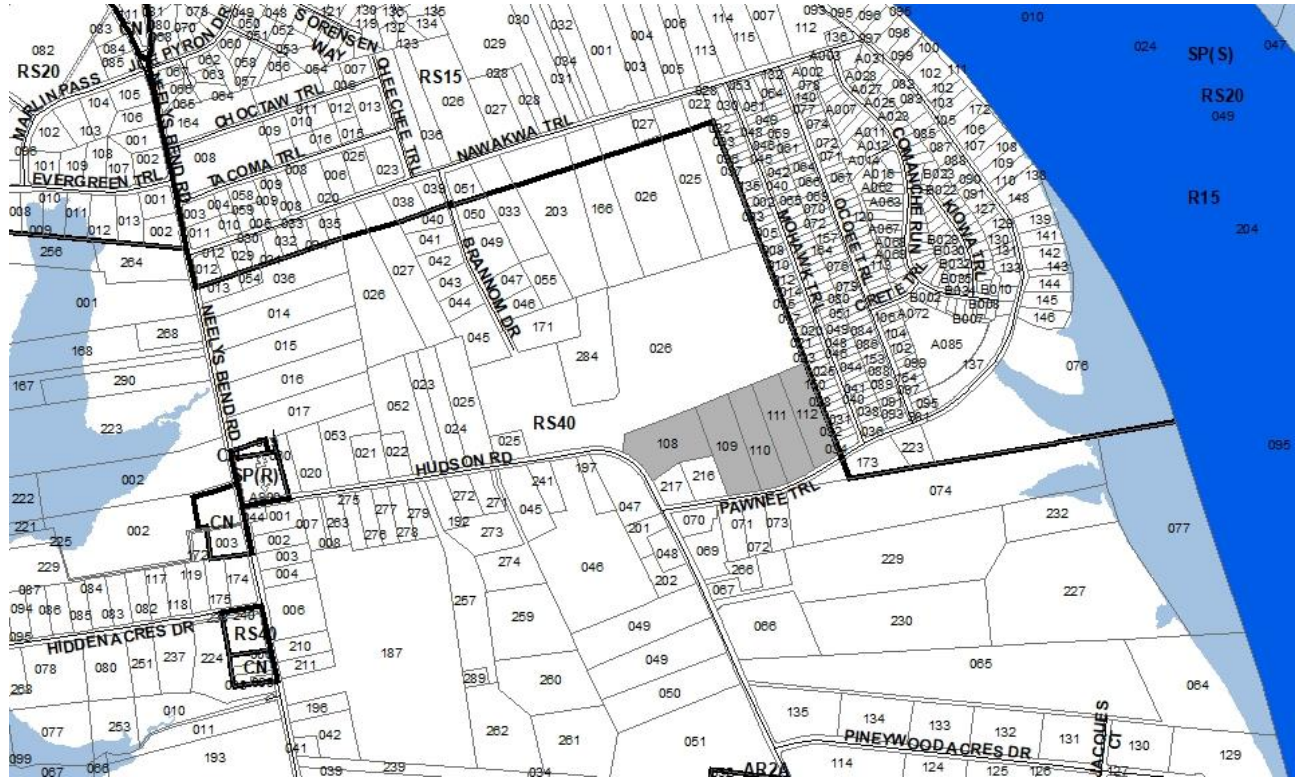
The subject properties are located within the T3 NM policy area. The T3 NM policy is intended to maintain the general character of suburban neighborhoods as characterized by their development pattern, building form, land use, and associated public realm. Existing houses in the Lincoya Hills neighborhood have heights of one to two stories with single-story and split-level houses being most prominent. The TSO district would ensure that new structures maintain the existing height pattern in the area by restricting the height of principal structures to two stories in 35 feet and accessory structures to one story or 16 feet, whichever is less. Because the proposed application of the TSO district is consistent with the T3 NM policy, staff recommends approval of the TSO district.

STAFF RECOMMENDATION

Staff recommends approval.



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2023Z-020PR-002

Various Maps, Various Parcels

04, Madison

09 (Tonya Hancock)



Metro Planning Commission Meeting of 03/23/23

Item #31	Zone Change 2023Z-020PR-002
Council Bill No.	BL2023-1776
Council District	09 - Hancock
School District	03 - Masters
Requested by	Tonya Hancock, applicant, various owners
Staff Reviewer	Marton
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from RS40 to RS80.

Zone Change

A request to rezone from Single-Family Residential (RS40) to Single-Family Residential (RS80) for various properties located on Pawnee Trail, and one property located on Hudson Road (15.53 acres).

Existing Zoning

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

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.*

MADISON COMMUNITY PLAN

T2 Rural Maintenance (T2 RM) is intended to maintain rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RM areas have established low-density residential, agricultural, and institutional development patterns. Although there may be areas with sewer service or that are zoned or developed for higher densities than is generally appropriate for rural areas, the intent is for sewer services or higher density zoning or development not to be expanded. Instead, new development in T2 RM areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/2 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.

ANALYSIS

The application consists of various parcels on Pawnee Trail and one parcel on Hudson Road totaling 15.53 acres. All properties are currently zoned RS40. Uses in the area are primarily single family residential and vacant residential land.

The application proposes to rezone the properties from RS40 to RS80. The properties are located within T2 Rural Maintenance policy which 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.



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The proposed 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. RS80 also requires slightly larger side setbacks and a lower maximum building coverage than the RS40 district, allowing for further preservation of open space and maintaining spacing between buildings, which is reflective of the development pattern in T2 RM areas. Overall, the rezoning supports T2 RM Policy to maintain rural residential land and preserve open space and environmentally sensitive land features.

STAFF RECOMMENDATION

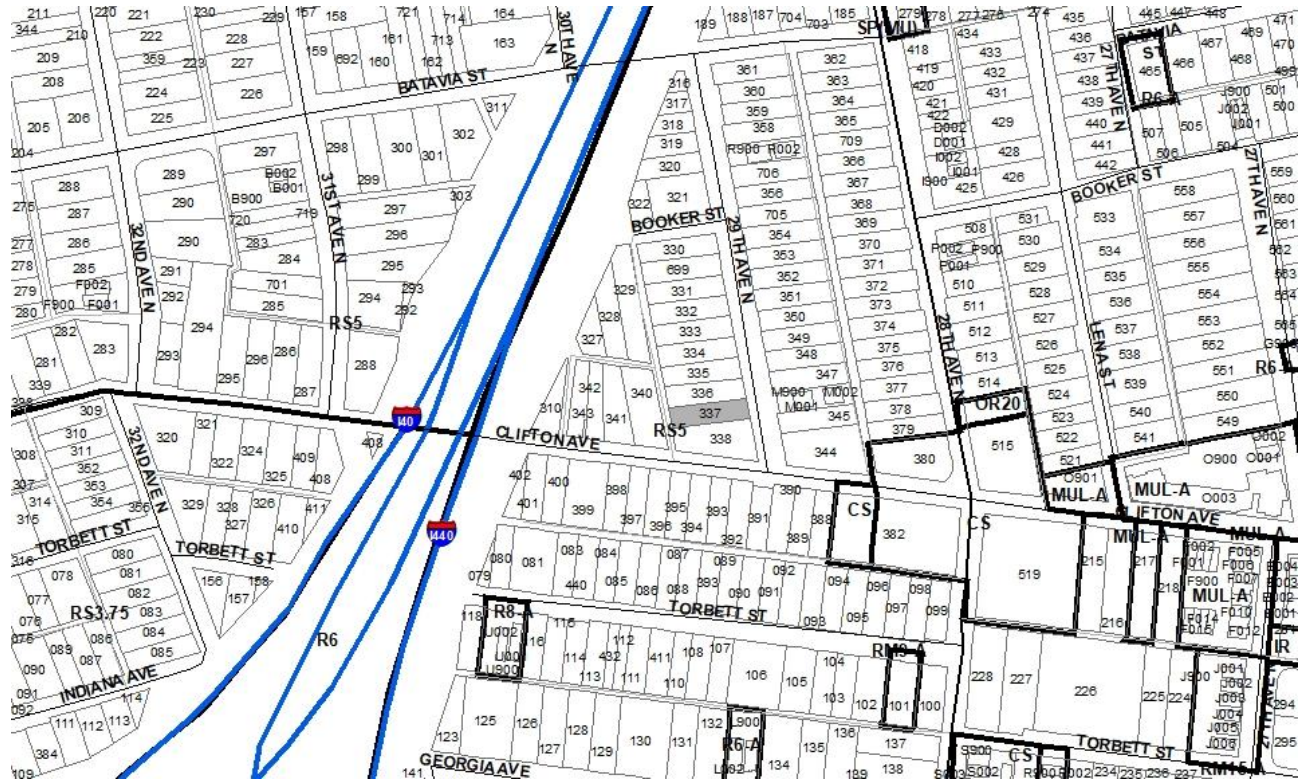
Staff recommends approval.



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2023Z-028PR-001
Map 092-06, Parcel(s) 337
08, North Nashville
21 (Brandon Taylor)



Metro Planning Commission Meeting of 03/23/23

Item #32

Council District

School District

Requested by

Zone Change 2023Z-028PR-001

21 – Taylor

05 – Buggs

Miranda Kammeyer, applicant, and owner.

Staff Reviewer

Marton

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) for property located at 703 29th Ave North, approximately 80 feet north of Clifton Avenue and 29th Avenue North intersection (0.14 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

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. *R6-A would permit a maximum of 1 lots with 1 duplex lots for a total of 2 units.*

NORTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The application consists of one parcel (Map 092-06, Parcel 337) totaling .14 acres, located on the western side of 29th Avenue North. The property consists of a single-family home built in 1962. Surrounding properties are zoned RS5 and surrounding uses are single family residential, duplex, and vacant residential land.



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The application proposes to rezone the property from RS5 to R6-A. R6-A would allow a maximum of 2 units on the property. The site is located within the T4 Urban Neighborhood Evolving policy area. The T4 NE policy 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. According to the Community Character Manual, R6-A is an appropriate zoning district under T4 NE policy. The property is located in an area that is in transition, with T4 Neighborhood Center policy to the east, and in walking distance to a bus stop at the intersection of Clifton and 28th Avenue North. The proposed R6-A district increases density modestly and aligns with goals of the T4 NE policy and NashvilleNext to provide a mixture of housing choices that support walking and transit use. For these reasons, staff recommends approval of R6-A.

FIRE RECOMMENDATION

Approve with conditions

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)	.14	7.41 D	1 U	15	5	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (week7day)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	.14	7.71 D	2 U	28	7	2

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

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

METRO SCHOOL BOARD REPORT

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

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

The proposed R6-A zoning is expected to generate no more students than the existing RS5 zoning district. Students would attend Park Avenue Elementary School, McKissack Middle School, and Pearl-Cohn High School. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



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2023Z-029PR-001
Map 072-13, Parcel(s) 280
05, East Nashville
05 (Sean Parker)



Metro Planning Commission Meeting of 03/23/23

Item #33

Council District

School District

Requested by

Zone Change 2023Z-029PR-001

05 – Parker

01 – Gentry

Catalyst Design Group, applicant; Goondocks, LLC, owner.

Staff Reviewer

Lewis

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential (R6-A) for properties located at 817 Douglas Avenue, west of the intersection of Douglas Avenue and Cline Avenue (0.21 acres).

Existing Zoning

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

Proposed Zoning

One and Two-Family Residential-Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre, including 25 percent duplex lots, and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *R6-A would permit a maximum of one duplex lot for a total of two units, based on the acreage only. Duplex eligibility to be determined by Metro Codes Department.*

EAST NASHVILLE COMMUNITY PLAN

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

SITE AND CONTEXT

The 0.21-acre parcel is located at the northwest corner of the intersection of Douglas Avenue and Cline Avenue. The site has frontage along both streets. The surrounding parcels are primarily zoned RS5, R6, and R6-A and have been developed with one and two-family land uses.



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ANALYSIS

The intent of the T4 NE Policy is to create and enhance neighborhoods—to include greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques. When considering rezoning, a site’s location in relation to centers, corridors and multi-modal transportation options, in addition to the size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas, should be considered. The site is located along Douglas Avenue, classified as a Collector Avenue in the Major and Collector Street Plan (MCSP), which is intended to support higher density development. There are no environmental conditions on the site that would limit or constrain the development of the site. Additionally, the site is located on the edge of the Urban Neighborhood Maintenance Policy (T4 NM) boundary where the development pattern consists of parcels zoned R6 and developed with two-family uses, a zoning and land use consistent with the requested R6-A zoning.

FIRE MARSHAL RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	.21	7.41 D	1 U	15	5	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (week7day)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	.21	7.71 D	2 U	28	7	2

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

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

Projected student generation existing RS5 district: 0 Elementary 0 Middle 0 High
Projected student generation proposed R6-A district: 0 Elementary 0 Middle 0 High

METRO SCHOOL BOARD REPORT

The proposed R6-A zoning district is not anticipated to generate any additional students than the existing RS5 zoning district. Students would attend Hattie Cotton Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools are identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.



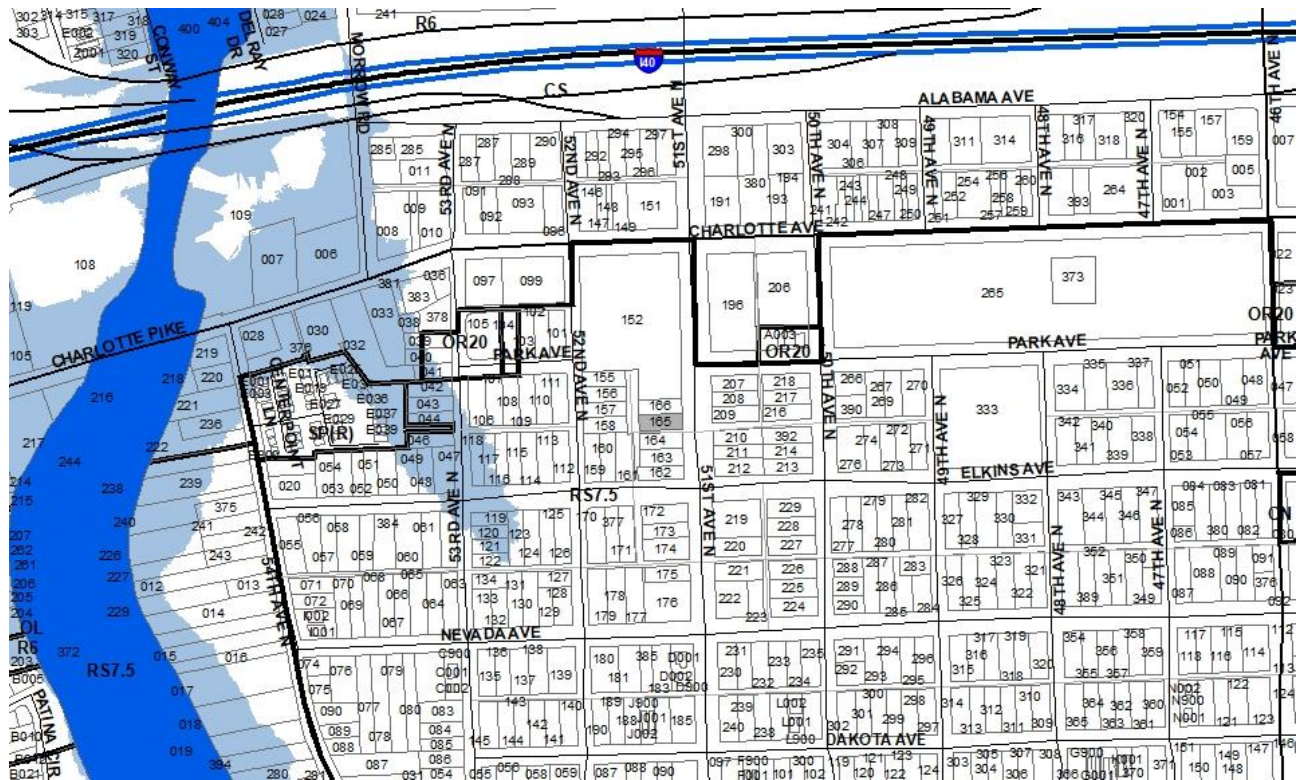
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STAFF RECOMMENDATION

Staff recommends approval.



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2023Z-030PR-001
Map 091-150, Parcel(s) 165
07, West Nashville
24 (Kathleen Murphy)



Metro Planning Commission Meeting of 03/23/23

Item #34

Council District

School District

Requested by

Zone Change 2023Z-030PR-001

24 – Murphy

08 – Block

Shannon Konkel, applicant, and owner.

Staff Reviewer

Swaggart

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from RS7.5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to One and Two-Family (R6-A) for property located at 323 51st Avenue North, approximately 160 feet north of the intersection of Elkins Avenue and 51st Avenue North (0.15 acres).

Existing Zoning

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

Proposed Zoning

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

WEST NASHVILLE COMMUNITY PLAN

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

SITE AND CONTEXT

The request pertains 323 51st Avenue North. The property is approximately 6,534 sq. ft. in size and is located on the west side of 51st Avenue North and approximately 550 feet south of Charlotte Avenue. Richland Park is approximately two blocks to the northeast. Saint Ann Catholic School is located two properties over to the north. The properties surrounding the subject property are zoned for single-family and are occupied with single-family homes. There are a few existing duplex units in the immediate area. There is an existing alley that runs along the back of the property connecting to Elkins Avenue.

ANALYSIS

The T4 NM policy is generally intended to preserve the existing character of the area where it is applied. In this case, the surrounding area consist of a mixture of single and two-family homes. In



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addition, there is an existing alley located at the rear of the property. The alternative designation will require any new development to utilize the alley. Given the existing mixture of single and two-family homes, an existing alley that can be utilized by any new development, staff finds that a two-family zoning district is consistent with the T4 NM policy at this location.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.15	4.94 D	1 U	15	5	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential (221)	0.15	7.71 D	2 U	28	7	2

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

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

METRO SCHOOL BOARD REPORT

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

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

The proposed R6-A zoning is expected to generate no more students than the existing RS7.5 zoning district. Students would attend Sylvan Park Elementary School, West End Middle School, and Hillsboro High School. There is additional capacity in all three schools. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

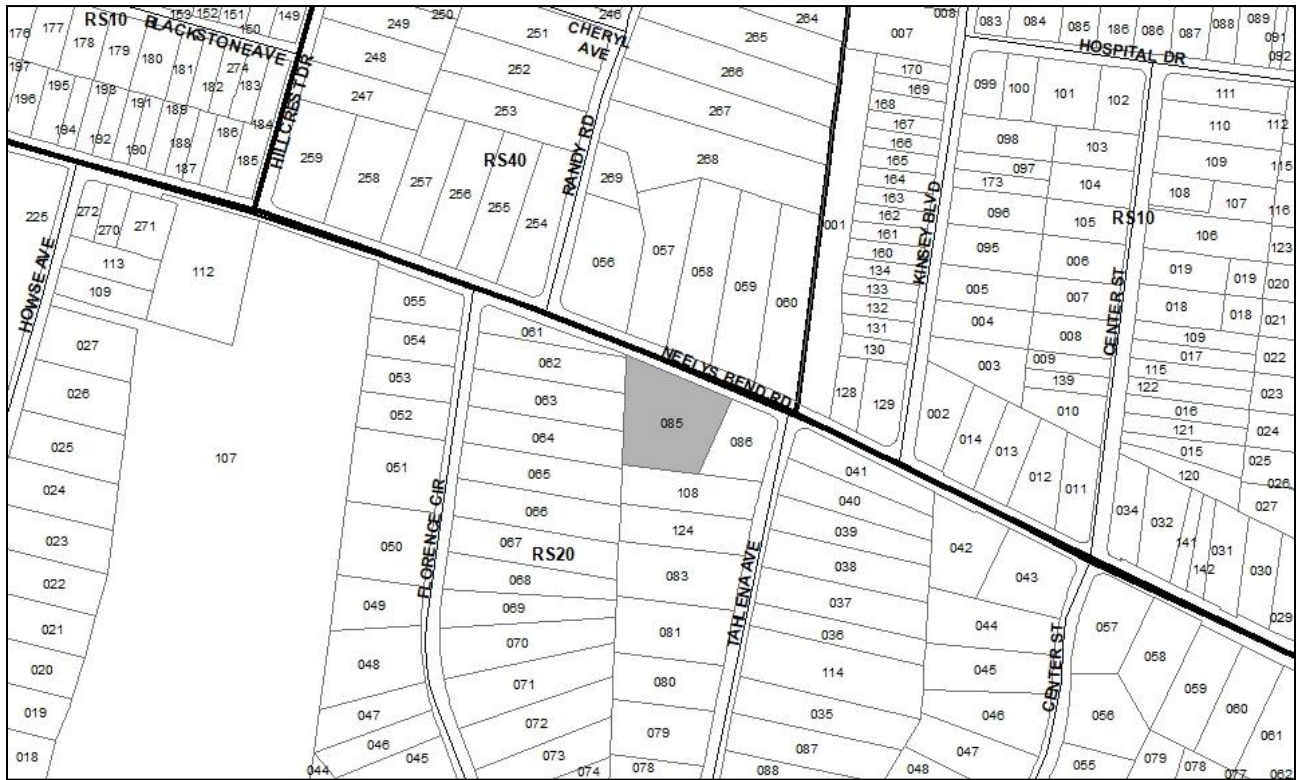
Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 03/23/23



2022S-253-001

FIRST REVISION LOT 1 RESUB LOTS 76 & 77 MADISON HEIGHTS

Map 052-06, Parcel(s) 085

04, Madison

09 (Tonya Hancock)



Metro Planning Commission Meeting of 03/23/23

Item #35
Project Name

Final Plat 2022S-253-001
First Revision Lot 1 Resub Lots 76 & 77
Madison Heights

Council District
School District
Requested by

09 – Hancock
03 – Masters
Todd Bollinger, applicant; Rose Lyn Noland, owner.

Deferrals

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

Staff Reviewer
Staff Recommendation

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

APPLICANT REQUEST

Request for final plat approval to create two lots.

Final Plat

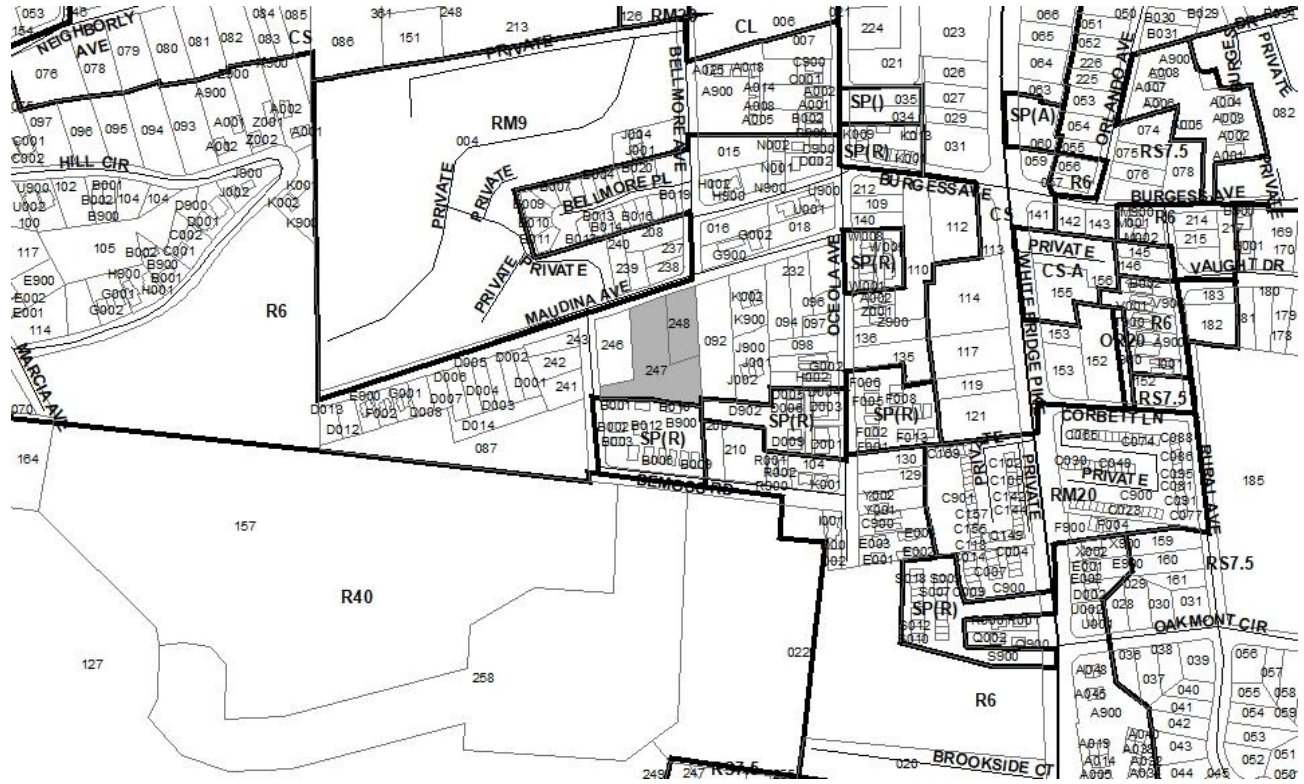
A request for final plat approval to create two lots on property located at 828 Neelys Bend Road approximately 194 feet west of Tahlana Avenue, zoned Single-Family Residential (RS20) (1.5 acres).

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 03/23/23



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 03/23/23

Item #36	Concept Plan 2022S-264-001
Project Name	5713-5715 Maudina Avenue
Council District	20 – Roberts
School District	09 – Tylor
Requested by	Dale & Associates, applicant; Henry. & Sarah. Hood owners.

Deferrals This item was deferred at the December 8, 2022, January 12, 2023, February 9, 2023, February 23, 2023, and March 9, 2023, Planning Commission meeting. No public hearing was held.

Staff Reviewer	Elliott
Staff Recommendation	<i>Staff recommends approval with conditions including a variance to the standards of 3-4.2.b.2. and an exception to 3-5 minimum lot frontage requirements.</i>

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).

SITE DATA AND CONTEXT

Location: The site is located on Maudina Avenue and Demoss Road, approximately a quarter mile west of White Bridge Pike.

Street Type: The site has frontage onto Maudina Avenue and Demoss Road, both local streets.

Approximate Acreage: The proposed area for subdivision is approximately 1.44 acres or 62,726 square feet.

Parcel/Site History: This site is comprised of two lots that were platted in their current configuration in 2005.

Zoning History: The property is zoned R6 and this zoning has existed since 1974. The Urban Zoning Overlay was applied to this property in 2017.

Existing land use and configuration: The site currently contains a two single-family homes.

Surrounding land use/zoning:

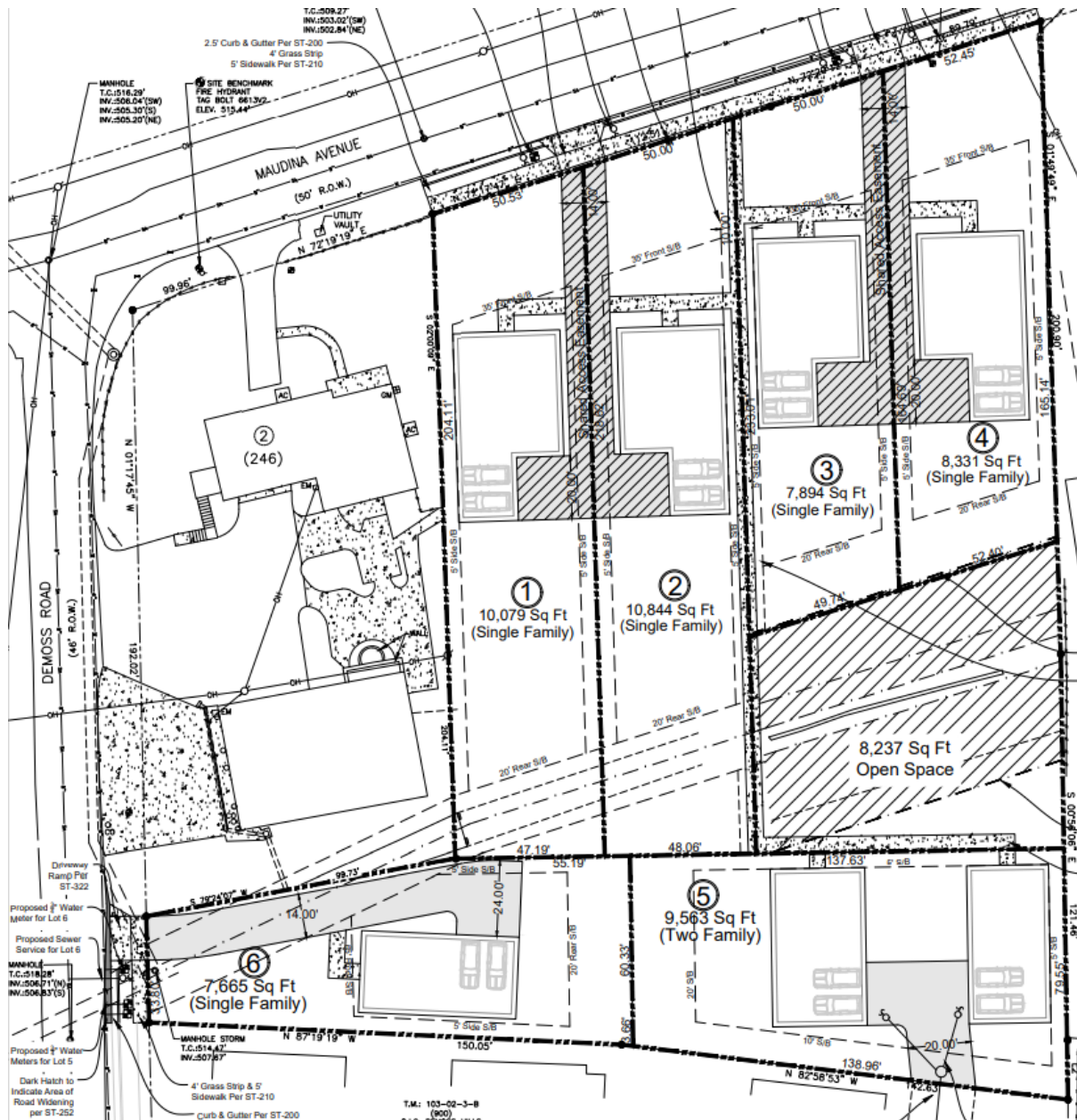
North: Residential/Multi-Family Residential (RM9)

South: Specific Plan-Residential (SP-R)

East and West: Residential/One and Two-Family Residential (R6)



Metro Planning Commission Meeting of 03/23/23



Proposed Concept Plan



Metro Planning Commission Meeting of 03/23/23

Zoning: One and Two-Family Residential (R6)

Min. lot size: 6,000 square feet

Max. height: 3 stories

Min. front setback: 20'

Min. rear setback: 20'

Min. side setback: 5'

Maximum Building Coverage: 0.50

PROPOSAL DETAILS

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

Number of lots: 6 lots (5 single-family, 1 duplex).

Lot sizes: Lot sizes range from 0.18 acres (7,665 square feet) to 0.25 acres (10,844 square feet).

Access: Two shared driveways are proposed on Maudina Avenue for the four lots proposed on this street. The single lot fronting Demoss Road has an individual driveway. Lot 5, internal to the site and adjacent to the SP to the south, draws access from an easement on the private drive in this SP development.

APPLICABLE SUBDIVISION REGULATIONS

Volume III of NashvilleNext, the General Plan for Nashville and Davidson County, contains the Community Character Manual (CCM) which establishes land use policies for all properties across the county. The land use policies established in CCM are based on a planning tool called the Transect, which describes a range of development patterns from most to least developed. Prior versions of Subdivision Regulations for Nashville and Davidson County contained a uniform set of standards that were applied Metro-wide. This did not consider the diverse character that exists across the County. In order to achieve harmonious development within the diversity of development patterns that exist in Nashville and Davidson County, the Planning Commission has adopted the current Subdivision Regulations. The Subdivision Regulations incorporate the General Plan policies by including rules or standards for each specific transect. This allows policies of the General Plan to be followed through application of the varying Subdivision Regulations to reflect the unique characteristics found in the different transects. The site is within the Suburban Neighborhood Evolving (T3 NE) policy. For T3 NE, the conventional regulations found in Chapter 3 are utilized.

SUBDIVISION REGULATIONS – CHAPTER 3

3-1 General Requirements

This subdivision is required to meet on standards of Chapter 3. Staff finds that all standards are met with an exception to 3-5 minimum lot frontage requirements and a variance to the standards of 3-4.2.b.2.c. See Infill Subdivision Regulations 3-5.

3-2 Monument Requirements

Does not apply to concept plans. Monuments will be set after final plat approval.



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3-3 Suitability of the Land

Land which the Planning Commission finds to be unsuitable for development due to flooding, steep slopes, rock formations, problem soils, sink holes, other adverse earth formations or topography, utility easements, or other features which may be harmful to the safety, health and general welfare of inhabitants of the land and surrounding areas shall not be subdivided or developed unless adequate methods to solve the problems created by the unsuitable land conditions are formulated.

The property includes stream buffers and the proper treatment of these buffers will be reviewed with the final site plan application. The concept plan shows the buffers as being preserved on an open space parcel.

3-4 Lot Requirements

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

The subject application is requesting one variance from the lot requirements standards.

The variance request is related to permitting lot 5 to front onto a common open space located more than 150 feet from a public street. In situations with lots fronting common open space, a pedestrian connection is required for each residential unit to a public sidewalk and a vehicular connection is required from a public or private alley, or a shared driveway easement. This is provided with the proposed concept plan; lot 5 provides a pedestrian connection from both units to Maudina Avenue and the lot draws access from a private drive with an access easement in the adjacent SP development to the south.

The Subdivision Regulations also requires the following specific standards for lots more than 150 feet from a public street:

- a. The vehicular access shall serve as a fire lane as well as providing access to dwelling units and shall be in blocks of no greater than 400 feet in length.*
- b. A public alley shall be approved by the Public Works Department.*
- c. Alleys shall extend from street to street.*

In review of these standards, the Fire Marshal has found the private drive with an access easement to adequately provide emergency access to lot 5 so staff finds standard a. to be met.

Standards b. and c. of 3-4.2.b.2. require a variance as the alley is private and does not extend from street to street. Staff supports granting a variance from these two standards.

The private drive being used to access proposed lot 5 was originally approved as a public alley with preliminary SP 2015SP-099-001(BL2017-553) and Metro Staff supported converting this to a private driveway considering it was unlikely to ever extend from street to street and should therefore be private infrastructure.



Metro Planning Commission Meeting of 03/23/23

Staff supports granting a variance to the infill standards to allow lot 5 to draw vehicular access from this private drive as the proposed situation is not found to be detrimental to the public safety, health, or welfare or injurious to other property or improvements in the neighborhood in which the property is located. The conditions are unique and a hardship would result as public alley status was previously approved for this access drive and Metro Staff has since found this situation to be inappropriate and requested the alley be made a private drive with an access easement.

Additionally, staff finds the proposed lot layout to be consistent with the general plan and the development pattern of the SP that the access is drawn through. The criteria for considering a variance to the subdivision regulations is below:

1-11 Variances

1. *General. If the Planning Commission finds that extraordinary hardships or practical difficulties may result from strict compliance with these regulations, a variance from these regulations may be granted, provided that such variance shall not have the effect of nullifying the intent and purpose of these regulations. The Planning Commission shall make findings based upon the evidence presented to it in each specific case that:*
 - a. *The granting of the variance shall not be detrimental to the public safety, health, or welfare or injurious to other property or improvements in the neighborhood in which the property is located.*
 - b. *The conditions upon which the request for a variance is based are unique to the property for which the variance is sought and are not applicable generally to other property.*
 - c. *Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations were carried out.*
 - d. *The variance shall not in any manner vary from the provisions of the adopted General Plan, including its constituent elements, the Major Street Plan, or the Zoning Code for Metropolitan Nashville and Davidson County (Zoning Code).*

3-5 Infill Subdivisions

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

The subject application is requesting an exception from the infill standards.

The exception request is to provide a lot within the T3 NE policy with less than 50 feet of street frontage. Lot 6 proposes 33.8 feet of frontage onto Demoss Road. The overall property currently consists of 33.8 of frontage onto Demoss Road so this proposal is the maximum



Metro Planning Commission Meeting of 03/23/23

frontage potential for the current property configuration. To address this frontage deficiency, the application proposes a minimum front setback of 65' from Demoss Road and at this setback distance, the lot width is approximately 49 feet wide. Additionally, the adjacent lot to the south has approximately 40' of frontage onto Demoss Road. Staff supports the proposed exception because of the proposed setback provision as well as the surrounding lot size context.

3-6 Blocks

No new streets or blocks are proposed with this application.

3-7 Improvements

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

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

The proposed subdivision includes improvements to the existing public streets and sidewalks are provided consistent the Metro local street standard.

3-9 Requirements for Streets

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

3-10 Requirements for Dedication, Reservations, or Improvements

Right-of-way and easements for this project will be dedicated with final plat.

3-11 Inspections During Construction

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

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

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

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

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

3-14 Drainage and Storm Sewers

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

3-15 Public Water Facilities

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

3-16 Sewerage Facilities



Metro Planning Commission Meeting of 03/23/23

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

3-17 Underground Utilities

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

Subdivision Variances or Exceptions Requested: Yes. This request requires an exception to 3-5 minimum lot frontage requirements and a variance to the standards of 3-4.2.b.2.c. See Infill Subdivision Regulations 3-5.

PLANNING STAFF COMMENTS

Staff finds the proposed subdivision consist with the intent of the Chapter 3 of the Subdivision Regulations. Future development will be required to meet the standards of the Metro Zoning Code regarding setbacks, etc. Staff recommends approval with conditions, including a variance to the standards of 3-4.2.b.2.c. and an exception to 3-5 minimum lot frontage requirements, as the proposed subdivision meets the requirements of the Zoning Code and Subdivision Regulations.

POLICY CONSIDERATIONS

A recent appeals court decision (Hudson et al v. Metro) upheld a lower court decision which outlined that the Planning Commission has the authority to determine whether a concept plan complies with the adopted General Plan (NashvilleNext). Per the Court, the Planning Commission may not evaluate each concept plan to determine whether it is harmonious generally but may consider policy. Policy information is provided below for consideration.

The Community Character Manual (CCM) policy applied to the site is Suburban Neighborhood Evolving (T3 NE) and Conservation (CO). T3 areas are predominately residential areas with neighborhoods featuring shallow and consistent setbacks and closer building spacing. T3 NE areas with the suburban transect are intended to provide greater housing choice and improved connectivity. Conservation policy is intended to preserve environmentally sensitive land features through protection and remediation.

Moderate to high levels of connectivity with street networks and sidewalks are a key feature of T3 NE areas. The policy speaks to vehicular connections with new development providing for multiple route options to destinations, reducing congestion on primary roads. Lot sizes within the broader policy can vary and zoning districts ranging from RS7.5 up to RM20-A are supported depending on context.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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



Metro Planning Commission Meeting of 03/23/23

STORMWATER RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- For any work located within the public right of way, obtain any necessary permits from the Nashville Department of Transportation - Permit Office. All Nashville Department of Transportation design standards shall be met prior to any final approvals and permit issuance. Final design and improvements may vary based on actual field conditions.
- Driveway access to comply with Section 13.12 of the Metro Code.

TRAFFIC AND PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

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

STAFF RECOMMENDATION

Staff recommends approval with conditions including a variance to the standards of 3-4.2.b.2.c. and an exception to 3-5 minimum lot frontage requirements.

CONDITIONS

1. Comply with all conditions and requirements of Metro agencies.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

RECOMMENDED ACTION

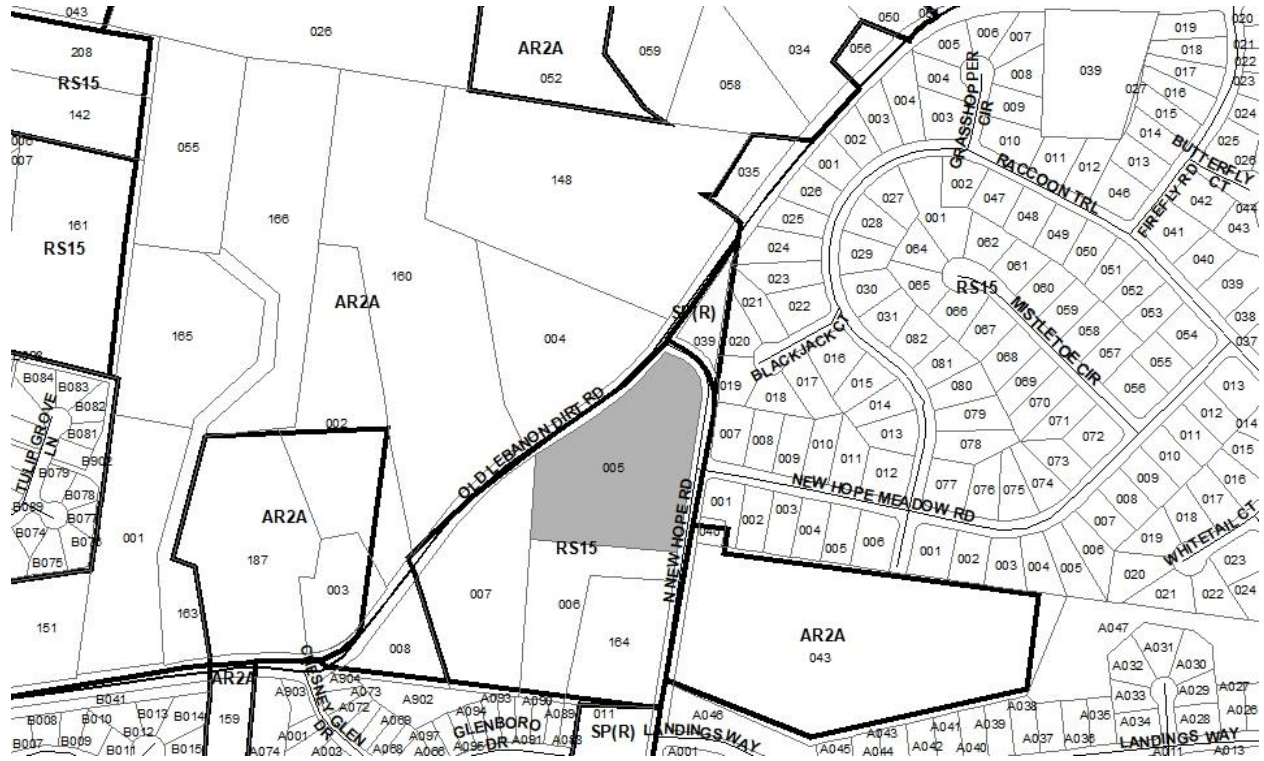
Motion to approve proposed subdivision Case No. 2022S-264-001 with conditions including an exception to 3-5 minimum lot frontage requirements and a variance to the standards of 3-4.2.b.2.c. See Infill Subdivision Regulations 3-5, based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



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Metro Planning Commission Meeting of 03/23/23



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 03/23/23

Item #37

Project Name

Council District

School District

Requested by

Final Plat 2023S-016-001

840 Old Lebanon Dirt Road

12 – Evans

04 – Nabaa-McKinney

Dale & Associates, applicant; Wise Group, Inc., owner(s).

Deferrals

This item was deferred at the February 9, 2023, February 23, 2023, and March 9, 2023, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Shane

Staff Recommendation

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

APPLICANT REQUEST

Final plat to create 11 lots.

Final Plat

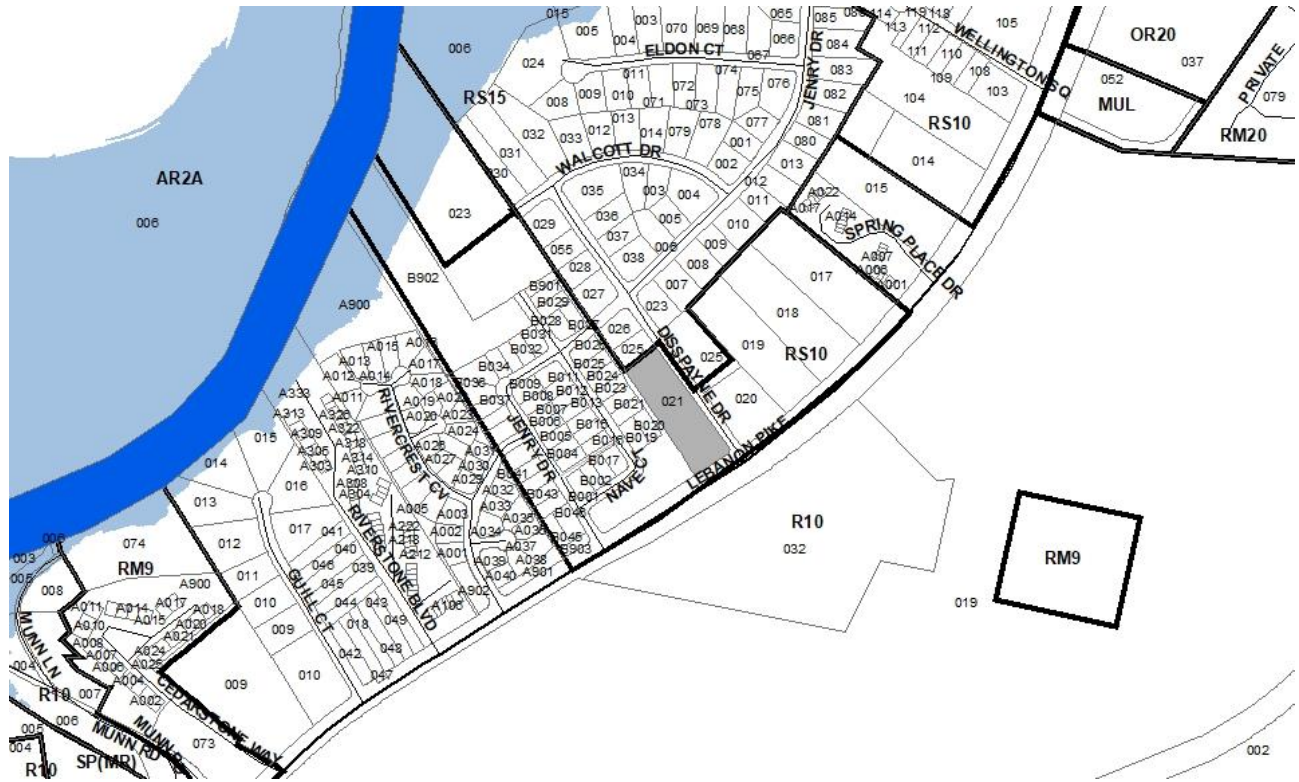
A request for final plat approval to create 11 lots on property located at 840 Old Lebanon Dirt Road, at the southwest corner of Old Lebanon Dirt Road and New Hope Road, zoned Single-Family Residential (RS15) (5.3 acres).

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 03/23/23



2023S-034-001
3004 LEBANON PIKE SUBDIVISION
Map 085-15, Parcel(s) 021
14, Donelson-Hermitage-Old Hickory
14 (Kevin Rhoten)



Metro Planning Commission Meeting of 03/23/23

Item #38	Concept Plan 2023S-034-001
Project Name	3004 Lebanon Pike Subdivision
Council District	14 – Rhoten
School District	04 – Nabaa-McKinney
Requested by	Wilson & Associates P.C., applicant; Pampas LLC, owner.
Staff Reviewer	Matravers
Staff Recommendation	<i>Approve with conditions with an exception to 3-5.2.d finding that the development can provide for harmonious development</i>

APPLICANT REQUEST

Request for concept plan approval to create five lots.

Concept Plan

A request for concept plan approval to create five lots on property located at 3004 Lebanon Pike, at the northwest corner of Lebanon Pike and Disspayne Drive, zoned Single-Family Residential (RS10) (1.82 acres).

SITE DATA AND CONTEXT

Location: The property is located at the northwest corner of Lebanon Pike and Disspayne Drive.

Street type: The property has frontage on Lebanon Pike, which is a Suburban Arterial Boulevard. New lots will front onto Disspayne Drive, which is a local street.

Approximate Acreage: 1.82 acres or approximately 79,279 square feet.

Parcel/Site History: The parcel consists of Lot 21, a historical lot. The parcel was created in 1958.

Zoning History: The property has been zoned RS10, One and Two-Family Residential since 1998.

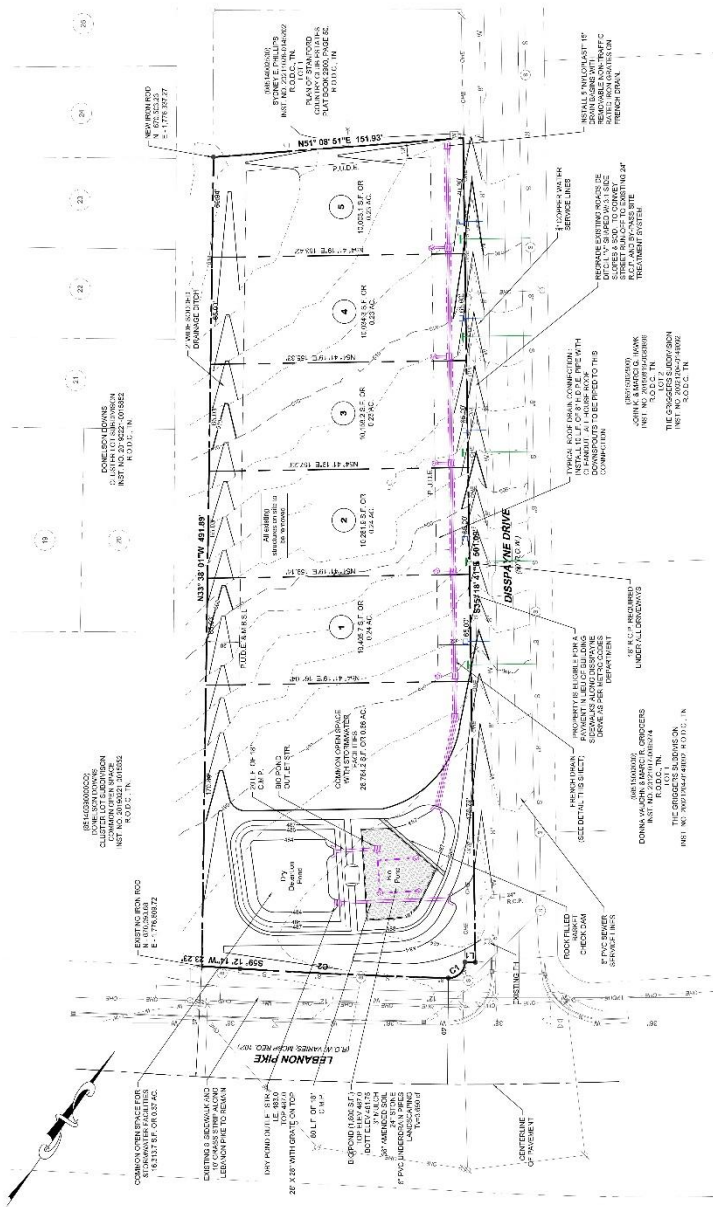
Existing land use and configuration: The parcel is occupied by one single-family house.

Surrounding land use and zoning:

- North: Single-Family Residential (RS15)
- South: Recreation center (R10)
- East: Single-Family Residential (RS10)
- West: Single-Family Residential (RS10)



Metro Planning Commission Meeting of 03/23/23



PROPOSED SUBDIVISION LAYOUT PLAN

Proposed Final Plat

Zoning: Single-Family Residential (RS10)

Min. lot size: 10,000 square feet

Max. building coverage: 0.40

Min. rear setback: 20'

Min. side setback: 15'

Max. height: 3 stories

Min. street setback: contextual



Metro Planning Commission Meeting of 03/23/23

PROPOSAL DETAILS

Number of lots: 5.

Lot sizes: Lot 1 is 10,405.7 sq. ft. (.024 acres). Lot 2 is 10,281.9 sq. ft. (0.24 acres). Lot 3 is 10,158.2 sq. ft. (0.23 acres). Lot 4 is 10,034.3 sq. ft. (0.23 acres). Lot 5 is 10,003.1 sq. ft. (0.23 acres).

Access: All lots are oriented to and have driveway access on Disspayne Drive.

APPLICABLE SUBDIVISION REGULATIONS

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

Prior versions of Subdivision Regulations for Nashville and Davidson County contained a uniform set of standards that were applied Metro-wide. This did not take into account the diverse character that exists across the County. In order to achieve harmonious development within the diversity of development patterns that exist in Nashville and Davidson County, the Planning Commission has adopted the current Subdivision Regulations. The Subdivision Regulations incorporate the General Plan policies by including rules or standards for each specific transect. This allows policies of the General Plan to be followed through application of the varying Subdivision Regulations to reflect the unique characteristics found in the different transects. The site is within the Suburban Neighborhood Maintenance (T3 NM) policy. For T3 NM, the conventional regulations found in Chapter 3 are utilized.

3-1 General Requirements

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

3-2 Monument Requirements

Complies. Monuments will be set after plat approval.

3-3 Suitability of the Land

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

3-4 Lot Requirements

All lots comply with the minimum standards of the zoning code. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of RS10 zoning at the time of building permit.

3-5 Infill Subdivisions

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



Metro Planning Commission Meeting of 03/23/23

subdivision is found to be harmonious and compatible with the goals of the General Plan. An exception to the compatibility criteria may be granted by the Planning Commission for a SP, UDO or cluster lot subdivision by approval of the rezoning or concept plan.

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

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

Complies. All lots meet the minimum standards of the zoning code.

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

Complies. Each lot has frontage on Disspayne Drive.

c. *The resulting density of lots does not exceed the prescribed densities of the policies for the area.*

Complies. RS10 is intended for single-family dwellings at an overall density of 4.63 dwelling units per acre.

d. *The proposed lots are consistent with the community character of surrounding parcels as determined below:*

1. *Lot frontage is either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater.*

Lots 1–5 do not comply with frontage requirements. The minimum required lot frontage for each lot is approximately 79 feet. The proposed lots are between 65 and 70.3 feet.

2. *Lot size is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than the smallest surrounding lot, whichever is greater.*

Lots 1–5 do not comply with lot size requirements. The minimum required lot size for each lot is approximately 0.29 acres (or 12,632 sq. ft.). The proposed lots are between 10,003 and 10,405 sq. ft.

3. *Where the minimum required street setback is less than the average of the street setback of the two parcels abutting either side of the lot proposed to be subdivided, a minimum building setback line shall be included on the proposed lots at the average setback. When one of the abutting parcels is vacant, the next developed parcel shall be used. For a corner lot, both block faces shall be used; and*

Setbacks will be as per codes requires.

4. *Orientation of proposed lots shall be consistent with the surrounding parcels. For a corner lot, both block faces shall be evaluated.*

Complies.

e. *The current standards of all reviewing agencies are met.*

Complies.

f. *If the proposed subdivision meets subsections a, b, c and e of this section but fails to meet subsection d, the Planning Commission, following a public hearing in accordance with the Planning Commission Rules and Procedures, may consider whether the subdivision can provide for the harmonious development of the community by otherwise*



Metro Planning Commission Meeting of 03/23/23

meeting the provisions of TCA 13-4-303(a). In considering whether the proposed subdivision meets this threshold, the Commission shall specifically consider the development pattern of the area, any unique geographic, topographic and environmental factors, and other relevant information. The Commission may place reasonable conditions, as outlined in Section 3-5.6, necessary to ensure that the development of the subdivision addresses any particular issues present in an infill subdivision and necessary to achieve the objectives as stated in TCA 13-4-303(a). To provide for harmonious development, staff requested that the applicant reduce lot sizes to the minimum requirement of 10,000 square feet in order to maximize the setback off of Lebanon Pike. Staff feels that the contextual setback on Lebanon Pike is of a greater priority for maintaining neighborhood character and promoting compatibility than similar lot sizes and frontages as nearby parcels.

PLANNING STAFF COMMENTS

The proposed subdivision meets the standards of the Metro Subdivision Regulations and the standards of the Metro Zoning Code for a final plat. The proposed subdivision meets the intent of subsection d. of the compatibility standards and provides for harmonious development; therefore, staff recommends approval with conditions with an exception to 3-5.2.d finding that the development can provide for harmonious development

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Lots bounded by overhead utility lines. Unit heights possibly limited to 30'. Limited building detail, and/ or building construction information provided. Construction must meet all applicable building and fire codes. Any additional fire code or access issues will be addressed during the construction permitting process. Future development or construction may require changes to meet adopted fire and building codes.

STORMWATER RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Coordinate with planning on sidewalk requirements for project.
- In regard to access, driveway connections must be permitted by the Nashville Department of Transportation and conform with Metro Code requirements.

TRAFFIC AND PARKING RECOMMENDATION

Approve

- Traffic conditions to be set at the time of construction plan approval for individual lots. (Traffic studies, driveway distances, access sight triangles, etc.)



Metro Planning Commission Meeting of 03/23/23

WATER SERVICES RECOMMENDATION

Approve with conditions

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

STAFF RECOMMENDATION

Approve with conditions with an exception to 3-5.2.d finding that the development can provide for harmonious development

CONDITIONS

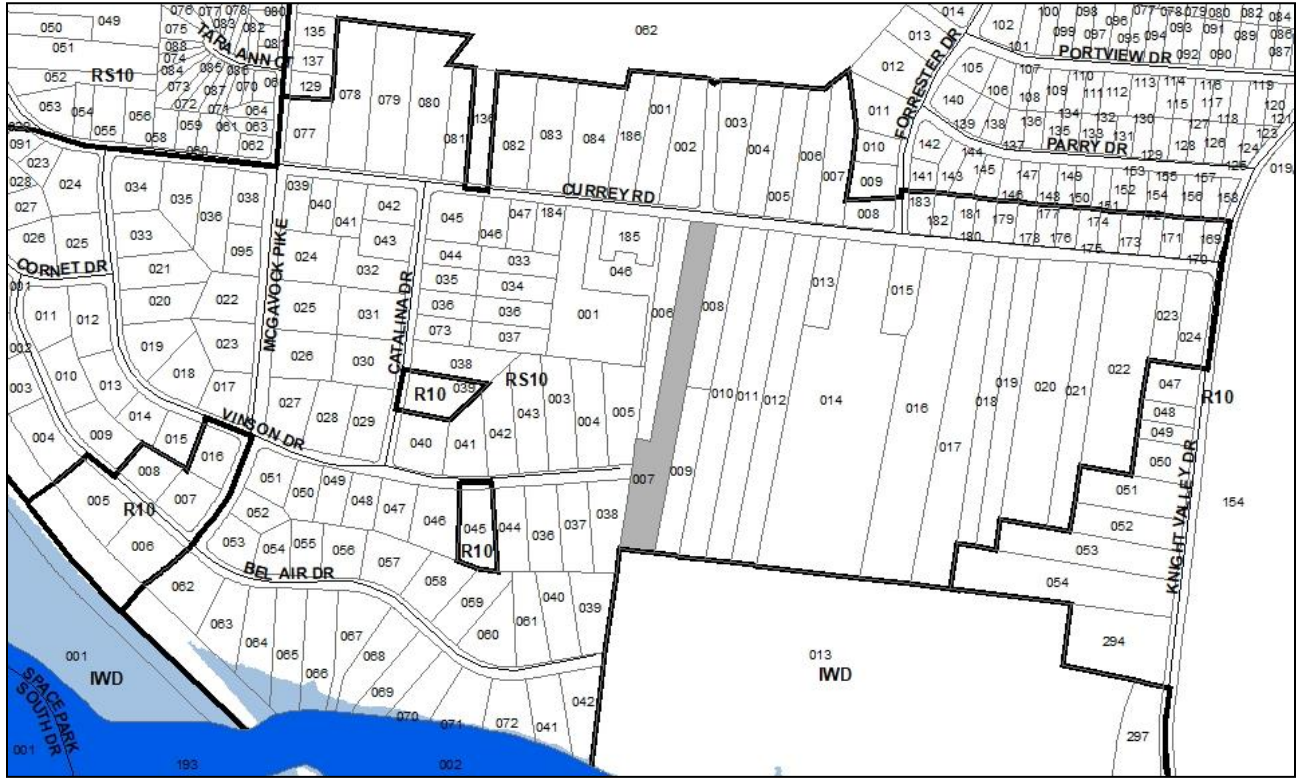
1. Final site plan will follow landscaping and tree density requirements per Metro Zoning Ordinance.
2. Comply with all conditions of Metro Reviewing agencies.



SEE NEXT PAGE



Metro Planning Commission Meeting of 03/23/23



2023S-041-001
HABIBA SUBDIVISION
Map 134-02, Parcel(s) 007
13, Antioch – Priest Lake
13 (Russ Bradford)



Metro Planning Commission Meeting of 03/23/23

Item #39	Concept Plan 2023S-041-001
Project Name	Habiba Subdivision
Council District	13 – Bradford
School District	07 – Player
Requested by	Cherry Land Surveying, Inc, applicant; Habiba Ahmed, owner.
Deferrals	This item was deferred at the March 9, 2023, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Lewis
Staff Recommendation	<i>Defer to the April 13, 2023, Planning Commission meeting.</i>

APPLICANT REQUEST

Request for concept plan approval to create three lots.

Concept Plan

A request for concept plan approval to create three lots and dedicate right-of-way on property located at 1287 Currey Road, east of Catalina Drive, zoned Single-Family Residential (RS10) (3.29 acres).

STAFF RECOMMENDATION

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