

# Metropolitan Planning Commission



Staff Reports

**April 13, 2023**



## Metro Planning Commission Meeting of 04/13/23

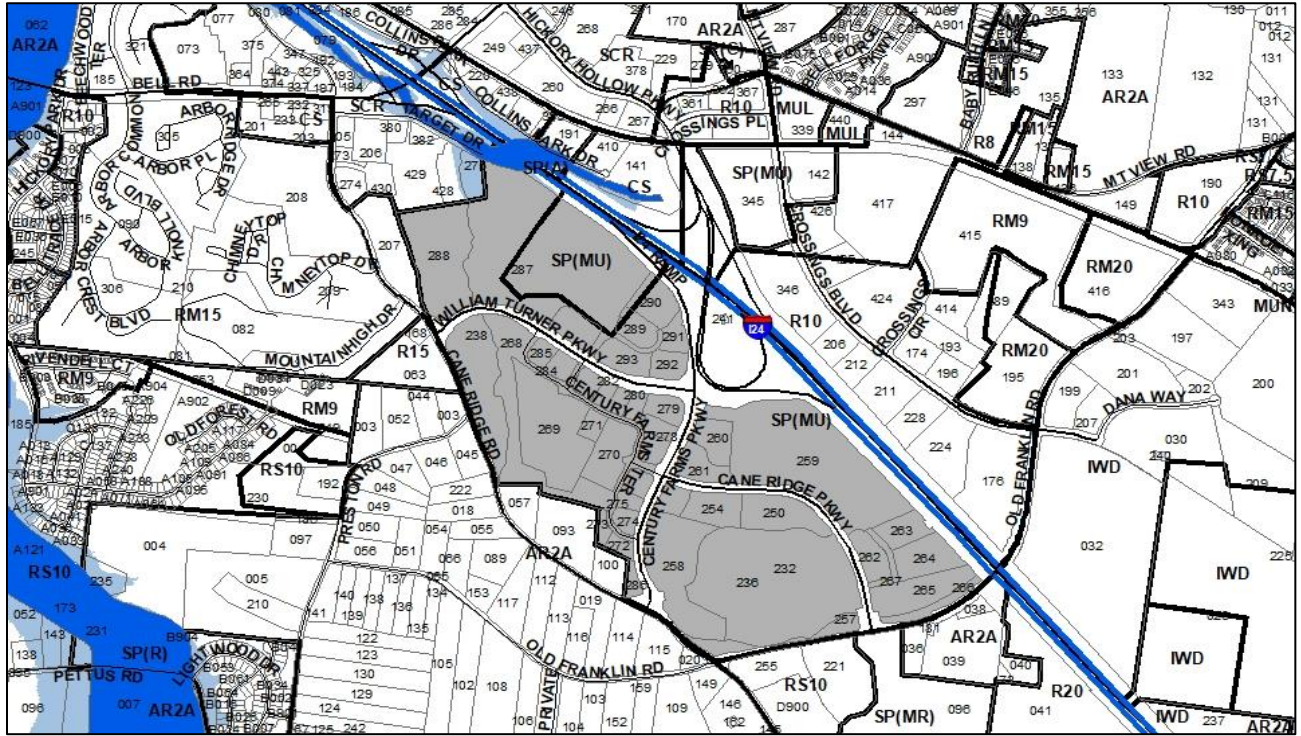
*Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 04/13/23



**2015SP-005-022**

**CENTURY FARMS (BEAMAN & TURNER) (AMENDMENT)**

Map 174, Parcel(s) 232, 238, 250, 252, 254, 257-294

12, Southeast

32 (Joy Styles)



**Metro Planning Commission Meeting of 04/13/23**

<b>Item #1</b>	<b>Specific Plan 2015SP-005-022</b>
<b>Project Name</b>	<b>Century Farms (Beaman &amp; Turner)</b>
	<b>Amendment</b>
<b>Council District</b>	32 - Styles
<b>School District</b>	06 – Mayes
<b>Requested by</b>	Barge Design Solutions, applicant; various owners.

**Deferrals** This item was deferred from the March 9, 2023, Planning Commission meeting. The public hearing was held and closed.

<b>Staff Reviewer</b>	Shane
<b>Staff Recommendation</b>	<i>Defer to the April 27, 2023, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Amend the Century Farms Specific Plan District to permit 300 additional multi-family units and revise standards.**

Amended SP

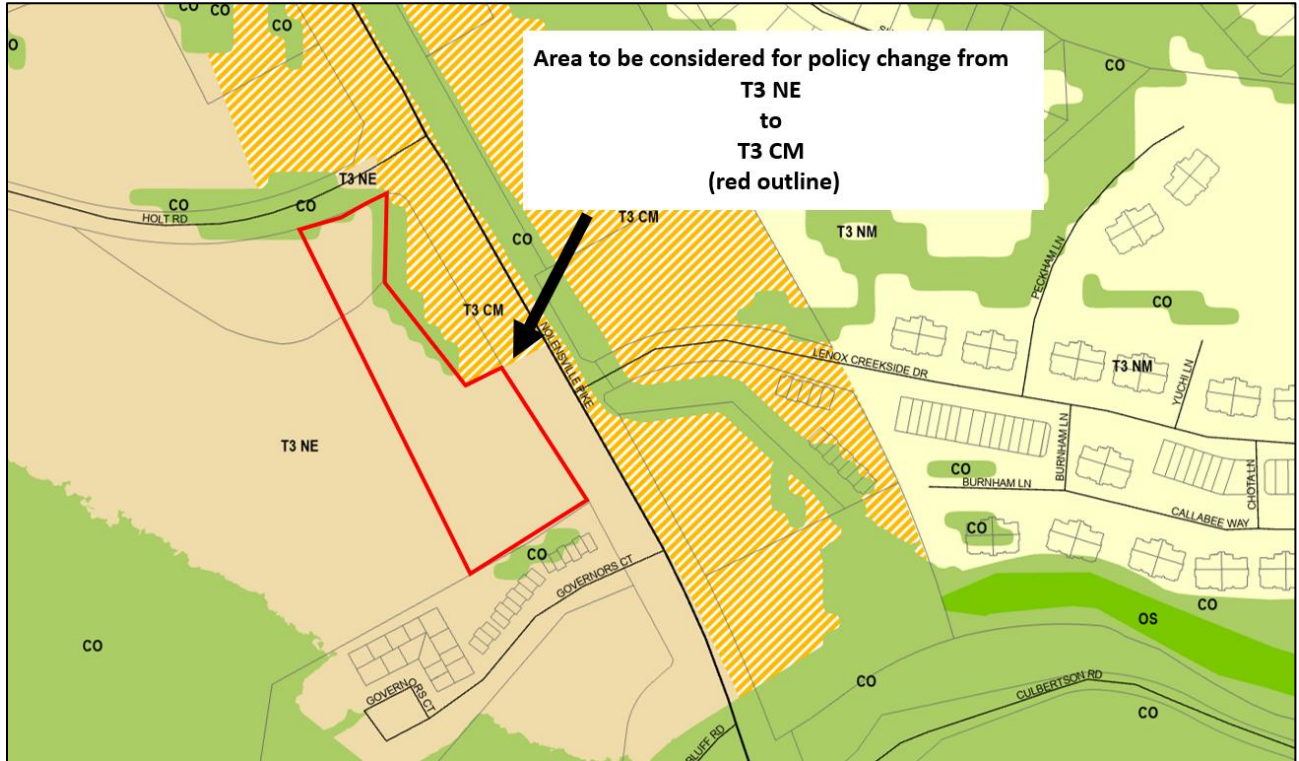
A request to amend a Specific Plan for various properties located on the north side of Old Franklin Road, between Cane Ridge Road and Interstate 24, zoned Specific Plan (SP) (294.15 acres), to permit 300 additional multi-family residential units and revise subdistrict boundaries, development standards, and signage standards.

**STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 04/13/23



**2023CP-012-001**

**SOUTHEAST NASHVILLE COMMUNITY PLAN AMENDMENT**

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

12, Southeast Nashville

4 (Robert Swope)



## Metro Planning Commission Meeting of 04/13/23

<b>Item # 2a</b>	<b>Minor Plan Amendment 2023CP-012-001</b>
<b>Project Name</b>	<b>Southeast Nashville Community Plan Amendment</b>
<b>Associated Case</b>	2016SP-028-001
<b>Council District</b>	4 – Robert Swope
<b>School District</b>	02 – Elrod
<b>Requested by</b>	Nazemi Mohammad, owners; Anderson, Delk, Epps & Associates, Inc., applicant

**Deferrals** This item was deferred at the March 23, 2023, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Barbour  
**Staff Recommendation** *Defer to the April 27, 2023, Planning Commission Meeting.*

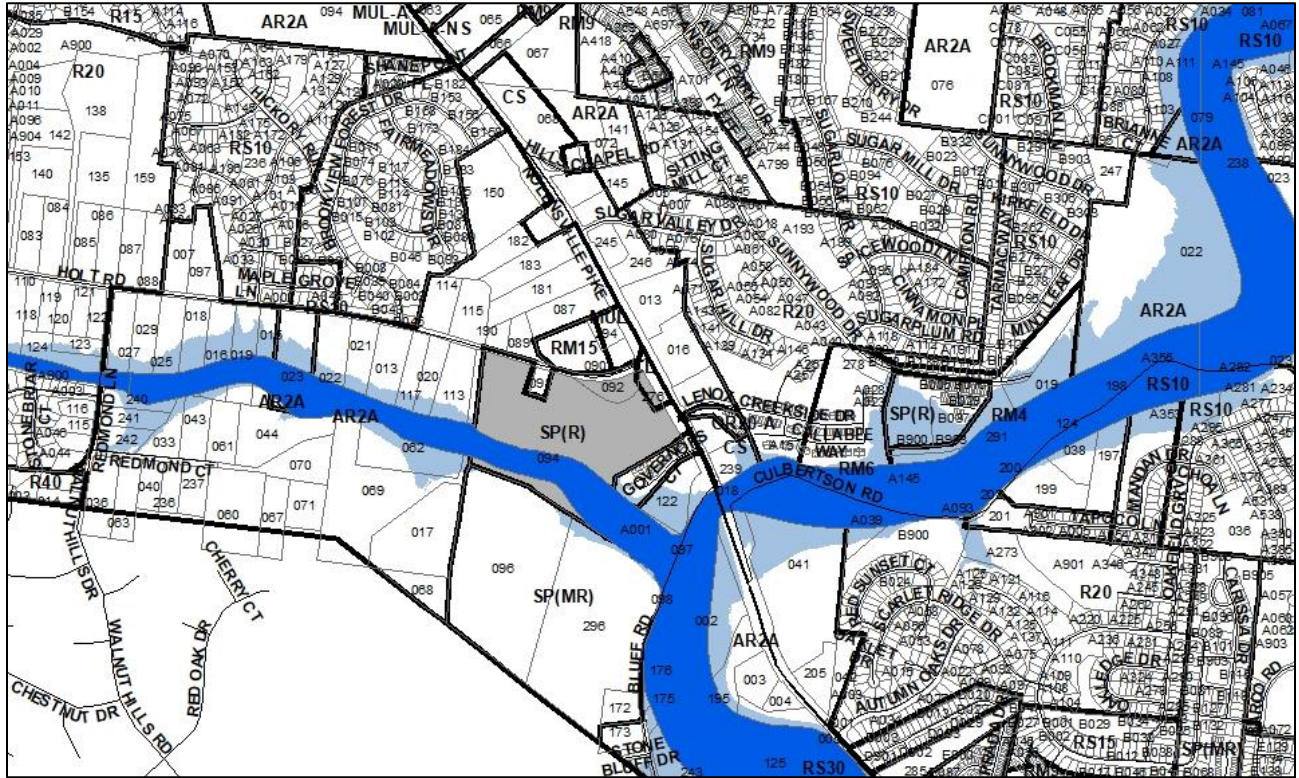
**APPLICANT REQUEST**  
**Amend Community Plan to change Community Character Policy.**

Minor Plan Amendment  
 A request to amend the Southeast Nashville Community Plan, by changing land use policy for a portion of 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 27, 2023, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 04/13/23



**2016SP-028-003**  
**WILLIAMS MILL SP (AMENDMENT)**  
Map 181, Parcel(s) 092, 094, 276  
12, Southeast  
04 (Robert Swope)





**Metro Planning Commission Meeting of 04/13/23**

**Item #2b**

**Specific Plan 2016SP-028-003**

**Project Name**

**Williams Mill SP (Amendment)**

**Associated Case**

2023CP-012-001

**Council District**

04 – Swope

**School District**

02 – Elrod

**Requested by**

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

**Deferrals**

This item was deferred from the March 23, 2023, Planning Commission meeting.

**Staff Reviewer**

Anthony

**Staff Recommendation**

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

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**APPLICANT REQUEST**

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

SP Amendment

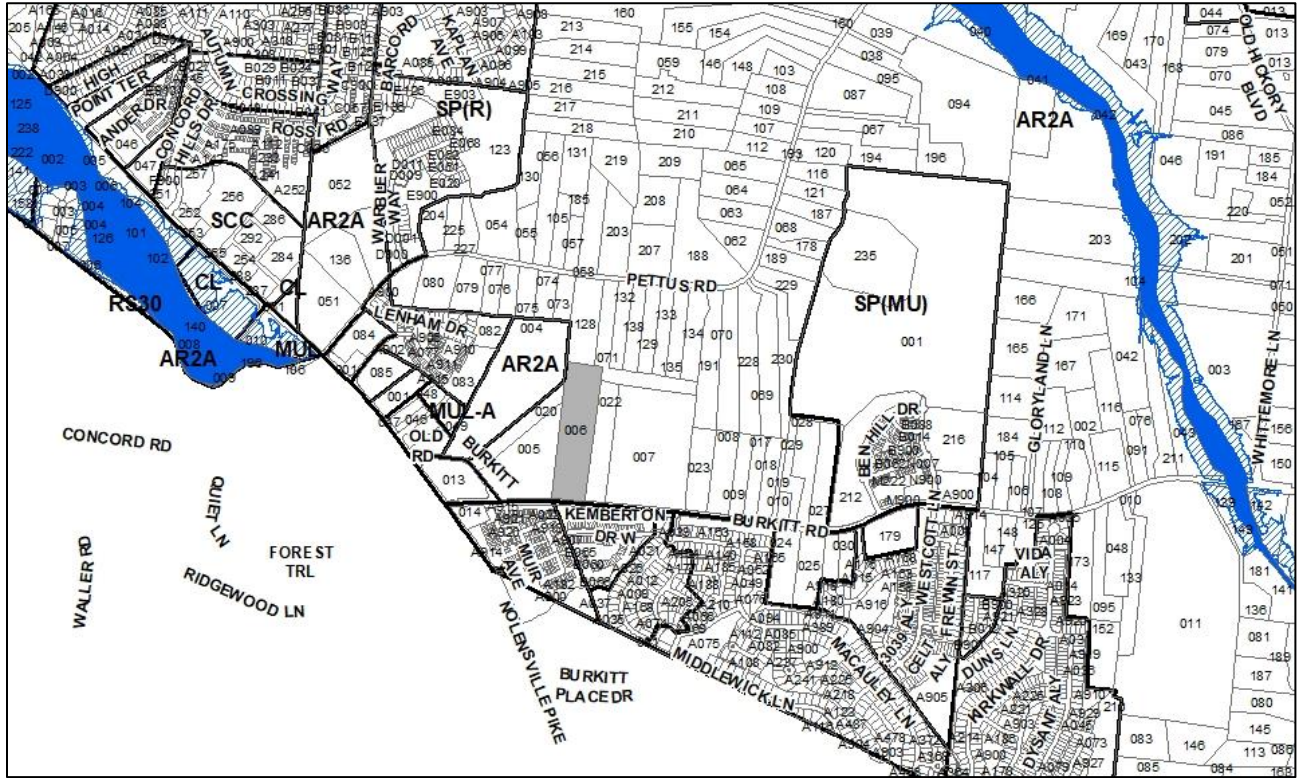
A request to amend a Specific Plan (SP) for properties located at 6415 and 6419 Holt Road and 6401 Nolensville Pike, at the southern corner of Nolensville Pike and Holt Road, zoned Specific Plan (SP) and Commercial Limited (CL), and partially located within the Corridor Design Overlay District (37.11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

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 04/13/23



**2022SP-021-001**  
**BERKHAMSTEAD**  
Map 186, Parcel(s) 006  
12, Southeast  
31 (John Rutherford)



## Metro Planning Commission Meeting of 04/13/23

<b>Item #3</b>	<b>Specific Plan 2022SP-021-001</b>
<b>Project Name</b>	<b>Berkhamstead</b>
<b>Council District</b>	31 - Rutherford
<b>School District</b>	02 – Elrod
<b>Requested by</b>	CSDG, applicant; Blackburn Family Limited Partners II LP, 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 May 11, 2023, Planning Commission meeting.*

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### APPLICANT REQUEST

**Rezone to SP to permit a multi-family residential development.**

#### Zone Change

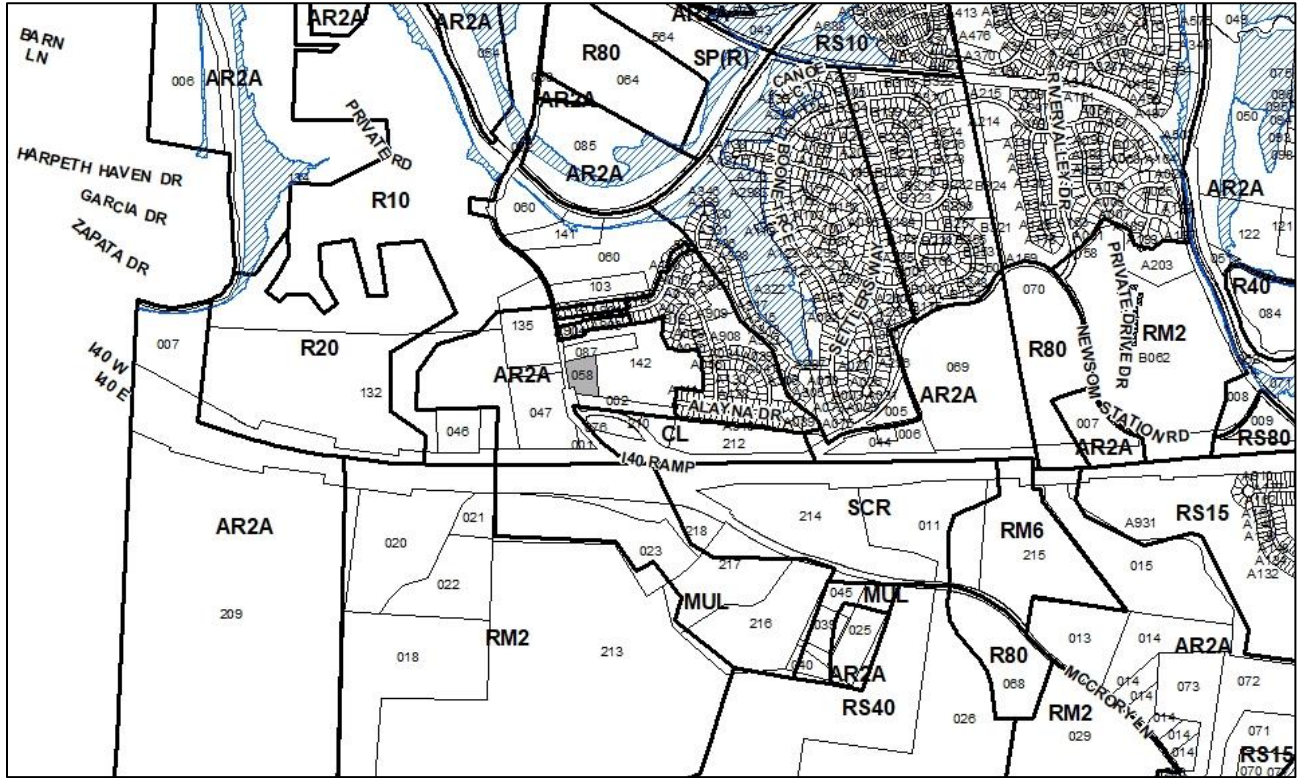
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for property located at 7088 Burkitt Rd, approximately 550 feet east of Old Burkitt Rd, (11.4 acres), to permit up to 129 multi-family residential units.

### STAFF RECOMMENDATION

Staff recommends deferral to the May 11, 2023, Planning Commission meeting.



# Metro Planning Commission Meeting of 04/13/23



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



## Metro Planning Commission Meeting of 04/13/23

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

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

<b>Staff Reviewer</b>	Elliott
<b>Staff Recommendation</b>	<i>Defer to the April 27, 2023, Planning Commission meeting.</i>

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### **APPLICANT REQUEST**

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

#### Preliminary SP

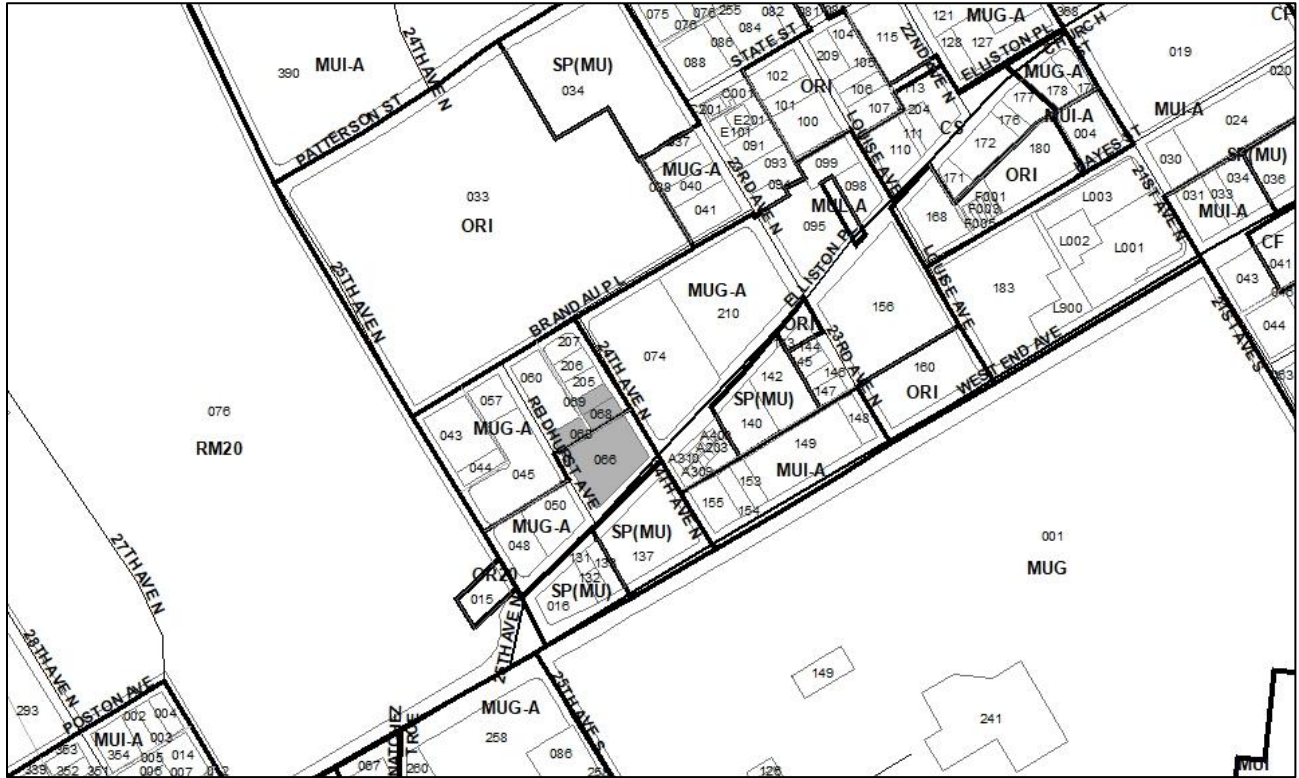
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning on property located at McCrory Ln (unnumbered), approximately 474 feet south of Beautiful Valley Dr., (3 acres), to permit 28 single-family units.

### **STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 04/13/23



## 2022SP-069-001

2400 ELLISTON PLACE SP

Map 092-15, Parcel(s) 063, 066, 068-069

10, Green Hills – Midtown

21 (Brandon Taylor)



## Metro Planning Commission Meeting of 04/13/23

**Item #5** **Specific Plan 2022SP-069-001**  
**Project Name** **2400 Elliston Place SP**  
**Council District** 21 – Taylor  
**School District** 05 – Buggs  
**Requested by** Catalyst Design Group, applicant; Lorlyn, LLC and RMRTN, LLC, owners.

**Deferrals** This item was deferred at the March 23, 2023, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Shane  
**Staff Recommendation** *Defer to the April 27, 2023, Planning Commission meeting.*

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### APPLICANT REQUEST

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

#### Zone Change

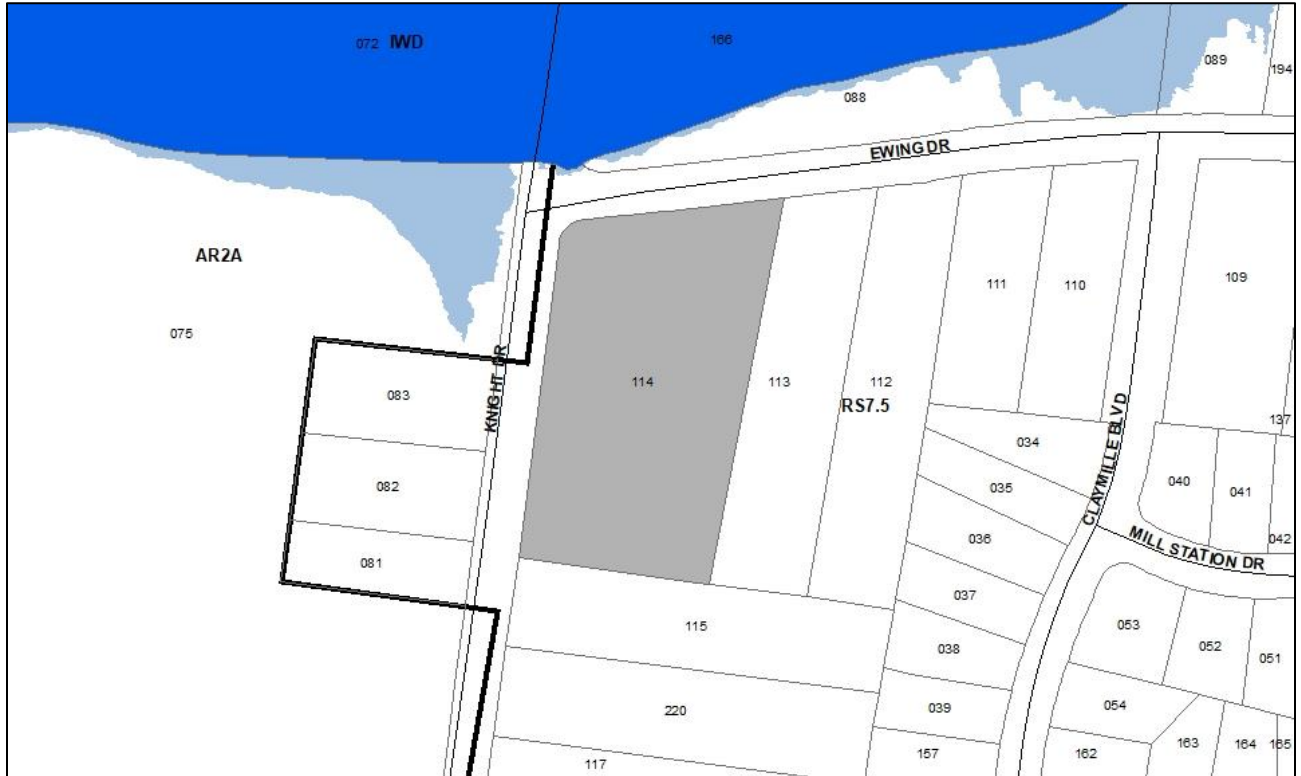
A request to rezone from Mixed Use General-Alternative (MUG-A) to Specific Plan (SP) zoning for properties located at 2400 Elliston Place, 207 and 209 24th Avenue North, and 206 Reidhurst Avenue, at the corner of Elliston Place and 24th Avenue North (1.38 acres), to permit 300 multi-family residential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

### STAFF RECOMMENDATION

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



## Metro Planning Commission Meeting of 04/13/23



### **2022Z-109PR-001**

Map 059, Parcel(s) 114

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyontzé Toombs)





## Metro Planning Commission Meeting of 04/13/23

**Item #6**

**Council District**

**School District**

**Requested by**

**Zone Change 2022Z-109PR-001**

02 – Toombs

01 – Gentry

Scott Davis, applicant; Stratus Construction, Inc., owner.

**Staff Reviewer**

**Staff Recommendation**

Anthony

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

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**APPLICANT REQUEST**

**Zone change from RS7.5 to RM15.**

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to Multi-Family Residential (RM15) for property located at Ewing Drive (unnumbered), at the southeast corner of Knight Drive and Ewing Drive (2.54 acres).

**STAFF RECOMMENDATION**

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



**NO SKETCH**



## Metro Planning Commission Meeting of 04/13/23

<b>Item #7</b>	<b>Text Amendment 2023Z-002TX-001</b>
<b>Project Name</b>	<b>Residential Corner Lot Orientation and Setbacks</b>
<b>Council Bill No.</b>	BL2023-1691
<b>Council District</b>	Countywide
<b>School District</b>	Countywide
<b>Requested by</b>	Councilmember Courtney Johnston and Councilmember Angie Henderson

**Deferrals** This item was deferred from the March 23, 2023, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Anthony  
**Staff Recommendation** *Defer to the April 27, 2023, Planning Commission meeting.*

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### APPLICANT REQUEST

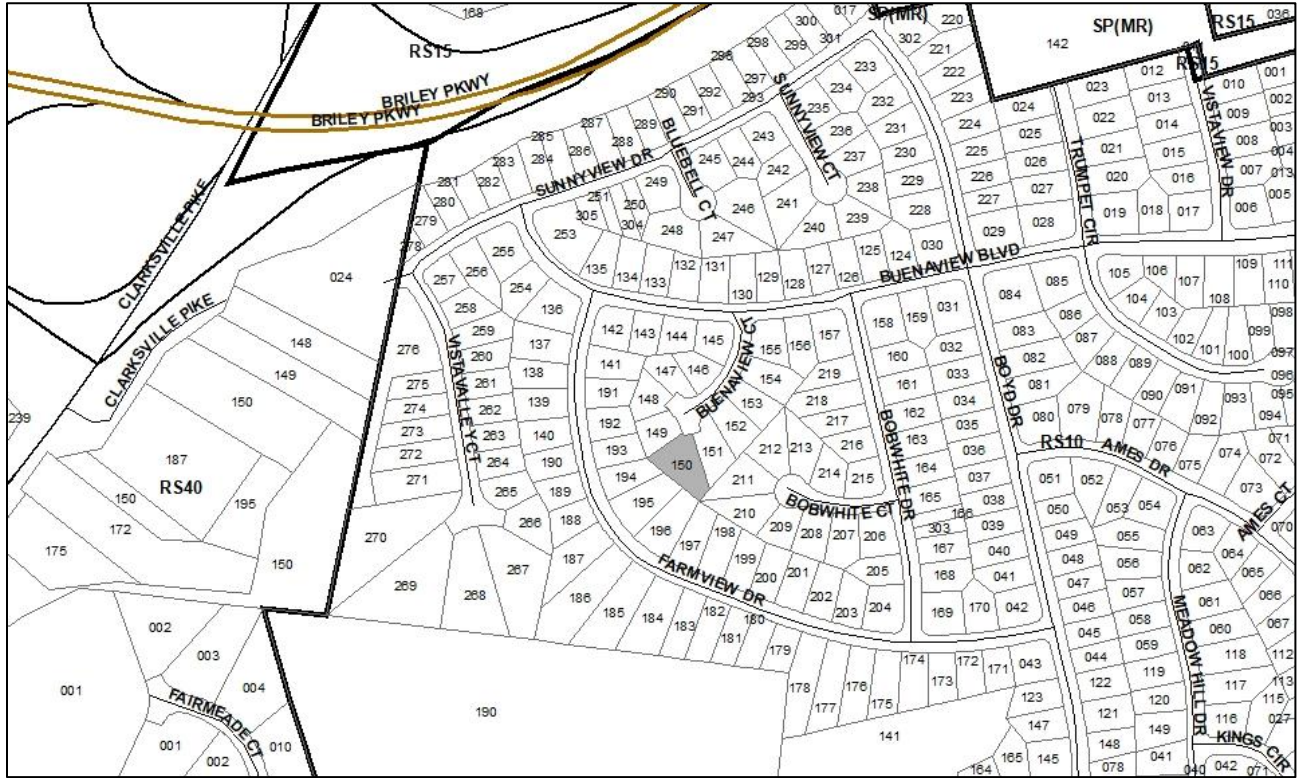
Amend the Zoning Code to establish requirements for street setbacks and building orientation for residential corner lots.

### STAFF RECOMMENDATION

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



# Metro Planning Commission Meeting of 04/13/23



## **2023Z-003PR-001**

Map 059-05, Parcel(s) 150

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Jonathan Hall)



**Metro Planning Commission Meeting of 04/13/23**

**Item #8**

**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, February 9, 2023, and April 13, 2023, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**

Marton

**Staff Recommendation**

*Defer indefinitely.*

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**APPLICANT REQUEST**

**Zone change from RS10 to R10.**

Zone Change

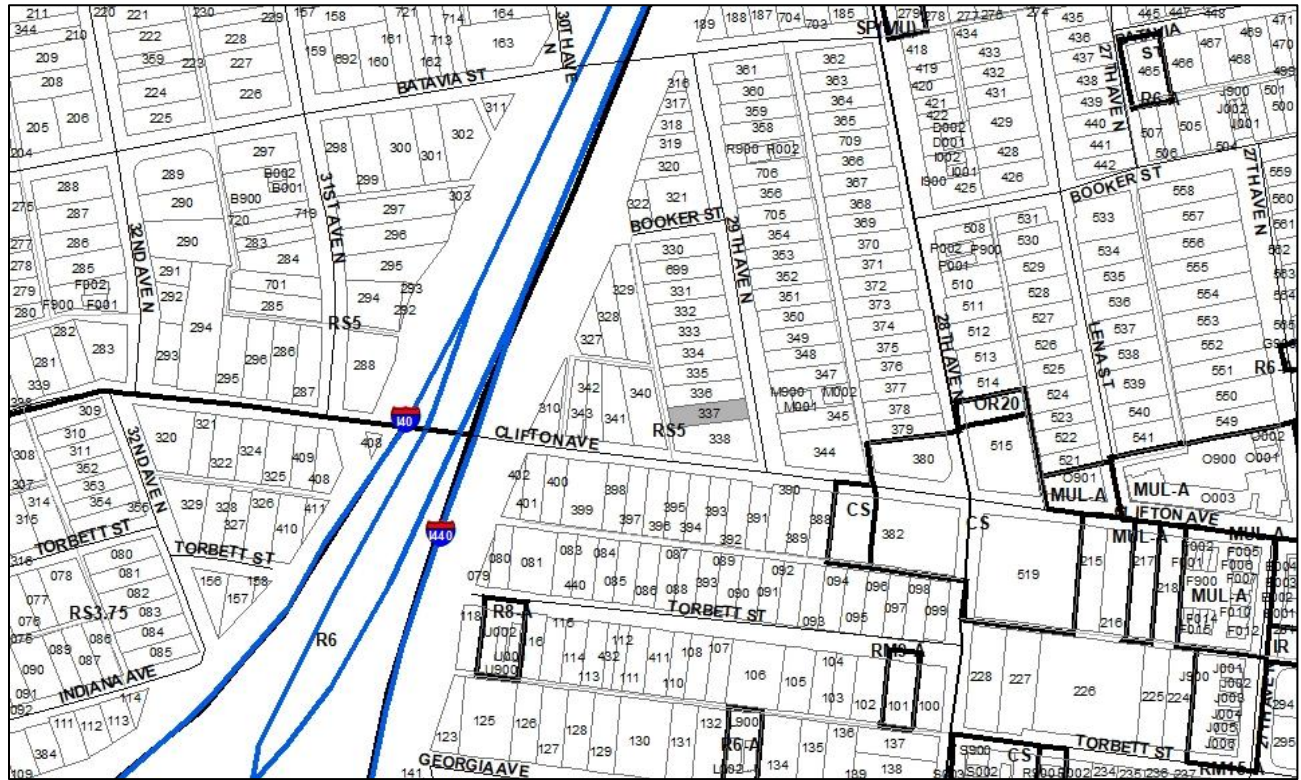
A request to rezone from Single Family Residential (RS10) to One and Two-Family Residential (R10) zoning for property located at 4120 Buenaview Court, west of the terminus of Bobwhite Court (.41 acres).

**STAFF RECOMMENDATION**

Staff recommends indefinite deferral.



# Metro Planning Commission Meeting of 04/13/23



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



## Metro Planning Commission Meeting of 04/13/23

**Item #9** **Zone Change 2023Z-028PR-001**  
**Council District** 21 – Taylor  
**School District** 05 – Buggs  
**Requested by** Miranda Kammeyer, applicant, and owner.

**Deferrals** This item was deferred from the March 23, 2023, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Marton  
**Staff Recommendation** *Defer indefinitely.*

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

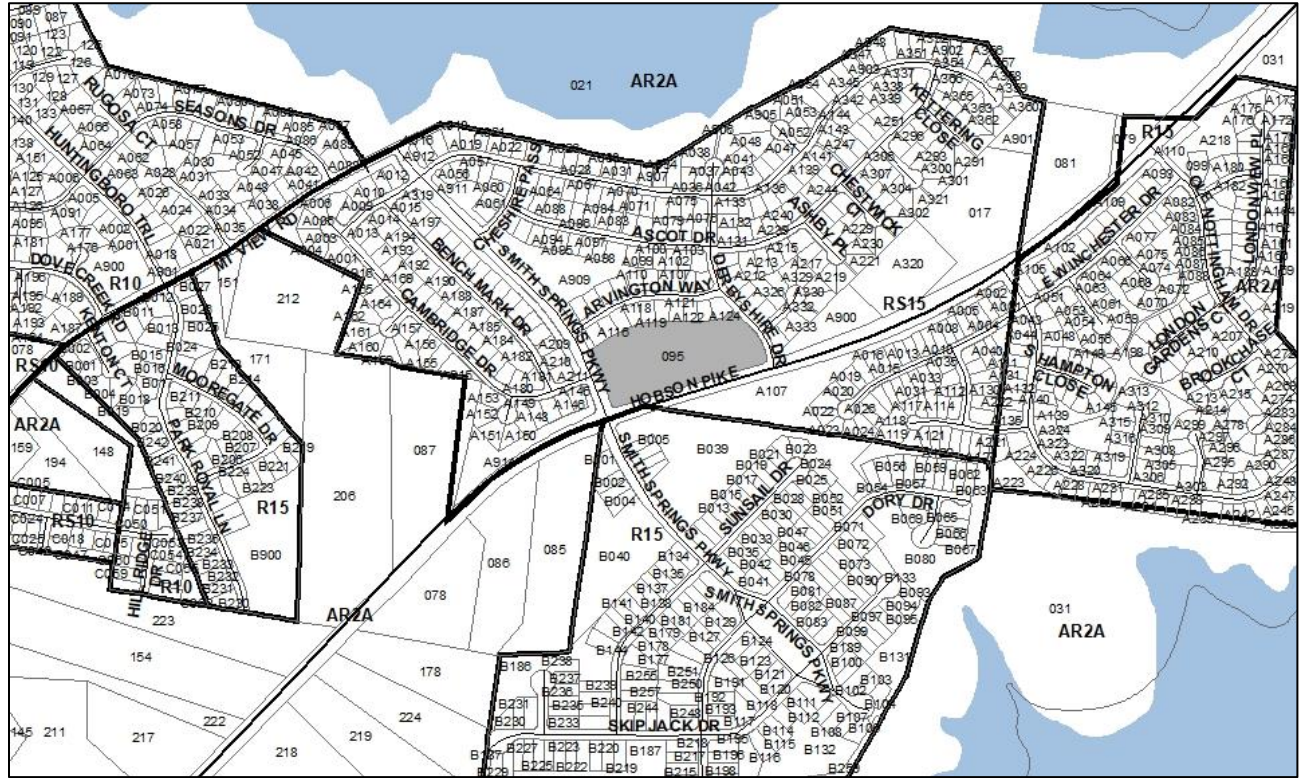
Zone Change

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

**STAFF RECOMMENDATION**  
Staff recommends indefinite deferral.



# Metro Planning Commission Meeting of 04/13/23



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





## Metro Planning Commission Meeting of 04/13/23

**Item #10****Project Name****Council District****School District****Requested by****PUD Amendment 88P-038-001****Long Hunter Chase (Amendment)**

33 - Lee

7 – Player

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

**Deferrals**

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

**Staff Reviewer**

Elliott

**Staff Recommendation***Defer indefinitely.*

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

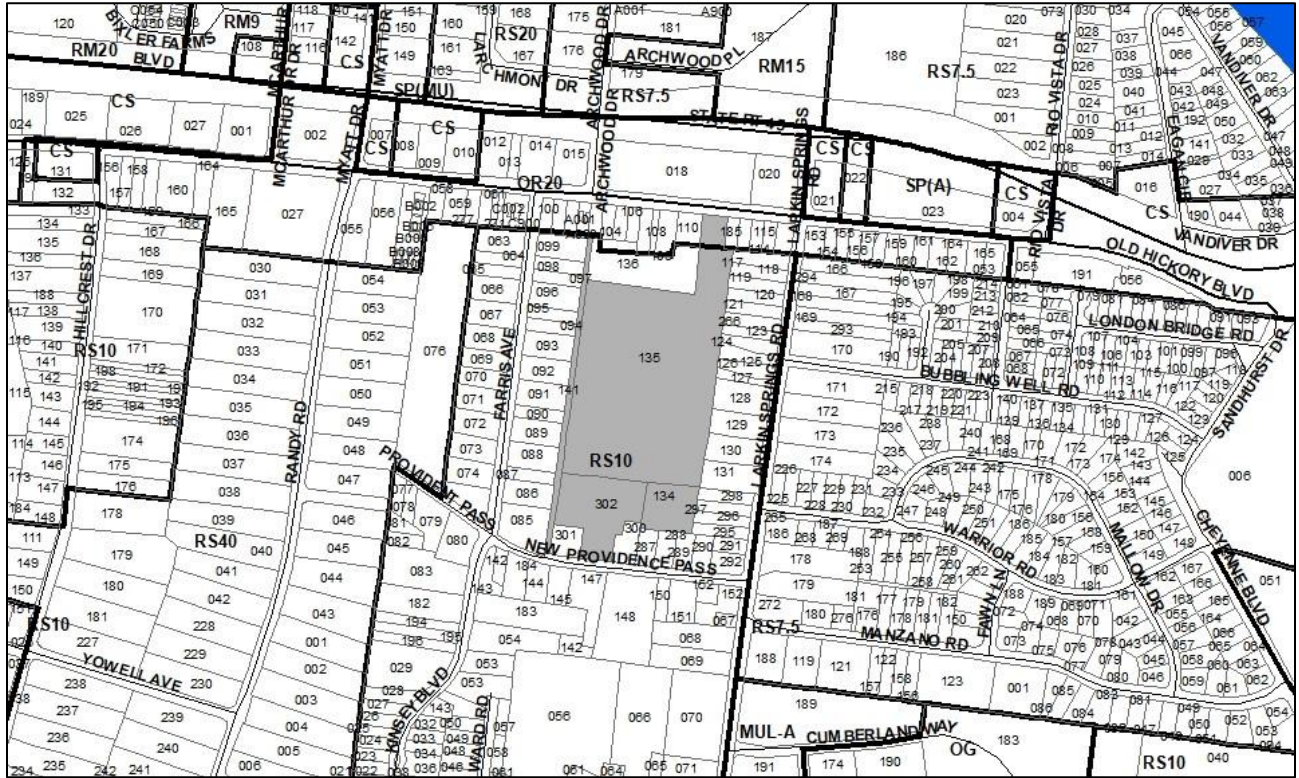
A request to amend a Planned Unit Development located at Hobson Pike (unnumbered), at the corner of Hobson Pike and Smith Springs Pkwy (6.11 acres), zoned Single-Family Residential (RS15), to permit a non-residential development.

**STAFF RECOMMENDATION**

Staff recommends indefinite deferral.



# Metro Planning Commission Meeting of 04/13/23



**2018S-059-003**

**ORCHARDS PH 3**

Map 043-15, Parcel(s) 134-135, 141, 302

04, Madison

09 (Tonya Hancock)



## Metro Planning Commission Meeting of 04/13/23

<b>Item #11</b>	<b>Final Plat 2018S-059-003</b>
<b>Project Name</b>	<b>Orchards Phase 3</b>
<b>Council District</b>	09 – Hancock
<b>School District</b>	3 – Masters
<b>Requested by</b>	Wilson & Associates, applicant; Larkin Springs (TN) Owner IV LLC, owner.
<b>Staff Reviewer</b>	Matravers
<b>Staff Recommendation</b>	Defer to the April 27, 2023, Planning Commission meeting.

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### APPLICANT REQUEST

**Request for final plat approval to create 26 lots.**

#### Final plat

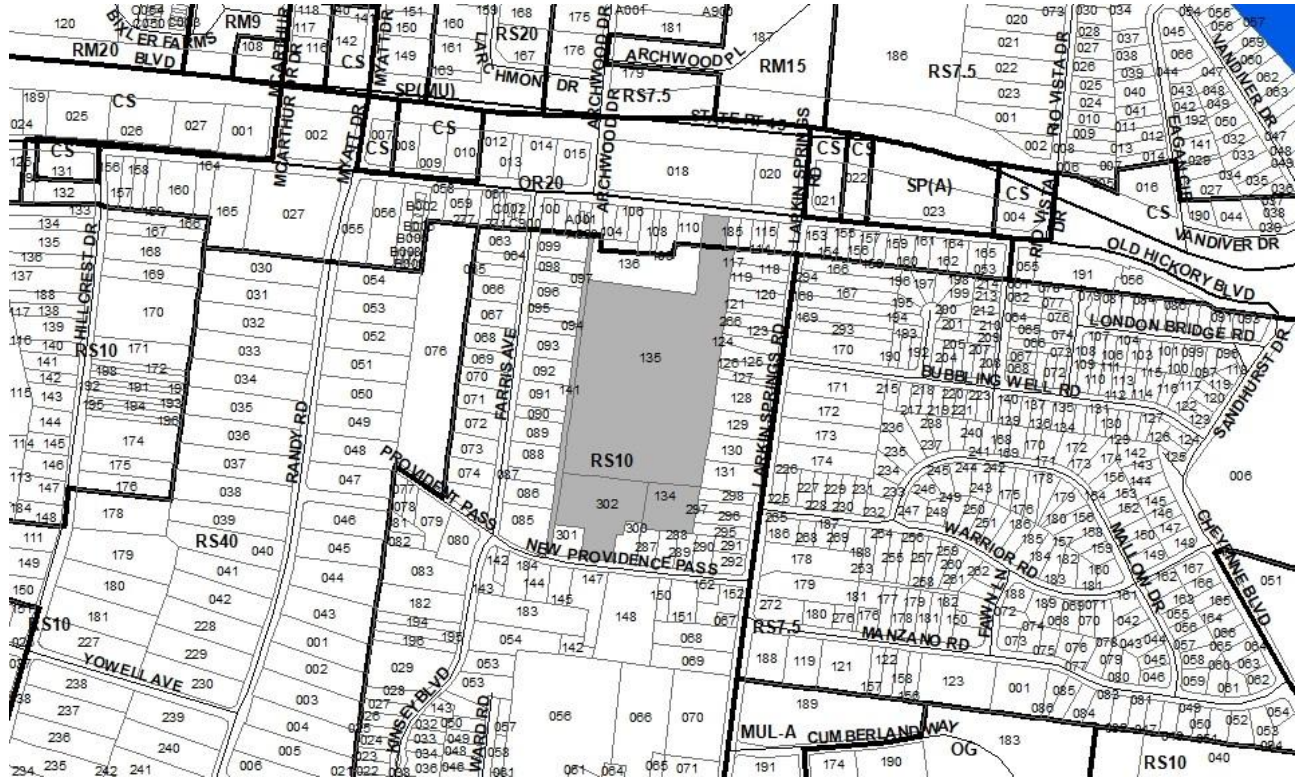
A request for final plat approval to create 26 lots on portions of properties located at 1020 C Old Hickory Boulevard, Old Hickory Boulevard (unnumbered), and New Providence Pass (unnumbered), approximately 270 feet west of Larkin Springs Road, zoned OR20 and RS10 (6.2 acres).

### STAFF RECOMMENDATION

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



# Metro Planning Commission Meeting of 04/13/23



**2018S-059-004**

**ORCHARDS PH 2**

Map 043-15, Parcel(s) 134-135, 141, 302

04, Madison

09 (Tonya Hancock)



## Metro Planning Commission Meeting of 04/13/23

<b>Item #12</b>	<b>Final Plat 2018S-059-004</b>
<b>Project Name</b>	<b>Orchards Phase 2</b>
<b>Council District</b>	09 – Hancock
<b>School District</b>	3 – Masters
<b>Requested by</b>	Wilson & Associates, applicant; Larkin Springs (TN) Owner IV LLC, owner.
<b>Staff Reviewer</b>	Matravers
<b>Staff Recommendation</b>	Defer to the April 27, 2023, Planning Commission meeting.

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### APPLICANT REQUEST

**Request for final plat approval to create 28 lots.**

#### Final plat

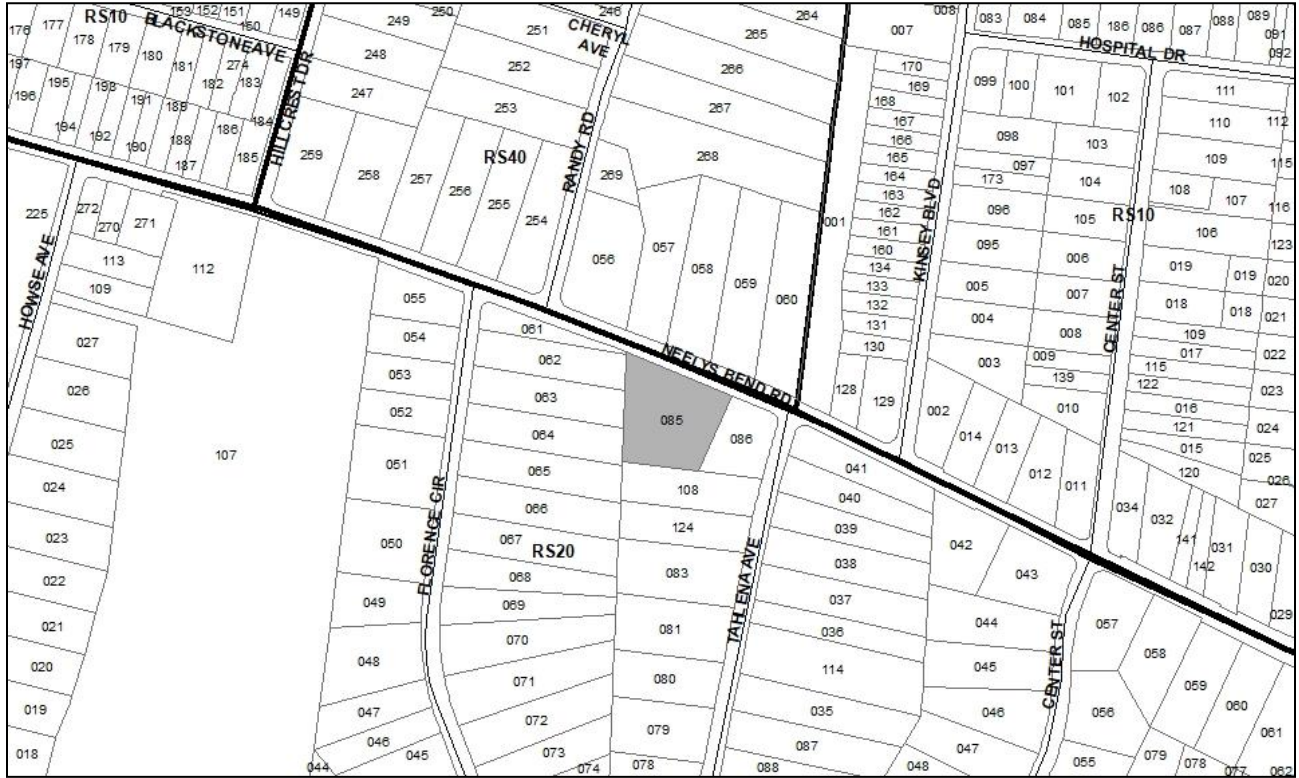
A request for final plat approval to create 28 lots on portions of properties located at 1020 C Old Hickory Boulevard and New Providence Pass (unnumbered), approximately 270 feet west of Larkin Springs Road, zoned RS10 (8.2 acres).

### STAFF RECOMMENDATION

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



# Metro Planning Commission Meeting of 04/13/23



## 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 04/13/23

**Item #13**

**Final Plat 2022S-253-001**

**Project Name**

First Revision Lot 1 Resub Lots 76 & 77 Madison Heights

**Council District**

09 – Hancock

**School District**

03 – Masters

**Requested by**

Todd Bollinger, applicant; Rose Lyn Noland, owner.

**Deferrals**

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

**Staff Reviewer**

Lewis

**Staff Recommendation**

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

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**APPLICANT REQUEST**

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

Final Plat

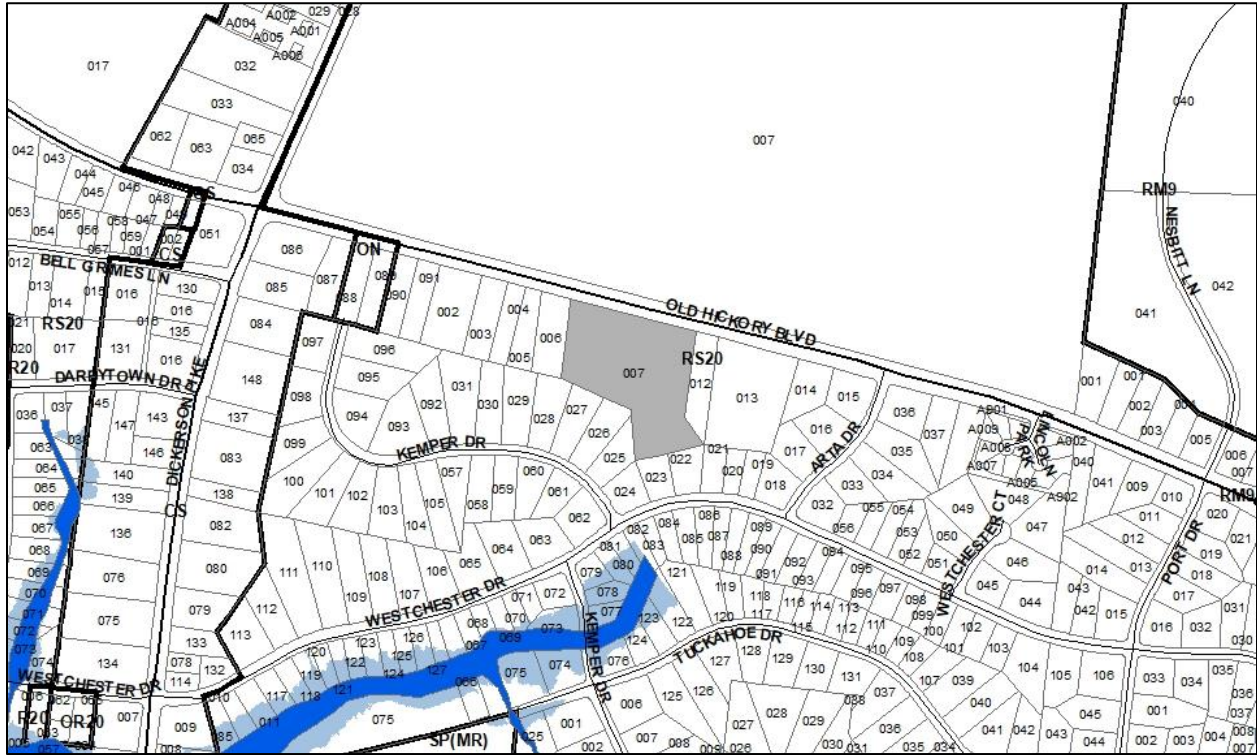
A request for final plat approval to create two lots on property located at 828 Neelys Bend Road approximately 194 feet west of Tahlena Avenue, zoned Single-Family Residential (RS20) (1.5 acres).

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 04/13/23



**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 04/13/23**

**Item #14**

**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, and March 23, 2023, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**

Elliott

**Staff Recommendation**

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

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**APPLICANT REQUEST**

**Final plat to create three single-family residential lots.**

Final Plat

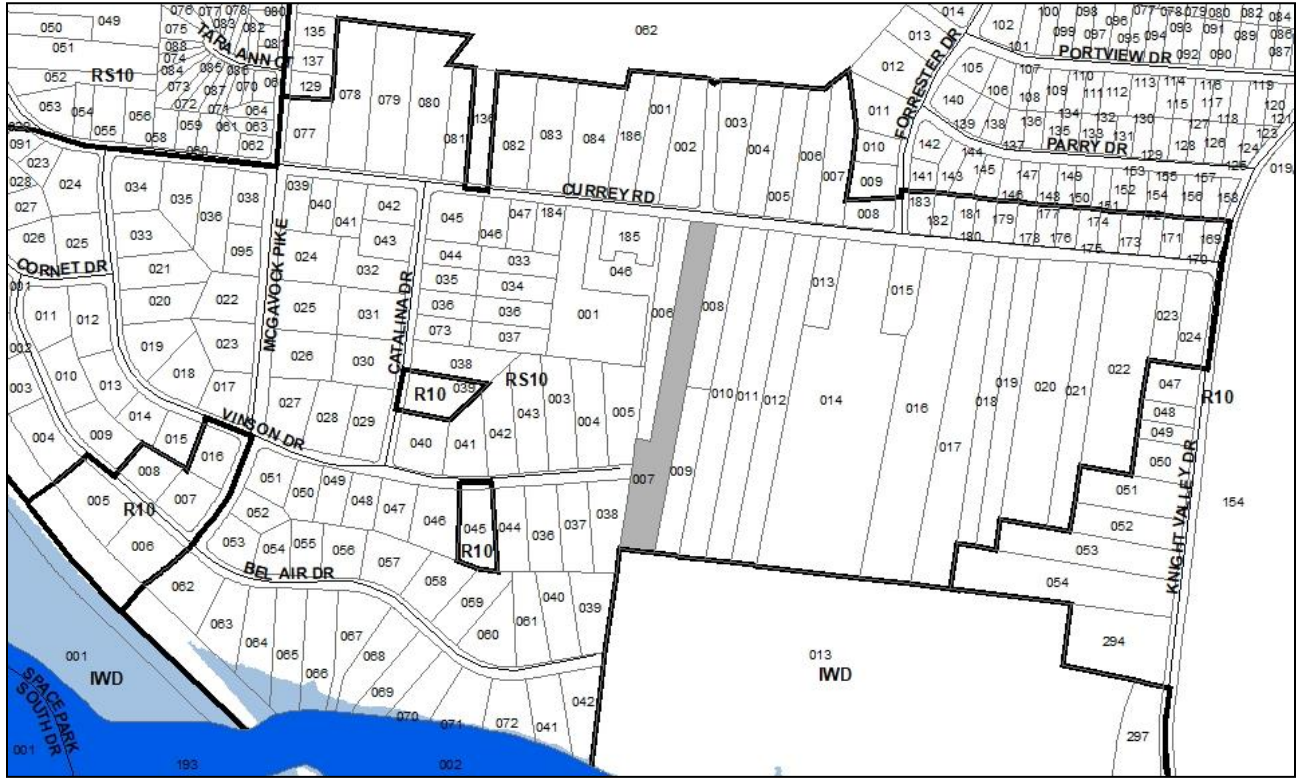
A request for final plat approval to create three lots on property located at 903 Old Hickory Boulevard, approximately 1,380 feet east of the corner of Dickerson Pike and Old Hickory Boulevard, zoned Single-Family Residential (RS20) (6.3 acres).

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 04/13/23



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



## Metro Planning Commission Meeting of 04/13/23

**Item #15**

**Project Name**

**Council District**

**School District**

**Requested by**

**Concept Plan 2023S-041-001**

**Habiba Subdivision**

13 – Bradford

07 – Player

Cherry Land Surveying, Inc, applicant; Habiba Ahmed, owner.

**Deferrals**

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

**Staff Reviewer**

Lewis

**Staff Recommendation**

*Defer indefinitely.*

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**APPLICANT REQUEST**

**Request for concept plan approval to create three lots.**

Concept Plan

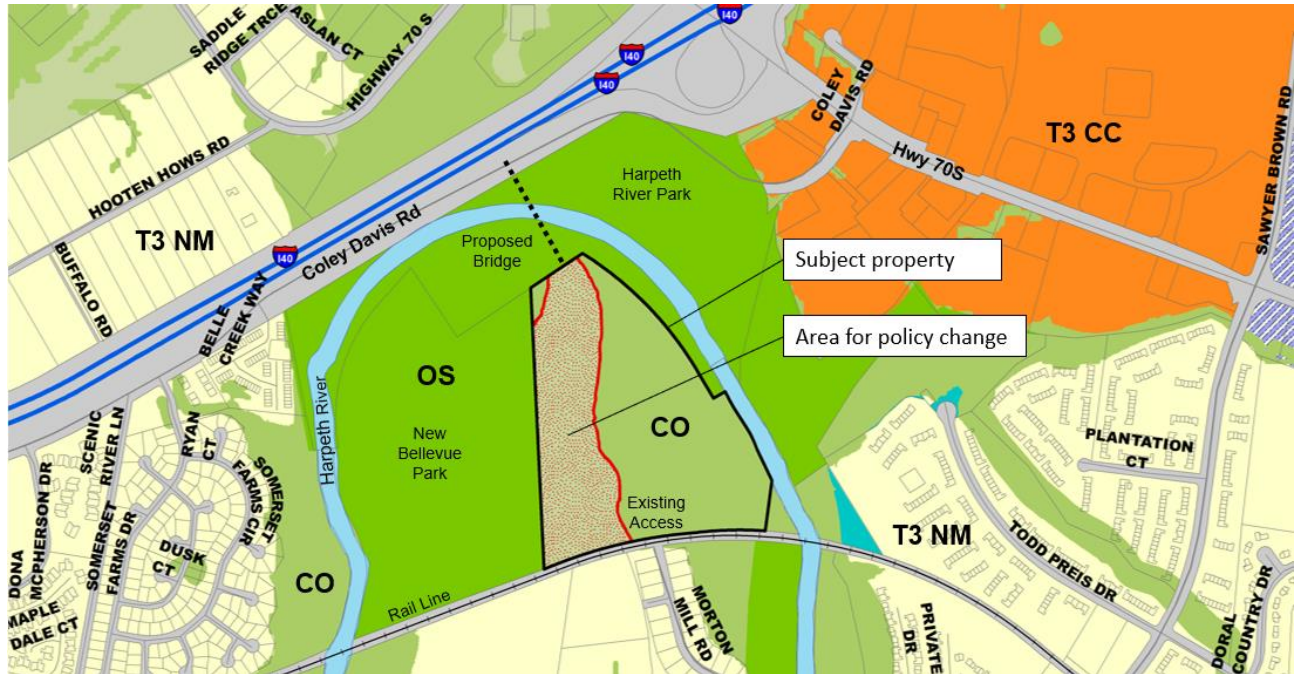
A request for concept plan approval to create three lots and dedicate right-of-way on property located at 1287 Currey Road, east of Catalina Drive, zoned Single-Family Residential (RS10) (3.29 acres).

**STAFF RECOMMENDATION**

Staff recommends indefinite deferral.



# Metro Planning Commission Meeting of 04/13/23



**2021CP-006-001**

**BELLEVUE COMMUNITY PLAN AMENDMENT**

Map 141, Parcel(s) 017

06, Bellevue

35 (Dave Rosenberg)



## Metro Planning Commission Meeting of 04/13/23

<b>Item # 16a</b>	<b>Major Plan Amendment 2021CP-006-001</b>
<b>Project Name</b>	<b>Bellevue Community Plan Amendment</b>
<b>Associated Case</b>	2021SP-061-001
<b>Council District</b>	35 – Rosenberg
<b>School District</b>	9 – Tylor
<b>Requested by</b>	Ragan-Smith and Associates, Inc., applicant; Dr. James E. Fussell, owner.

**Deferrals** This item was deferred at the February 9, 2023, and March 9, 2023, Planning Commission meeting. A public hearing was held at the March 9, 2023, meeting and the public hearing was closed.

**Staff Reviewer** McCaig  
**Staff Recommendation** *Approve changing the policy to Suburban Neighborhood Evolving (T3 NE) on the non-floodplain portion of the property.*

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### APPLICANT REQUEST

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

##### Major Plan Amendment

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

### BELLEVUE COMMUNITY PLAN

#### **Current Policy**

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

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

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

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



## Metro Planning Commission Meeting of 04/13/23

### BACKGROUND

The property, approximately 44 acres and located in a bend of the Harpeth River, is currently accessed by a driveway crossing the CSX rail line at-grade and tying into the end of Morton Mill Road. In 2011, when the Bellevue Community Plan was last updated comprehensively, the river bend area was placed in Rural Maintenance (T2 RM) policy due to its limited access, large lot development pattern, and the amount of sensitive floodplain. The 2010 Flood had occurred the year before and flooding and recovery were the community's top issues.

In the mid-2010s, the owner of this property and the adjacent property approached the Planning Department to discuss the possibility of developing multifamily along with dedicating land for a park. Planning staff responded that due to limited access issues in order to consider multifamily on these properties a bridge needed to be built, connecting to Coley Davis. In 2019, the adjacent property owner dedicated their entire property (51 acres) to Metro for a new park.

In 2021, the applicant team approached the Planning Department about changing the land use policy at 1084 Morton Mill Road to Suburban Neighborhood Evolving (T3 NE) policy to allow for a multifamily development along with providing public access to the adjacent park and constructing an extension to the existing greenway. Applications for a plan amendment and a rezoning to Specific Plan (SP) were filed.



Figure 1. Policy Amendment Location

The subject property is surrounded by park land to the west, the Harpeth River and greenway to the north and east, and the rail line and residential uses to the south (Figure 1). Adjacent to the north are Coley Davis Road and Interstate 40. The property (with its current access) along with the residences in the Morton Mill area and surrounding neighborhoods are in District 35 (Councilmember Dave Rosenberg) while Coley Davis Road (the proposed access point for the bridge) and adjacent residents are in District 22 (Councilmember Gloria Hausser).



## Metro Planning Commission Meeting of 04/13/23

### COMMUNITY PARTICIPATION

On August 10, 2021, Community Plans staff conducted a virtual community meeting to discuss the applicant's plan amendment and rezoning proposals. Notices were mailed to 508 property owners in a 1,300 foot buffer of the plan amendment site. Details of the community meeting were made readily available on the Planning Department's webpage, and Councilmembers Rosenburg and Hausser also shared details with their constituents. Approximately 95 people attended. Staff outlined the request to change policy, and the applicant team presented site plans for the proposed development. Following the presentations, attendees were given the opportunity to ask questions and share comments. Numerous questions were asked. Questions and comments mainly focused on:

- Preserving the floodplain and protecting the larger area from flooding
- Site access
- Traffic impacts
- Multifamily housing
- Maintaining existing character

There were enough concerns expressed and additional information needed that the applications were deferred. The meeting was recorded and posted to Metro's YouTube channel. To date, that video has been viewed 249 times.

The applicant team reactivated the applications in early 2022 and held the following meetings:

- 8/30/21: Morton Mill subdivision meeting for Councilmember Rosenburg (District 35); approximately 30 attendees.
- 4/14/22: Harpeth Springs Homeowners' Association board meeting; 5 attendees and Councilmember Hausser (District 22).
- 5/11/22: Poplar Ridge Homeowners' Association board meeting (District 22); 5 attendees.

Given the complexity of the case involving numerous departments and agencies, Planning staff facilitated a second virtual community meeting on July 7, 2022. Again, notices were mailed to property owners within a 1,300 foot buffer, and Councilmembers shared information with constituents. Approximately 200 people attended the meeting. This meeting was also recorded and uploaded to Metro's YouTube channel; to date the video has been viewed 124 times.

Numerous questions were asked of the applicant, development team, and staff by attendees. Meeting attendees remained concerned about the same issues as in the previous community meeting: mainly flooding, site access, traffic, and apartments. The number of people attending the meeting meant that not everyone had the chance to speak or ask questions. Planning staff allowed an additional week for people to email questions. Staff and the applicant team responded, and the result was a 61-page document that was then shared with district Councilmembers and meeting attendees. The Harpeth River Conservancy also expressed concerns and shared their research and findings with Planning staff about area flooding, healthy ecosystems, and the importance of protecting the Harpeth River and its floodplains.

Staff asked the applicant team to defer the applications again and continue working with the community and Metro departments on concerns and outstanding issues; the applicant team agreed and held the following meetings:



## Metro Planning Commission Meeting of 04/13/23

- 8/11/22: District 22 community meeting with Councilmember Hausser; 86 attendees in person and 11 virtual.
- 1/31/23: District 22 community meeting at Bellevue community center with Councilmember Hausser; approximately 150 attendees.
- 2/2/23: District 35 virtual meeting with Councilmember Rosenberg; approximately 125 attendees.

In addition, the applicant team undertook the following outreach:

- Summer 2022: knocked on 1,750 doors in Council Districts 22 and 35 to answer project questions.
- 8/19/22: held orientation tour of the project and site with Councilmember Hurt.
- 8/25/2022: met with Harpeth River Conservancy to discuss their concerns.
- August 2022: mailed letter to 754 neighborhood residences with project information.
- January 18, 2023: met again with Harpeth River Conservancy to discuss possible solutions to address their concerns.
- February 2023: mailer to 1,700 properties in surrounding neighborhoods with project benefits and information.

The applicant team also has met twice with the Harpeth River Conservancy to listen to their concerns. To date, the applicant team has obtained petition signatures and letters of support that have been included in the public comment folders. However, there are also numerous people opposed to the project who remain concerned and question the project's public benefits. The opposition has a petition. The residents of Harpeth Meadows Independent Living and the Meadows Nursing Home have also shared petitions in opposition. All correspondence received is included in the Planning Commission's public comments folders.

### **ANALYSIS OF SUBURBAN NEIGHBORHOOD EVOLVING POLICY**

In this analysis, the subject property (1084 Morton Mill Road), currently in Rural Maintenance (T2 RM) policy, has been examined to apply Suburban Neighborhood Evolving (T3 NE) policy to the non-floodplain portion of the site, approximately 20 acres. The applicant team has been working with Metro Departments on addressing concerns, project design, and public benefits for almost two years. During that time, several public benefits have been agreed to and Metro's concerns have been addressed at this stage. Although there remains community opposition, the proposed development, along with its public benefits, has merits, and T3 NE is appropriate for part of the site with the floodplain area being preserved.

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

The Growth & Preservation Concept Map (Concept Map) is a county-wide vision and tool to shape improvements in quality of life so that new development and redevelopment align with community values. The Concept Map shows the policy amendment area in a location designated as a "Green Network". Green Network areas primarily include natural and rural areas that provide natural resources, ecological services, and passive and active recreation opportunities. They also include sensitive natural features that can be disturbed or destroyed by development or that pose a health or safety risk when developed. The floodplain portion of the site is being preserved and will remain in the "Green Network."





## Metro Planning Commission Meeting of 04/13/23

The area is adjacent to a “Center” area that is envisioned to become a complete center with mobility options, housing options, and a variety of businesses, shops, restaurants, services, jobs, and recreation options. Changing the policy to T3 NE would change a portion of the Concept Map to “Neighborhood,” recognizing the residential pattern of the proposed development and complementing the larger area. Adjacent to the site is a large area of “Neighborhood” for the surrounding residential land use pattern.

### **Community Plan and Policy Application**

There are 14 Community Plans which provide the vision and policy guidance of land uses for communities within Davidson County. The Bellevue Community Plan strives to balance growth in existing centers while preserving the character of established suburban residential neighborhoods, rural areas, and natural features. The community plan area consists primarily of older and newer suburban development in Bellevue and rural development in Pasquo and Whites Bend. With an abundance of natural resources and interstate access to downtown, Bellevue and its surrounding area offer many residential options.

In 2021, the property owner at the subject property (1084 Morton Mill Road) decided to proceed with a proposal for developing multifamily on the non-floodplain portion of the property which entails constructing a bridge to tie into Coley Davis Road. The applicant team has voluntarily proposed several additional public benefits for future residents, Metro, and the Bellevue community (discussed in more detail in the next section). The proposed development is also planting a minimum of 250 trees in efforts to increase area tree canopy and stormwater absorption.

T3 NE policy is recommended for the area in question to support greater housing choice adjacent to a center identified in the NashvilleNext Growth & Preservation Concept Map. In this case, open spaces and the Harpeth River surround the property on three sides and single family residences are to the south across the rail line. T3 NE policy complements the suburban residential policies to the west and south of the property, as well as the Suburban Community Center policy (T3 CC) to the east (Figures 2 & 3). Current development patterns support a range of residential densities from 2 to 11 dwelling units per acre with higher densities closer to amenities and services provided within the T3 CC area. This project complements the current development patterns at approximately 9 dwelling units/acre.

Conservation (CO) policy is applied to the property’s areas of floodway/floodplain and remains in place. Importantly, the development proposal preserves the floodplain area and is extending the greenway along the property to connect the existing greenway with other portions of the Harpeth River Greenway and the adjacent new park.



# Metro Planning Commission Meeting of 04/13/23

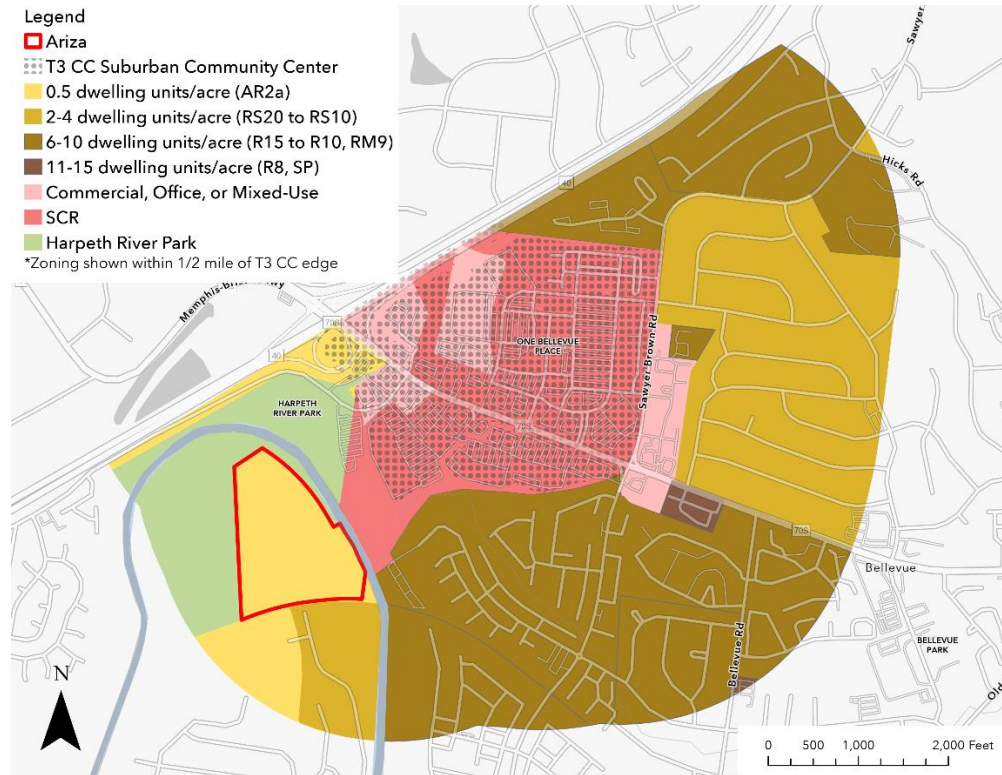


Figure 2. Bellevue Development Context - Existing

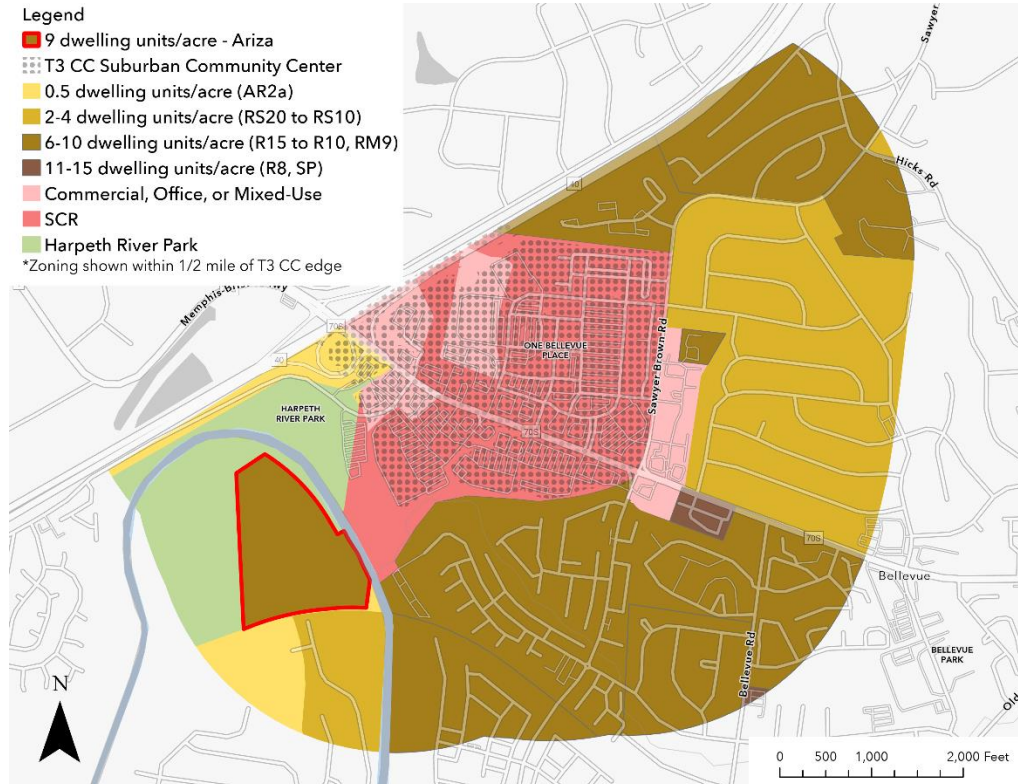


Figure 3. Bellevue Development Context - Proposed



## Metro Planning Commission Meeting of 04/13/23

### **Public Benefits – Multimodal Transportation, Connectivity, and Open Space**

Enhancing the connectivity of the property, the proposed development will construct a multimodal bridge tying into Coley Davis Road. The bridge will not only provide access to the property but will also provide public access to the adjacent new park. Located in the river bend, the new park currently lacks public access and is not programmed.

Additionally, today, a segment of Coley Davis frequently floods in rain events. The proposed development will raise a segment of Coley Davis Road above the 2010 Flood mark to mitigate future flooding and to provide increased safety to other residents along the street to the west.

The Major and Collector Street Plan (MCSP) is a comprehensive plan and implementation tool for guiding public and private investment in major streets (arterial-boulevards, arterial-parkways, and collector-avenues) that make up the backbone of the city's transportation system. Coley Davis Road is a local street and intersects with Highway 70S, a state highway classified as a mixed use arterial-boulevard and slated for long-term frequent transit by the MCSP. The intersection of Coley Davis Road and Highway 70S is also adjacent to an interchange with Interstate 40 providing access to other parts of Nashville and adjacent communities.

The proposed development will construct bike lanes (approximately 2,900 feet) along Coley Davis Road from the Metro Parks property to the WeGo Park & Ride lot near the Coley Davis Road and Highway 70S intersection. The Park & Ride is located at 7650 Coley Davis Road and accesses Bus Route 3B, connecting to West Nashville, Midtown and Downtown, and Route 88, connecting to Dickson. The bike lanes are proposed to connect with the multimodal bridge into the subject property and adjacent new park.

The proposed bike lanes and multimodal bridge also tie into the Harpeth River Greenway. Currently, the greenway has segments along the Harpeth River and the northern edge of the property and crosses the Harpeth River to the soccer fields at Harpeth River Park. Another existing segment of the Harpeth River Greenway is immediately south of the subject property and the rail line. The proposed development will construct the missing segment in the existing greenway system along the eastern edge of the property, approximately 1,650 feet, completing the Harpeth River Greenway system from Harpeth Park to Edwin Warner Park. The development will also construct a greenway trail along the southern edge of the property, providing a direct connection to the new park. Figure 4 summarizes the proposed public multimodal improvements.



## Metro Planning Commission Meeting of 04/13/23



Figure 4. Proposed Multimodal Improvements

As mentioned previously, currently the site is accessed via a private driveway across the CSX railroad. Per CSX's guidelines, for an at-grade crossing to be intensified, another three at-grade crossings must be closed. Since this is not possible for this development to achieve, the current at-grade crossing (driveway) will change to emergency access only. However, the driveway will serve as the access point for construction of the bridge, causing inconvenience for the residents along Morton Mill Road. Once bridge construction is complete, the access will be closed except for emergency access.

### Continuing Community Concerns and Opposition

The applicant team has been discussing this project with Metro departments and community members for almost two years to incorporate suggestions and design elements. However, even with concessions and public benefits, some community members remain strongly opposed to this project for various reasons. The largest concern expressed to date is exacerbating flooding in the area with an increase in impervious surface and bridge construction, although the property's floodplain area is being preserved and will be donated to Metro Parks. Planning staff met with Metro Water and Stormwater staff, who thought the applicant team has gone above and beyond existing regulations, such as not disturbing the floodplain and raising Coley Davis Road, at this point in the process. Some residents in the Morton Mill area are concerned about bridge construction traffic using Morton Mill Road to access the property, even though the access point to Morton Mill Road will be closed and used only for emergency access after bridge construction is completed. Some residents along Coley Davis Road are concerned about additional traffic, especially at the Coley Davis Road intersection with Highway 70S. Others are concerned that the new park is not currently open to the public but the multimodal bridge access and connecting greenway segment will be part of the proposed development. The applicant team has worked closely with Metro Parks and Greenways to plan these public improvements.



## Metro Planning Commission Meeting of 04/13/23

### Analysis Summary

Amending the Community Character Policy from Rural Neighborhood Maintenance (T2 RM) to Suburban Neighborhood Evolving (T3 NE), while maintaining the Conservation (CO) policy for the floodplain area, is appropriate for the following reasons:

#### Appropriate Site Location:

- Applying T3 NE policy to part of the subject property supports greater housing choice adjacent to a center identified in the NashvilleNext Growth & Preservation Concept Map and complements the suburban residential policies to the west and south of the property and the Suburban Community Center policy (T3 CC) to the east.
- The site is across the Harpeth River from a large community center area that includes One Bellevue Place. Allowing additional residential and another housing option on this property can provide more people to support businesses.
- Streets, including Coley Davis Road, Highway 70 South (arterial), and the nearby Interstate 40 interchange, provide access to the larger Bellevue area and other destinations.
- The property has convenient access to transit at the nearby WeGo Park & Ride lot.
- The proposed development will provide connectivity from the subject property to the Harpeth River Greenway, a new multimodal bridge, and an improved Coley Davis Road with bike lanes, allowing a range of transportation options to area destinations and services.

#### Protecting the Harpeth River floodplain:

- CO policy is implemented with preservation of the floodplain area.
- The proposed development is planting a minimum of 250 trees in efforts to increase area tree canopy and absorb stormwater runoff.

#### Providing Public Benefits:

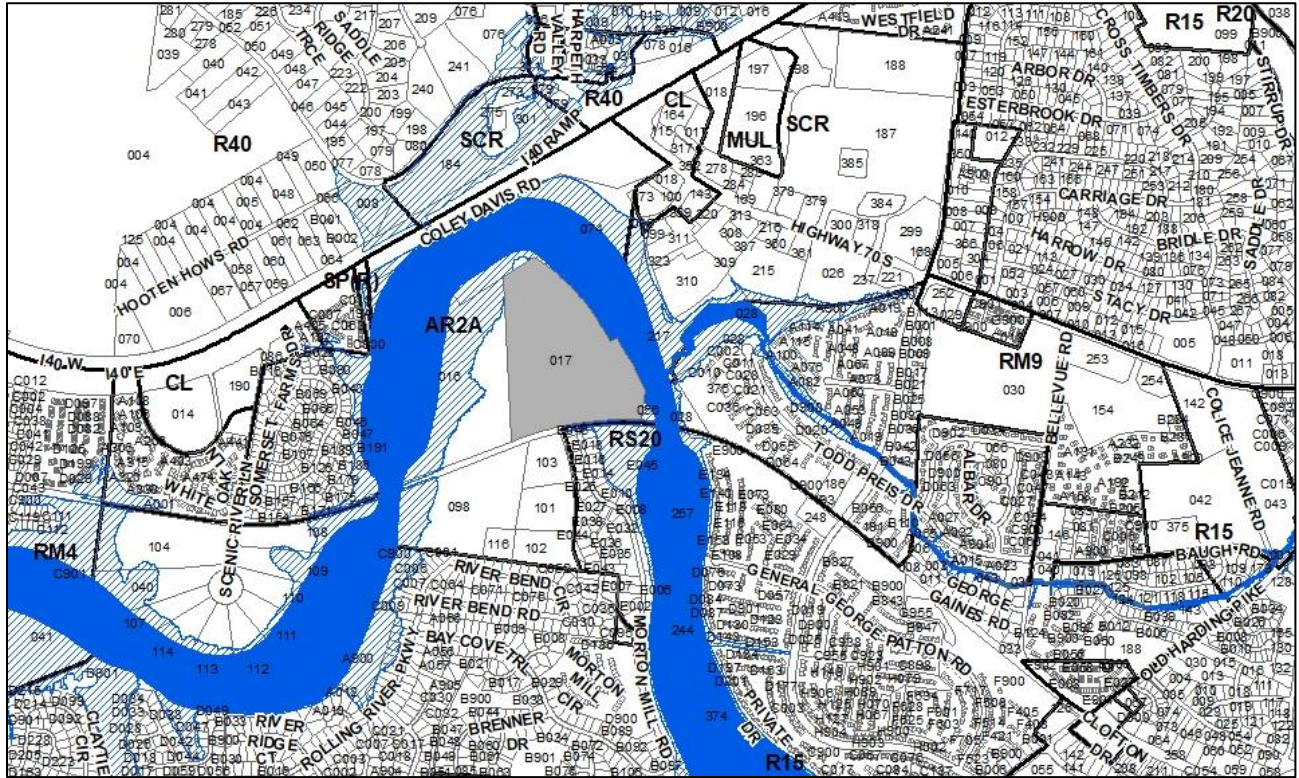
- The proposed development will construct a greenway along the Harpeth River connecting two existing greenway segments. The development is also constructing a greenway segment from the Harpeth River Greenway to the existing park land, providing additional access when open and programmed.
- The proposed development will construct a multimodal bridge connecting the development to Coley Davis Road and providing access to the existing park land, which currently is not accessible from the north side of the river.
- The proposed development is reconstructing a portion of Coley Davis Road that frequently floods to raise it out of the floodplain, past the level of the 2010 Flood, to mitigate frequent flooding.
- The proposed development is constructing bike lanes (+/- 2,900 feet) along a segment of Coley Davis Road, providing a dedicated travel path for bicyclists.
- The proposed development is donating 20 acres of floodplain area to Metro Parks.

### STAFF RECOMMENDATION

Staff recommends approval of the policy change from Rural Maintenance (T2 RM) policy to Suburban Neighborhood Evolving (T3 NE) policy for the non-floodplain portion of the property.



# Metro Planning Commission Meeting of 04/13/23



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



## Metro Planning Commission Meeting of 04/13/23

<b>Item #16b</b>	<b>Specific Plan 2021SP-061-001</b>
<b>Project Name</b>	<b>Bend at Bellevue (Ariza) SP</b>
<b>Associated case</b>	2021CP-006-001
<b>Council District</b>	35 – Rosenberg
<b>School District</b>	09 – Tylor
<b>Requested by</b>	Ragan Smith Associates, applicant; Dr. James E. Fussell, owner.

**Deferrals** This item was deferred at the February 9, 2023, and March 9, 2023, Planning Commission meeting. A public hearing was held at the March 9, 2023, meeting and the public hearing was closed.

**Staff Reviewer** Elliott

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

### APPLICANT REQUEST

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

#### Preliminary SP

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

#### **Existing Zoning**

Agricultural/Residential 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 18 lots with 4 duplex lots for a total of 22 units.*

#### **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

#### **Existing Policy**

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



# Metro Planning Commission Meeting of 04/13/23



## Proposed Preliminary SP



## Proposed Elevations





## Metro Planning Commission Meeting of 04/13/23

developed for higher densities than is generally appropriate for rural areas, the intent is for sewer services or higher density zoning or development not to be expanded.

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

The Conservation Policy in this location reflects floodplain and floodway areas.

### **Proposed Policy (Conservation Policy to remain)**

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.

### **SITE CONTEXT**

The site consists of a single parcel that contains approximately 44.16 acres. The site is located at a bend in the Harpeth River and is currently accessed by an at-grade crossing of a railroad at the end of Morton Mill Road. The site is bounded by a railroad, the Harpeth River, and about 51 acres of unimproved Metro Parks property. The existing land use of the property is single-family residential. A large TVA easement spans the property as well. An access easement is granted to the railroad operator and this easement runs along the length of the railroad going east from the at-grade access point and this grants access to the railroad bridge that spans the Harpeth River.

The subject property is currently zoned AR2a. Nearby parcels at the terminus of Morton Mill Road are zoned RS20 and multi-family and commercial zoning districts exist across the Harpeth River to the east. Coley Davis Road and Morton Mill Road are local streets.

The site has approximately 20 acres within the floodplain and floodway associated with the Harpeth River.

### **PLAN DETAILS**

The application proposes rezoning the subject property to SP to permit a multi-family residential development. The plan includes 417 multi-family residential units across 7 buildings. A bridge across the Harpeth River is proposed to connect Coley Davis Road with the subject site. This bridge is included within public right-of-way and, in addition to providing access to the multi-family



## Metro Planning Commission Meeting of 04/13/23

development, the bridge would provide vehicular access to the currently inaccessible 51-acre Metro Parks property (parcel 074). The bridge would cross the western edge of the Harpeth River Park. At the proposed Coley Davis Road intersection, a turn lane is provided for left-turn movements onto the proposed bridge.

The plan concentrates the development on the portion of the site that is above the floodplain and proposes to dedicate approximately 20 acres of land that is within the floodplain to Metro Parks. The area of dedication is primarily located along the eastern portion of the site. The plan includes 2 four-story buildings near the proposed bridge landing from Coley Davis Road and 5 three-story buildings more interior and to the south of the property. The plans include elevations that demonstrate the proposed architecture. The buildings are organized to create interior courtyard open space areas with surface level vehicle parking surrounding the buildings. Garage units are scattered throughout the parking area.

The existing at-grade vehicle crossing of the railroad is proposed to be converted to an Emergency Access only with the construction of this project. This access would be gated for Emergency Access only and is a typical situation to satisfy Emergency Access requirements.

The Metro Parks Master Plan, *Plan to Play*, calls for the Harpeth River Greenway to be extended along the subject property's frontage of the Harpeth River from the existing terminus in the Harpeth Crest subdivision open space area. The existing greenway in the Harpeth Crest subdivision is within an easement that accommodates this future extension of the greenway to the CSX right-of-way and onto the subject property. The application has identified two potential solutions to crossing the railroad at the southern boundary of the property and making the planned greenway extensions and connections. One option is to construct a greenway tunnel under the railroad and the second option is to build an underpass beneath the existing railroad bridge over the Harpeth River. Both options are detailed in the SP plans and the final conditions for this crossing would be coordinated with the final site plan in coordination with CSX and Metro Parks. Metro Parks has reviewed both options and finds either to be potentially acceptable, pending final review. CSX has not been able to verify the final conditions without receiving fully engineered plans and having the zoning in place for this project. The applicant would then build a greenway along the Harpeth River and up to the northern end of this bend, setting up future extension onto the Metro Parks property's Harpeth River frontage and fully extending the greenway along this bend in the Harpeth River. The plan also provides for a future loop connection point to be built at the southern end near the railroad so that ultimately this bend in the river forms a loop in the greenway network. The approximately 20-acres of land within the floodplain is proposed to be dedicated to Metro Parks and the potential programming of this space would be coordinated by Metro Parks.

Additionally, the plan proposes to raise Coley Davis Road from the proposed bridge connection point and to the east near the Hwy 70 intersection to an elevation of 563.5, where the road is currently below this elevation. Currently, Coley Davis Road sits below the 500-year floodplain elevation at the curve in the road near the Harpeth River Park and this roadway floods in certain rain events, leaving the area west of this point temporarily inaccessible. In response to this existing condition, the application proposes to raise Coley Davis Road above the 500-year floodplain elevation. This is about 3 feet in the lowest location elevation point. In addition to raising Coley Davis Road, the plans propose to modify the section of Coley Davis Road as shown on the plans to



## Metro Planning Commission Meeting of 04/13/23

provide 5 foot bike lanes with delineators on both sides of the road to improve the multi-modal conditions of the roadway.

### ANALYSIS

Staff finds the proposed SP zoning to be consistent with the proposed T3 NE policy in this location. The proposed land use and development pattern are consistent with the guidance provided in the Community Character Manual for a Suburban Neighborhood Evolving policy area like this one. The subject site is separated from the nearest neighborhood, Harpeth Crest subdivision, by a railroad and the most southern building proposed in the SP is approximately 400 feet from the nearest lot in the Harpeth Crest subdivision. With T3 NE policy, the subject site is an opportunity to introduce a moderate density and suburban housing type and staff finds the proposed SP plan to provide this. The proposed scale and organization of the buildings is consistent with the T3 NE policy.

The proposed SP zoning also improves the multi-modal connectivity of this area by extending the Harpeth River Greenway from its existing terminus to cross the railroad and ultimately provide a connection to the Bellevue commercial and community center on Hwy 70, consistent with the Metro Parks Master Plan, *Plan to Play*. This connection would provide a greenway link from the Warner Parks to the Bellevue commercial and community center on Hwy 70. Additionally, the plan improves the multi-modal connectivity of Coley Davis Road by providing bike lanes.

The proposed SP zoning also improves the vehicular connectivity of this area during severe rain events by raising the elevation of Coley Davis Road to be above the 500-year floodplain.

The plan is sensitive to the Conservation Policy areas by concentrating the development outside of the floodplain and floodway and by preserving these areas in their natural condition.

### Update Following March 9, 2023, Public Hearing

This item was heard at the March 9, 2023, Planning Commission hearing and was deferred to the April 13, 2023, meeting to allow time for staff to compile additional information related to the following items and responses are included beneath each item:

- 1. Have representatives of Metro Stormwater and NDOT attend 4/13 MPC meeting for questions.*  
Representatives of Metro Stormwater and NDOT will be attendance of the 4/13 MPC meeting for questions.
- 2. Provide a temporary traffic control plan for the proposed improvements to Coley Davis Road that shows how two-way traffic will be maintained during the construction process.*  
The applicant has provided a draft temporary Traffic Control Plan demonstrating the potential availability to maintain two-way traffic on Coley Davis Road. The plan phases the proposed improvements so that the cross-section of Coley Davis is first widened, and then one side of the road is raised at a time, allowing two-way traffic flow to be maintained. NDOT has reviewed this draft temporary Traffic Control Plan and finds it feasible. The final Traffic Control Plan would be provided and reviewed by NDOT staff later in the development process.



## Metro Planning Commission Meeting of 04/13/23

3. *Provide an emergency vehicle access plan for the project site.*

The applicant has provided exhibits demonstrating how the emergency access will be access controlled with standard locks and gates. The ability for emergency vehicles to navigate the site will be reviewed with the final site plan application once the engineered site plans have been prepared, consistent with the standard process for SP zoned developments. Without the fully engineered civil site plan, the ability to make all necessary emergency vehicle turning movements on the site cannot be reviewed for compliance with Metro standards. The Metro Fire Marshal's Office has confirmed that Coley Davis Road would be the primary route utilized for emergency access and that the gated emergency access on Morton Mill Road would only be utilized in the event of Coley Davis Road being inaccessible.

4. *Provide a written statement from CSX that verifies their current position on the proposed greenway crossing options.*

CSX Transportation has reviewed the SP development proposal of application 2021SP-061-001 and has concerns with and is not supportive of the proposed tunnel crossing in regard to CSXT's use and access to this rail corridor. This is contrary to the information that Planning staff received from CSXT prior to the March 9, 2023, meeting where it was indicated that both options were potentially viable. As an alternative, CSXT is willing to review a proposal that includes construction of the greenway trail under the railroad bridge. This proposal would be reviewed for the following conditions:

- CSXT will at all times preserve its paramount right to continue to occupy, possess and use its property for any and all railroad purposes
- The Project shall be initiated, designed, reviewed and (if approved) constructed in accordance with the CSXT's current policies, standards and guidelines as provided in the CSXT Public Project Information Manual and the execution of any associated agreements that may be required
- The associated real estate documents shall be executed for the proper conveyance of any real estate rights that may be required to support the Project prior to construction

Staff recommends leaving both options in the SP plan as Metro Parks supports both options and the interest and policies of CSXT could change in the future. The final option shall be coordinated with CSXT.

5. *A condition related to the proposed bridge from Coley Davis and who is responsible for the associated maintenance of the bridge.*

NDOT has revised their conditions of approval on this application to specify that NDOT is in general support of the proposed public bridge from Coley Davis Road to this bend in the Harpeth River and that additional information will need to be provided with the final site plan application before NDOT can make a final determination on acceptance of the maintenance of the bridge. Its possible that NDOT does not accept maintenance of the bridge and the maintenance would then fall on the developer.

6. *More specific comments from NDOT concerning their review of the proposed bridge and improvements to Coley Davis Road.*



## Metro Planning Commission Meeting of 04/13/23

NDOT has revised their conditions of approval to specify the desired conditions for Coley Davis Road. NDOT is conditioning that the final cross-section for Coley Davis Road to consist of a 12' two-way multi-use path along the South side of the road, with a 2' vertical protection buffer between the travel lanes and the multi-use path. The boundaries of the multi-use path are to be determined at Final SP and shall make meaningful connections to existing pedestrian infrastructure on Coley Davis Rd while creating a functional network. At a minimum the applicant shall extend the multi-use path to the West and connect to the existing sidewalk on along the frontage of the Harpeth Springs Village.

While the TIS determined the west bound left turn lane on Coley Davis Road was not technically warranted, NDOT is willing to consider providing the left turn lane if the engineered plans provided with the final site plan application demonstrate that the cross-section can accommodate this turn-lane. If there are dimensional constraints with the final site plan application, providing a turn lane in this location shall be reevaluated.

7. *A response to the question of “what will happen downstream of the Harpeth River considering the proposed project includes a new bridge and floodplain modifications”.*  
The applicant has provided a draft Hydraulic Analysis for the proposed development to review the potential impacts to the effective flood mapping of the Harpeth River. This Hydraulic Analysis would need to be reviewed and approved by FEMA and then provided to Metro Stormwater for review and approval with the final site plan application and this is just a draft document at this point. The draft analysis finds that there will be no downstream or upstream impact to the regulatory 100-year floodplain associated with the construction of this development, including the construction of the bridge from Coley Davis Road, construction of the improvements to Coley Davis Road, and the construction of the extension to the Harpeth River Greenway. Additionally, the analysis modeled the impacts to the 500-year floodplain and upstream of the proposed bridge from Coley Davis Road, the analysis found a potential difference in a 500-year storm event of 0.23 - 0.25 feet and this impact reduces to zero feet upstream of the CSX railroad bridge across the Harpeth River.
8. *A response to the title question surrounding the greenway easement and the access easement in the Harpeth Crest subdivision open space areas.*  
Metro Legal has assessed that the Court's would likely find that the existing greenway easement as platted on parcel 141120E04500CO permits the proposed greenway connection from the existing terminus in the Harpeth Crest Subdivision. Additionally, Metro Legal has assessed that the Court's would likely find that the applicant has the right to reasonable use of the existing access easement that is platted on parcel 141120E04600CO for construction and emergency access purposes.

### **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 04/13/23**

### **PARKS RECOMMENDATION**

#### **Approve with conditions**

- Clearly delineate on the plan the boundaries of the 20+ acre proposed land dedication to Metro parks. Metro Park Board and Metro Council must approve the final land dedication. Coordinate with Metro Parks Greenways staff for Park Board and Metro Council approval process for the land dedication. Land dedication must be complete prior to Final Site Plan Approval.
- Coordinate with Metro Parks staff on the final alignment and design of the entire greenway and trailhead. Design and construct the greenway and trailhead to Metro standards.
- The plans currently show a greenway trail connection from the Metro Park parcel #14100001600, terminating at a proposed greenway easement within the proposed land dedication, somewhat paralleling the CSX railroad. Continue the construction of this greenway trail through the proposed easement, connecting to the proposed greenway trail along the Harpeth River and to the trail paralleling Morton Mill Road, creating a trail without interruption. Coordinate with TVA to meet requirements of trail construction within their easement.
- Coordinate with Metro Parks on the location and design of the proposed vehicular and greenway access to the adjacent Metro Parks Property parcel # 14100001600.
- Dedicate a Conservation Greenway Easement over all portions of the greenway to be built on applicant's property. Enter into a Conservation Easement Agreement with Metro (Parks) to include boundary survey and legal description of the easement, along with a Participation Agreement to include approved design construction documents. Coordinate with Metro Parks Greenways staff for Park Board and Metro Council approval process for these Agreements. Approved Agreements to be recorded with Registrar of Deeds prior to Final Site Plan Approval.
- Construction of greenway must be approved by Metro Parks and Metro ADA prior to issuance of first Use and Occupancy permit.

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

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

### **METRO WATER SERVICES RECOMMENDATION**

#### **Not applicable**

- Harpeth Valley Water and Sewer Utility District.

### **HARPETH VALLEY WATER AND SEWER UTILITY DISTRICT**

#### **Approve with conditions**

- See letter dated August 16, 2022.

### **METRO HISTORIC RECOMMENDATION**

#### **Approve with conditions**

- High potential for historic and prehistoric resources here. With the final site plan submittal, a Phase I archaeological survey of the property shall be provided to determine what resources may be present below the surface. If an archaeological site is found as a result of a Phase I investigation, the developer shall consult with the MHC and conduct a Phase II



## Metro Planning Commission Meeting of 04/13/23

survey to determine the extent of the site and the level of its significance. Applicants should consult with Metro Archaeologist, Dr. Adam Fracchia, for more information.

### **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. Any round-a-bouts proposed in public ROW shall meet FHWA guidelines. 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. Provide a loading/unloading plan for each aspect of the total development. Provide any truck turning movements relevant to loading/unloading activities on site. Note: A private hauler will be required for waste/recycle disposal. Comply w/ NDOT traffic comments.
- NDOT is in general support of having the proposed public bridge as a connection between Coley Davis Rd and the planned Metro Park, but prior to the final determination, the following information is required to establish the anticipated annual maintenance cost of the bridge. [1.A] Bridge Type (concrete girder, steel girder, etc.), [1.B] Bridge Length, [1.C] Bridge Width, [1.D] Number of spans, [1.E] Number of expansion joints, [1.F] Type of expansion joints (if known), [1.G] Abutment type (MSE walls, concrete, etc.), [1.H] Approaches (at grade, built up, combination, etc.). Therefore, following prelim approval, the applicant shall continue to coordinate w/ NDOT leadership on annual long-term maintenance cost estimate expectations.
- Coley Davis road cross section; see NDOT Traffic conditions. The design of raising of Coley Davis road(embankments, berms, retaining infrastructure, spillway infrastructure, soil road bed material usage, etc.) above the flood way shall be designed and stamped by licensed professional engineer(s)-Hydraulic, geotechnical and/or structural. NDOT's bridge & wall engineers will need to evaluate the proposed infrastructure improvements. If grading for Coley Davis road improvements encroach into a TVA buffer, coordination w/ utility company on relocation of tower/line will be required.
- A letter of approval for CSX ROW encroachments; at-grade emergency crossing and greenway access under RR trestle bridge, will be required, prior to final. Comply w/ NDOT traffic comments.

### **TRAFFIC & PARKING RECOMMENDATION**

#### **Approve with conditions**

- NDOT is in general support of having the proposed public bridge as a connection between Coley Davis Rd and the planned Metro Park, but prior to the final determination, the following information is required to establish the anticipated annual maintenance cost of the bridge. [1.A] Bridge Type (concrete girder, steel girder, etc.), [1.B] Bridge Length, [1.C] Bridge Width, [1.D] Number of spans, [1.E] Number of expansion joints, [1.F] Type of expansion joints (if known), [1.G] Abutment type (MSE walls, concrete, etc.), [1.H]



## Metro Planning Commission Meeting of 04/13/23

Approaches (at grade, built up, combination, etc.). Therefore, following prelim approval, the applicant shall continue to coordinate w/ NDOT leadership on annual long-term maintenance cost estimate expectations.

- The final design of the proposed Coley Davis Road improvements/modifications to raise the roadway out of the floodway are still being discussed with NDOT. The final cross-section shall include a minimum of 12' two-way multi-use path along the South side of the road, with a 2' vertical protection buffer along the travel lane side of the road and contain adequate travel lanes. The boundaries of the multi-use path are to be determined at Final SP and shall make meaningful connections to existing pedestrian infrastructure on Coley Davis Rd while creating a functional network. At a minimum the applicant shall extend the multi-use path to the West and connect to the existing sidewalk on along the frontage of the Harpeth Springs Village. All guardrail and/or handrail installation along Coley Davis Rd shall follow all TDOT standards. See Roads conditions for additional details on the raising of Coley Davis Rd.
- Per the TIS the proposed westbound left turn lane on Coley Davis Road at the site access was not warranted, and if it is determined that the final cross-section cannot accommodate all the necessary components, then the installation of the turn lane shall be reevaluated.
- At Final SP the parking count for this development shall be shown per metro code.
- Harpeth River green-way underpass will require a letter of approval from CSX prior to Final SP approval. The applicant shall continue to coordinate with Parks on the proposed greenway improvements/connections. Any gaps or deficiencies in the existing greenway that are created from the development of this property, such as bridge piers landing on the existing greenway, shall be replaced at the discretion of Parks.
- 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.
- Ensure final designs follow the codes and requirements of all metro agencies.
- 

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential*(210)	43.87	0.5 D	55 U	600	44	57

\*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 (221)	43.87	-	417 U	2,271	139	174

**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
-	-	-	+362 U	+1,671	+95	+117





## Metro Planning Commission Meeting of 04/13/23

### METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed SP district: 20 Elementary 13 Middle 11 High**

The proposed additional 395 units in the SP is expected to generate 41 additional students than what is typically generated under the existing AR2a zoning district. Students would attend Harpeth Valley Elementary School, Bellevue Middle School, and Hillwood High School. All three schools are identified as having capacity for additional students. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

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

### CONDITIONS

1. Permitted uses include a maximum of 417 multi-family residential units. Short term rental property, owner occupied and short term rental property, not owner occupied shall be prohibited.
2. The construction of the bridge from Coley Davis Road to the subject site is a requirement of the first phase of development.
3. The Harpeth River Greenway extension across the railroad and along the Harpeth River is a required improvement for this project. The final design of the greenway extension shall be coordinated with Metro Parks, Planning and CSX.
4. Coley Davis Road shall be raised out of the 500-year floodplain and improved to the cross-section required by NDOT with the first phase of development.
5. Comply with all conditions and requirements of Metro reviewing agencies.
6. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
7. 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. Uses are limited as described in the Council ordinance.
8. 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
9. 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.
10. 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.
11. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site



## **Metro Planning Commission Meeting of 04/13/23**

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.

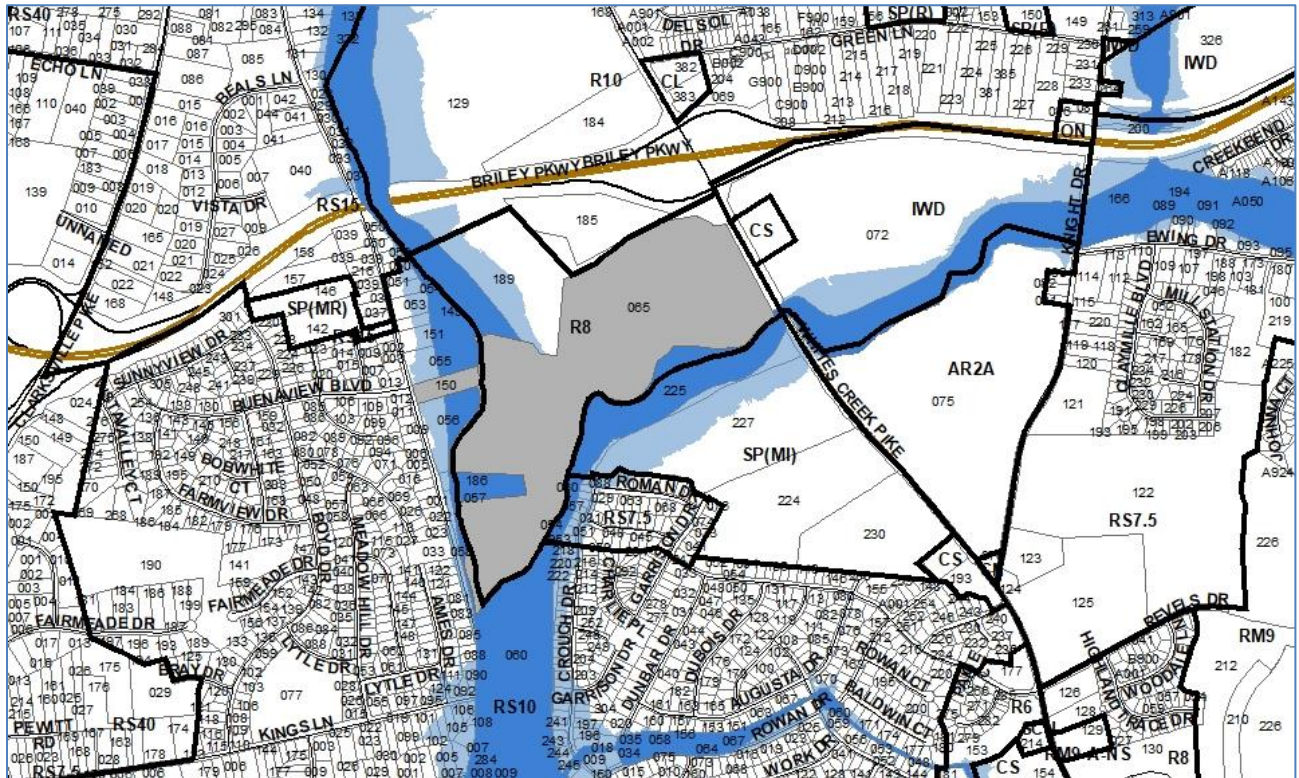
12. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 04/13/23



### 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 04/13/23**

**Item #17a**

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

**Staff Reviewer**

Dunnivant

**Staff Recommendation**

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

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**APPLICANT REQUEST**

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

MCSP Amendment

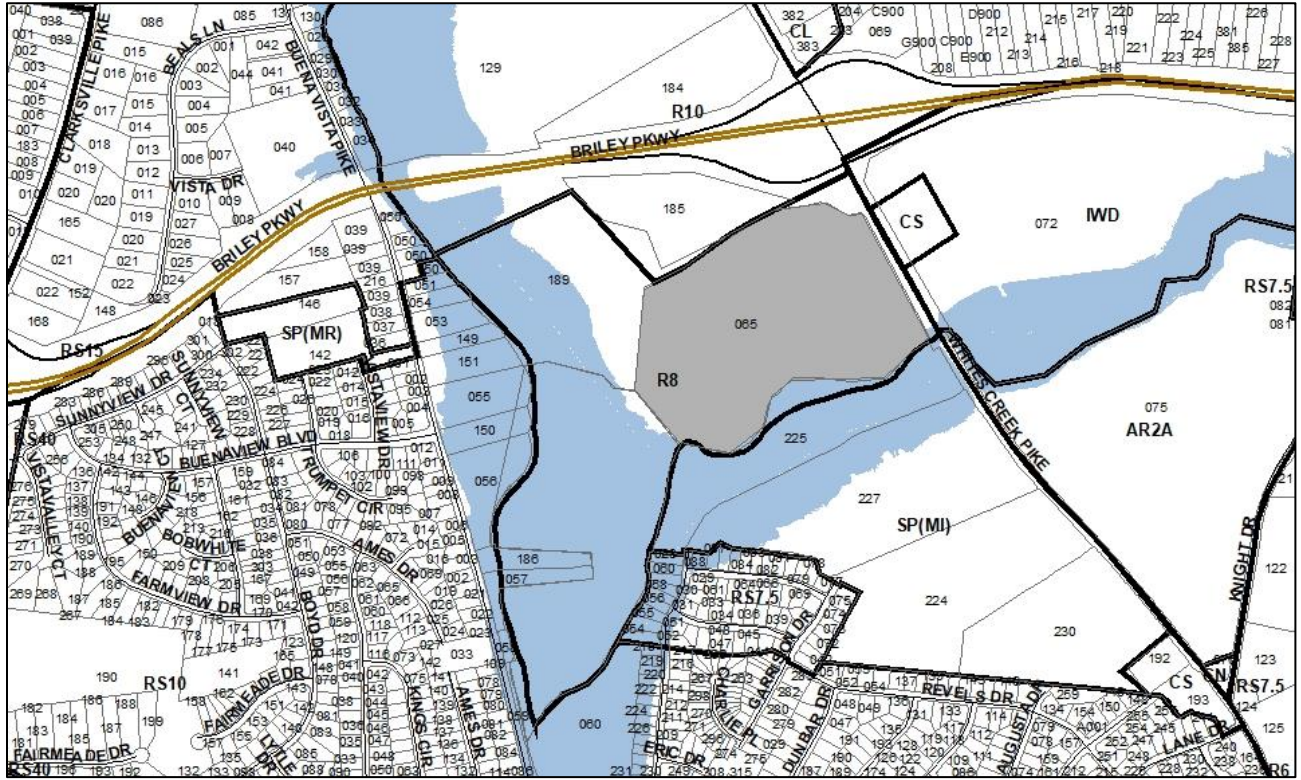
A request to amend a component of *NashvilleNext, the General Plan for Nashville and Davidson County Update 2017* – Major and Collector Street Plan (MCSP), a comprehensive plan and implementation tool for guiding public and private investment in the major streets. The amendment involves the removal of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

**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.



# Metro Planning Commission Meeting of 04/13/23



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



## Metro Planning Commission Meeting of 04/13/23

**Item #17b**

**Project Name**

**Associated Cases**

**Council District**

**School District**

**Requested by**

**Specific Plan 2023SP-026-001**

**Production Row SP**

2023CP-000-002

03 - Gamble

1 – Gentry

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

**Deferrals**

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

**Staff Reviewer**

Elliott

**Staff Recommendation**

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

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**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.

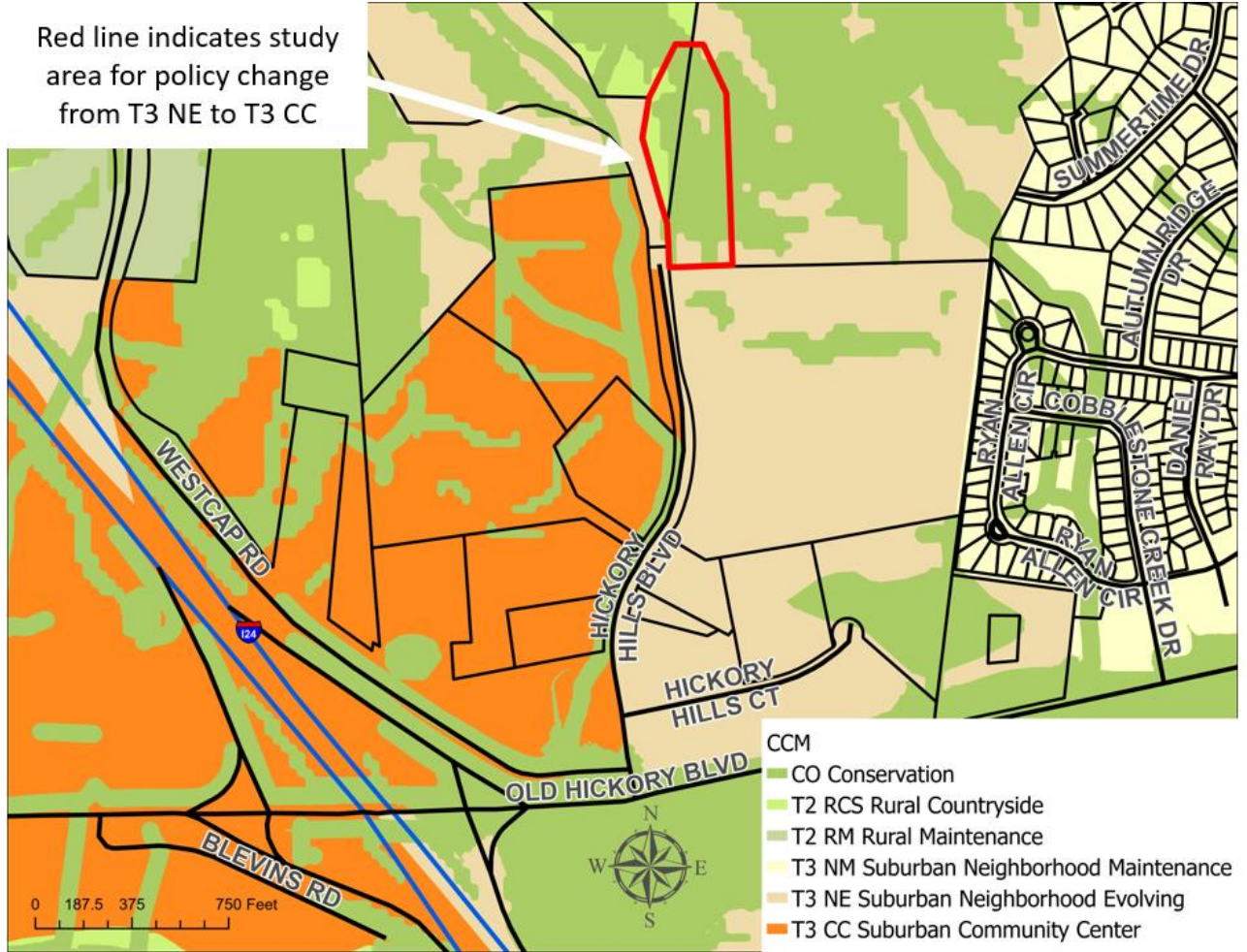
**STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 04/13/23

Red line indicates study area for policy change from T3 NE to T3 CC



### 2023CP-002-001

#### PARKWOOD-UNION HILL COMMUNITY PLAN AMENDMENT

Map 31, Parcel(s) 67 and 152

03 Parkwood-Union Hill

03 (Jennifer Gamble)





## Metro Planning Commission Meeting of 04/13/23

**Item #18a**  
**Project Name**

**Major Plan Amendment 2023CP-002-001**  
**Parkwood-Union Hill Community Plan**  
**Amendment**

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

2022SP-063-001  
03 – Gamble  
01 – Gentry  
Ardavan Afrakteh, owner; Dale & Associates, applicant.

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

Ranseen  
*Approve.*

### **APPLICANT REQUEST**

**Amend Parkwood-Union Hill Community Plan to change the policy.**

#### Major Plan Amendment

A request to amend the Parkwood-Union Hill Community Plan by changing from T3 Suburban Neighborhood Evolving (T3 NE) to T3 Suburban Community Center (T3 CC) for a portion of the properties located at Hickory Hills Boulevard (unnumbered) and Brick Church Pike (unnumbered), east of Westcap Road, zoned R10 (approximately 5 acres). Conservation (CO) policy remains in place.

### **PARKWOOD-UNION HILL COMMUNITY PLAN**

#### **Current Policy**

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

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

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

Suburban Community Center (T3 CC) policy is intended to create and enhance suburban community centers, encouraging their development or redevelopment as intense mixed use areas that serve surrounding suburban neighborhoods.

### **BACKGROUND**

The study area is located to the east of Hickory Hills Boulevard close to where the street currently dead ends. Today, the proposed plan amendment area is vacant and contains thick vegetation. A variety of commercial and trucking uses are situated south of the study area along Hickory Hills Boulevard. Existing residential uses can be found to the east and west. Hickory Ridge Apartments are located west of the study area, and the Quail Trail and Cobblestone Creek neighborhoods are located east of the study area.



## Metro Planning Commission Meeting of 04/13/23

The community plan amendment was requested in conjunction with zone change application, 2022SP-063-001, a request to rezone from agricultural requiring a minimum lot size of two acres (AR2a) and one-and two-family residential (R10) to Specific Plan (SP) zoning to permit mixed use development.

The plan amendment area consists of a small portion (approximately five acres) of the rezoning application (93 acres). The study boundary represents the portion of the SP that is intended to contain a mix of uses, which the current policy, T3 NE, would not support. Outside of the plan amendment area, the applicant intends to develop a mix of housing, which T3 NE policy supports. Additionally, the SP indicates that development will only occur within T3 NE, and the Rural Countryside (T2 RCS) policy located within the rezoning application will remain as a preservation area.

It should be noted that the plan amendment area does contain T2 RCS policy as well as T3 NE. When two policies of different transects border one another on a site, staff must decide which transect is applicable as review becomes quite granular. Because the site is accessed through T3 NE policy, staff concluded that the T3 Suburban transect – specifically T3 NE – is the primary policy for the area in question.

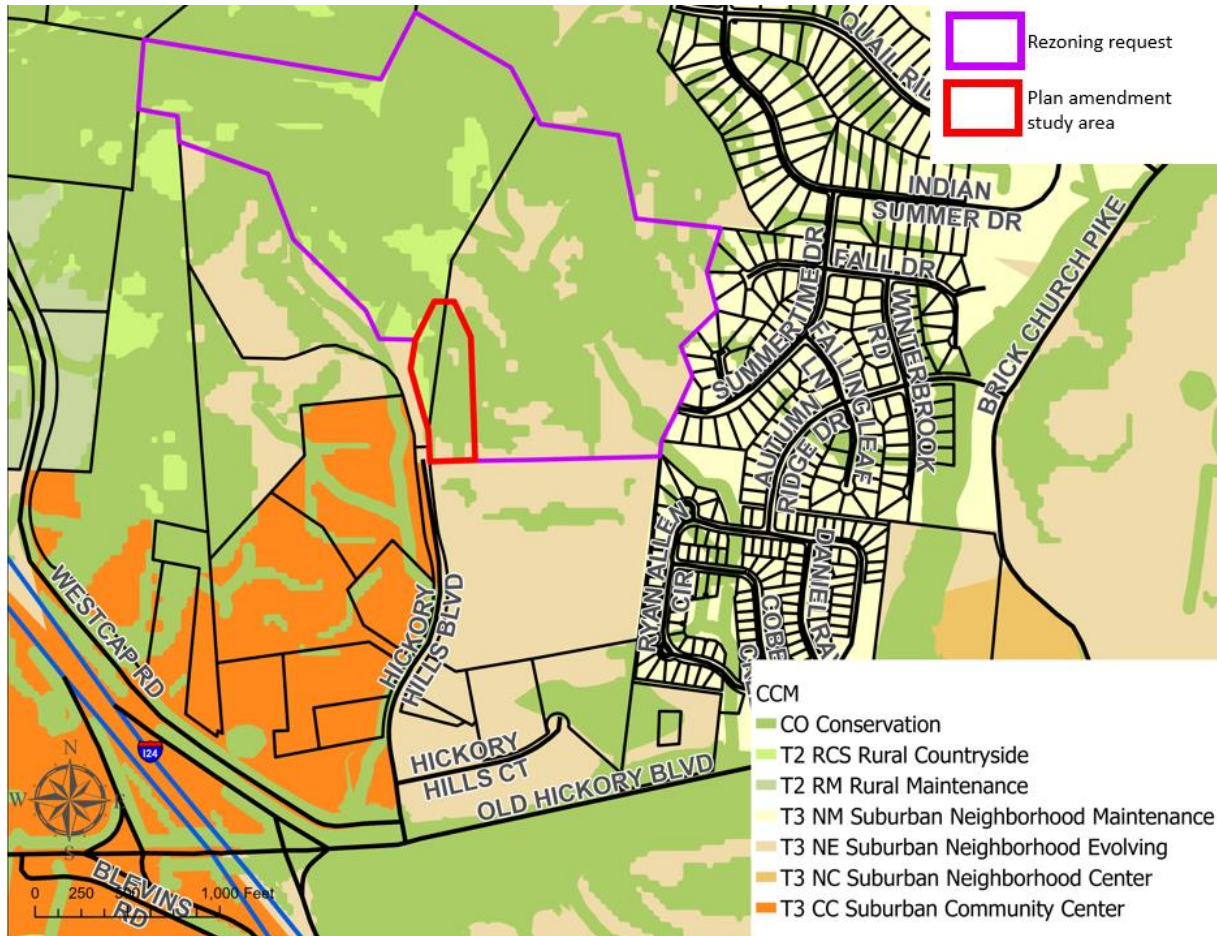


Figure 1: Study area for policy change (red outline; 5 acres); rezoning request (purple outline; 93 acres (including study area))



## Metro Planning Commission Meeting of 04/13/23

### COMMUNITY PARTICIPATION

The applicant team led 4 in-person, community meetings from Summer 2021 to Fall 2022. To ensure community input on this project, the applicant notified approximately 500 property owners during the same period, and attendance for all 4 meetings totaled above 200. On March 27, 2023, a Planning-led virtual community meeting was held to discuss changing the policy for the area. Notices were mailed to 350 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 14 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.

During the meeting, an attendee requested additional clarification on the T2 RCS policy found within the study area, and staff provided an explanation. Another attendee voiced support for mixed use development within the study area and applauded the applicant's collaboration with the community. Most comments and concerns voiced at the meeting were related to the SP, not the policy change. The following topics were discussed:

- Disturbance of natural features
- Intensity of development
- Visibility of housing built along hillside

The meeting was recorded and uploaded to Metro Nashville's YouTube for subsequent viewing; to date it has been viewed 10 times.

### ANALYSIS OF T3 SUBURBAN COMMUNITY CENTER POLICY

The proposed amendment area is a suitable location for T3 CC policy for the following reasons:

#### **Aligns with surrounding policy.**

- Existing T3 CC policy is located west and southwest of the site, close to Interstate 24 and Old Hickory Boulevard, and its policy application intends to foster a mix of uses, in this case near an interstate interchange.
- T3 NE policy borders portions of the site to the north, south, east, and west and enables a mix of housing, which could support new commercial uses found within the study area.
- T2 RCS policy borders the site to the northwest. The SP preserves the area where T2 RCS is applied.

#### **Enables community-serving uses and walkability.**

While T3 CC exists near the study area, today it is dominated by long-standing warehousing and distribution uses. The application of T3 CC to the study area, paired with the Specific Plan, allows for a mix of uses to serve community members within walking distance, i.e., residents of the Hickory Ridge Apartments to the west and residents of the Quail Trail and Cobblestone subdivisions to the east. Residents of the Quail Trail and Cobblestone Creek subdivisions will be able to access the site via a sidewalk connector to Summertime Drive included in the Specific Plan. Several other nearby subdivisions including, Grand Villa Estates and Creek Trail, are located within a 5-to-10 minute drive. The current policy, T3 NE, only supports residential development, but the inclusion of T3 CC enables the site to provide other uses that serve the larger community.



## Metro Planning Commission Meeting of 04/13/23

The rezoning application proposes a mix of housing – apartments, townhomes, and single-family homes – that can support mixed use development found in both on this site and on the larger T3 CC area. Additionally, the future residents of these apartments, townhomes, and single-family homes would be able to walk to the mix of uses proposed within the T3 CC area. Therefore, the addition of T3 CC policy strengthens walkability on the site and provides additional residents to support area businesses.

### **Supported by surrounding existing or planned residential development, adequate infrastructure, and adequate access, although multimobility options could be strengthened.**

The study area is located along Hickory Hills Boulevard with existing multifamily, commercial, and warehousing uses. The requested T3 CC policy area is located within 0.5 miles of Old Hickory Boulevard's interchange with Interstate 24, which enables ideal connectivity to the larger Nashville community. Due to the commercial, auto-centric design of Old Hickory Boulevard and Hickory Hills Boulevard, there are currently no sidewalks available. The associated development would create onsite walkability and connectivity to the Quail Trail and Cobblestone Creek subdivisions via a sidewalk connector; however, connectivity to other surrounding neighborhoods will depend on vehicular access.

Currently, the closest WeGo stop is approximately 3 miles away from the study area. However, the mixed use and higher density housing allowed under the proposed policy and existing T3 NE in the area could help support improved transit options in the future.

### **Note on Conservation policy.**

The study area and the associated larger rezoning application include a substantial amount of CO policy. The Community Character Manual encourages a smaller development footprint in areas that contain environmentally sensitive features in order to limit disturbance on the overall site. While the mixed use portion of this development may disturb some of the sensitive natural features in the study area (five acres), the proposed SP includes large preservation areas for steep slopes and the stream buffer and has a condensed development footprint for the larger property. Therefore, CO policy remains in place.

### **Analysis Summary**

Amending the Community Character Policy from T3 NE to T3 CC is appropriate at this location. In summary, the change in policy for the study area is appropriate due to the following:

- Applying T3 CC policy aligns with neighboring T3 CC policy and supports community-serving amenities to locate adjacent to future residential uses supported by adjacent T3 NE policy.
- Existing uses in the current T3 CC policy around the Interstate 24 interchange are dominated by longstanding warehousing and distribution uses. The requested policy change is paired with a development proposal that includes community-serving amenities to locate near the interstate interchange and to serve residents of nearby existing and proposed housing.
- T3 CC policy supports a mix of housing and encourages a walkable neighborhood, rather than a standalone residential development.
- The policy application is within 0.5 miles of an interstate interchange, enabling connectivity to the larger Nashville community.



## **Metro Planning Commission Meeting of 04/13/23**

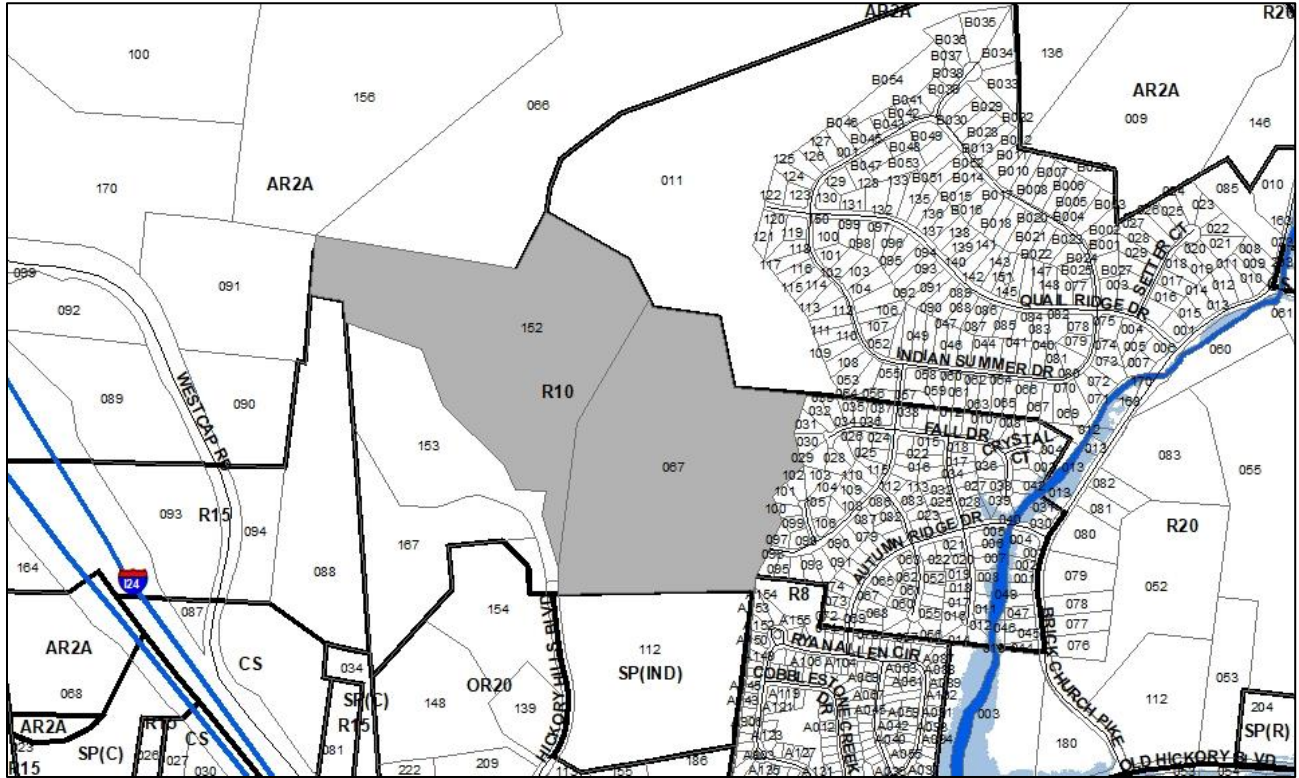
- Some sensitive natural features may be disturbed within the five acres of the study area; however, sensitive natural features are being preserved in the remaining 88 acres of the larger property with the associated SP rezoning.

### **STAFF RECOMMENDATION**

Staff recommends approval of applying T3 Suburban Community Center (T3 CC) policy to the study area.



# Metro Planning Commission Meeting of 04/13/23



**2022SP-063-001**

**HICKORY HILLS RETREAT**

Map 031, Parcel(s) 067, 152

02, Parkwood – Union Hill

03 (Jennifer Gamble)



## Metro Planning Commission Meeting of 04/13/23

<b>Item #18b</b>	<b>Specific Plan 2022SP-063-001</b>
<b>Project Name</b>	<b>Hickory Hills Retreat</b>
<b>Associated Case</b>	2023CP-002-001
<b>Council District</b>	03 - Gamble
<b>School District</b>	01 – Gentry
<b>Requested by</b>	Dale & Associates, applicant; Ardavan Afrakhteh, owner.
<b>Staff Reviewer</b>	Shane
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions if the associated plan amendment is approved. If the associated plan amendment is not approved, staff recommends disapproval.</i>

### **APPLICANT REQUEST**

**Rezone from AR2a and R10 to Specific Plan to permit a mixed-use development.**

#### Preliminary SP

A request to rezone from Agricultural/Residential (AR2A) and One and Two-Family Residential (R10) to Specific Plan (SP) on properties located at Hickory Hills Boulevard (unnumbered) and Brick Church Pike (unnumbered), approximately 42 feet west of Summertime Drive (92.63 acres), to permit a mixed-use development.

#### **Existing Zoning**

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and is intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 2 lots with 2 duplex lots for a total of 4 units based on acreage. Duplex eligibility is determined by the Codes Department.*

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 353 lots with 88 duplex lots for a total of 441 units based on acreage. Duplex eligibility is determined by the Codes Department.*

#### **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.



## Metro Planning Commission Meeting of 04/13/23



### Proposed Preliminary Site Plan

#### PLAN DETAILS

The 92.63-acre site is located north of Hickory Hills Boulevard off Old Hickory Boulevard and west of Summertime Drive in the Timbertrail subdivision. The property is heavily wooded and sloping, with problem soils covering some of the slopes in the northern half. To the north are single-family uses zoned AR2a; to the east are single-family uses zoned R10; to the south is a terminal/distribution warehouse zoned SP; and to the west is a multi-family residential development zoned Residential PUD (R10). The site currently draws access from Hickory Hills Boulevard.

#### Site Plan

The plan calls for a mixed-use development consisting of 345 multi-family residential units (3.7 units per acre) and 175,000 square feet of commercial space (including structured parking), with the option of replacing 92,000 square feet of the commercial space with 60 multi-family residential units. The site is divided into a residential portion which features 180 apartments, 58 detached homes, and 107 townhomes, and a mixed use portion of 4.6 acres that shows a 10,000-square foot commercial building, 23,000 square feet of retail, a parking structure, and 92,000 square feet of office or hotel space/60 multi-family residential units, with all uses of MUL-A permitted. The mixed-use area is located adjacent to Hickory Hills Boulevard at the base of a hill to the east.





## Metro Planning Commission Meeting of 04/13/23

Connection to the public ROW of Hickory Hills Boulevard is made at the southwestern corner of the site here. Another private drive continues north into the site from the driveway of Parcel 153 along the lower lying ground to a saddle between hills, where a roundabout will provide drives going southeast along a ridge providing access to the apartment units. To the northeast off the roundabout, a drive will form two blocks around which townhomes will be located, along with a community park. The block structure continues to some extent along lower lying ground between hills to the southeast, where the built form transitions to detached units. The private drive loops ultimately around the edge of the southernmost hill and connects back to the apartments and the mixed-use area. A pedestrian access is provided in the southeastern corner of the development to the stub of Summertime Drive to the east in the Timbertrail subdivision.

The plan includes bulk regulations. For the residential area of the site, ISR is 0.30 with height limited to three stories in 46 feet. FAR is limited to 1.0, ISR to 0.8, and height to four stories in 60 feet for the mixed-use area of the site. Street setback standards are included, but a condition requires those to be removed. Side and rear setbacks are set for perimeters at 15 feet and 20 feet, respectively, for both areas. A note indicates parking will be provided per Code. Surface parking is provided throughout the development, with structured parking also planned for the mixed-use area. Stormwater mitigation areas are interspersed throughout the site.

Because of the steep slopes that make up most of the site, notes on the plan indicate that approval of the final site plan shall be based upon a demonstration that the development plan minimizes unnecessary disturbance to those slopes in the placement and orientation of building and parking areas and that recommendations by a geotechnical engineer to ensure proper design and construction methods will be included. Architectural and engineering features which reduce unnecessary encroachment on steep slopes may include, but are not limited to, the use of retaining walls and structural foundations to return to natural grade. The use of retaining walls, rip rap or hydraulically applied concrete to stabilize slopes on nonresidential sites shall be screened per Code. Another note indicates that the final will also include compliance with all tree surveying/preservation and landscaping requirements of Code.

For development standards not specified in the SP Plan, the property will be subject to the standards of the RM4 zoning district for the residential area and the MUL-A zoning district for the mixed use area.

### **PARKWOOD – UNION HILL COMMUNITY PLAN**

#### **Current Policy**

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



## Metro Planning Commission Meeting of 04/13/23

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

T2 Rural Countryside (T2 RCS) 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 RCS areas have an established development pattern of very low-density residential development, secondary agricultural uses, and institutional land uses. The primary purpose is to maintain the area's rural landscape. New development in T2 RCS areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/5 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.

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.

### **Requested Policy (Note: only for a portion of the property)**

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

### **ANALYSIS**

The subject properties making up the site are heavily sloped and wooded, with much of the land area covered by CO policy. The plan as presented avoids the steeper slopes to the greatest extent possible and minimizes disturbance in the CO policy areas by proposing a layout that is sensitive to the existing natural contours.

The associated case proposes a policy amendment for a small portion of the southwestern corner of the site to encompass the planned mixed-use area. That amendment changes T2 RCS and T3 NE policies to T3 CC, which merely extends that policy from where it already exists to the southwest into the subject site. The mixed-use area proposed meets the goals of the T3 CC policy: it provides an appropriately intense mixed-use area compatible with the general character of suburban neighborhoods as characterized by the service area, development pattern, building form, land use, and associated public realm. A condition requires the developer to work at final with staff to design the parking areas to better enhance the pedestrian experience in line with policy, which calls for limiting parking to behind or to the side of buildings. The policy generally limits height to three stories, but greater height is permitted in certain circumstances. Topography is listed as one of these



## Metro Planning Commission Meeting of 04/13/23

exceptional circumstances, and the obvious need to limit disturbance on the site justifies an extra floor of height for the mixed-use area.

The easternmost parcel (067) already features areas of T3 NE policy, which continue the same policy area present in the parcel directly to the south, which contains an industrial use. The policy shifts abruptly to T2 RCS in the westernmost parcel (152). Community Plans has suggested, for the purpose of this application, interpreting T2 RCS policy on this property as continuing the intent of the T3 NE policy on the adjoining parcels. The site draws all access from these adjacent parcels and fits better with them in a development context than with the more inaccessible rural policy properties to the north and west. The proposed development fits the evolving nature of this and the adjacent properties by providing a broader range of housing choice than found in classic suburban neighborhoods while still being compatible with the general character of such areas. Higher levels of connectivity are proposed, including a pedestrian connection to an adjacent subdivision. This connection will provide existing residents with a walkable route to the services planned for the mixed-use area of the subject proposal. The preliminary site plan itself provides an intelligible street network with ample public spaces and overall excellent connectivity considering the topographical constraints.

The proposed SP allows an appropriately intense mixed use and residential development that achieves the intent of the requested and existing policy areas. The SP includes design standards that are intended to provide for development that is appropriate to a suburban context while bringing focus to pedestrian spaces. These include providing sidewalks, street trees, and ample preservation natural areas. The proposed development will fit with the evolving nature of this suburban neighborhood while respecting the natural context to the greatest extent possible.

Staff recommends approval with conditions and disapproval without all conditions.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

- 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



## Metro Planning Commission Meeting of 04/13/23

results of this study. A minimum of 30% W&S Capacity must be paid before issuance of building permits.

### NASHVILLE DOT ROADS RECOMMENDATION

#### Approve with conditions

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. In general, on final: Callout roadway sections, ramps, sidewalks, curb & gutter, etc. per NDOT detail standards. Note: A private hauler will be required for waste/recycle disposal. Comply w/ NDOT traffic comments.
- Call out access easement instrument # on site plan for North access through adjacent parcel. Confirm utility boxes are being relocated out of South access.

### NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- The traffic study is currently in the process of being finalized. This must be finalized prior to the Final SP approval. Additional off-site improvements may be added through this finalization.
- A traffic signal is to be installed by this development at Old Hickory Blvd & Hickory Hills Blvd. This is to include pedestrian infrastructure as well.
- A 5' sidewalk and 4' planting strip shall be provided along entire property frontage on Hickory Hills Blvd. A crosswalk, pedestrian landing with ADA ramps and detectable warning mats shall be provided to connect this sidewalk with the existing sidewalk on the west side of the road. Adequate lighting and signage will also need to be added.

#### 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)	89.68	4.63 D	415 U	3,851	300	398

\*Based on two-family lots

#### 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)	2.94	0.50 D	2 U	28	7	2

\*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 (221)	-	-	345 U	1,879	115	146



## Metro Planning Commission Meeting of 04/13/23

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
Hotel (310)	-	-	184 R	1,650	87	112

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)		-	23,000 SF	868	21	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
Restaurant (932)		-	10,000 SF	1,122	100	98

Traffic changes between maximum: **R10/AR2a and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1,640	+16	+44

### METRO SCHOOL BOARD REPORT

**Projected student generation existing AR2a/R10 districts: 62 Elementary 44 Middle 55 High  
 Projected student generation proposed SP-MR district: 104 Elementary 55 Middle 49 High**

The proposed SP-MU zoning is expected to generate 47 more students than the existing AR2a and R10 zoning districts. Students would attend Alex Green Elementary School, Brick Church College Prep Middle School, and Whites Creek High School. All three schools are identified as having capacity for additional students. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to 405 multi-family residential units and 175,000 square feet of commercial space as defined on the plan. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited within the entire development.
2. Within the 175,000 square feet of permitted building square footage in the mixed use area, either 92,000 square feet of office/hotel space or 60 multi-family units are permitted.
3. Provide a copy of the agreement with the owner of Map 031, Parcel 153 for shared access as shown on the plan.
4. On the corrected copy, remove street yard setback standards from the plan.



## Metro Planning Commission Meeting of 04/13/23

5. On the corrected copy, add a note indicating parking area layouts may be revised at final in consultation with planning staff.
6. On the corrected copy, add this note and revise height calculations accordingly: “Height shall be measured from the average elevation (average of 4 most exterior corners) at the finished grade (final ground elevation) 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.”
7. At Final, work with staff to reorient parking in the mixed-use area to enhance the pedestrian experience.
8. At Final, work with staff to ensure proper screening of the parking structure.
9. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
10. The final site plan shall label all internal driveways as “Private Driveways.” A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
11. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
12. Comply with all conditions and requirements of Metro reviewing agencies.
13. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the mixed use area of the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district and the residential area of 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.
14. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
15. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

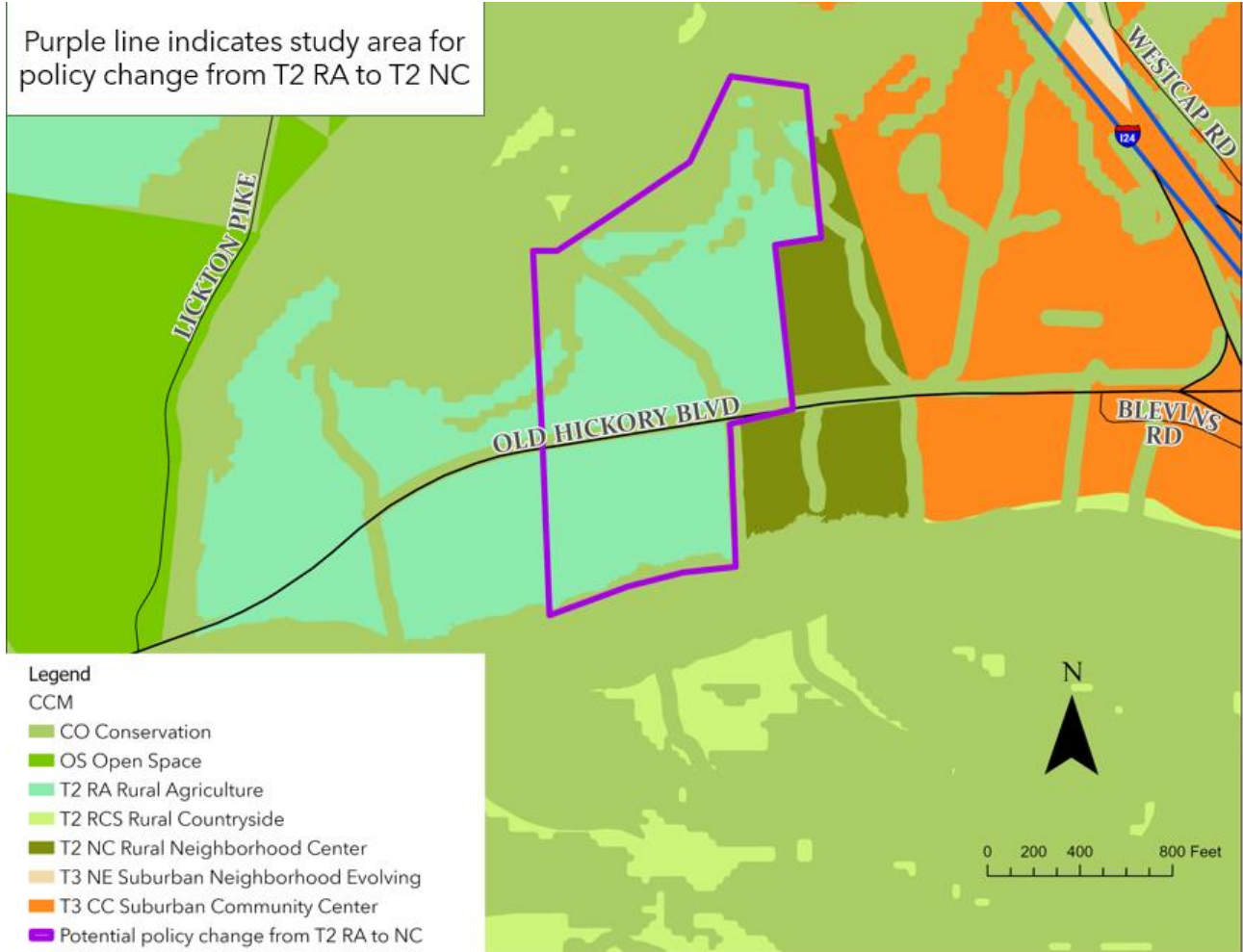


**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 04/13/23

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 04/13/23

**Item #19****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**Deferrals**This item was deferred at the March 23, 2023 Planning  
Commission meeting.**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.



## **Metro Planning Commission Meeting of 04/13/23**

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 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 04/13/23



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).



## Metro Planning Commission Meeting of 04/13/23

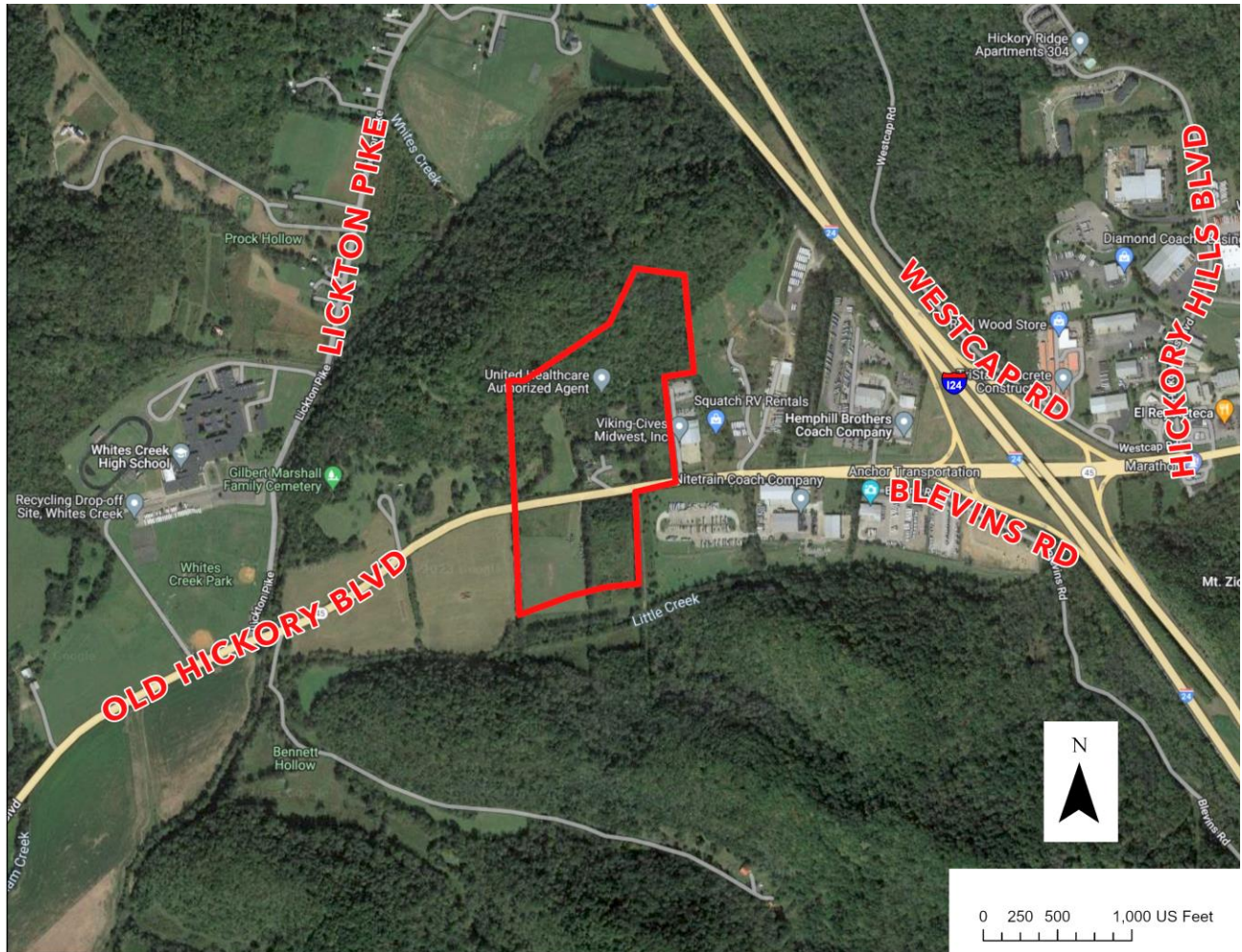


Figure 2: Revised policy change area (red outline; containing 42 acres)

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

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



## Metro Planning Commission Meeting of 04/13/23

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.

### **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:



## **Metro Planning Commission Meeting of 04/13/23**

- 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**

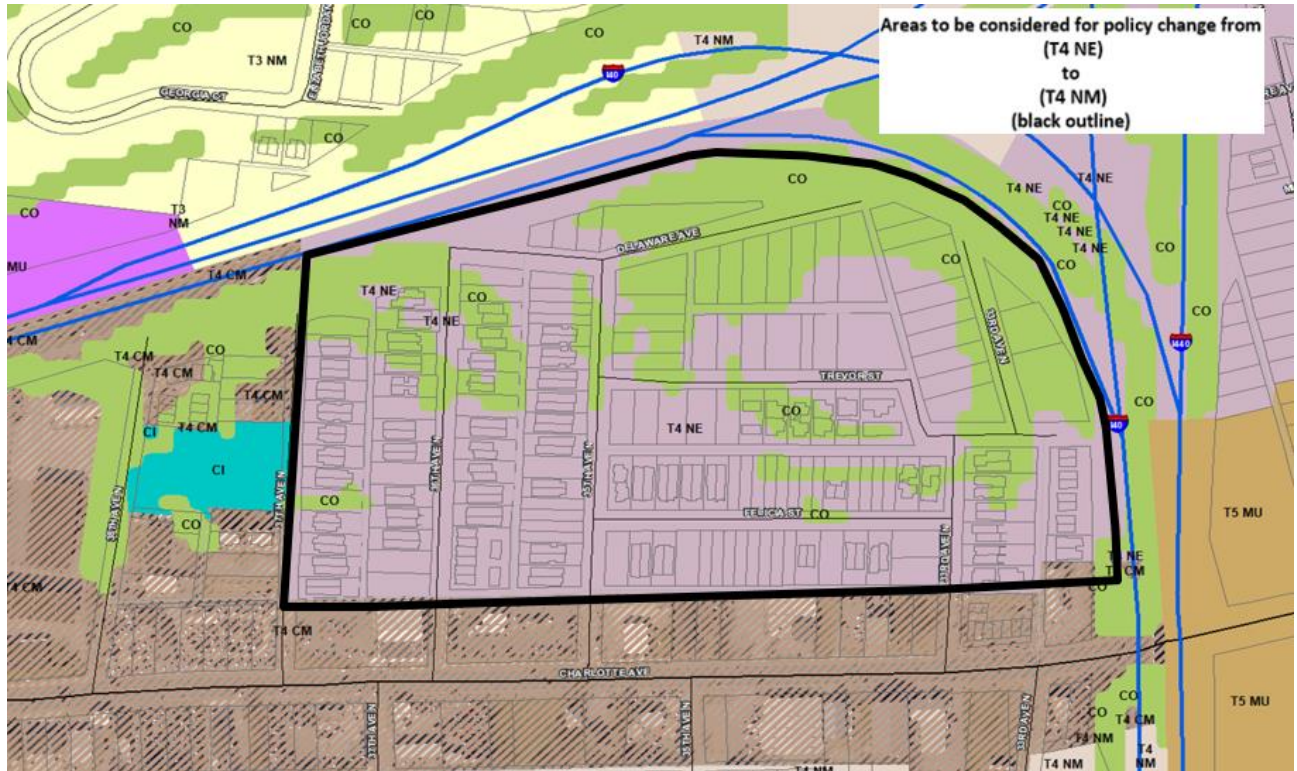
Staff recommends approval of extending T2 Rural Neighborhood Center policy to the study area.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 04/13/23



**2023CP-007-001**

WEST NASHVILLE COMMUNITY PLAN AMENDMENT

Various Properties

07 West Nashville

21 (Brandon Taylor)

24 (Kathleen Murphy)





## Metro Planning Commission Meeting of 04/13/23

<b>Item #20</b>	<b>Minor Plan Amendment 2023CP-007-001</b>
<b>Project Name</b>	<b>West Nashville Community Plan Amendment</b>
<b>Council District</b>	21 – Taylor; 24 – Murphy
<b>School District</b>	05 – Buggs
<b>Requested by</b>	Metro Planning Department in response to Council Resolution 2022-1326
<b>Staff Reviewer</b>	Barbour
<b>Staff Recommendation</b>	<i>Approve.</i>

### APPLICANT REQUEST

**Amend West Nashville Community Plan to change the policy.**

#### Minor Plan Amendment

A request to amend the West Nashville Community Plan, by changing land use policy for property located north of Charlotte Pike, 37<sup>th</sup> Avenue North and the I-40/I-440 interchange, various zoning districts (22.21 acres). The request would change the land use policy from Urban Neighborhood Evolving (T4 NE) to Urban Neighborhood Maintenance (T4 NM) policy.

### WEST NASVILLE COMMUNITY PLAN

#### **Current Policy**

Urban Neighborhood Evolving (T4 NE) policy is intended to create and enhance neighborhoods—to include greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques.

#### **Requested Policy**

Urban Neighborhood Maintenance (T4 NM) policy is to maintain urban neighborhoods as characterized by their moderate- to high-density residential development pattern, building form/types, setbacks, and building rhythm along the street.

### BACKGROUND

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 West Nashville, to see if land use policies should be updated to reflect changes that have occurred since the 2015 adoption of the NashvilleNext Plan. These reviews are required to be completed no later than June 30, 2023. In West Nashville, Council requested staff study Urban Neighborhood Evolving policies generally north of Charlotte Pike, 37<sup>th</sup> Avenue North and the I-40/I-440 Interchange in Council District 24. Planning staff and the district Councilmember developed an appropriate study area, proposed Community Character Policy, and a statement of need for the change. Planning staff identified and created opportunities for interested community members to provide input on the proposed changes.

### COMMUNITY PARTICIPATION

On December 15, 2022, at the West Nashville Police Precinct (5500 Charlotte Pike) from 6PM-7PM, Community Plans staff conducted an in-person community meeting to discuss the West Nashville plan amendment. Details of the community meeting were made readily available in the



## Metro Planning Commission Meeting of 04/13/23

form of a newsletter, multiple email blasts, texts, and phone calls via the Councilmember. There were six community members present at the public meeting. Staff outlined the request to change policy. Following the presentation, attendees were given the opportunity to ask questions and share comments. Several questions were asked of the staff by attendees. Questions and comments mainly focused on:

- Short term rentals
- Zoning
- Land use policy

On March 3, 2023, the Planning Department mailed 525 community notices to residents within the study area and within a 600 square foot buffer of the area. The community notice provided details and information about the requested policy amendment. In addition, a link to the West Nashville Community Plan page was provided so residents could access a narrated presentation for those who were unable to attend the initial community meeting.

The online presentation is roughly five minutes. To date there have been 30 views of the video presentation. Since the community meeting was held, there has been zero letters of support and zero letters of opposition submitted to the Planning Department and shared with the Commission.

### **ANALYSIS OF T4 URBAN NEIGHBORHOOD MAINTENANCE POLICY**

In this analysis, the study area, currently Urban Neighborhood Evolving (T4 NE) policy, was examined to apply Urban Neighborhood Maintenance (T4 NM) policy. The proposed policy amendment area is a suitable location for T4 NM policy for the following reasons:

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

The Growth & Preservation Concept Map (Concept Map) is a county-wide vision and tool to shape improvements in quality of life so that new development and redevelopment align with community values. According to NashvilleNext, the Concept Map for West Nashville illustrates these key concepts: strategically locating new residential development; enhancing commercial centers and corridors to provide more desired retail and services; preserving established residential areas; protecting floodway/floodplain areas; and adding more connectivity, primarily through bikeways, greenways, multi-use paths and transit.

The Concept Map shows the policy amendment area situated in a location designated as a “Transition and Infill”. Transition and Infill areas primarily include moderately dense residential and small-scale offices that are appropriate along and around prominent corridors and centers to provide a harmonious connection to surrounding neighborhoods. Transition areas provide housing and offices in proximity to transit and commercial services, increasing the likelihood that residents can walk or bike to meet some of their daily needs. These areas also provide a diversity of housing types. With the policy change, the study area remains in the Transition and Infill designations.

The study area is primarily surrounded by residential throughout the larger area. Other uses that have a large presence include commercial and mixed use. The requested policy would allow for areas identified as Transition and Infill, to remain in place in addition to supporting continued growth.



## Metro Planning Commission Meeting of 04/13/23

### **Community Character Policy Application**

There are 14 Community Plans which provide the vision and policy guidance of land uses for communities within Davidson County. The West Nashville Community Plan makes use of Community Character Policy elements to ensure those areas continue to grow. The Community Character Policies are the standard by which development and investment decisions are reviewed and future zone change requests are measured. The policies thoughtfully encourage additional housing options in strategic locations, enhance the character of mixed-use centers, and preserve green spaces and environmentally sensitive features. The West Nashville community strives to balance growth with preserving the character of established residential areas while providing needed services, retail, recreations, and employment opportunities and improving the appearance of corridors, as well as their walkability.

Urban Neighborhood Maintenance (T4 NM) policy is intended to maintain urban neighborhoods as characterized by their moderate to high density residential development pattern, building form/types, setbacks, and building rhythm along the street. T4 NM areas will experience some changes over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood.

### **Transportation and Connectivity**

Per the Community Character Manual, T4 NM policy areas are generally accessed from alleys and have high levels of connectivity with complete street networks, sidewalks, bikeways, and existing or planned mass transit. The Major and Collector Street Plan (MCSP) is a comprehensive plan and implementation tool for guiding public and private investment in the major streets (arterial-boulevards, arterial-parkways, and collector-avenues) that make up the backbone of the city's transportation system. Charlotte Avenue is classified as arterial boulevards.

Regarding vehicular connectivity, alley access is common, while driveway access from the street is found in some instances. Blocks are linear with moderate to short distance between intersections. Pedestrian and bicycle connectivity is high and is provided in the form of sidewalks and bikeways throughout the neighborhood. While sidewalks are present, sidewalk design could be improved to facilitate better and safer walking conditions for pedestrians and additional connections could be made.

WeGo offers transit service to the community. Currently, the community is served by Routes 50. There are three bus stops located in the study area.

### **Relationship to Surrounding Policies**

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

- Conservation (CO) policy is applied throughout the policy amendment area.
- Civic (CI) is located to the west of 37<sup>th</sup> Avenue North of the policy amendment area.
- Center Mixed Use Neighborhood (T5 MU) is located east on the other side of the I-40/I-440 interchange.
- Urban Mixed-Use Corridor (T4 CM) is to the west at 37<sup>th</sup> Avenue North and south along Charlotte Pike.



## Metro Planning Commission Meeting of 04/13/23

- Suburban Neighborhood Maintenance (T3 NM) is located to the north on the other side of I-40.

### **Analysis Summary**

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

- Changing the policy to T4 NM fits within the larger area's context and creates continuity of policy that supports residential and institutional uses in addition to community gardens and other open spaces.
- T4 NM policy supports the neighborhood's desire to strategically locating new residential development, preserving established residential areas and adding more connectivity.
- Streets, including Charlotte Avenue are classified as arterials and provide connectivity both within the neighborhood and to the surrounding area.
- WeGo provides transit service to the community. In addition to the existing route, several stops are located throughout the neighborhood.

### **STAFF RECOMMENDATION**

Staff recommends approval of the policy change from Urban Neighborhood Evolving (T4 NE) policy to Urban Neighborhood Maintenance (T4 NM) policy.



**SEE NEXT PAGE**





## Metro Planning Commission Meeting of 04/13/23

<b>Item # 21</b>	<b>Minor Plan Amendment 2023CP-008-001</b>
<b>Project Name</b>	<b>North Nashville Community Plan Amendment</b>
<b>Council District</b>	21 – Taylor
<b>School District</b>	05 – Buggs
<b>Requested by</b>	Metro Planning Department in response to Council Resolution 2022-1326
<b>Staff Reviewer</b>	Barbour
<b>Staff Recommendation</b>	<i>Approve.</i>

### APPLICANT REQUEST

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

#### Minor Plan Amendment

A request to amend the North Nashville Community Plan, by changing land use policy from Urban Neighborhood Evolving (T4 NE) to Urban Neighborhood Maintenance (T4 NM) for property located north of Clifton Avenue, south of Jefferson Street and Interstate 40, and north of the CSX railroad tracks, north of Clifton Pike, various zoning districts (183.66 acres).

### NORTH NASHVILLE COMMUNITY PLAN

#### **Current Policy**

Urban Neighborhood Evolving (T4 NE) policy is intended to create and enhance neighborhoods in order to include greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques.

#### **Requested Policy (Note: Civic (CI) and Open Space (OS) policies remain in place.)**

Urban Neighborhood Maintenance (T4 NM) policy focuses on maintaining urban neighborhoods as characterized by their moderate- to high-density residential development pattern, building form/types, setbacks, and building rhythm along the street. T4 NM areas will experience some change over time, primarily as buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood.

### BACKGROUND

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 in North Nashville, to see if land use policies should be updated to reflect changes that have occurred since the 2015 adoption of the NashvilleNext Plan. In North Nashville, Council requested staff study Urban Neighborhood Evolving policies generally between Clifton Avenue and Jefferson Street and Interstate 40 and the railroad in Council District 21. Planning staff and the district Councilmember developed an appropriate study area, proposed Community Character Policy, and a statement of need for the change. Planning staff identified and created opportunities for interested community members to provide input on the proposed changes.

### COMMUNITY PARTICIPATION

On December 12, 2022, at Galilee Missionary Baptist Church (2021 Herman Street), Community Plans staff conducted an in-person community meeting to discuss the North Nashville plan



## Metro Planning Commission Meeting of 04/13/23

amendment. Details of the community meeting were made readily available in the form of a newsletter, multiple email blasts, texts, and phone calls via the Councilmember. There were three community members present at the public meeting. Staff outlined the request to change policy. Following the presentation, attendees were given the opportunity to ask questions and share comments. Several questions were asked of the staff by attendees. Discussion mainly focused on concerns about gentrification, and questions about zoning and land use policy.

On March 3, 2023, the Planning Department mailed 2,691 community notices to residents within the study area and within a 600 foot buffer of the area. The community notice provided details and information about the requested policy amendment. In addition, a link to the North Nashville Community Plan page was provided so residents could access a narrated presentation about the land use policy change for those who were unable to attend the initial community meeting. The online presentation is roughly five minutes. To date there have been views of the video presentation. Since the community meeting was held, there has been zero letters of support and zero letters of opposition submitted to the Planning Department and shared with the Commission.

### **ANALYSIS OF URBAN NEIGHBORHOOD MAINTENANCE POLICY**

In this analysis, the study area, currently Urban Neighborhood Evolving (T4 NE) policy, was examined to apply Urban Neighborhood Maintenance (T4 NM) policy. The proposed policy amendment area is a suitable location for T4 NM policy for the following reasons:

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

The Growth & Preservation Concept Map (Concept Map) is a county-wide vision and tool to shape improvements in quality of life so that new development and redevelopment align with community values. According to NashvilleNext, the Concept Map for North Nashville illustrates these key concepts: preserving environmentally sensitive features and open space; creating diverse and affordable housing options; enhancing commercial centers and corridors to provide more of a “brand” for North Nashville; and adding more connectivity, primarily through bikeways, greenways, and multi-use paths.

The Concept Map shows the policy amendment area designated as a “Neighborhood.” Neighborhood areas primarily include a mix of housing types and character, with smaller civic and employment areas and small neighborhood centers. In addition to Neighborhood, the Concept Map shows “Transition and Infill” in the study area. Transition and Infill areas primarily include moderately dense residential and small-scale offices that are appropriate along and around prominent corridors and centers to provide a harmonious connection to surrounding neighborhoods. Transition areas provide housing and offices in proximity to transit and commercial services, increasing the likelihood that residents can walk or bike to meet some of their daily needs. These areas also provide a diversity of housing types. With the policy change, the study area remains in the Neighborhood and Transition and Infill designations on the Concept Map.

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

There are 14 Community Plans which provide the vision and policy guidance of land uses for communities within Davidson County. The North Nashville Community Plan utilizes Community Character Policy elements to ensure those areas continue to grow. The Community Character Policies are the standard by which development and investment decisions are reviewed and future





## Metro Planning Commission Meeting of 04/13/23

zone change requests are measured. The policies thoughtfully encourage additional housing options in strategic locations, enhance the character of mixed-use centers, and preserve green spaces and environmentally sensitive features. The North Nashville community's desire to maintain and enhance its urban residential neighborhoods is shown by the placement of Neighborhood Maintenance policy in large parts of the community. In order to maintain long-term sustainability of the community and to provide housing for residents at every point in their lives, an appropriate mixture of housing types is found throughout the North Nashville community. Another area of emphasis is enhancing centers and corridors.

Complete urban neighborhoods feature an integrated mixture of housing within walking distance of commercial, services, and neighborhood-scaled open space. Since the adoption of NashvilleNext in 2015, the study area, like many areas across the city, has experienced growth and new housing construction. With the changes that have occurred in recent years, neighbors feel that these areas have "evolved" as the initial policy intended and now wish to change emphasis to maintaining the residential areas.

### **Transportation and Connectivity**

Per the Community Character Manual, T4 NM policy areas have high levels of connectivity with complete street networks, sidewalks, bikeways, and existing or planned mass transit, along with alley networks. North Nashville has several prominent corridors, such as Jefferson Street, Buchanan Street, Rosa L. Parks Boulevard, and Clarksville Highway. North Nashville's proximity to Downtown makes it a desirable place to live, work, and play. The Major and Collector Street Plan (MCSP) is a comprehensive plan and implementation tool for guiding public and private investment in the major streets (arterial-boulevards, arterial-parkways, and collector-avenues) that make up the backbone of the city's transportation system. Jefferson Street and Dr. D.B. Todd Jr. Boulevard are classified as arterial boulevards. Clifton Avenue, 21<sup>st</sup> Avenue North, and Herman Street are classified as collector-avenues.

Regarding vehicular connectivity, in the study area alley access is common, while driveway access from the street is found in some instances. Blocks are linear with moderate to short distance between intersections. Pedestrian and bicycle connectivity is high and is provided in the form of sidewalks and bikeways throughout the neighborhood. While sidewalks are present in most areas, sidewalk design could be improved to facilitate better and safer walking conditions for pedestrians and additional connections could be made. Other pedestrian, such as crosswalks, and bikeway improvements still need to be made.

WeGo offers transit service to the community. Currently, the community is served by Routes 29, 19 and 75. There are six bus shelters and forty bus stops located in the study area. The Dr. Ernest Rip Patton, Jr. North Nashville Transit Center is currently under construction at 26<sup>th</sup> Avenue and Clarksville Highway and scheduled to open in Spring 2024. Current routes that will be connected via the new transit center include Routes 22 Bordeaux, 42 St. Cecilia/Cumberland, 75 Midtown, and 77 Thompson/Wedgewood. In addition, an extension of Route 9 Metro Center is planned.

### **Analysis Summary**

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



## Metro Planning Commission Meeting of 04/13/23

- T4 NM fits within the larger area's context and creates continuity of policy that supports residential and institutional uses in addition to community gardens and other open spaces.
- T4 NM policy supports the neighborhoods, and the North Nashville community's, desire to maintain its residential character as much change has occurred in recent years since the 2015 adoption of NashvilleNext.
- The policy change fits within the designations on the NashvilleNext's Concept Map.
- T4 NM supports the neighborhood's vision for providing housing in walking distance of enhanced mixed-use centers and open spaces.
- Streets, including Jefferson Street and Dr. D.B. Todd Jr. Boulevard, are classified as arterials, and along with Clifton Avenue, 21<sup>st</sup> Avenue North, and Herman Street as collectors, provide connectivity both within the neighborhood and to the surrounding area.
- WeGo provides transit service to the community with a new transit station planned. In addition to the existing routes, shelters and stops are located throughout the neighborhood.

### **STAFF RECOMMENDATION**

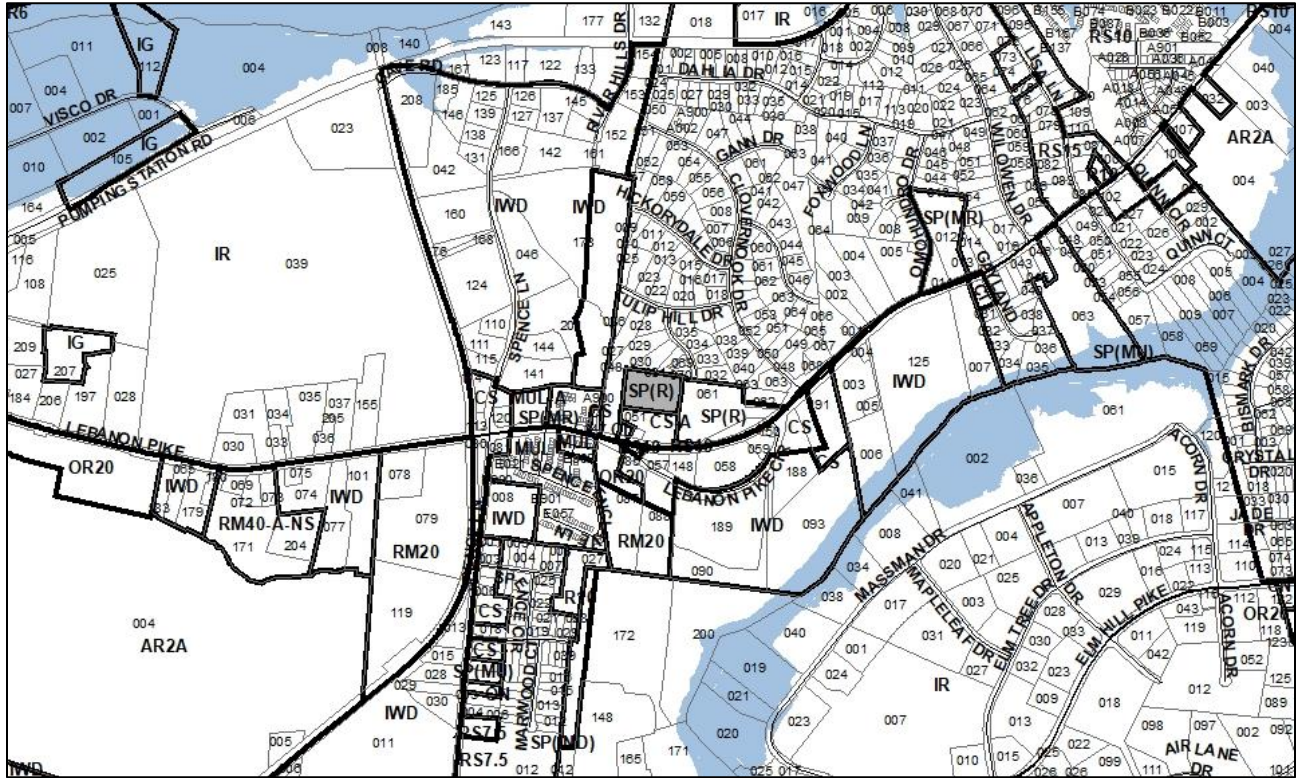
Staff recommends approval of the policy change from Urban Neighborhood Evolving (T4 NE) policy to Urban Neighborhood Maintenance (T4 NM) policy.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 04/13/23



## 2016SP-029-003

1636 LEBANON PIKE APARTMENTS SP (AMENDMENT)

Map 094, Parcel(s) 049

14, Donelson – Hermitage – Old Hickory

15 (Jeff Syracuse)



## Metro Planning Commission Meeting of 04/13/23

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

**Specific Plan 2016SP-029-003**  
**1636 Lebanon Pike Apartments SP**  
**(Amendment)**

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

15 – Syracuse  
04 – Nabaa-McKinney  
Murray D. Shanklin, applicant; Robert L. Berard, owner.

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

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

### **APPLICANT REQUEST**

**SP amendment to permit 48 multi-family residential units.**

#### SP Amendment

A request to amend a Specific Plan (SP) on property located at 1636 Lebanon Pike, approximately 1,000 feet west of Clovernook Drive, zoned Specific Plan (SP) (3.88 acres), to permit 48 multi-family residential units.

#### **Existing Zoning**

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

#### **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.*

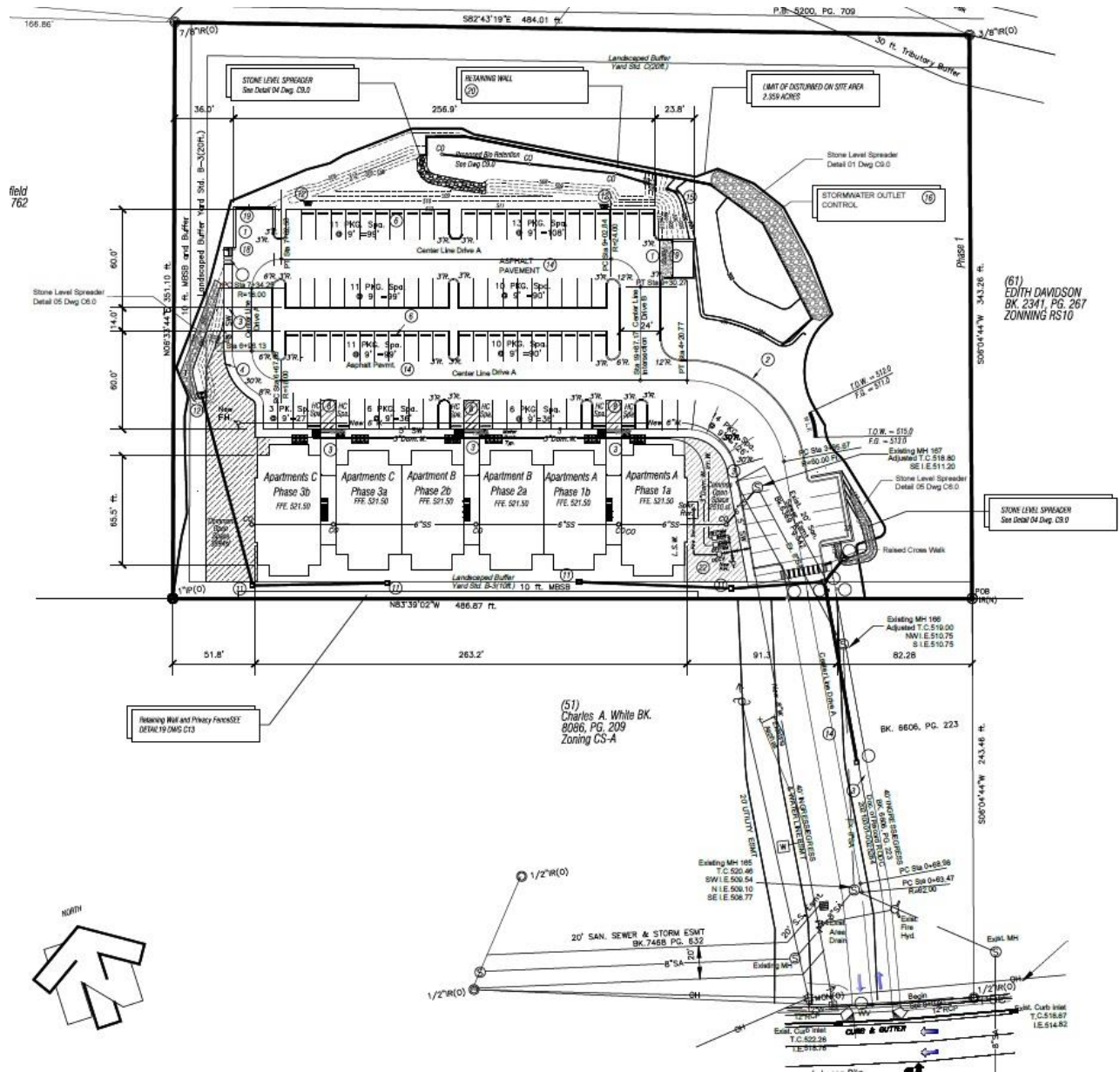
### **DONELSON – HERMITAGE – OLD HICKORY COMMUNITY PLAN**

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

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed. *The Conservation policy area on the subject property applies to areas along the northern, eastern, and western sides of the property where slopes exceed 20 percent.*



# Metro Planning Commission Meeting of 04/13/23



## Proposed SP Amendment



## Metro Planning Commission Meeting of 04/13/23

### SITE CONTEXT AND PLAN DETAILS

The subject property consists of a 3.88-acre parcel located north of Lebanon Pike and approximately 1,000 feet west of Clovernook Drive. The property is currently vacant and is zoned SP; the site also lies within the Airport Impact Overlay district. Adjacent zoning includes: RS10 on the north and west; SP on the east; and CS-A on the south. Adjacent land uses include: single-family residential on the north and west; vacant on the east; and commercial on the south.

The subject property has no direct road frontage. The site is accessed from Lebanon Pike via an existing easement through the property to the south. The central and southern portions of the site lie at higher elevations than the northern portion of the site. Slopes in excess of 20 percent are present along the property's northern, eastern, and western sides.

The SP for the subject property was approved by Metro Council in 2016 (BL2016-404). The approved SP permits 36 multi-family residential units in a single building. The approved SP shows parking being provided on an 80-space surface lot; a rental office / clubhouse is also included on the plan. The Council bill limits the height of the apartment building to three stories in 36 feet; the rental office / clubhouse building is limited to one story in 25 feet. The bill also requires a five-foot wide sidewalk along the private drive connecting the site to Lebanon Pike.

The proposed SP amendment includes the following major changes to the approved SP:

- Increase the number of multi-family residential units to 48;
- Increase the number of parking spaces to 105;
- Eliminate the rental office / clubhouse building; and
- Increase maximum building height to four stories in 48.5 feet.

Additional changes include relocation of the dumpster enclosure and adding gated access to the site. Access would continue to be provided via an existing easement through the property to the south. The proposed building would be located along the site's southern boundary, and 105 parking spaces would be provided on surface lots located to the north and east of the building. Slopes of 20 percent or greater would remain undisturbed, and a 20-foot landscape buffer is shown along the western and northern boundaries where the subject property abuts other properties zoned for residential uses. Building height would be measured from finished floor elevation to the midpoint between the eave and the top of the roof. As shown in the SP document, brick would be the primary exterior material. The proposed front building elevation is shown below.



Front Elevation



## Metro Planning Commission Meeting of 04/13/23

### ANALYSIS

The T4 CM policy is intended to enhance urban mixed use corridors by encouraging a greater mix of higher-density residential and mixed use development. The policy is characterized in part by: high-density buildings; heights of three to five stories with potential for taller buildings in appropriate locations; and high-access management, served by highly-connected street networks, sidewalks, and mass transit. The policy provides additional guidance for developments at the edges of the T4 CM policy area; in such a case, the site should be designed to step-down in intensity when the site lies adjacent to a lower-intensity policy area.

The proposed SP amendment would increase density from the currently-approved 9.28 units per acre to 12.37 units per acre. The proposed building would have a height of four stories in 48.5 feet, which falls within the T4 CM policy's guidance. The development would have access to Lebanon Pike, a heavily-traveled arterial boulevard. Lebanon Pike is served by WeGo route 6, which runs from Downtown to Hermitage. Sidewalks are present along both sides of Lebanon Pike from Spence Lane westward; the sidewalk network eastward on Lebanon Pike is less consistent.

The northern portion of the subject property abuts a residential neighborhood in the Suburban Neighborhood Maintenance (T3 NM) policy area. The SP amendment proposes locating the building along the southern boundary of the property, which is the portion of the property farthest from the T3 NM area. The northernmost edge of the proposed parking lot lies approximately 110 feet from the northern property line. Additionally, an existing dense stand of mature trees along the northern property line would be preserved. Both distance and landscaping would provide a step-down in intensity between the T4 CM and T3 NM policy areas.

The Conservation policy applies to portions of the site that have slopes of 20 percent or greater. In some areas on the site, slopes exceed 25 percent. Consistent with the approved SP, the proposed SP amendment limits site disturbance to areas outside of steep slopes. The slopes and existing tree stands would be preserved. A 20-foot landscape buffer is shown along the western and northern boundaries of the site. Existing trees may satisfy the buffer requirement; supplemental plantings will be required where existing trees are not adequate.

The proposed SP amendment appears to be consistent with the T4 Urban Mixed Use Corridor and Conservation policies. Therefore, staff recommends approval.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

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

### METRO WATER SERVICES RECOMMENDATION

#### Approve with conditions

- MWS recommends approval, on the following conditions: Approval does not apply to private water and sewer line design. Plans for these must be submitted and approved through a separate review process with Metro Water Permits before their construction may begin.





## Metro Planning Commission Meeting of 04/13/23

### STORMWATER RECOMMENDATION

**Approve**

### NASHVILLE DOT RECOMMENDATION

**Approve with conditions**

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. In general, with a 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. Approval comments: From previous approval comments, Trim and/or remove existing vegetation roadside(looking left from accsss) to provide better line of sight between vehicles at access and approaching vehicles.
- Use NDOT ST-325 spec. for driveway ramp/ sidewalk crossing.

### TRAFFIC & PARKING RECOMMENDATION

**Approve**

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)	3.88	-	36 U	264	18	24

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)	-	-	48 U	351	23	30

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+12 U	+87	+5	+6

### METRO SCHOOL BOARD REPORT

**Projected student generation existing SR-R district: 2 Elementary 1 Middle 1 High**

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

The proposed SP is anticipated to generate one additional student beyond what is generated under the current SP zoning. Students would attend Pennington Elementary, Two Rivers Middle School, and McGavock High School. All three schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.



## Metro Planning Commission Meeting of 04/13/23

### CONDITIONS

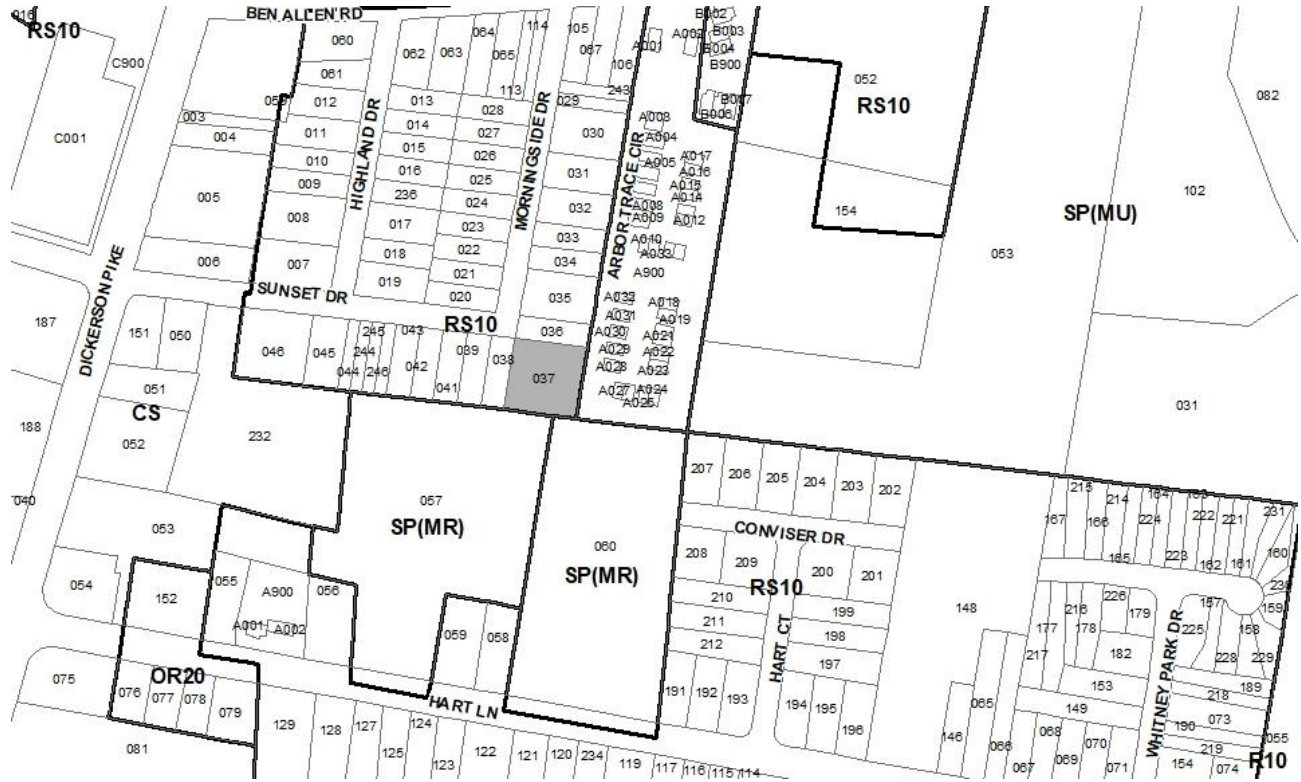
1. Permitted uses shall be limited to 48 multi-family residential units. Short term rental properties, owner occupied and short term rental properties, not owner occupied shall be prohibited.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association
6. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
7. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
8. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
10. Maximum building height shall not exceed four stories in 48.5 feet, measured from finished floor elevation to midpoint of rooftop and eave, as shown in the preliminary SP.
11. Building elevations submitted with final SP shall have building design—including massing, glazing, building materials, and façade articulation—that is substantially similar to the elevations approved with the preliminary SP.
12. Revise cover sheet to replace approval dates for previous SP with dates for the SP amendment.
13. With final SP submittal, show and clearly label the gated entrance on the site layout sheet. Work with the Fire Marshal’s office on access requirements.
14. With final SP submittal, cite instrument # 20210301-0025284 for the easement through the lot to the south. The proposed access location shall align with that detailed in the recorded instrument.
15. With final SP submittal, show a five-foot wide sidewalk along the access drive. Per previous Council bill, sidewalk shall be installed prior to issuance of use and occupancy permit.
16. Trees marked to be preserved shall be preserved with the final SP. Final review of landscape plan shall meet requirements of RM15-A.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 04/13/23



**2022SP-017-001**  
212 SUNSET  
Map 060-120, Parcel(s) 037  
05, East Nashville  
08 (Nancy VanReece)



## Metro Planning Commission Meeting of 04/13/23

<b>Item #23</b>	<b>Specific Plan 2022SP-017-001</b>
<b>Project Name</b>	<b>212 Sunset</b>
<b>Council District</b>	08 – VanReece
<b>School District</b>	03 – Masters
<b>Requested by</b>	Rhodes Engineering, LLC, applicant; William I. Church, Jr. & L'tange Maire Acklen-Church, owners.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

### APPLICANT REQUEST

#### **SP to permit five 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.

#### **Existing Zoning**

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

#### **Proposed Zoning**

Specific Plan-Mixed 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 one housing type.

### **SITE CONTEXT AND PLAN DETAILS**

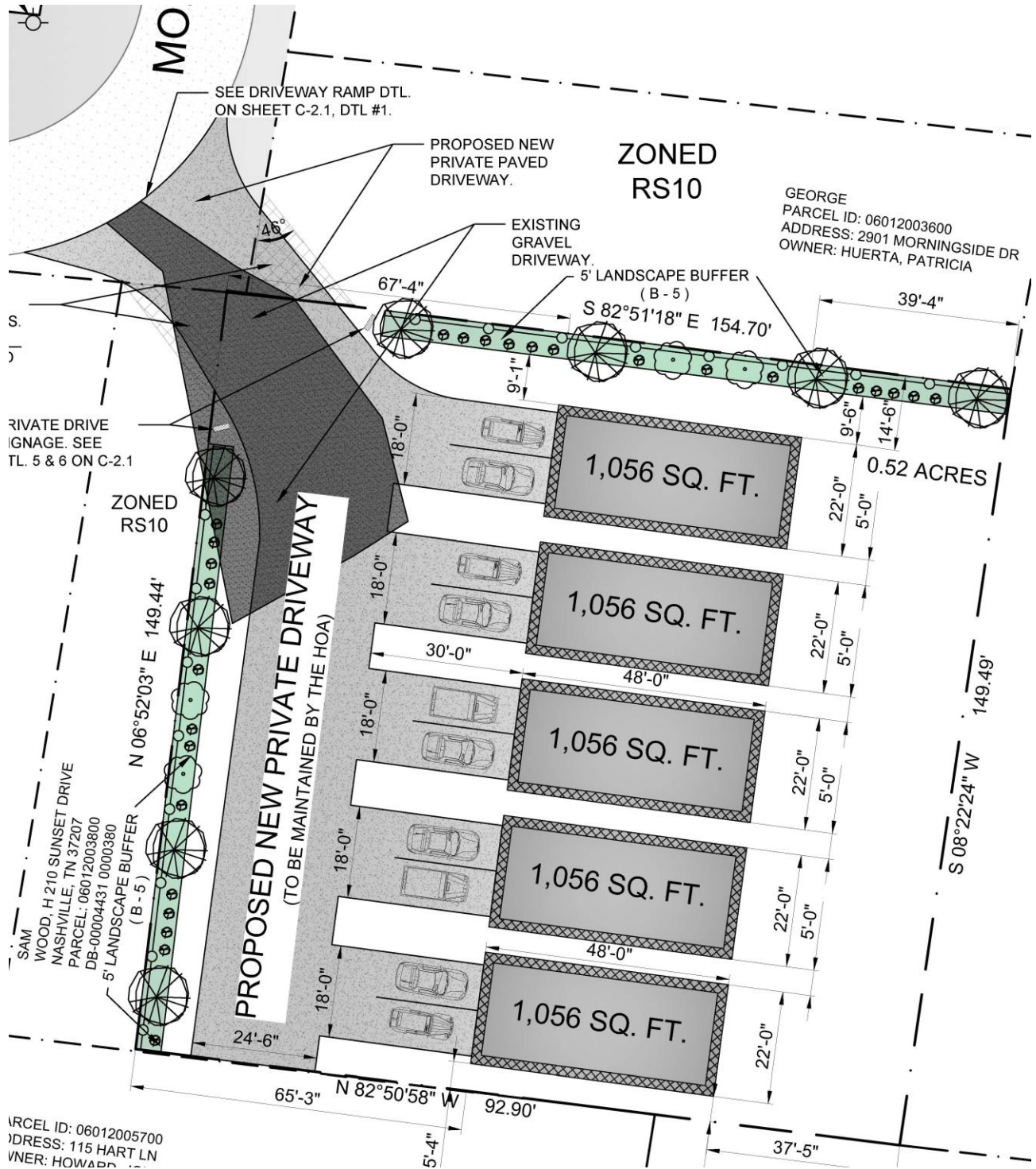
The approximately half acre property is located at the southeast corner of Sunset Drive and Morningside Drive. It is approximately 700 feet south of Ben Allen Road and approximately 800 feet east of Dickerson Pike. The site is relatively flat and an existing single-family home occupies the property. Surrounding zoning districts include RS10 and SP. The adjacent SP to the east is multifamily and the adjacent SP to the south is mixed use.

#### Site Plan

The proposed plan calls for five multifamily residential units with a density of approximately nine units per acre. Homes are limited to 28 feet in height and the plan includes house plans. Access is provided by a single private drive. A recorded access easement for the drive is provided on the adjacent property to the north and the adjacent property to the east. Each unit includes two parking spaces. A standard B-5 landscape buffer yard is provided along the northern property line and the eastern property line. In addition to vegetation, this buffer requires a six-foot-tall opaque fence.



# Metro Planning Commission Meeting of 04/13/23



Proposed site plan



## Metro Planning Commission Meeting of 04/13/23

### **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.

### **ANALYSIS**

Staff finds that the proposed SP is consistent with the T4 NE land use policy. The plan allows for additional density within close proximity to Dickerson Pike, which is a major mixed-use corridor. Dickerson Pike is a bus route, and a stop is located at the end of Sunset. Additional density supports nearby commercial areas and can increase bus ridership.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approved with conditions**

- Fire-Separation-Distance <5' (3.75'). Exterior walls will require fire-rated construction in accordance with IRC 302.1.

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

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

### **WATER SERVICES RECOMMENDATION**

#### **Approved with conditions**

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

### **NASHVILLE DOT RECOMMENDATION**

#### **Approve with conditions**

- With a general final submittal: Callout the following per NDOT ST- detail sections: access ramp/driveway, sidewalks, curb & gutter. Show 'Now Entering Private Drive' signage where applicable off public roads into site. Provide a waste plan for site.
- A private hauler will be required for site waste/recycle disposal.



## Metro Planning Commission Meeting of 04/13/23

- Provide new paving in public ROW per ST-251 schedule. Pavement width through radius section shall be minimum full width (existing edge-to-edge) to cover extents of turning radius. How far beyond turning radius to be determined in field by NDOT inspector.
- Provide new concrete commercial driveway per ST-324, off public ROW radius.
- Provide ST-270 (trench backfill) for utility tie-in across existing public ROW.
- Provide waste/recycle plan (dumpster or roll-a-way cans) ref. SW1-8.E NDOT Waste Policy for 5 units.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Additional on-street parking may be required on the West side of the new proposed private drive.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.52	4.356 D	2 U	28	7	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential 3-10 (221)	0.52	-	5 U	26	1	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+3 U	-2	-6	+1

### METRO SCHOOL BOARD REPORT

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

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

The proposed SP zoning is expected to generate two more students than the existing RS10 zoning district. Students would attend Chadwell Elementary School, Jere Baxter Middle School, and Maplewood 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 with conditions and disapprove without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to 5 residential units. Short term rental property, owner occupied and short-term rental property, not-owner occupied shall be prohibited.



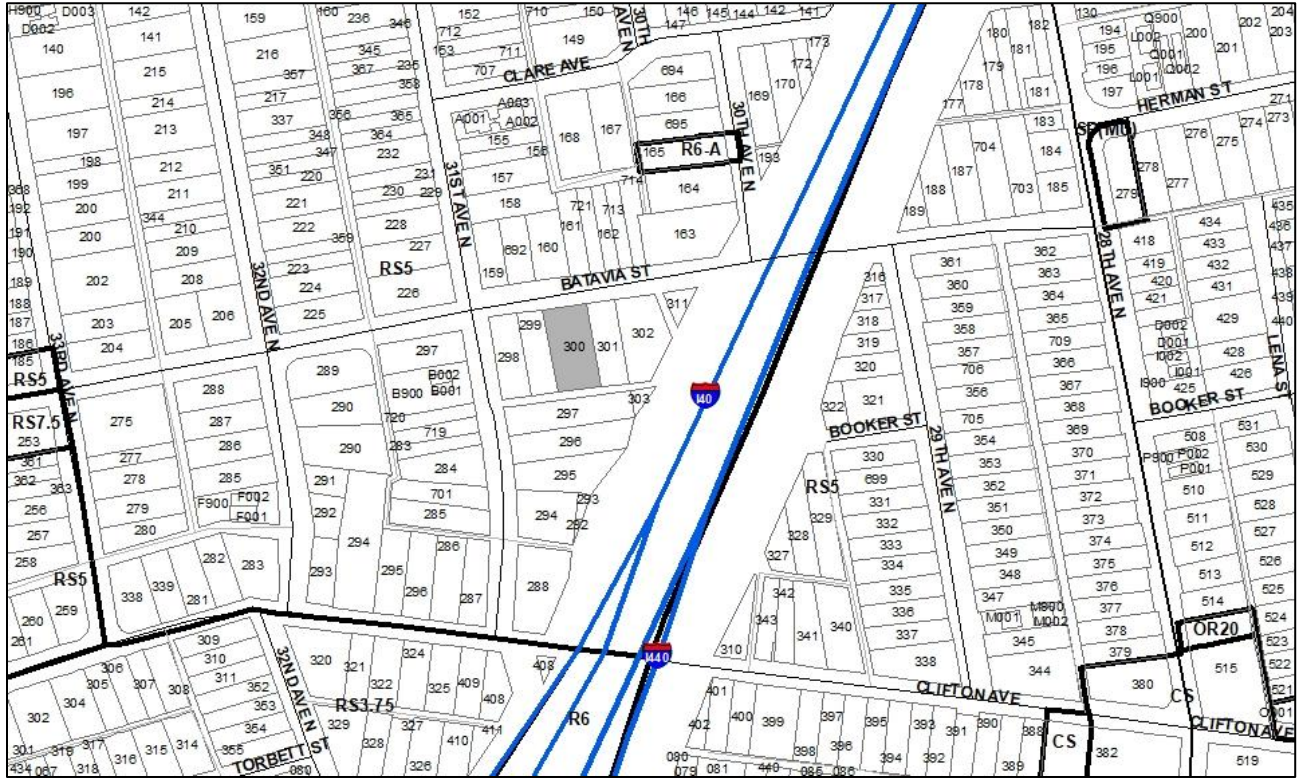


## Metro Planning Commission Meeting of 04/13/23

2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9 zoning district as of the date of the applicable request or application.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



# Metro Planning Commission Meeting of 04/13/23



**2023SP-002-001**  
3013 BATAVIA STREET  
Map 092-06, Parcel(s) 300  
08, North Nashville  
21 (Brandon Taylor)



## Metro Planning Commission Meeting of 04/13/23

**Item #24**

**Specific Plan 2023SP-002-001**

**Project Name**

**3013 Batavia Street**

**Council District**

21 – Taylor

**School District**

05 – Buggs

**Requested by**

Regal Homes, applicant; Regal Development, LLC, owner.

**Staff Reviewer**

Shane

**Staff Recommendation**

*Approve with conditions and disapprove without all conditions.*

**APPLICANT REQUEST**

**Preliminary SP to permit a multi-family development.**

Zone Change

A request to rezone from Single-Family Residential (RS5) to Specific Plan (SP) zoning for property located at 3013 Batavia Street, approximately 100 feet east of 31st Avenue North (0.26 acres), to permit three multi-family residential units.

**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 2 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**

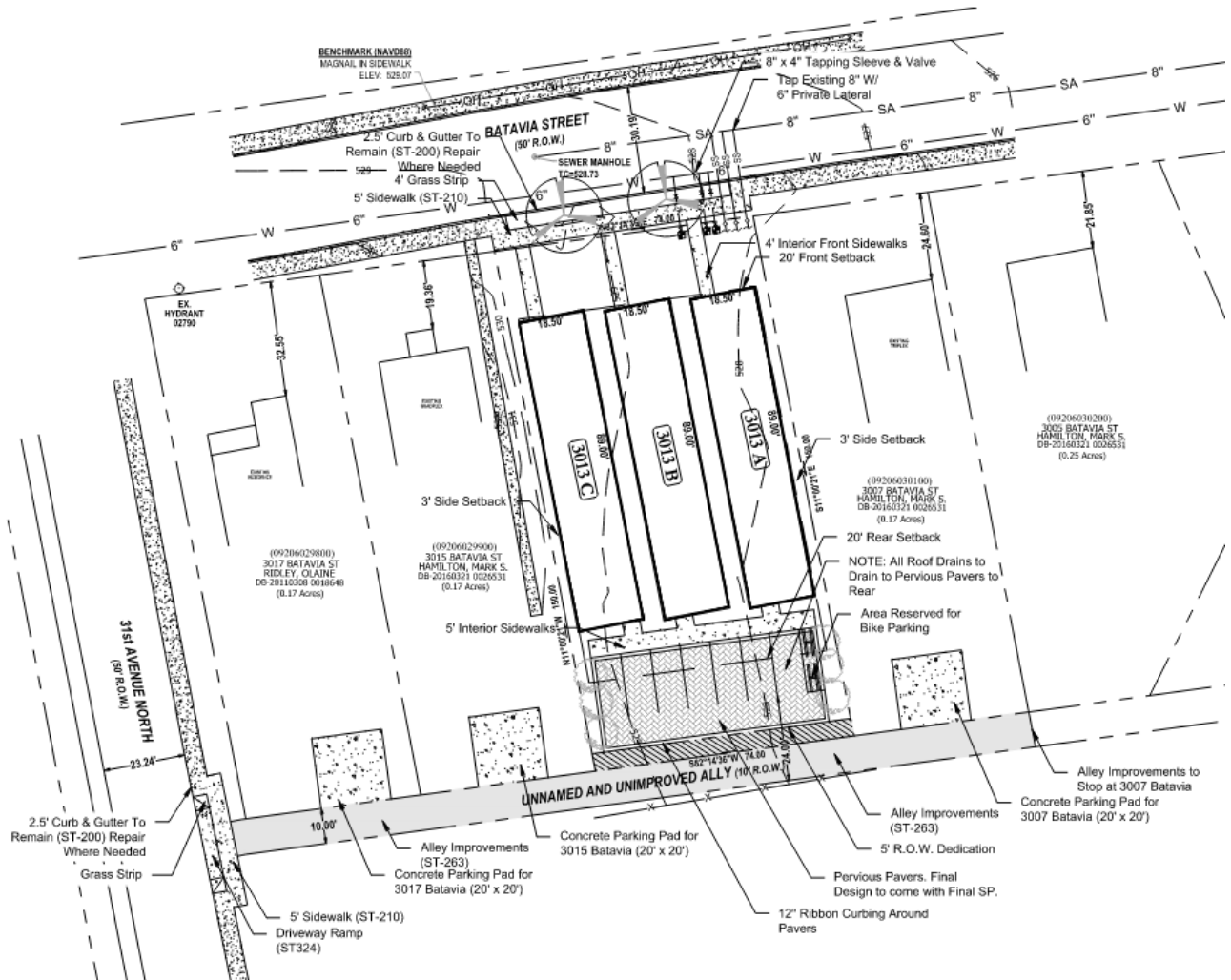
The application consists of one parcel (Map 092-06, Parcel 300) totaling 0.26 acres and fronting on Batavia Street to the north and an unimproved alley ROW to the south. Surrounding properties are all single- and two-family uses zoned RS5 and within the T4 NM policy area. The subject property is currently vacant.

Site Plan

The SP is intended to create a multi-family residential development. The plan authorizes the creation of three detached multi-family residential units (density of 11.53 units/acre). The SP includes a site plan as well as bulk standards (0.70 max ISR, setbacks in line with the existing context, and a 3-story height limit) and a landscaping plan showing street trees. The ROW along Batavia Street will be rebuilt to provide a 4-foot grass strip and 5-foot relocated sidewalk, with private walks connecting to the front doors of the proposed homes. Seven parking spaces are provided in the rear. These spaces will be accessible from the alley, which the applicant proposes to improve within the current 10-foot ROW constraints along three neighbors' rear frontages, and to the required width per the NDOT cross-section along the applicant's rear frontage (dedicating an extra five feet to meet this standard).



# Metro Planning Commission Meeting of 04/13/23



**Layout, Utility, Landscape and Grading & Drainage Plan (1"=30')**

## NORTH 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.

## ANALYSIS

The property is within the T4 Urban Neighborhood Maintenance (T4 NM) policy area. T4 NM policy is intended to maintain urban neighborhoods as characterized by their moderate- to high-density residential development pattern, building form/types, setbacks, and building rhythm along the street. T4 NM areas will experience some changes over time, primarily when buildings are expanded or replaced. The existing neighborhood context displays a range of built forms, with



## Metro Planning Commission Meeting of 04/13/23

modest one- and one-and-a-half-story mid-century homes and newer, taller homes built closer together to maximize access to the public ROW (across Batavia Street to the northeast is a similar three-home configuration to that being proposed for this site). Batavia Street is along a WeGo bus route (19 Herman), and so maximizing access to this corridor is a planning goal.

The site is in an urban neighborhood well-served by a connected street grid, transit, and nearby commercial services along Clifton Avenue. The neighborhood features several housing types, with the proposal fitting into this existing context. The improvements to the alley and to several neighbors' properties will encourage use of this underutilized public amenity. For these reasons, staff recommends approval with conditions and disapproval without all conditions.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

- 3/6/23- Reviewed revised plan. Units have less than 5' fire separation between units and to interior lot line. Fire rated exterior construction is required. Architectural plans elevations not provided. Subject to additional review prior to permit for construction.

### STORMWATER RECOMMENDATION

#### Approve with conditions

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

### WATER SERVICES RECOMMENDATION

#### Approve with conditions

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

### NASHVILLE DOT ROADS RECOMMENDATION

#### Approve with conditions

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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve

Maximum Uses in Existing Zoning District: **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)	.254	7.41 D	2 U	28	7	2



## Metro Planning Commission Meeting of 04/13/23

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	-	-	3 U	15	1	2

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 U	-13	-6	+0

### METRO SCHOOL BOARD REPORT

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

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

The proposed SP-MU zoning is expected to generate no more students than the existing zoning districts. Students would attend Park Avenue Elementary School, McKissack Middle School, and Pearl-Cohn High School. All three schools are identified as having capacity for additional students. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Approve with conditions and disapprove without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to 3 multi-family residential units. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited.
2. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
3. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
4. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
5. Comply with all conditions and requirements of Metro reviewing agencies.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
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

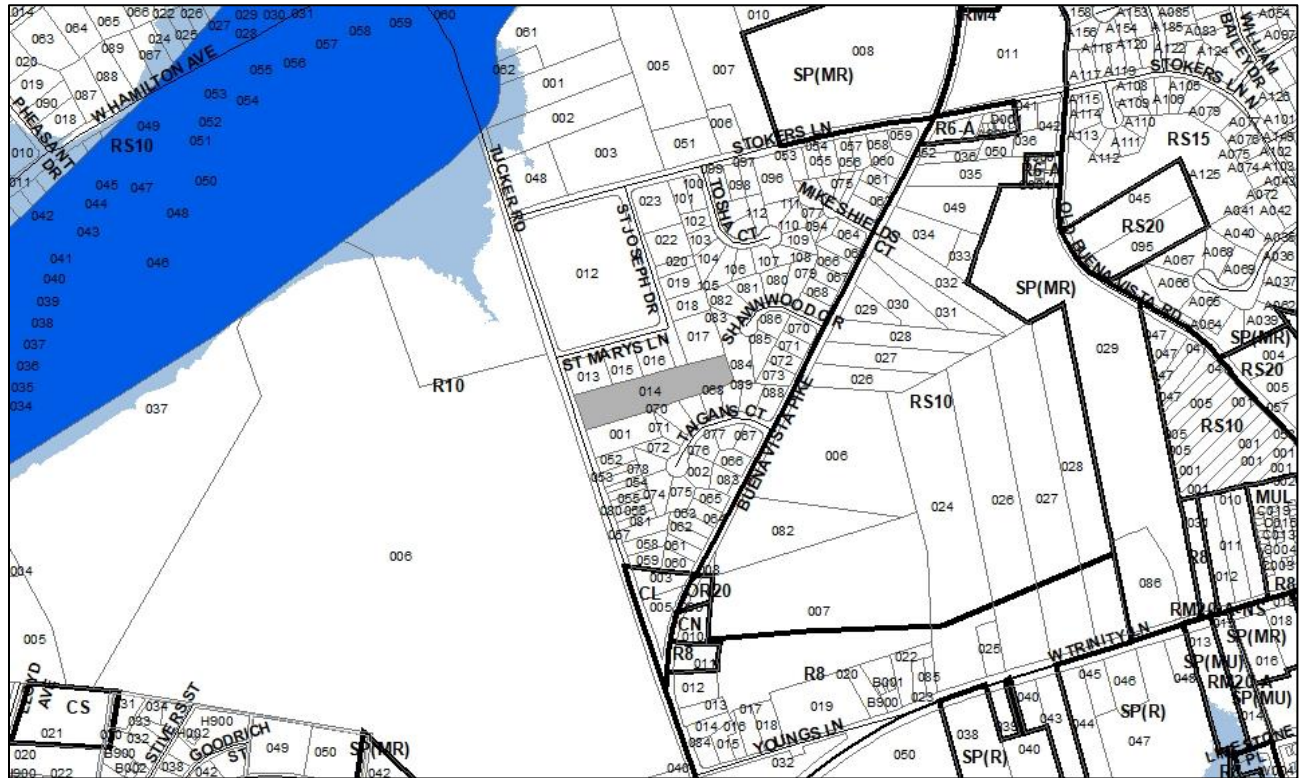


## **Metro Planning Commission Meeting of 04/13/23**

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 04/13/23



**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 04/13/23**

**Item #25**

**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 Pentecost & V.W. Moss, owners.

**Deferrals**

This item was deferred from the March 23, 2023 Planning Commission meeting. No public hearing was held.

**Staff Reviewer**

Matravers

**Staff Recommendation**

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

**APPLICANT REQUEST**

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

Preliminary SP

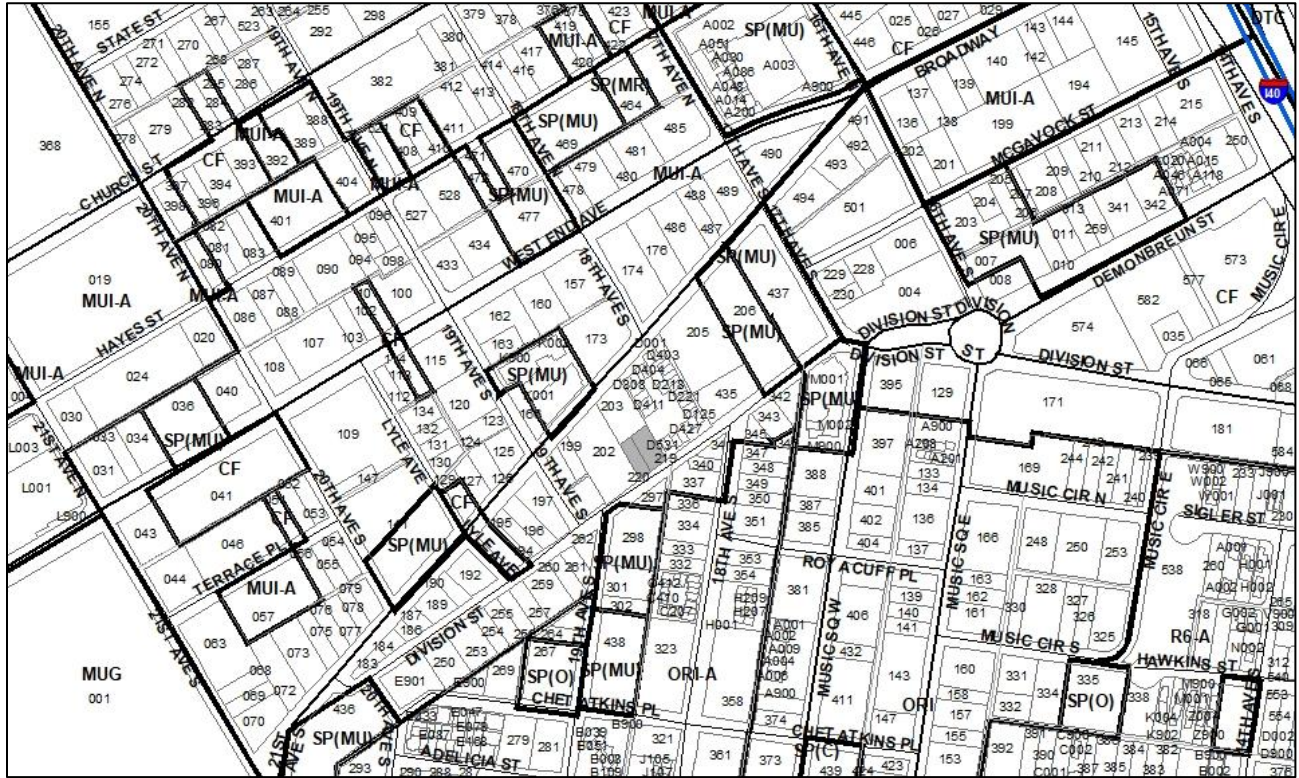
A request to rezone from One and Two-Family Residential District (R10) to Specific Plan (SP) zoning for property located at 2724 Tucker Road, approximately 150 feet south of St. Marys Lane (2.4 acres), to permit 6 two-family units.

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 04/13/23



**2023SP-030-001**  
1806 AND 1808 DIVISION STREET  
Map 092-16, Parcel(s) 219-220  
10, Green Hills – Midtown  
09 (Freddie O’Connell)



## Metro Planning Commission Meeting of 04/13/23

<b>Item #</b>	<b>26</b>	<b>Specific Plan 2023SP-030-001</b>
<b>Project Name</b>		<b>1806 and 1808 Division Street</b>
<b>Council District</b>		19 – O’Connell
<b>School District</b>		05 – Buggs
<b>Requested by</b>		Buchalter, applicant; Sounds Perfect, LLC, owner.
<b>Staff Reviewer</b>		Swaggart
<b>Staff Recommendation</b>		<i>Disapprove.</i>

### APPLICANT REQUEST

#### SP to permit mixed use development.

#### Zone Change

A request to rezone from Mixed Use Intensive (MUI-A) to Specific Plan-Mixed Use (SP-MU) zoning for properties located at 1806 and 1808 Division Street, approximately 170 feet east of 19th Ave. S. (0.34 acres) to permit a mixed-use development with multi-family residential uses.

#### **Existing Zoning**

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

#### **Proposed Zoning**

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

### SITE CONTEXT AND PLAN DETAILS

The site is approximately 0.34 acres (14,810 sq. ft.) in size and is located on the west side of Division Street and approximately 300 feet north of 19<sup>th</sup> Avenue South. The site consist of two properties and each property is occupied by a single-story building. The building located at 1806 Division Street is listed as a National Register Eligible District Property and the use is classified as a recording studio. The use classification for 1808 Division Street is listed as office. Surrounding land uses include hotel, multifamily and parking. The adjacent zoning district is MUI-A. The Major and Collector Street Plan (MCSP) classifies Division Street as an urban mixed-use collector (T5-M-CA-2). The stretch of Division Street in front of the subject site is a narrow two-lane section.

#### Site Plan

The proposed SP is regulatory and does not include a site plan. The regulatory document provides standards for use, building standards, and architectural standards. The proposed uses include multi-family, hotel/motel, owner-occupied short-term rental and non-owner short term rental property. The proposed height is 25 story maximum with no step-back and a maximum floor area of fifteen (roughly 222,000 square feet). The SP includes language requiring any building to incorporate



## Metro Planning Commission Meeting of 04/13/23

### **Regulatory SP 1806 and 1808 Division Street (SP)**

#### **Development Summary (Site)**

**SP Name** 1806 and 1808 Division Street

**SP Number** 2023Z-\_\_\_\_\_-001

**Council District** 19 – Freddie O’Connell

#### **Map/Parcel/Owner/Acreage/Current Zoning/Address**

Map 092-16/ Parcels 219 and 220/Sounds Perfect, LLC/0.34 Acres/Currently MUI-A/1806 and 1808 Division Street

#### **Specific Plan Notes**

##### Uses

- The uses of this SP shall be limited to multi-family residential, hotel/motel, owner occupied short term rental properties, and non-owner occupied short term rental properties.

##### Building Standards

- The maximum height allowed shall be 25 stories, with no required step-back.
- The building shall incorporate elements of the existing recording studio on the property, as well as a music listening room.
- Development of the property shall be limited to a maximum floor area ratio (FAR) of 15.

##### Architectural conditions

- All parking garage facades visible from public streets or adjacent parcels shall be screened with a 15-foot garage liner that complements the architectural character of the primary structure.
- The architectural elevations shall be reviewed and approved with the Final SP Plan.

##### Other Standards

- All other standards, regulations, and requirements not addressed in the SP Ordinance shall be subject to the standards, regulations and requirements of the MUI-A zoning district as of the date of the applicable request or application.

### **Proposed Plan**



## Metro Planning Commission Meeting of 04/13/23

elements of the existing recording studio on the property and a listening room. Architectural standards require parking garage facades visible from a public street or adjacent parcels to be screened with a 15-foot garage liner that complements the architecture of any future building. Any other standards not specified in the SP must follow MUI-A standards.

### **GREEN HILLS – MIDTOWN COMMUNITY PLAN**

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

### **Music Row Vision Plan**

The Music Row Vision Plan identifies the significance of and pressures facing Music Row. It contains a broad range of recommendations and action steps to pursue. The overarching theme of the Vision Plan is to ensure that Music Row continues to be a vital hub of music business and innovation and a unique creative cluster within Nashville. It is a planning document, but also a call to action for the public and private sectors, neighbors, and developers, and all those who support and strengthen the Row. The purpose of the Music Row Vision Plan is to guide and inform the preparation and consideration of implementation tools and development proposals. The subject site is located in the Music Row Core character area of the Vision Plan, which is intended to focus on Class A office buildings that cater to music-related businesses.

The site is within Subdistrict 1B, which supports mixed-use with active retail, bars, and restaurants; office; live music venues; hotels; residential. In large building footprints, multiple public facing uses are encouraged to maximize activity, including activity on the weekends and evenings.

### **ANALYSIS**

Staff finds that the proposed SP is not consistent with the Music Row Vision Plan. Furthermore, given the scale of the proposed SP, the site location and existing conditions of Division Street, any proposed SP should include a site plan that provides adequate information/detail for review, including how access is derived and how the building interacts with the pedestrian realm. The existing MUI-A zoning district allows for a maximum of 15 stories and limits height at the street level to seven stories. While Subdistrict 1B can support height above the 15-story maximum permitted by MUI-A, the maximum supported height is 20 stories and is only possible with preservation and commitment to music uses. The site for this proposed SP is small and the proposed height exceeds the policy recommended height. Furthermore, the proposed SP does not require a setback and would allow for 25 stories at the street which is not appropriate given the street width.

Staff received a request for a pre-application meeting and met with the applicant in advance of their formal application. Staff explained in the pre-app that a regulatory SP approach was not one that we would support and that the heights requested exceed the heights supported by the policy. The application was filed with no changes made. Upon formal application, staff once again provided the



## **Metro Planning Commission Meeting of 04/13/23**

same feedback that the request is not supportable. The application has been unwilling to discuss the concerns with staff and has not responded to staff comments. As the proposal is not consistent with the adopted Music Row Plan, staff recommends disapproval. A site plan based SP that is within the heights supported by the land use policy is the appropriate path for this site. Additionally, not all agencies have recommended approval and NDOT indicates that a TIS is needed.

### **FIRE MARSHAL RECOMMENDATION**

**Approve**

### **STORMWATER RECOMMENDATION**

**Approve**

- All projects in or draining to the combined sewer are required to have a CSEP Pre-Application meeting with MWS.CSEP@nashville.gov prior to Final SP Approval.
- Must comply with all regulations in the Stormwater Management Manual at the time of final submittal.

### **WATER SERVICES RECOMMENDATION**

**Approved with conditions**

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

### **NASHVILLE DOT RECOMMENDATION**

**Returned for corrections**

- Comply with Traffic and Parking requirements.

### **TRAFFIC AND PARKING RECOMMENDATION**

**Returned for corrections**

- Coordinate with NDOT to scope a traffic study for this development. Site access point need to be approved by NDOT. These things shall be completed as soon as possible. The TIS shall be submitted, review and finalized by NDOT prior to this SP approval. Off-site improvements are anticipated.
- Note that due to the lot frontage, only one access point/curb cut is allowed for this development per 17.20.170. Ensure curb cut is at least 35 feet away from any other parcel's curb cuts.

### **METRO SCHOOL BOARD REPORT**

Given the nature of this proposal, and the lack of information regarding the number of residential units, student generation for this project cannot be determined at this time.

### **STAFF RECOMMENDATION**

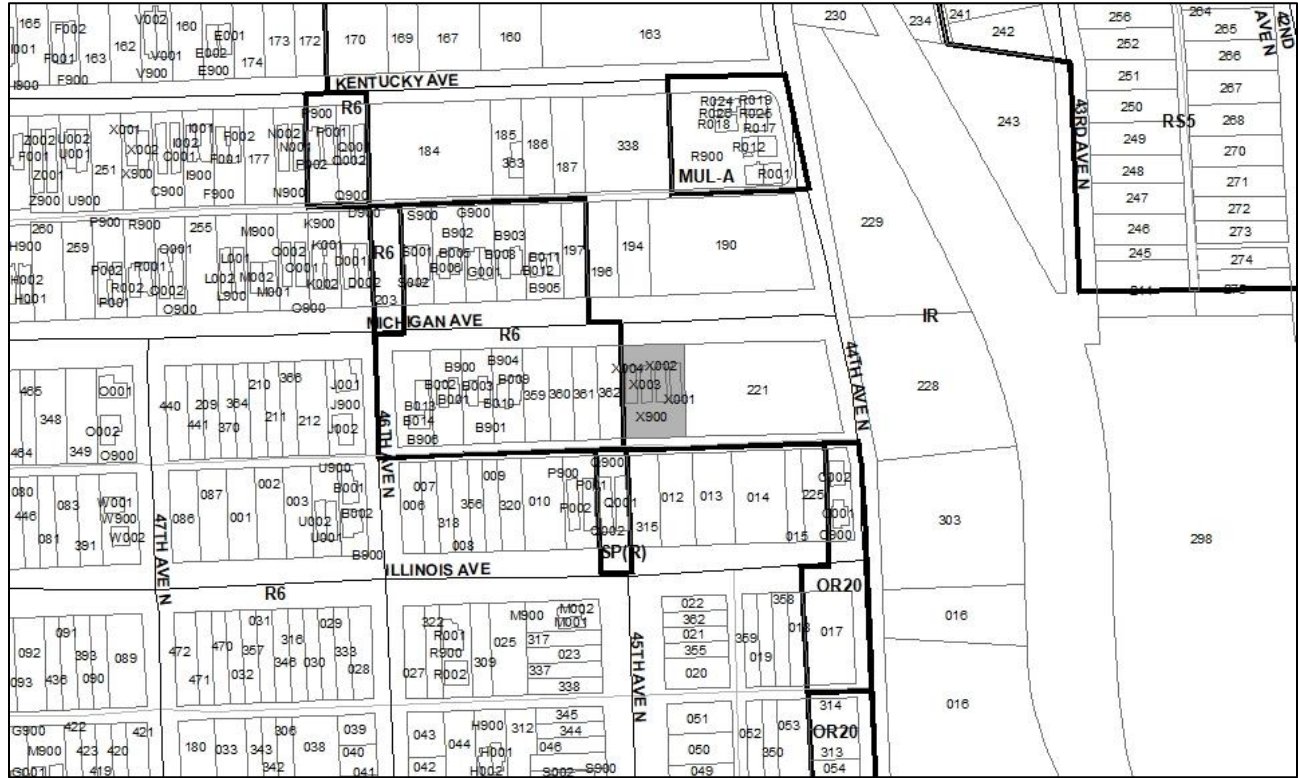
Staff recommends disapproval.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 04/13/23



## 2023Z-027PR-001

Map 091-08-0-X, Parcel(s) 001-004, 900

07, West Nashville

20 (Mary Carolyn Roberts)





## Metro Planning Commission Meeting of 04/13/23

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

**Zone Change 2023Z-027PR-001**  
20 – Roberts  
05 – Buggs  
L&S Development LLC, applicant; L & S Development, LLC, and O.I.C. 4461-4491 Michigan Ave. Commons, owners.

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

Matravers  
*Approve.*

### **APPLICANT REQUEST**

**Zone change from IR to R6-A.**

#### Zone Change

A request to rezone from Industrial Restrictive (IR) to One and Two-Family Residential Alternative (R6-A) for property located at 4421, 4423, 4425, 4427, and 4427 B Michigan Avenue, approximately 250 feet west of 44<sup>th</sup> Avenue North (0.35 acres).

#### **Existing Zoning**

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

#### **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, and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. R6-A would permit a maximum of 2 lots with 2 duplexes for a total of 4 units. Metro Codes determines duplex eligibility.

### **WEST NASHVILLE COMMUNITY PLAN**

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

### **SITE AND CONTEXT**

The 0.35-acre site is located on Michigan Avenue approximately 250 feet west of 44<sup>th</sup> Avenue North. The site is currently vacant. Parcels to the west and south are occupied by single-family houses, zoned R6 and SP. Parcels to the east and north are occupied by a mixture of industrial uses zoned IR. The rear alley is maintained.

### **ANALYSIS**

The site is located on the western edge of the T4 MU policy area, which is concentrated along 44<sup>th</sup> Avenue North. This area is primarily zoned for light industrial uses and the policy envisions a transition towards mixed use with residential and ancillary commercial and light industrial. To the



## Metro Planning Commission Meeting of 04/13/23

west of this policy area is a neighborhood interior with T4 Urban Neighborhood Maintenance (T4 NM) policy, which is intended to preserve and maintain urban neighborhoods.

Buildings at the edges of policy areas adjacent to lower intensity policies incorporate measures to transition, such as stepping down in height and mass. Although R6-A is not a zoning district explicitly listed in the T4 MU recommended zones, it does provide a means to provide a transition to the lower intensity T4 NM policy area it abuts. For these reasons, staff recommends approval of the requested R6-A.

### FIRE MARSHAL RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	.35	0.6 F	26,136 SF	87	4	5

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

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)	.35	7.71 D	4 U	54	8	5

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-33	+4	0

### METRO SCHOOL BOARD REPORT

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

The requested zoning district is not anticipated to generate any students. Students would attend Cockrill Elementary School, McKissack Middle School, and Pearl-Cohn High School. All three schools are identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

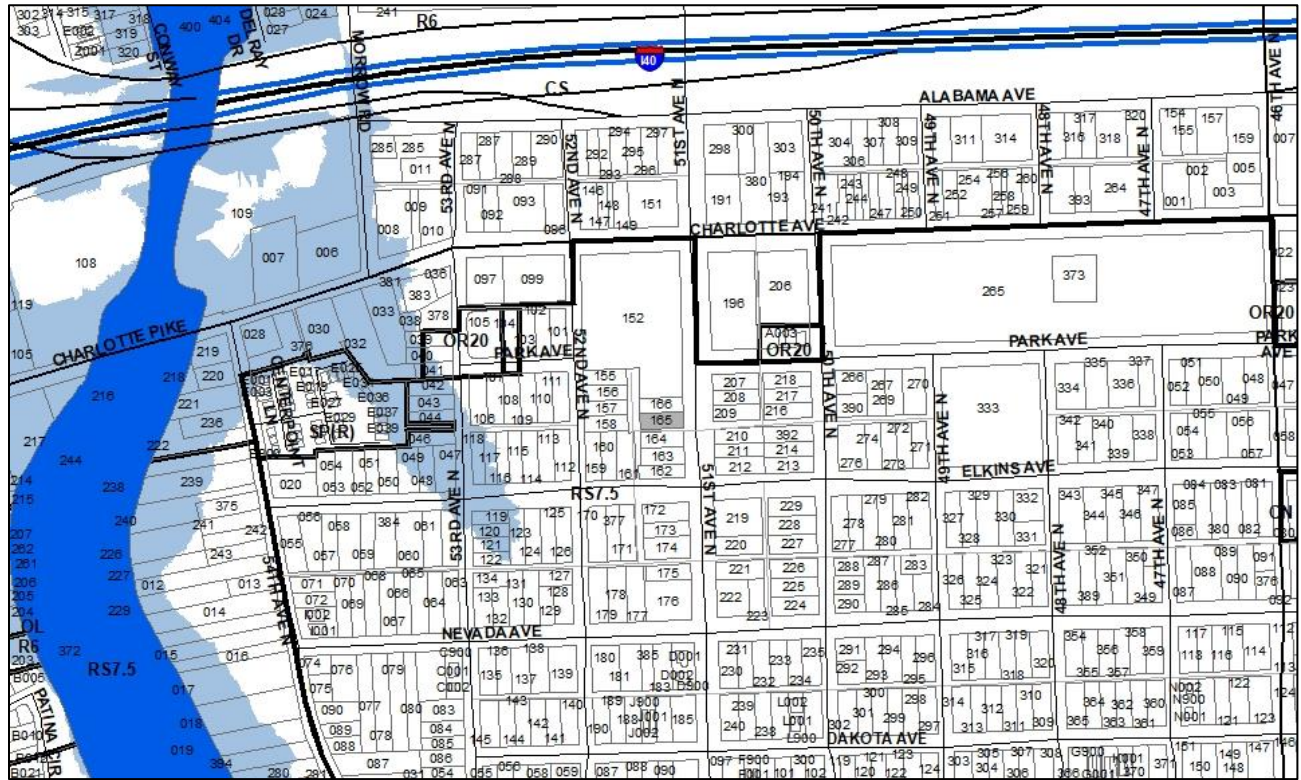
Staff recommends approval.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 04/13/23



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



## Metro Planning Commission Meeting of 04/13/23

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

**Zone Change 2023Z-030PR-001**  
24 – Murphy  
08 – Block  
Shannon Konkel, applicant, and owner.

**Deferrals**

This item was deferred from the March 23, 2023, Planning Commission meeting. No public hearing was held.

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

Swaggart  
*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 51<sup>st</sup> Avenue North. The property is approximately 6,534 sq. ft. in size and is located on the west side of 51<sup>st</sup> 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.



## Metro Planning Commission Meeting of 04/13/23

### ANALYSIS

The property requested for rezoning is located in close proximity to Charlotte Pike, which is arterial boulevard with existing transit service. The property is within an area identified as Transition and Infill by the NashvilleNext Growth and Preservation Concept Map, meaning it is an appropriate area for growth. 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 consists of a mixture of single and two-family homes. In addition, there is an existing alley located at the rear of the property which the alternative designation will require any new development to utilize for access. Given the existing mixture of single and two-family homes, an existing alley that can be utilized by any new development, and the proximity of the site to Charlotte Pike, 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

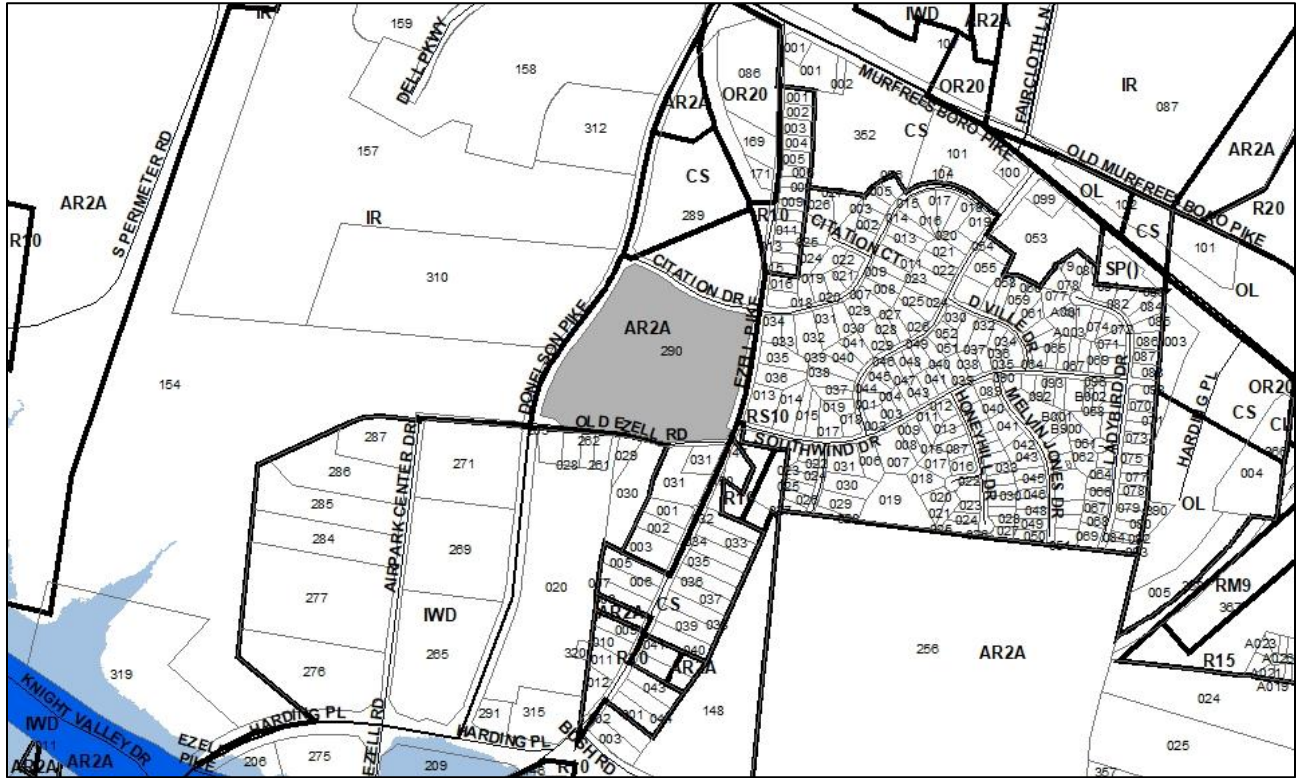
Staff recommends approval.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 04/13/23



**2023Z-033PR-001**  
Map 134, Parcel(s) 290  
13, Antioch – Priest Lake  
28 (Tanaka Vercher)





## Metro Planning Commission Meeting of 04/13/23

**Item #29**

**Council District**

**School District**

**Requested by**

**Zone Change 2023Z-033PR-001**

28 - Vercher

07 - Player

Adapt Development Company, applicant; Eskimo Centennial, owner.

**Staff Reviewer**

Marton

**Staff Recommendation**

*Approve.*

**APPLICANT REQUEST**

**Zone change from AR2a to IR.**

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Industrial Restrictive (IR) for property located at Donelson Pike (unnumbered), southeast of the intersection of Donelson Pike and Citation Drive (24.42 acres).

**Existing Zoning**

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

**Proposed Zoning**

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

**ANTIOCH – PRIEST LAKE COMMUNITY PLAN**

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

D Impact (D I) is intended to enhance and create areas that are dominated by one or more activities with the potential to have a significant, adverse impact on the surrounding area, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Examples of DI areas include hazardous industrial operations, mineral extraction and processing, airports and other major transportation terminals, correctional facilities, major utility installations, and landfills.



## Metro Planning Commission Meeting of 04/13/23

### ANALYSIS

The application consists of one parcel (Map 134, Parcel 290) totaling 24.42 acres, located southeast of the intersection of Donelson Pike and Citation Drive. The property is currently vacant residential land while surrounding uses are vacant industrial land, office, warehouse, and residential single family. Surrounding properties are zoned IR, IWD, AR2a, and RS10.

The application proposes to rezone the property from AR2a to IR. The property is located within District Impact and Conservation policy areas. District Impact policy is intended to enhance and create areas that are dominated by one or more activities with the potential to have a significant, adverse impact on the surrounding area, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. The Conservation policy on the site is associated with gentle slopes and streams that intersect the property.

The proposed IR district is appropriate given the District Impact policy as it is intended for a wide range of light industrial uses at a small to moderate scale. Uses most suitable in IR operate within completely enclosed building with limited outdoor storage to minimize potential impacts on abutting properties. Uses permitted by the district include, but are not limited to, automobile sales, distributive business/wholesale, light manufacturing, warehouse, and recycling collection center. District Impact policy supports uses that are even more impactful than allowed by IR, including landfills, mineral extraction, correctional facilities, and hazardous industrial operations.

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)	24.42	0.50 D	10 U	125	12	11

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	24.42	0.6 F	638,241 SF	1,054	109	122

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+929	+97	+111

### STAFF RECOMMENDATION

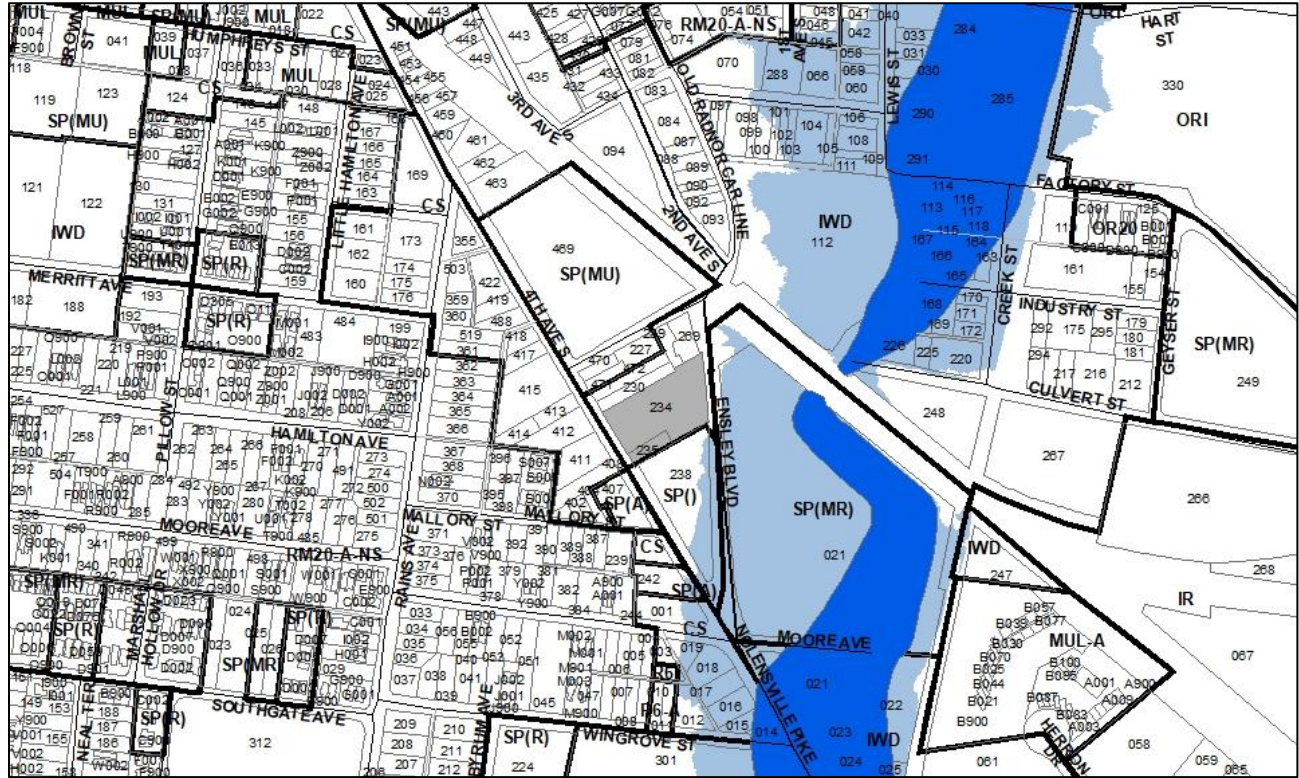
Staff recommends approval.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 04/13/23



**2023Z-034PR-001**

Map 105-08, Parcel(s) 234, 235

11, South Nashville

17 (Colby Sledge)



## Metro Planning Commission Meeting of 04/13/23

**Item #30**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2023Z-034PR-0001**  
17 - Sledge  
05 - Buggs  
Thomas and Hutton, applicant; Bas, LLC and Essie & Donald Parks, ETUX, owners.

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

Konigstein  
*Approve.*

### **APPLICANT REQUEST**

**Zone change from IWD to MUL-A-NS.**

#### Zone Change

A request to rezone from Industrial Warehouse/Distribution (IWD) to Mixed Use Limited-Alternative-No Short-Term Rental (MUL-A-NS) for property located at 1514 and 1516 4<sup>th</sup> Avenue South, approximately 170 feet southeast of Bianca Paige Way and 4<sup>th</sup> Avenue South intersection (1.43 acres).

#### **Existing Zoning**

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

#### **Proposed Zoning**

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

### **SOUTH NASHVILLE COMMUNITY PLAN**

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

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

The CO policy at this site recognizes a small area of potential steep slopes near the southeast corner.



## Metro Planning Commission Meeting of 04/13/23

### Wedgewood-Houston & Chestnut Hill Planning Study

The Wedgewood-Houston Chestnut Hill (WHCH) Planning Study was adopted on Thursday, October 24, 2019. The study includes updates to community planning, land use, and street plans in the Wedgewood Houston and Chestnut Hill Neighborhoods.

The WHCH Planning Study is a supplement to and part of the South Nashville Community Plan of NashvilleNext. WHCH includes six different character areas each comprising of several smaller subdistricts that address land use, transportation, and community design at the neighborhood scale. Each district is unique in terms of the recommended land use mix, intensity, and appropriate building types intended to guide future development of the neighborhoods.

The site is located in Character Area 4, 4<sup>th</sup> Avenue S./Nolensville Pike, Subdistrict 4d, which currently contains a mix of commercial and light industrial uses. Future development is intended to continue with these types of uses. Subdistrict 4d would also support higher density residential, mixed use, and live/work along 4<sup>th</sup> Avenue South/Nolensville Pike.

### **ANALYSIS**

The application consists of two parcels (Map 105-08, Parcel(s) 234, 235) totaling 1.43 acres located on the east side of 4<sup>th</sup> Avenue North. 1514 4<sup>th</sup> Avenue N is 1.24 acres and currently has an automobile repair business on the site. 1516 4<sup>th</sup> Avenue N is 0.19 acres and is currently vacant. Surrounding properties are zoned SP, and CS surrounding uses are primarily industrial, commercial, and vacant land.

The SP located to the north of the parcels at 1414 4<sup>th</sup> Avenue S proposes incorporating mixed use development along a major corridor. Additionally, along 4<sup>th</sup> Avenue S, there are several other properties zoned with MUL base zoning. MUL-A-NS would support the policy’s intent to a greater degree than the existing IWD zoning.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	1.43	0.8 F	49,832 SF	124	9	10

Maximum Uses in Existing Zoning District: **MUL-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	.715	1.0 F	31 U	167	11	15

Maximum Uses in Existing Zoning District: **MUL-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	.3575	1.0 F	15,572 SF	588	15	59



## Metro Planning Commission Meeting of 04/13/23

Maximum Uses in Existing Zoning District: **MUL-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	.3575	1.0 F	15,572 SF	1,747	155	152

Traffic changes between maximum: **IWD and MUL-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+2,378	+172	+216

### METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed RM15-NS district: 0 Elementary 0 Middle 0 High**

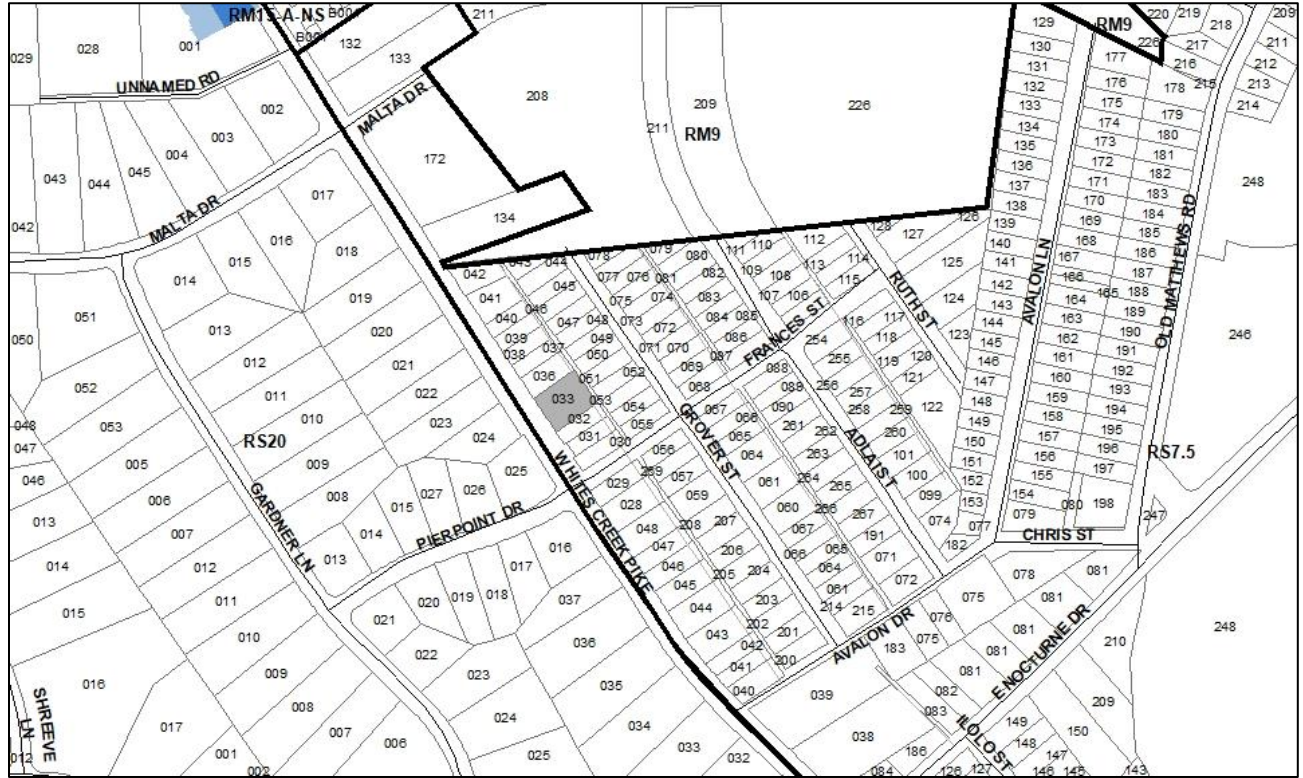
MUL-A-NS zoning includes a mix of uses which could vary and assumption of impact at this point is premature. Students would attend John B. Whitsitt Elementary School, Cameron College Prep Middle School, and Glencliff High School. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval.



# Metro Planning Commission Meeting of 04/13/23



**2023Z-035PR-001**

Map 059-16, Parcel(s) 033

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyzonté Toombs)





## Metro Planning Commission Meeting of 04/13/23

**Item #31**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2023Z-035PR-0001**  
02 - Toombs  
01 - Gentry  
Cream City Development, applicant and owner.

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

Konigstein  
*Disapprove.*

### **APPLICANT REQUEST**

**Zone change from RS7.5 to RM20-NS.**

#### Zone Change

A request to rezone from Single-Family Residential (RS7.5) to Multi-Family Residential – No Short-Term Rentals (RM20-NS) for property located at 2505 Whites Creek Pike, approximately 120 feet north of Frances Street (0.3 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 1 unit based on acreage alone.* Compliance with the metro subdivision regulations may result in fewer lots.

#### **Proposed Zoning**

Multi-Family Residential- No Short Term Rentals (RM20-NS) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre. The – NS designation prohibits Short Term Rental Property – Owner Occupied and Short Term Rental Property – Not-Owner Occupied uses from the district. *RM20-NS would permit a maximum of 6 units based on acreage alone.*

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

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

#### Supplemental Policy

This site is located within the Haynes Trinity Small Area Plan area of the Bordeaux-Whites Creek-Haynes Trinity Community Plan area. The intent of the supplemental policy is to create and enhance neighborhoods with greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques.



## Metro Planning Commission Meeting of 04/13/23

### ANALYSIS

The application consists of one property located the east side of Whites Creek Pike, north of Frances Street, on approximately 0.3 acres. The site contains one existing single-family dwelling. There is an unbuilt alley along the rear of the property.

Surrounding properties are zoned RS7.5 and include single-family residential uses and vacant land. A Planned Unit Development Overlay District (PUD), with a base zoning of RM9, was approved in 2002 on several larger properties to the north. The PUD permits single-family and multifamily uses but remains undeveloped.

While T4 NM can support a variety of zoning districts, rezoning to RM20-NS would not be consistent with the context of the surrounding single-family development pattern. The lack of infrastructure to the north of Frances Street and unbuilt alley directly behind the property informs staff this area is not ready for increased density. Additionally, due to the mid-block location of this property and lack of a cohesive infrastructure network, staff recommends disapproval to an increase in zoning entitlements.

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)	0.3	4.94 D	1 U	15	5	1

Maximum Uses in Existing Zoning District: **RM20-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	0.3	20 D	6 U	31	3	3

Traffic changes between maximum: **RS7.5 and RM20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
			+5 U	+16	-2	+2

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS7.5 districts: 0 Elementary 0 Middle 0 High**  
**Projected student generation proposed RM20-NS district: 1 Elementary 0 Middle 0 High**

The proposed RM20-NS zoning is expected to generate no more students than the existing RS7.5 zoning district. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.



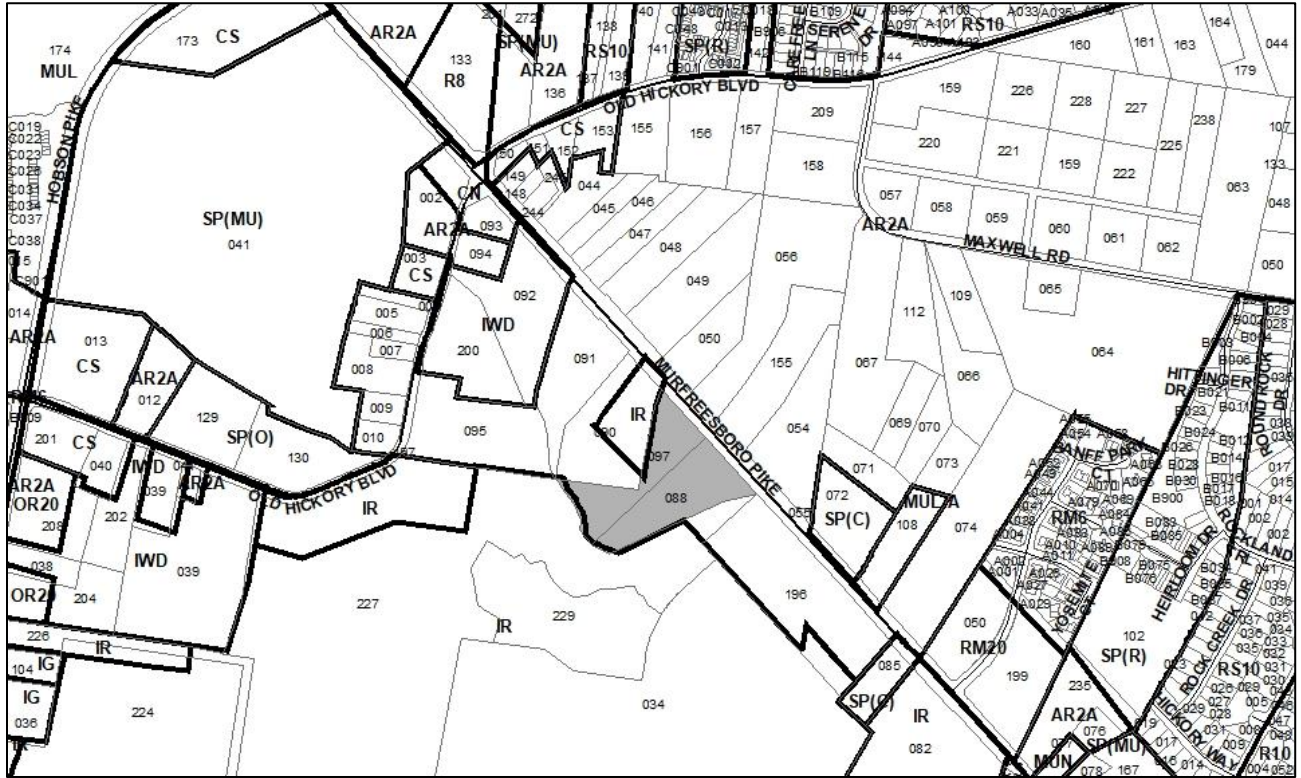
## Metro Planning Commission Meeting of 04/13/23

### **STAFF RECOMMENDATION**

Staff recommends disapproval.



# Metro Planning Commission Meeting of 04/13/23



**2023Z-036PR-001**  
Map 175, Parcel(s) 088, 097  
13, Antioch – Priest Lake  
33 (Antoinette Lee)



## Metro Planning Commission Meeting of 04/13/23

**Item #32**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2023Z-036PR-001**  
33 – Lee  
06 – Mayes  
Catalyst Design Group, applicant; Sevenplus LLC, owner.

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

Lewis  
*Approve.*

### **APPLICANT REQUEST**

**Zone change from AR2a to MUL-A-NS.**

#### Zone Change

A request to rezone from Agricultural/Residential (AR2A) to Mixed-Use Limited Alternative No Short Term Rentals (MUL-A-NS) for properties located at 4037 and 4051 Murfreesboro Pike, approximately 1600 feet south of Old Hickory Boulevard and located within the Murfreesboro Pike Urban Design Overlay (8.50 acres).

#### **Existing Zoning**

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of three single-family lots for a total of three units, based on acreage alone. This does not account for compliance with Metro Subdivision Regulations.*

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

#### **Proposed Zoning**

Mixed Use Limited-Alternative – No Short Term Rentals (MUL-A-NS) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. Short term rental properties are prohibited.

### **ANTIOCH – PRIEST LAKE COMMUNITY PLAN**

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



## Metro Planning Commission Meeting of 04/13/23

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

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

### SITE AND CONTEXT

The subject property is approximately 8.5 acres and comprised of two adjacent parcels located on the west side of Murfreesboro Pike, south of the intersection of Old Hickory Boulevard. The surrounding parcels are zoned Industrial Restrictive (IR), AR2a, Specific Plan (SP), and MUL-A-NS. The surrounding land uses include one and two-family residential, industrial, and vacant properties.

The site is within the Murfreesboro Pike UDO. The intent of the UDO is to provide a wholistic vision for development along the corridor. The UDO includes standards for setbacks, building height, architectural standards, and access standards. Prior to developing, the applicant will be required to submit a final site plan to be reviewed against the UDO standards.

### ANALYSIS

The intent of the Suburban Mixed Use Corridor (T3 CM) policy is to enhance suburban corridors by encouraging a greater mix of higher-density residential and mixed use development along the corridor. The proposed MUL-A-NS zoning district would permit a range of uses, including residential and non-residential land uses, and prohibit short term rental units. The site is located along Murfreesboro Pike, which is classified as an arterial-boulevard in the Major and Collector Street Plan (MCSP). Based on the T3 CM policy guidance, along primary corridors, additional density can be supported. The proposed MUL-A-NS zoning district is consistent with the intent of the policy to provide mixed-use development along the Murfreesboro Pike Corridor.

The Conservation (CO) is located along the rear property lines where there is an existing stream buffer. With the stormwater requirements for water buffers and for the required rear setbacks, the stream buffer is not likely to be disturbed. This is in line with the CO policy guidance to keep undisturbed environmentally sensitive land features in a natural state and remediate environmentally sensitive features that have been disturbed when new development or redevelopment takes place.

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)	8.5	0.50 D	3 U	41	7	3

\*Based on two-family lots



## Metro Planning Commission Meeting of 04/13/23

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (221)	4.25	1.0 F	185 U	1,007	62	80

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	2.125	1.0 F	92,565 SF	3,494	87	352

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	2.125	1.0 F	92,565 SF	10,384	920	905

Traffic changes between maximum: **AR2a and MUL-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+14,844	+1,062	+1,334

### METRO SCHOOL BOARD REPORT

**Projected student generation existing AR2a districts: 1 Elementary 1 Middle 1 High**

**Projected student generation proposed MUL-A-NS district: 17 Elementary 2 Middle 7 High**

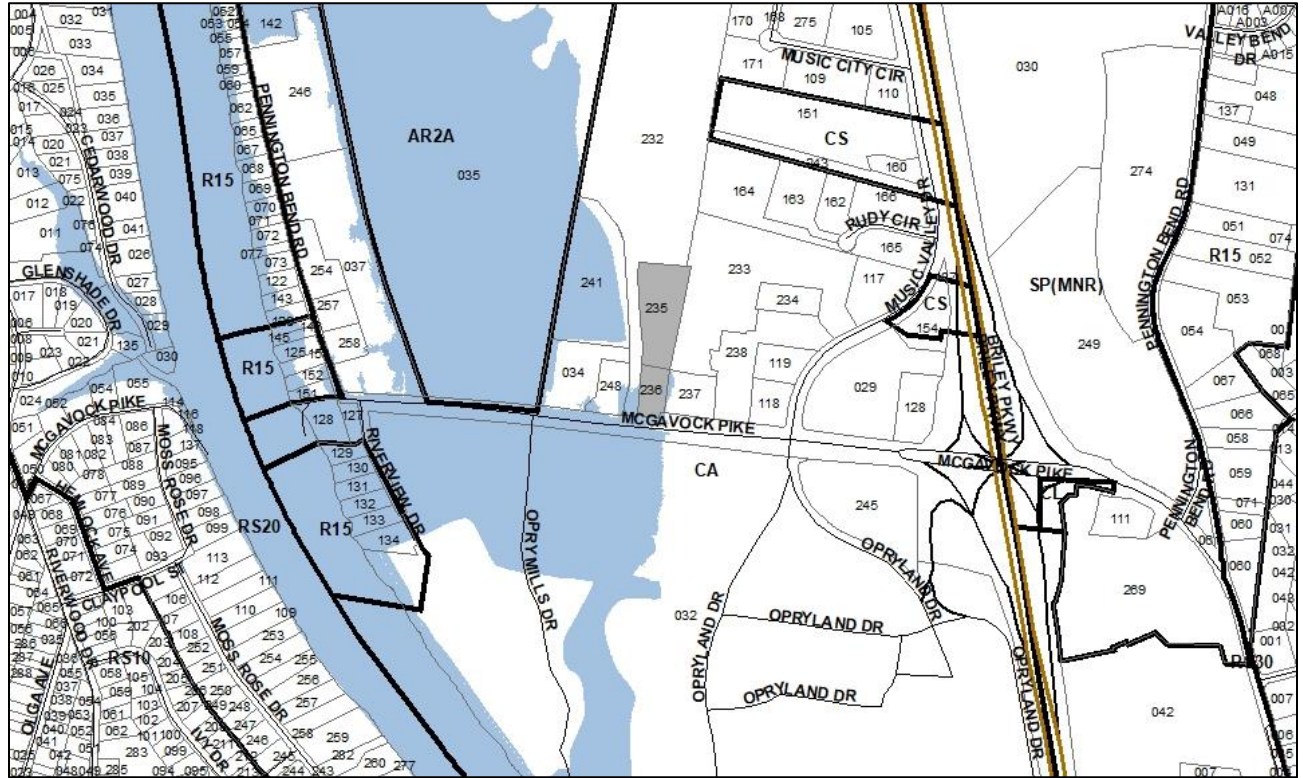
The proposed MUL-A-NS zoning is expected to generate 30 additional students than the existing RS10 zoning. Students would attend Cane Ridge Elementary School, Antioch Middle School, and Cane Ridge High School. Cane Ridge High School has been identified as being at capacity. Cane Ridge Elementary and Antioch Middle School have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval.



# Metro Planning Commission Meeting of 04/13/23



**230-77P-001**

Map 062, Parcel(s) 235-236

14, Donelson – Hermitage – Old Hickory

15 (Jeff Syracuse)





## Metro Planning Commission Meeting of 04/13/23

**Item #33****Council District****School District****Requested by****PUD Cancelation 230-77P-001**

15 - Syracuse

03 – Nabaa-McKinney

Catalyst Design Group, applicant; Rudy’s Farm Company of Tennessee, LLC, owner.

**Staff Reviewer**

Marton

**Staff Recommendation***Approve.***APPLICANT REQUEST****Cancel a Planned Unit Development.**PUD Cancelation

A request to cancel the existing Planned Unit Development for properties located at 2515 and 2525 McGavock Pike, approximately 900 feet west of Music Valley Drive, zoned CA (3.65 acres).

**Existing Zoning**

Commercial Attraction (CA) is intended for a wide range of amusement, recreational, and retail support uses typically associated with the tourist industry.

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**

Commercial Attraction (CA) is intended for a wide range of amusement, recreational, and retail support uses typically associated with the tourist industry.

**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.

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



## **Metro Planning Commission Meeting of 04/13/23**

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

### **ANALYSIS**

The application consists of two parcels (Map 062, Parcels 235-236) totaling 3.55 acres, located on the Northern side of McGavock Pike. The property at 2515 McGavock contains a one-story commercial building while the property at 2525 McGavock is being used for automobile parking. Surrounding properties are zoned Commercial PUD and Commercial Attraction (CA) while land uses are primarily commercial.

The two properties were originally a part of PUD no. 230-77-U which was originally approved for an RV campsite. In 1988, MPC approved the combination of PUD no. 230-77-U and made it a part of PUD no. 74-73-G. Following their inclusion in PUD no. 74-73-G the properties have been permitted for a musical theater, a wax museum and parking uses. In 1997 a preliminary plan shows a proposed 65,000 square foot motel on the site; however, this plan was withdrawn before MPC. The last revision for the properties in the PUD was approved in 2008 to permit a 1,750 square foot sales trailer.

The properties are located within the T3 Suburban Community Center policy area. T3 CC areas are intended to enhance and create suburban communities generally within a 10-to-20-minute drive. Although the proposed zoning district, Commercial Attraction (CA), is not listed specifically as a suggested district in the CCM for T3 CC, commercial uses are generally supported by the policy. CA allows a diverse range of amusement, recreational, and retail uses, and are appropriate for areas with regional activity center policy, or where there are concentrations of mixed commercial development. The areas to the east and south of the site include hotels, restaurants, and retail uses and several adjacent properties are zoned CA. The cancellation of the PUD is consistent with T3 CC policy in that it will encourage development that is compatible with the general character of the area and will remain harmonious with the existing land use and associated public realm.

### **STAFF RECOMMENDATION**

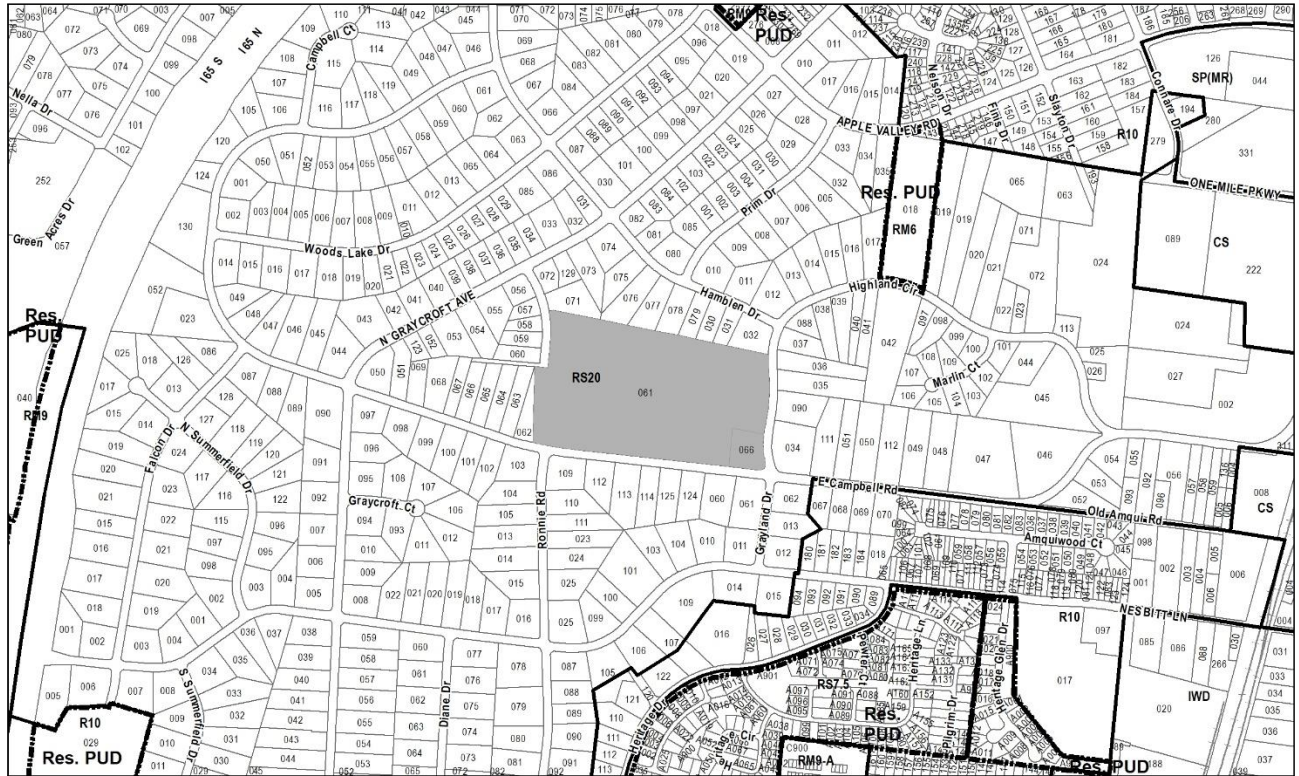
Staff recommends approval.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 04/13/23



**2019S-241-003**  
**COARSEY FARMS**  
Map 042-03, Parcel(s) 061  
Map 042-04, Parcel(s) 066  
04, Madison  
08 (Nancy VanReece)



## Metro Planning Commission Meeting of 04/13/23

<b>Item #34</b>	<b>Final Plat 2019S-241-003</b>
<b>Project Name</b>	<b>Coarsey Farms</b>
<b>Council District</b>	08 – VanReece
<b>School District</b>	03 – Masters
<b>Requested by</b>	Clint T. Elliot Survey, applicant; AMH TN Development, owner.
<b>Staff Reviewer</b>	Lewis
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

### APPLICANT REQUEST

**Request for final plat approval to create 44 lots.**

#### Final Plat

A request for final plat approval to create 44 lots on properties located at 500 and 510 E Campbell Road, at the northwest corner of E Campbell Road and Grayland Drive, zoned Single-Family Residential (RS20) (23.53 acres)

### CASE HISTORY

A concept plan for the subdivision was approved by the Planning Commission in December of 2019. The final site plan was approved administratively in 2022. The proposed final plat application was filed in 2021. It includes 44 lots and is consistent with the approved final site plan.

### SITE DATA AND CONTEXT

**Location:** The site is located at the northwest intersection of E Campbell Road and Highland Circle.

**Approximate Acreage:** 23.53 acres

### PROPOSAL DETAILS

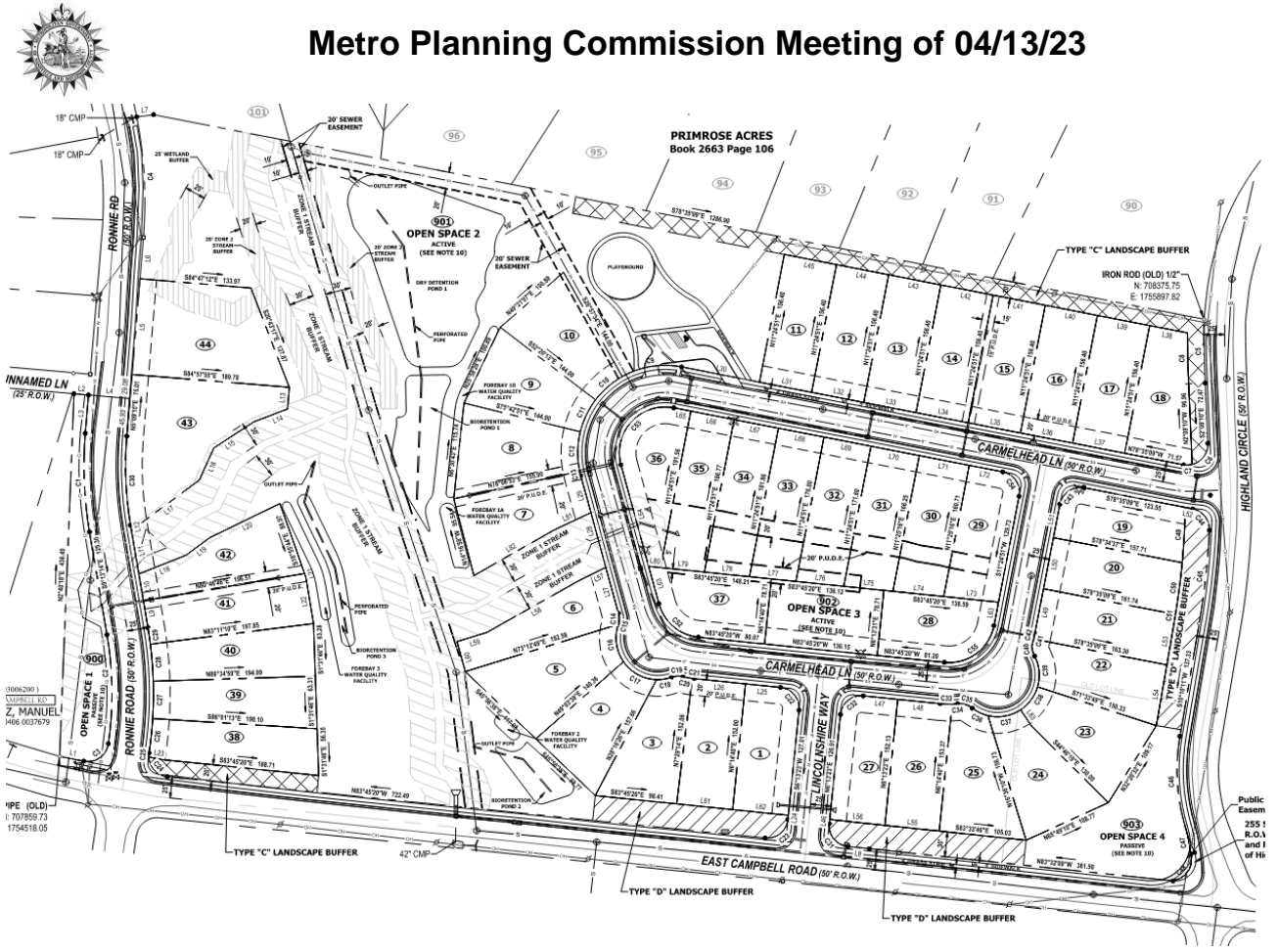
**Number of lots:** 44

**Subdivision Variances or Exceptions Requested:** None

### UPDATED FINAL PLAT RULES AND PROCEDURES

At its March 9, 2023, meeting, the Metro Planning Commission approved an amendment to the Rules and Procedures, following Metro Council adoption of RS2023-2047, reflecting recent changes to Tennessee State law regarding administrative approval of final plats. The amended State law allows staff to approve final plats that create no more than 5 lots, if certain criteria is met, and final plats of up to 25 lots for subdivisions that received preliminary/concept plan approval. Prior to this change, staff was delegated authority to approve final plats that created no more than 2 lots, if certain criteria are met, and all final plats for subdivisions that received preliminary/concept plan approval.

# Metro Planning Commission Meeting of 04/13/23



Proposed plat



## **Metro Planning Commission Meeting of 04/13/23**

The subject site received concept plan approval in 2019, final site plan approval in 2021, and the 44-lot plat was subsequently administratively approved with conditions by staff in 2022. Although no changes have been made to the plat, approval by the MPC is now required because the plat contains more than 25 lots, requiring consideration by the MPC per amended TCA Sections 13-3-402 and 13-4-302 under Public Chapter 994.

### **APPLICABLE SUBDIVISION REGULATIONS**

Staff previously determined that all requirements of the Subdivision Regulations applicable to this site were met during review of the MPC-approved preliminary/concept plan. The proposed plat is consistent with the MPC-approved preliminary/concept plan and all requirements of Chapter 3 of the Subdivision Regulations. No changes have been made to the policy for this area since approval of the preliminary/concept plan.

### **COMMENTS FROM OTHER REVIEWING AGENCIES**

#### **FIRE MARSHAL RECOMMENDATION**

**Approve**

#### **STORMWATER RECOMMENDATION**

**Approve**

#### **NASHVILLE DOT RECOMMENDATION**

**Approve with conditions**

- Bond is required for public infrastructure.
- The public roads are to be brought to binder prior to plat recording.

#### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

#### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

- Attached is a copy of the above-referenced subdivision (uploaded at Planning on October 25, 2021) on which we have noted our comments and recommend approval. Approval is contingent on construction and completion of MWS Project # 20SL0139. A bond amount of \$287,000.00 is assigned to 20SL0139. Water provided by the MSUD (Madison Suburban Utility District).

#### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

#### **CONDITIONS**

1. If you plan to record the final plat without constructing the required public infrastructure improvements (roads, water and sewer line extensions), then you must request a bond for those improvements. Submit a completed bond application with a check in the amount of \$400 made payable to the "Metropolitan Government" **at least three weeks** prior to when you plan to record the plat with the Metro Register of Deeds. The bond review and approval process is



## Metro Planning Commission Meeting of 04/13/23

subject to receiving estimates from Metro departments and outside utilities for the amount that is required to be bonded. Amounts are calculated after all plat revisions have been made and approved by the Metro agencies. Contact: *the Bond Desk at 862-7202, [bond.desk@nashville.gov](mailto:bond.desk@nashville.gov)*. Utilities are to be placed underground, as provided in Section 17.28.103 of the Zoning Code.

2. Comply with all conditions and requirements of Metro reviewing agencies.
3. After approval, submit the corrected mylar or vellum copy of the plat reflecting all Conditions of Approval, with name printed under signatures and dates from property owner(s) and surveyor, one paper copy, a CD with the electronic copy of the plat (.dwg) saved on it, and recordation fee, to Planning.
4. Owner's signature must be shown with name printed under signature. If the property is owned by a corporation, LLC, LLP, company, etc. then the authorized individual's printed name and signature must be provided underneath the company's name in the Owner's Certificate. You'll also need to submit a letter(s) on each company's letterhead or documentation that the individual is authorized on behalf of the entity.
5. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

### **RECOMMENDED ACTION**

Motion to approve proposed subdivision Case No. 2019S-241-003 with conditions based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.

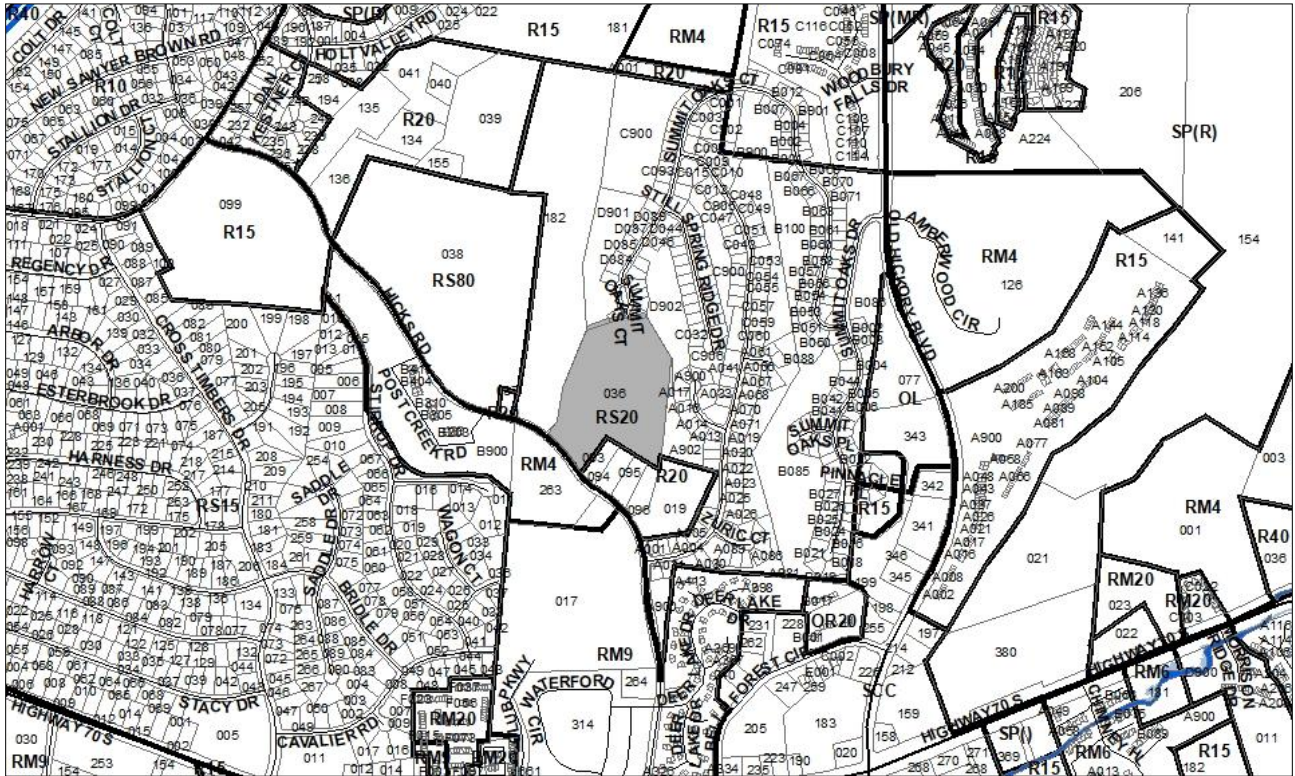




**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 04/13/23



**2020S-171-001**  
STILL SPRINGS RIDGE PHASE 1, SECTION 4  
Map 128, Parcel(s) 036  
06, Bellevue  
22 (Gloria Hausser)



## Metro Planning Commission Meeting of 04/13/23

<b>Item #35</b>	<b>Final Plat 2020S-171-001</b>
<b>Project Name</b>	<b>Still Springs Ridge Phase 1, Section 4</b>
<b>Council District</b>	22 – Hausser
<b>School District</b>	9 – Tylor
<b>Requested by</b>	Kevin Edmonson, applicant; Merko Investments, LLC, owner.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

### APPLICANT REQUEST

**Request for final plat approval to create 28 lots.**

#### Final plat

A request for final plat approval to create 28 lots on property located at Hicks Road (unnumbered), approximately 760 feet northwest of Still Spring Hollow Drive, zoned RS20 and located within a Planned Unit Development Overlay District (15.32 acres).

### CASE HISTORY

The site is located in Phase 1 of the Still Springs Ridge PUD, which was originally approved in 1989. The preliminary plan was amended in 1995 to absorb lots from the adjacent Hicks Road PUD, also known as Still Spring Hollow, with a combined total maximum of 190 lots permitted by the amended PUD. Multiple revisions and final site plans have been approved over the years. The Phase 1 final site plan was approved with conditions by the MPC at its September 27, 2007, meeting to permit 101 lots, bringing the total number of approved lots within the PUD to 187. There are five sections in Phase 1. This site is in Section 4, which was approved with 28 lots. The proposed plat includes 28 lots and is consistent with the approved final site plan. This is the last section of Phase 1 to be platted and will complete the southern portion of the PUD.

After final site plan approval was granted by the MPC in 2007, grading plans for Phase 1 were subsequently approved in 2014, reflecting the approved final site plan. All remaining sections of Phase 1 (Sections 1, 2, 3, and 5) have since been platted consistent with the approved final site plan. The associated public infrastructure improvements have been constructed for those phases, and the majority of those lots are occupied or currently under development. Road construction in Section 4 is underway and there is an active bond application under review by Metro.

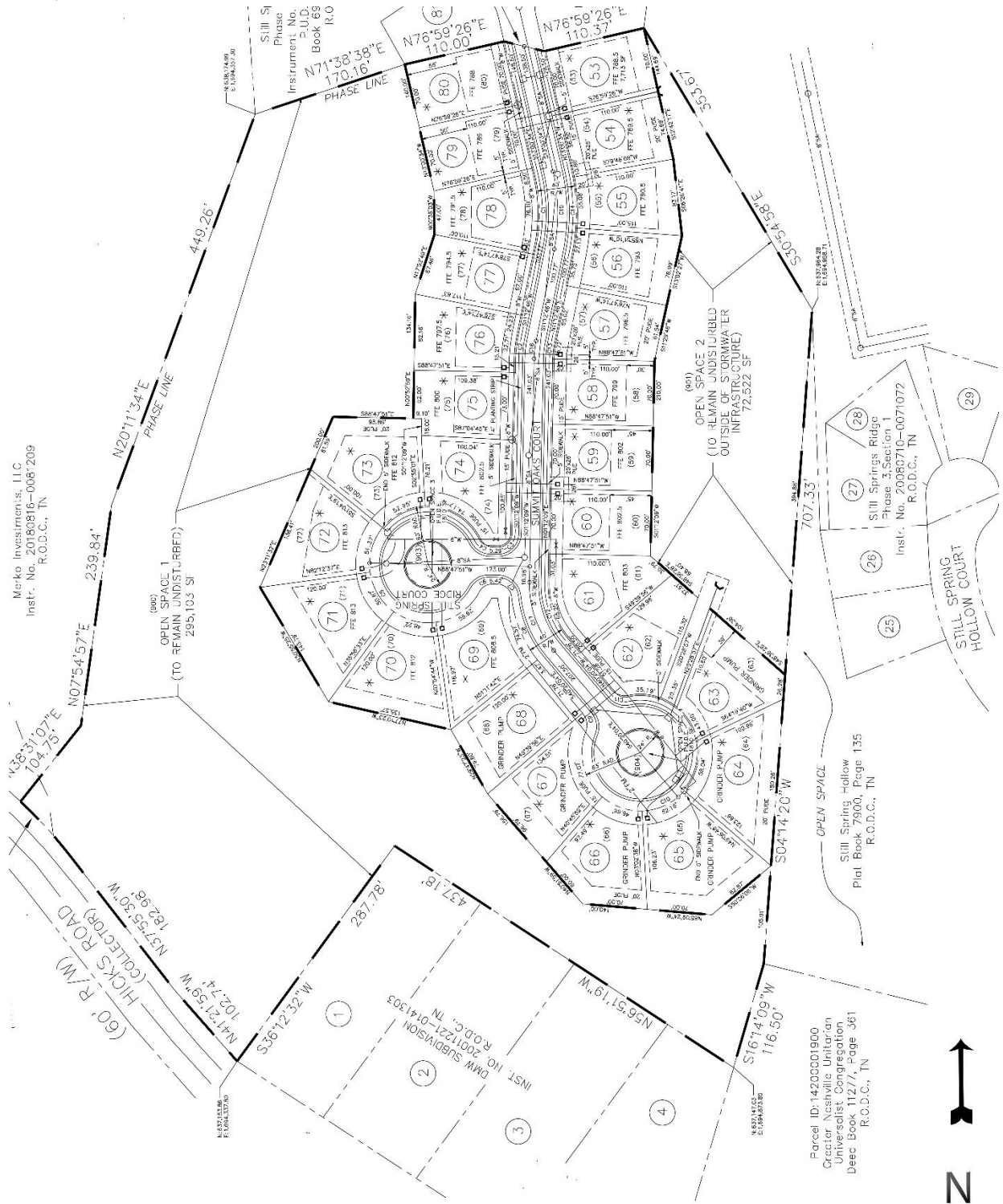
### SITE DATA AND CONTEXT

**Location:** The site is located on the north side of Hicks Road, northwest of Still Springs Hollow Drive.

**Approximate Acreage:** 15.32 acres or approximately 667,588 square feet.



# Metro Planning Commission Meeting of 04/13/23



Proposed plat

Parcel ID: 14200001900  
 Gracie Nashville Unitarian  
 Universalist Congregation  
 Dec Book 11277, Page 361  
 R.O.D.C., TN





## **Metro Planning Commission Meeting of 04/13/23**

### **PROPOSAL DETAILS**

**Number of lots: 28**

**Subdivision Variances or Exceptions Requested:** None.

### **UPDATED FINAL PLAT RULES AND PROCEDURES**

At its March 9, 2023, meeting, the Metro Planning Commission approved an amendment to the Rules and Procedures, following Metro Council adoption of RS2023-2047, reflecting recent changes to Tennessee State law regarding administrative approval of final plats. The amended State law allows staff to approve final plats that create no more than 5 lots, if certain criteria is met, and final plats of up to 25 lots for subdivisions that received preliminary/concept plan approval. Prior to this change, staff was delegated authority to approve final plats that created no more than 2 lots, if certain criteria are met, and all final plats for subdivisions that received preliminary/concept plan approval.

The subject site received preliminary plan approval in 1995, final site plan approval in 2007, and the 28-lot plat was subsequently approved with conditions by staff in 2022. Although no changes have been made to the plat, approval by the MPC is now required because the plat contains more than 25 lots, requiring consideration by the MPC per amended TCA Sections 13-3-402 and 13-4-302 under Public Chapter 994. Final plats for Section 1, 2, 3, and 5 were approved administratively before the enactment of the new State law.

### **APPLICABLE SUBDIVISION REGULATIONS**

Staff previously determined that all requirements of the Subdivision Regulations applicable to this site had been met during review of the MPC-approved preliminary/concept plan. The proposed plat is consistent with the MPC-approved preliminary/concept plan and all requirements of Chapter 3, as previously determined by staff prior to the 2022 plat approval, when approval of all final plats that had received preliminary/concept plan approval was delegated to staff. No changes have been made to the policy present at this site.

### **COMMENTS FROM OTHER REVIEWING AGENCIES**

#### **FIRE MARSHAL RECOMMENDATION**

**Approve with conditions**

- Revised plat dated 4/22/22

#### **STORMWATER RECOMMENDATION**

**Approve**

#### **NASHVILLE DOT RECOMMENDATION**

**Approve**

#### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**



## Metro Planning Commission Meeting of 04/13/23

### WATER SERVICES RECOMMENDATION

N/A

- Harpeth Valley Water and Sewer Utility District (HVUD)

### HVUD RECOMMENDATION

- HVUD has provided a letter confirming availability of water and wastewater service at this site.

### STAFF RECOMMENDATION

Staff recommends approval with conditions.

### CONDITIONS

1. If you plan to record the final plat without constructing the required public infrastructure improvements (roads, water and sewer line extensions), then you must request a bond for those improvements. Submit a completed bond application with a check in the amount of \$400 made payable to the "Metropolitan Government" **at least three weeks** prior to when you plan to record the plat with the Metro Register of Deeds. The bond review and approval process is subject to receiving estimates from Metro departments and outside utilities for the amount that is required to be bonded. Amounts are calculated after all plat revisions have been made and approved by the Metro agencies. Contact: *the Bond Desk at 862-7202, [bond.desk@nashville.gov](mailto:bond.desk@nashville.gov)*. Utilities are to be placed underground, as provided in Section 17.28.103 of the Zoning Code.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. Owner's signature must be shown with name printed under signature. If the property is owned by a corporation, LLC, LLP, company, etc. then the authorized individual's printed name and signature must be provided underneath the company's name in the Owner's Certificate. You'll also need to submit a letter(s) on each company's letterhead or documentation that the individual is authorized on behalf of the entity.
4. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

### RECOMMENDED ACTION

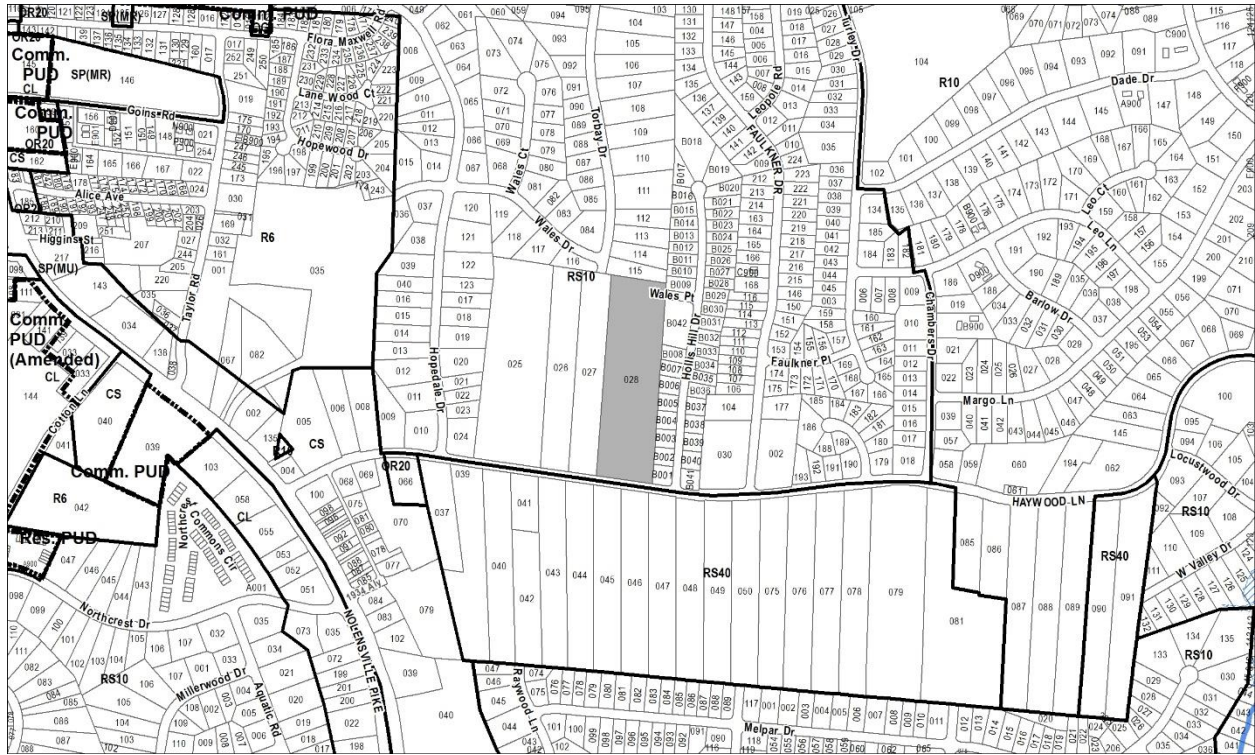
Motion to approve proposed subdivision Case No. 2020S-171-001 with conditions based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



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# Metro Planning Commission Meeting of 04/13/23



**2022S-254-001**  
**CARAWAY**  
Map 147-12, Parcel 028  
12, Southeast  
30 (Sandra Sepulveda)





## Metro Planning Commission Meeting of 04/13/23

<b>Item #36</b>	<b>Final Plat 2022S-254-001</b>
<b>Project Name</b>	<b>Caraway</b>
<b>Council District</b>	30 - Sepulveda
<b>School District</b>	2 - Elrod
<b>Requested by</b>	BA Land Professionals, applicant; AT2 Haywood LLC, owner.
<b>Staff Reviewer</b>	Elliott
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

### APPLICANT REQUEST

**Final plat approval to create 28 single-family cluster lots.**

#### Final Plat

A request for final plat approval to create 28 lots, open space and dedicate right-of-way on property located at 356 Haywood Lane, approximately 540 feet west of Faulkner Drive, zoned Single-Family Residential (RS10) (7.6 acres).

### CASE HISTORY

The concept plan for this project was approved October 9, 2021, and a final site plan was approved in April of 2022. The final plat application was filed in 2022. It includes 28 lots and is consistent with the approved final site plan.

### SITE DATA AND CONTEXT

**Location:** The site is located on the north side of Haywood Lane, about a third of a mile east of where Haywood Lane intersects Nolensville Pike.

**Approximate Acreage:** 7.6 acres or 331,056 square feet.

### PROPOSAL DETAILS

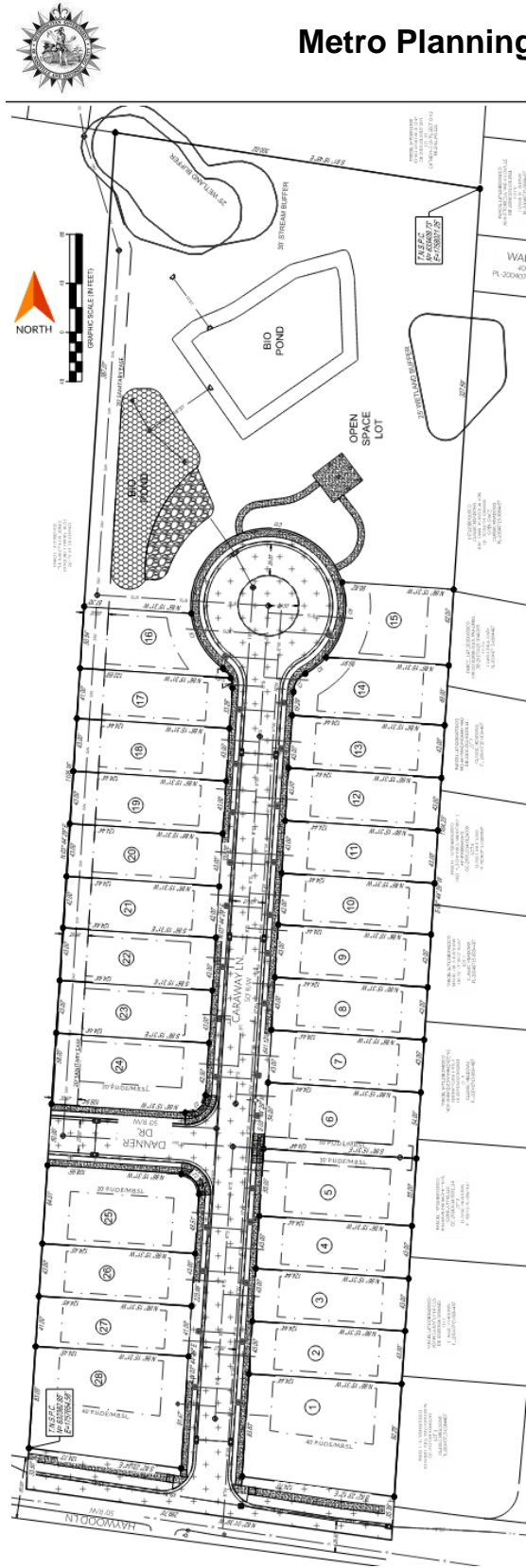
**Number of lots:** 28 single-family lots.

**Subdivision Variances or Exceptions Requested:** None

### UPDATED FINAL PLAT RULES AND PROCEDURES

At its March 9, 2023, meeting, the Metro Planning Commission approved an amendment to the Rules and Procedures, following Metro Council adoption of RS2023-2047, reflecting recent changes to Tennessee State law regarding administrative approval of final plats. The amended State law allows staff to approve final plats that create no more than 5 lots, if certain criteria is met, and final plats of up to 25 lots for subdivisions that received preliminary/concept plan approval. Prior to this change, staff was delegated authority to approve final plats that created no more than 2 lots, if certain criteria are met, and all final plats for subdivisions that received preliminary/concept plan approval.

# Metro Planning Commission Meeting of 04/13/23



**Proposed Final Plat**



## **Metro Planning Commission Meeting of 04/13/23**

The subject site received concept plan approval in 2021 and final site plan approval in 2022. Approval by the MPC is now required for the final plat because the plat contains more than 25 lots, per amended TCA Sections 13-3-402 and 13-4-302 under Public Chapter 994.

### **APPLICABLE SUBDIVISION REGULATIONS**

Staff previously determined that all requirements of the Subdivision Regulations applicable to this site had been met during review of the MPC-approved preliminary/concept plan. The proposed plat is consistent with the MPC-approved preliminary/concept plan and all requirements of Chapter 3. No changes have been made to the policy present at this site.

### **COMMENTS FROM OTHER REVIEWING AGENCIES**

#### **STORMWATER RECOMMENDATION**

##### **Approve with conditions**

- plans approved under SWGR 2021069324. Revision to SD main in street on REV1 of SWGR plans.

#### **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.

#### **NASHVILLE DOT RECOMMENDATION**

##### **Approve**

#### **TRAFFIC AND PARKING RECOMMENDATION**

##### **Approve**

#### **WATER SERVICES RECOMMENDATION**

##### **Approve with conditions**

- 2022S-254-001 356 Haywood Lane  
Attached is a copy of the above-referenced subdivision (uploaded by Planning on October 26, 2022) on which we have noted our comments and recommend approval. Approval is contingent on construction and completion of MWS Project #'s 21SL0266 and 21WL0112. A bond amount of \$107,000.00 is assigned to 21SL0266, and an amount of \$94,000.00 is assigned to 21WL0112.

#### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

#### **CONDITIONS**

1. If you plan to record the final plat without constructing the required public infrastructure improvements (roads, water and sewer line extensions), then you must request a bond for those



## Metro Planning Commission Meeting of 04/13/23

improvements. Submit a completed bond application with a check in the amount of \$400 made payable to the "Metropolitan Government" **at least three weeks** prior to when you plan to record the plat with the Metro Register of Deeds. The bond review and approval process is subject to receiving estimates from Metro departments and outside utilities for the amount that is required to be bonded. Amounts are calculated after all plat revisions have been made and approved by the Metro agencies. Contact: *the Bond Desk at 862-7202*, [bond.desk@nashville.gov](mailto:bond.desk@nashville.gov). Utilities are to be placed underground, as provided in Section 17.28.103 of the Zoning Code.

2. Comply with all conditions and requirements of Metro reviewing agencies.
3. Owner's signature must be shown with name printed under signature. If the property is owned by a corporation, LLC, LLP, company, etc. then the authorized individual's printed name and signature must be provided underneath the company's name in the Owner's Certificate. You'll also need to submit a letter(s) on each company's letterhead or documentation that the individual is authorized on behalf of the entity.
4. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

### RECOMMENDED ACTION

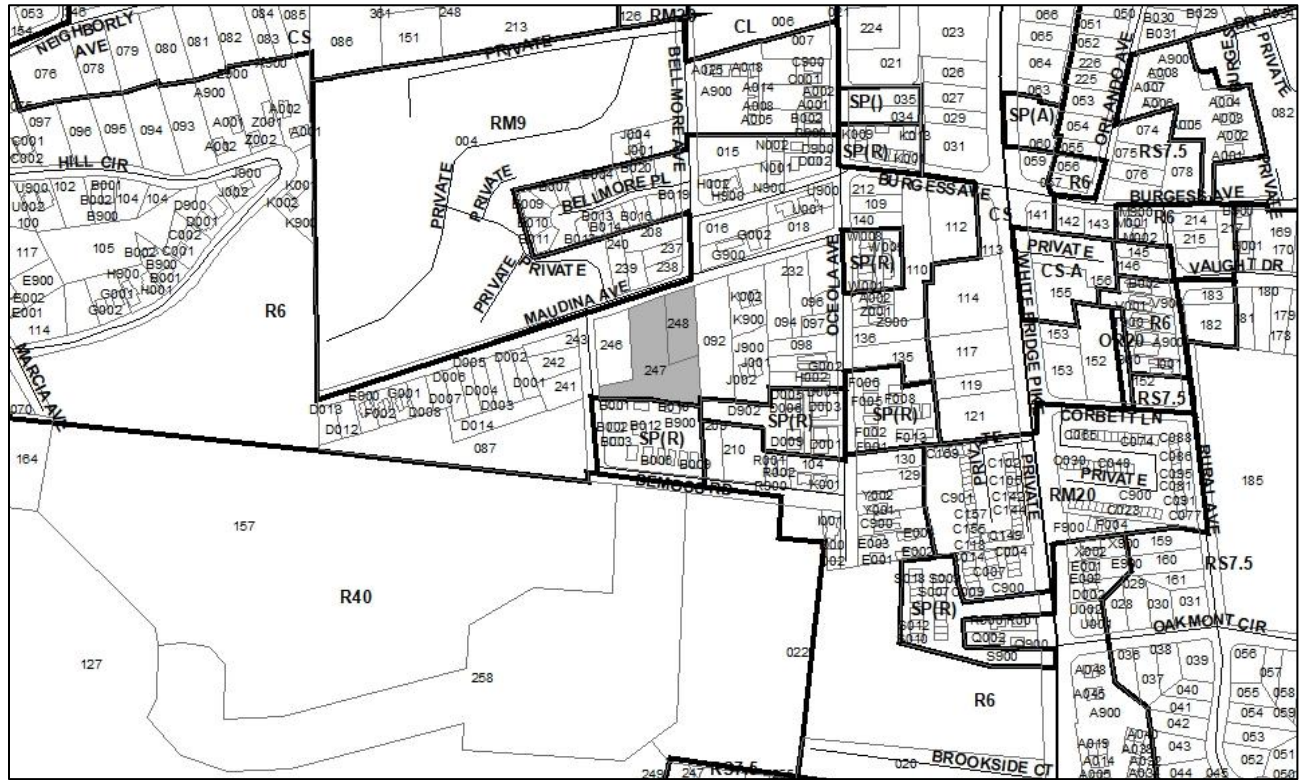
Motion to approve proposed subdivision Case No. 2022S-254-001 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances, and resolutions, as noted in the staff report, subject to all of the staff recommended conditions.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 04/13/23



**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 04/13/23

**Item #37** **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, March 9, 2023, and March 23, 2023, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Elliott  
**Staff Recommendation** *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.*

---

**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.

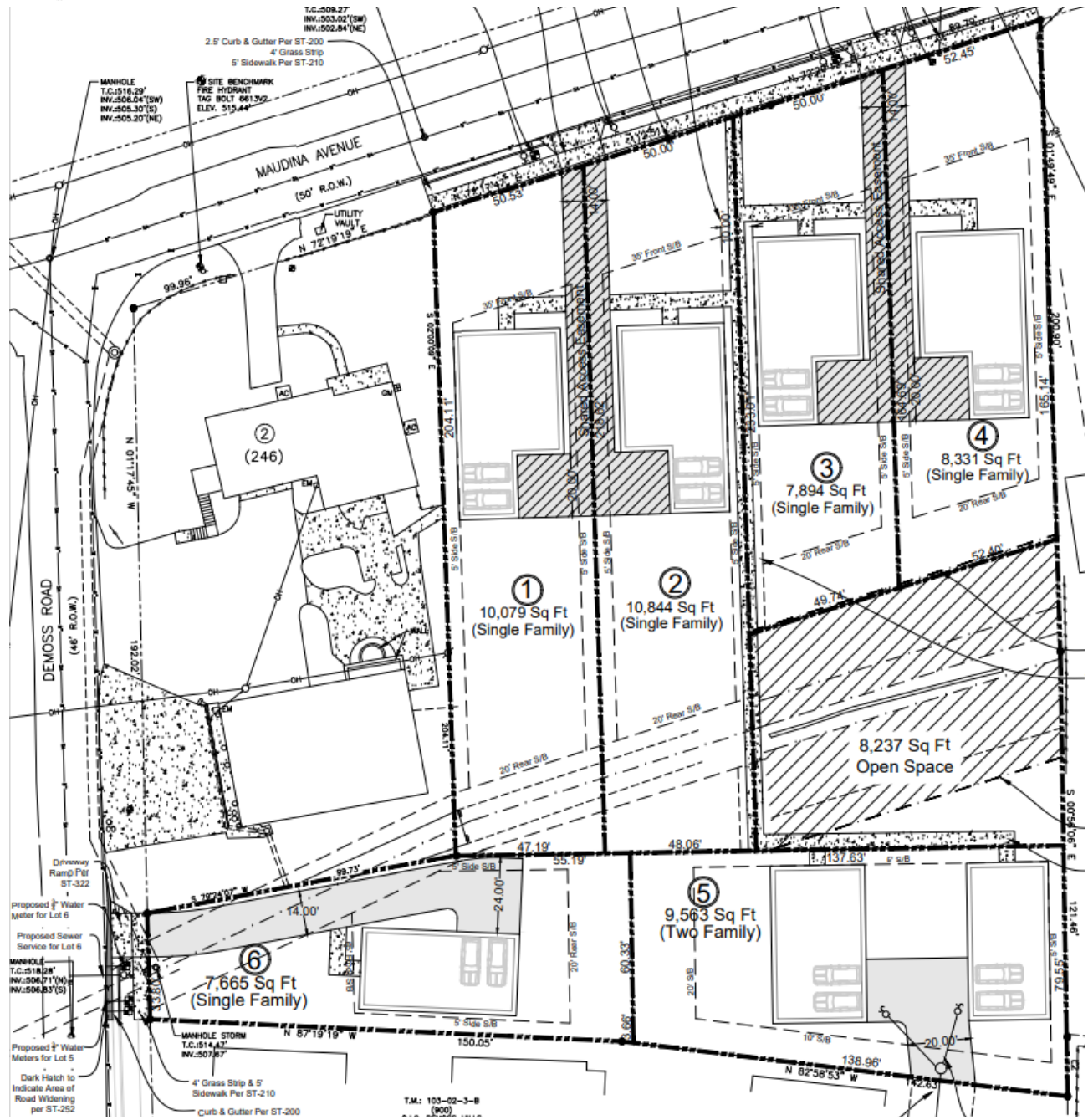
**Parcel/Site History:** This site is comprised of two lots that were platted in their current configuration in 2005.

**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 single-family land use on each of the two parcels.



# Metro Planning Commission Meeting of 04/13/23



### Proposed Concept Plan







## Metro Planning Commission Meeting of 04/13/23

### **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)

### **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.



## Metro Planning Commission Meeting of 04/13/23

### 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.

#### 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.*



## Metro Planning Commission Meeting of 04/13/23

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.

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).*



## Metro Planning Commission Meeting of 04/13/23

### **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 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.



## Metro Planning Commission Meeting of 04/13/23

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

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

### **3-14 Drainage and Storm Sewers**

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

### **3-15 Public Water Facilities**

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

### **3-16 Sewerage Facilities**

Metro Water Services has reviewed this proposed 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.



## **Metro Planning Commission Meeting of 04/13/23**

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.

#### **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.



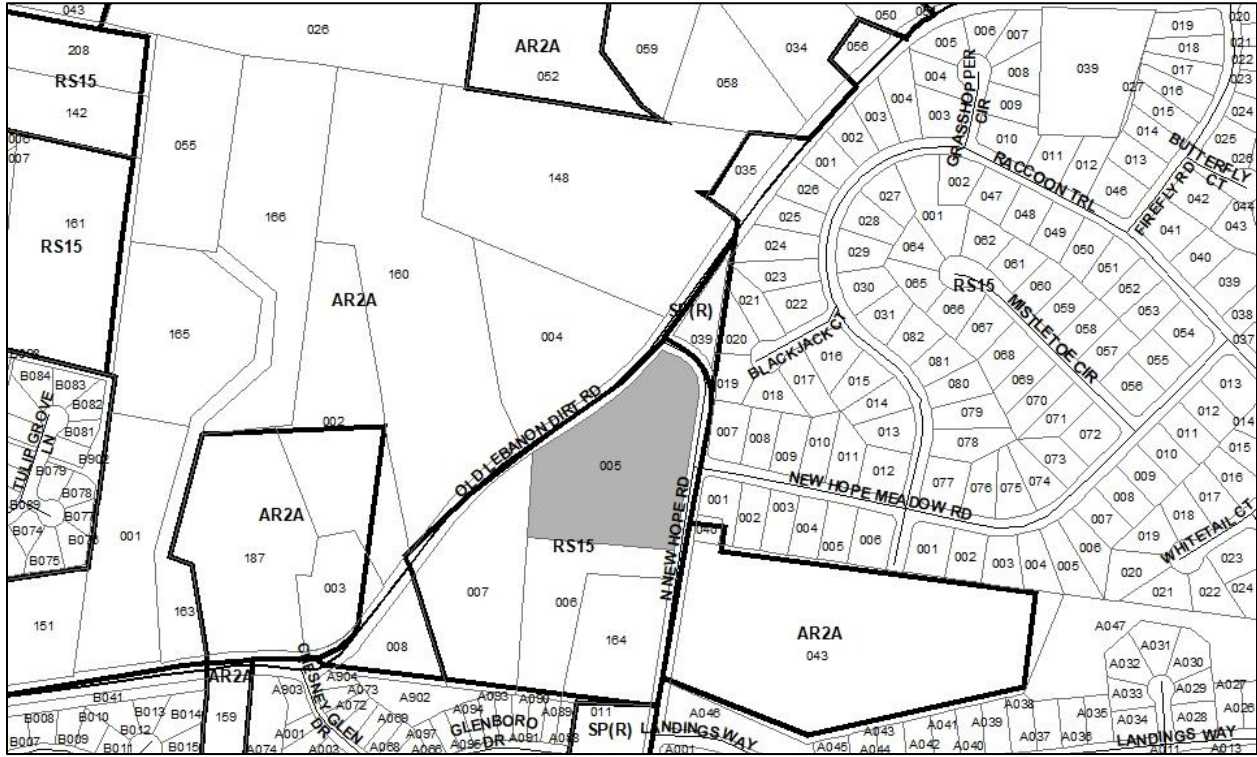
## Metro Planning Commission Meeting of 04/13/23

### **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.



# Metro Planning Commission Meeting of 04/13/23



**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 04/13/23

<b>Item #38</b>	<b>Final Plat 2023S-016-001</b>
<b>Project Name</b>	<b>840 Old Lebanon Dirt Road</b>
<b>Council District</b>	12 – Evans
<b>School District</b>	04 – Nabaa-McKinney
<b>Requested by</b>	Dale & Associates, applicant; Wise Group, Inc., owner(s).

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

**Staff Reviewer** Shane  
**Staff Recommendation** *Defer to the April 27, 2023, Planning Commission meeting.*

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### **APPLICANT REQUEST**

**Final plat to create 11 lots.**

#### Final Plat

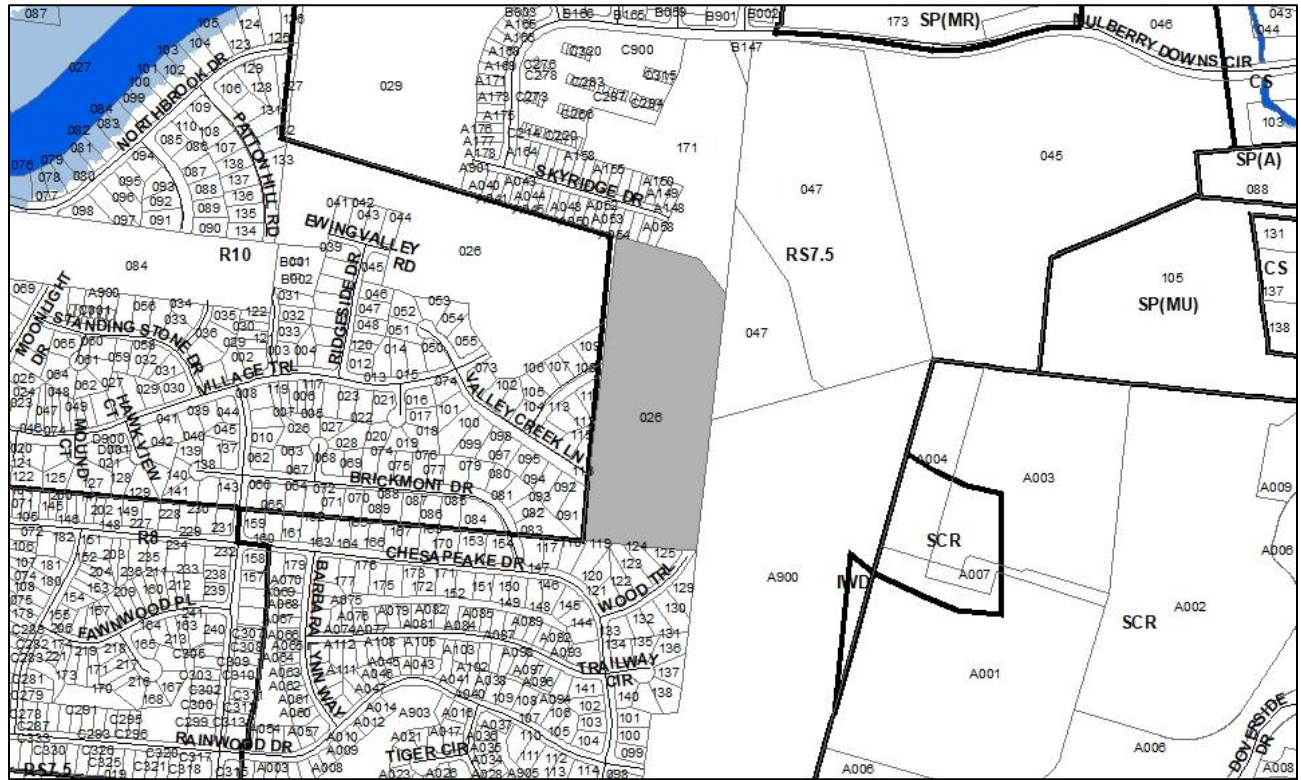
A request for final plat approval to create 11 lots on property located at 840 Old Lebanon Dirt Road, at the southwest corner of Old Lebanon Dirt Road and New Hope Road, zoned Single-Family Residential (RS15) (5.3 acres).

### **STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 04/13/23



**2023S-037-001**  
**SKYRIDGE PHASE 4**  
Map 050, Parcel(s) 26.01  
02, Parkwood – Union Hill  
03 (Jennifer Gamble)



## Metro Planning Commission Meeting of 04/13/23

<b>Item #39</b>	<b>Final Plat 2023S-037-001</b>
<b>Project Name</b>	<b>Skyridge Phase 4</b>
<b>Council District</b>	03 – Gamble
<b>School District</b>	01 – Gentry
<b>Requested by</b>	Wilson and Associates, P.C., applicant; Meritage Homes of Tennessee, Inc., owner.
<b>Staff Reviewer</b>	Anthony
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

### APPLICANT REQUEST

**Request for final plat approval to create 41 lots.**

#### Final Plat

A request for final plat approval to create 41 lots on property located at Brick Church Pike (unnumbered), east of the terminus of Village Spring Drive, zoned Single-Family Residential (RS7.5) and within a Planned Unit Development Overlay District (PUD) (10.07 acres).

### CASE HISTORY

The site is located in the Skyridge Subdivision PUD, which was originally approved as Mulberry Downs PUD in 1989. A final site plan for Phases 2-6 was approved in 2022; Phases 2-6 include a total of 214 lots. The proposed Phase 4 final plat includes 41 lots and is consistent with the approved concept plan and final site plan.

### SITE DATA AND CONTEXT

**Location:** The site consists of a portion of one property located east of the termini of Valley Creek Drive and Village Spring Drive.

**Approximate Acreage:** 10.07 acres or approximately 438,832 square feet.

### PROPOSAL DETAILS

**Number of lots:** 41

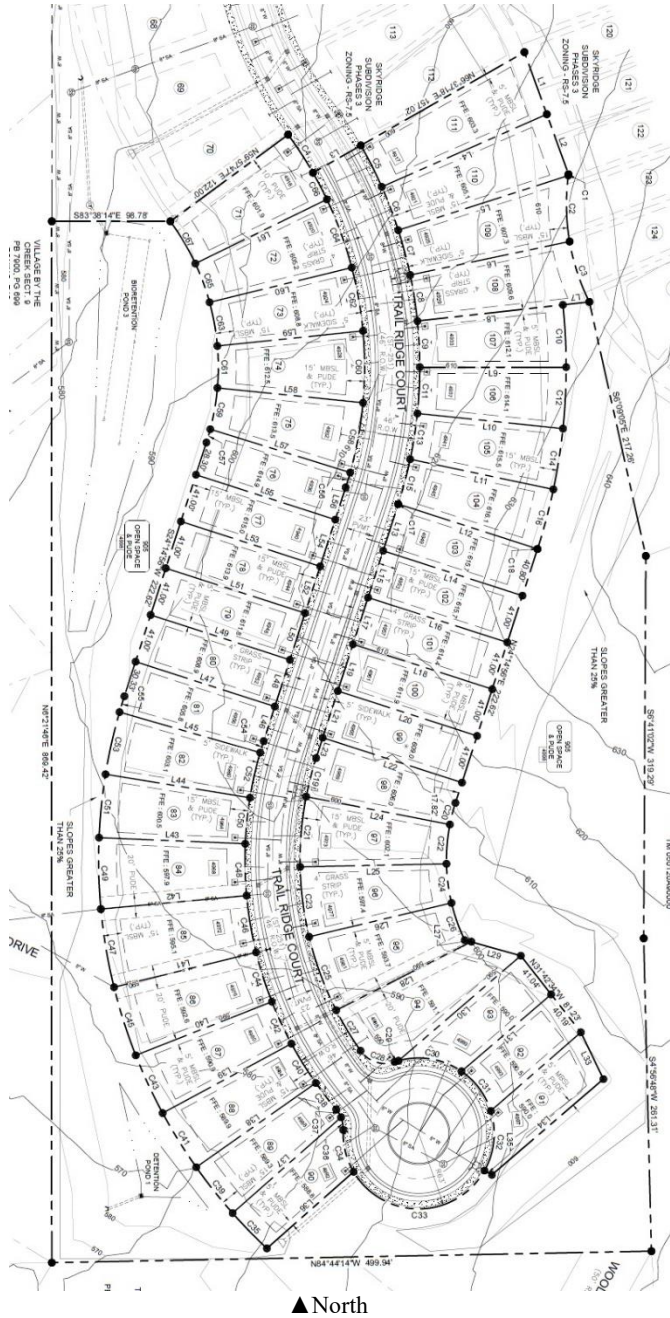
**Subdivision Variances or Exceptions Requested:** None.

### UPDATED FINAL PLAT RULES AND PROCEDURES

At its March 9, 2023, meeting, the Metro Planning Commission approved an amendment to the Rules and Procedures, following Metro Council adoption of RS2023-2047, reflecting recent changes to Tennessee State law regarding administrative approval of final plats. The amended State law allows staff to approve final plats that create no more than 5 lots, if certain criteria are met, and final plats of up to 25 lots for subdivisions that received preliminary/concept plan approval. Prior to this change, staff was delegated authority to approve final plats that created no more than two lots, if certain criteria are met, and all final plats for subdivisions that received preliminary/concept plan approval.



# Metro Planning Commission Meeting of 04/13/23



Proposed Final Plat



## **Metro Planning Commission Meeting of 04/13/23**

The subject site received preliminary plan approval in 1999 and final site plan approval in 2022. Because the plat contains more than 25 lots, consideration by the MPC is required per amended TCA Sections 13-3-402 and 13-4-302 under Public Chapter 994.

### **APPLICABLE SUBDIVISION REGULATIONS**

Staff previously determined that all requirements of the Subdivision Regulations applicable to this site were met during review of the MPC-approved preliminary/concept plan. The proposed plat is consistent with the MPC-approved preliminary/concept plan and all requirements of Chapter 3 of the Subdivision Regulations. No changes have been made to the policy for this area since approval of the preliminary/concept plan.

### **COMMENTS FROM OTHER REVIEWING AGENCIES**

#### **FIRE MARSHAL RECOMMENDATION**

**Approve**

#### **STORMWATER RECOMMENDATION**

**Approve**

#### **NASHVILLE DOT RECOMMENDATION**

**Approve**

#### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

#### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

- Approval is contingent on construction and completion of MWS Project #'s 20SL0216 and 20WL0110. A bond amount of \$170,000.00 is assigned to 20SL0216 and an amount of \$126,000 is assigned to 20WL0110.

#### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

1. If the final plat will be recorded without first constructing the required public infrastructure improvements (roads, water and sewer line extensions), then the applicant shall request a bond for those improvements. Submit a completed bond application with a check in the amount of \$400 made payable to the "Metropolitan Government" at least three weeks prior to when you plan to record the plat with the Metro Register of Deeds. The bond review and approval process is subject to receiving estimates from Metro departments and outside utilities for the amount that is required to be bonded. Amounts are calculated after all plat revisions have been made and approved by the Metro agencies. Contact the Bond Desk at 862-7202 or [bond.desk@nashville.gov](mailto:bond.desk@nashville.gov).
2. Comply with all conditions and requirements of Metro reviewing agencies



## Metro Planning Commission Meeting of 04/13/23

3. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.
4. Revise setbacks to be consistent with approved PUD.

### **RECOMMENDED ACTION**

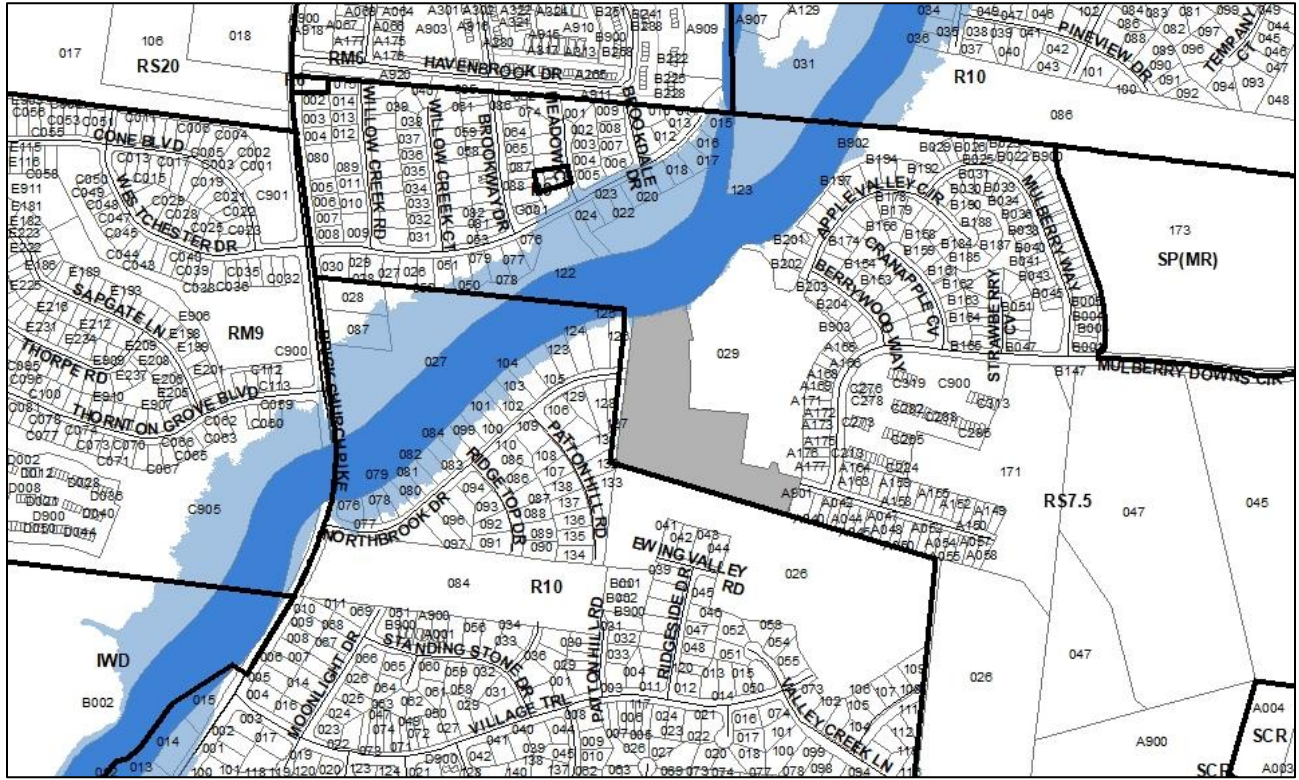
Motion to approve proposed subdivision Case No. 2023S-037-001 with conditions based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 04/13/23



**2023S-038-001**  
**SKYRIDGE PHASE 5**  
Map 050, Parcel(s) 029  
02, Parkwood – Union Hill  
03 (Jennifer Gamble)





## Metro Planning Commission Meeting of 04/13/23

<b>Item #40</b>	<b>Final Plat 2023S-038-001</b>
<b>Project Name</b>	<b>Skyridge Phase 5</b>
<b>Council District</b>	03 – Gamble
<b>School District</b>	01 – Gentry
<b>Requested by</b>	Wilson and Associates, P.C., applicant; Meritage Homes of Tennessee, Inc., owner.
<b>Staff Reviewer</b>	Anthony
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

### APPLICANT REQUEST

**Request for final plat approval to create 40 lots.**

#### Final Plat

A request for final plat approval to create 40 lots on property located at 3517 Brick Church Pike, west of Mulberry Downs Circle, zoned Single-Family Residential (RS7.5) and within a Planned Unit Development Overlay District (PUD) (6.75 acres).

### CASE HISTORY

The site is located in the Skyridge Subdivision PUD, which was originally approved as Mulberry Downs PUD in 1989. A final site plan for Phases 2-6 was approved in 2022; Phases 2-6 include a total of 214 lots. The proposed Phase 5 final plat includes 40 lots and is consistent with the approved final site plan.

### SITE DATA AND CONTEXT

**Location:** The site consists of a portion of one property located east of the existing terminus of Northbrook Drive and south of Ewing Creek.

**Approximate Acreage:** 6.75 acres or approximately 294,000 square feet.

### PROPOSAL DETAILS

**Number of lots:** 40

**Subdivision Variances or Exceptions Requested:** None.

### UPDATED FINAL PLAT RULES AND PROCEDURES

At its March 9, 2023, meeting, the Metro Planning Commission approved an amendment to the Rules and Procedures, following Metro Council adoption of RS2023-2047, reflecting recent changes to Tennessee State law regarding administrative approval of final plats. The amended State law allows staff to approve final plats that create no more than 5 lots, if certain criteria is met, and final plats of up to 25 lots for subdivisions that received preliminary/concept plan approval. Prior to this change, staff was delegated authority to approve final plats that created no more than two lots, if certain criteria are met, and all final plats for subdivisions that received preliminary/concept plan approval.



# Metro Planning Commission Meeting of 04/13/23



▲North

## Proposed Final Plat



## **Metro Planning Commission Meeting of 04/13/23**

The subject site received preliminary plan approval in 1999 and final site plan approval in 2022. Because the plat contains more than 25 lots, consideration by the MPC is required per amended TCA Sections 13-3-402 and 13-4-302 under Public Chapter 994.

### **APPLICABLE SUBDIVISION REGULATIONS**

Staff previously determined that all requirements of the Subdivision Regulations applicable to this site were met during review of the MPC-approved preliminary/concept plan. The proposed plat is consistent with the MPC-approved preliminary/concept plan and all requirements of Chapter 3 of the Subdivision Regulations. No changes have been made to the policy for this area since approval of the preliminary/concept plan.

### **COMMENTS FROM OTHER REVIEWING AGENCIES**

#### **FIRE MARSHAL RECOMMENDATION**

**Approve**

#### **STORMWATER RECOMMENDATION**

**Approve**

#### **NASHVILLE DOT RECOMMENDATION**

**Approve**

#### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

#### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

- Approval is contingent on construction and completion of MWS Project #'s 20SL0217 and 20WL0111. A bond amount of \$190,000.00 is assigned to 20SL0217 and an amount of \$170,000 is assigned to 20WL0111.

#### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

1. If the final plat will be recorded without first constructing the required public infrastructure improvements (roads, water and sewer line extensions), then the applicant shall request a bond for those improvements. Submit a completed bond application with a check in the amount of \$400 made payable to the "Metropolitan Government" at least three weeks prior to when you plan to record the plat with the Metro Register of Deeds. The bond review and approval process is subject to receiving estimates from Metro departments and outside utilities for the amount that is required to be bonded. Amounts are calculated after all plat revisions have been made and approved by the Metro agencies. Contact the Bond Desk at 862-7202 or [bond.desk@nashville.gov](mailto:bond.desk@nashville.gov).
2. Comply with all conditions and requirements of Metro reviewing agencies



## Metro Planning Commission Meeting of 04/13/23

3. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.
4. Revise setbacks to be consistent with approved PUD.

### **RECOMMENDED ACTION**

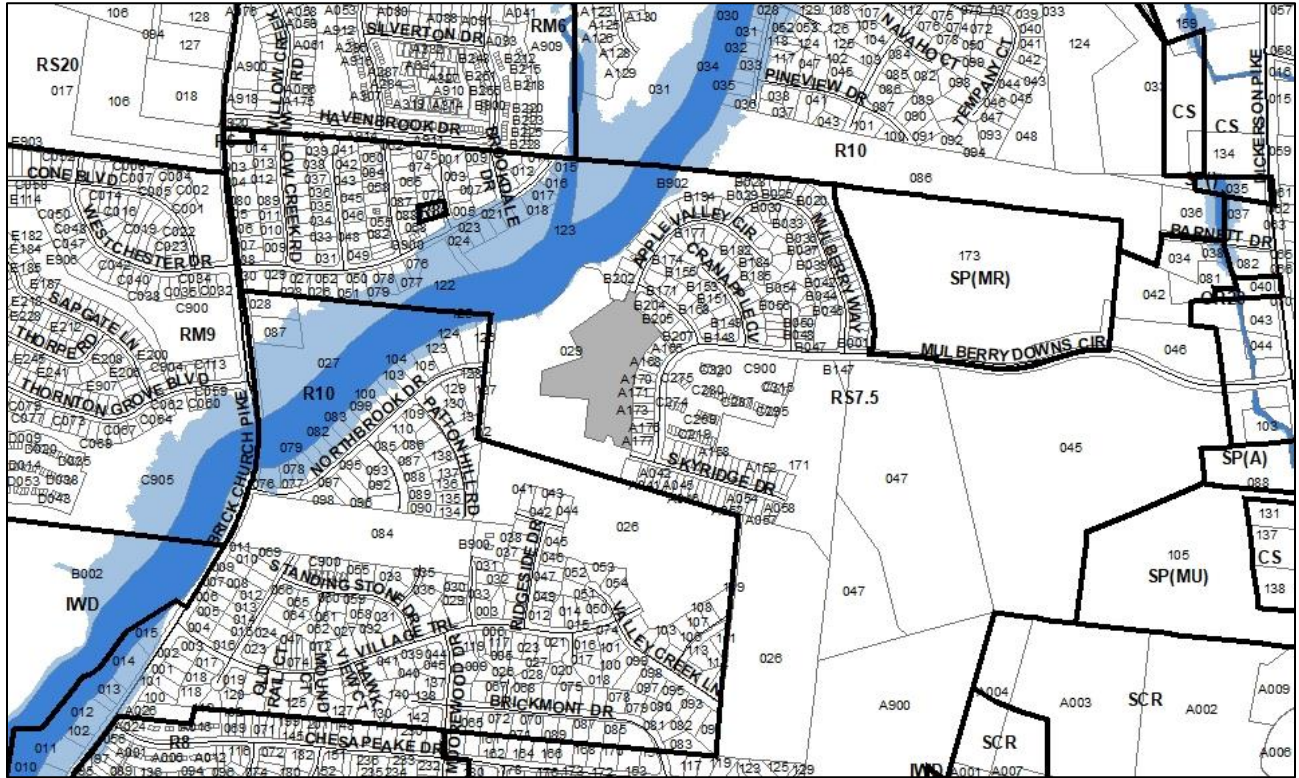
Motion to approve proposed subdivision Case No. 2023S-038-001 with conditions based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 04/13/23



**2023S-039-001**  
**SKYRIDGE PHASE 6**  
Map 050, Parcel(s) 029  
02, Parkwood – Union Hill  
03 (Jennifer Gamble)



## Metro Planning Commission Meeting of 04/13/23

<b>Item #41</b>	<b>Final Plat 2023S-039-001</b>
<b>Project Name</b>	<b>Skyridge Phase 6</b>
<b>Council District</b>	03 – Gamble
<b>School District</b>	01 – Gentry
<b>Requested by</b>	Wilson and Associates, P.C., applicant; Meritage Homes of Tennessee, Inc., owner.
<b>Staff Reviewer</b>	Anthony
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

### APPLICANT REQUEST

**Request for final plat approval to create 33 lots.**

#### Final Plat

A request for final plat approval to create 33 lots on property located at 3517 Brick Church Pike, west of Mulberry Downs Circle, zoned Single-Family Residential (RS7.5) and within a Planned Unit Development Overlay District (PUD) (11.61 acres).

### CASE HISTORY

The site is located in the Skyridge Subdivision PUD, which was originally approved as Mulberry Downs PUD in 1989. A final site plan for Phases 2-6 was approved in 2022; Phases 2-6 include a total of 214 lots. The proposed Phase 6 final plat includes 33 lots and is consistent with the approved final site plan.

### SITE DATA AND CONTEXT

**Location:** The site consists of a portion of one property located northwest of the existing terminus of Skyridge Drive and south of the existing terminus of Apple Valley Circle.

**Approximate Acreage:** 11.61 acres or approximately 505,600 square feet.

### PROPOSAL DETAILS

**Number of lots:** 33

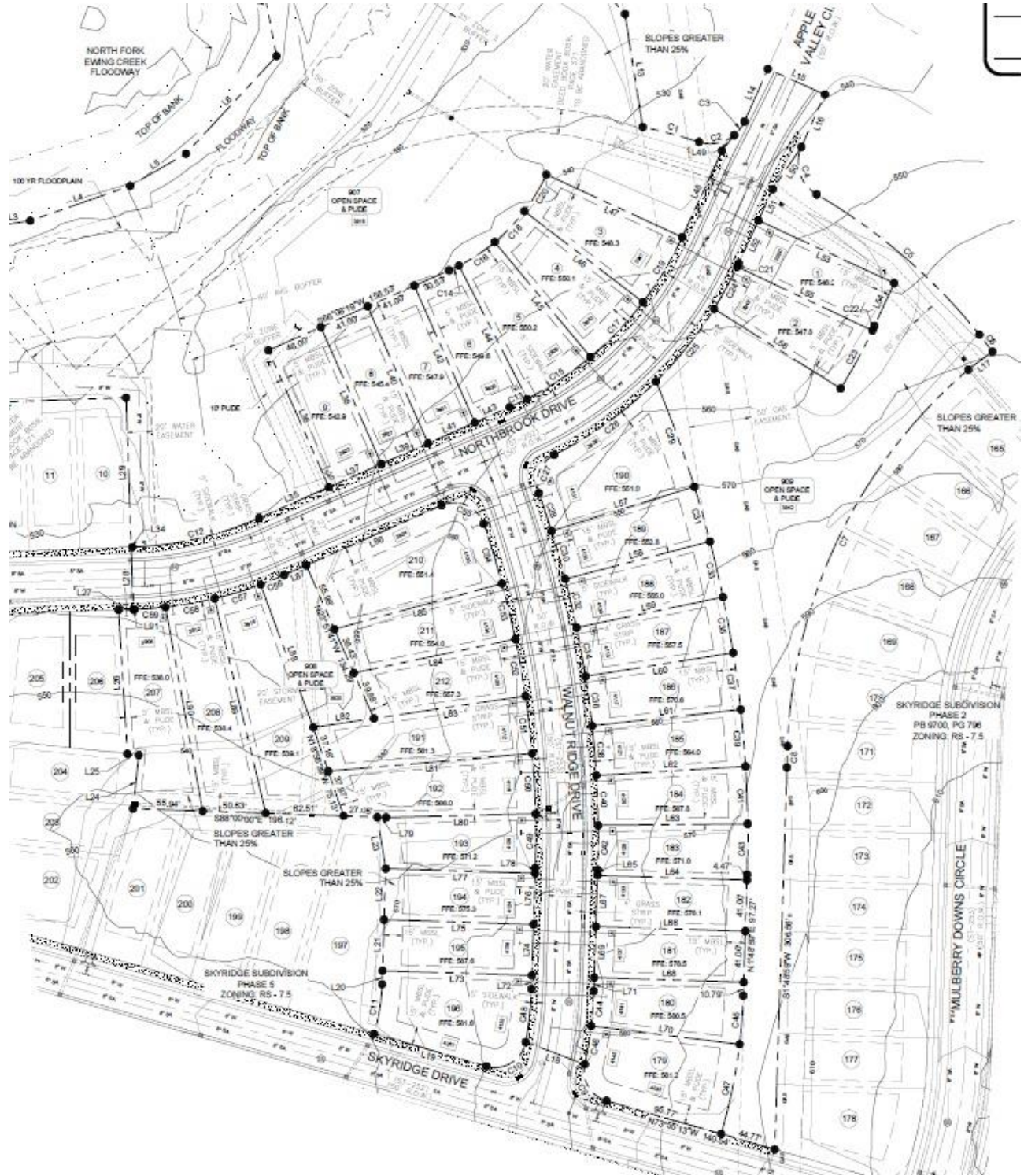
**Subdivision Variances or Exceptions Requested:** None.

### UPDATED FINAL PLAT RULES AND PROCEDURES

At its March 9, 2023, meeting, the Metro Planning Commission approved an amendment to the Rules and Procedures, following Metro Council adoption of RS2023-2047, reflecting recent changes to Tennessee State law regarding administrative approval of final plats. The amended State law allows staff to approve final plats that create no more than 5 lots, if certain criteria is met, and final plats of up to 25 lots for subdivisions that received preliminary/concept plan approval. Prior to this change, staff was delegated authority to approve final plats that created no more than two lots, if certain criteria are met, and all final plats for subdivisions that received preliminary/concept plan approval.



# Metro Planning Commission Meeting of 04/13/23



▲North

**Proposed Final Plat**





## **Metro Planning Commission Meeting of 04/13/23**

The subject site received preliminary plan approval in 1999 and final site plan approval in 2022. Because the plat contains more than 25 lots, consideration by the MPC is required per amended TCA Sections 13-3-402 and 13-4-302 under Public Chapter 994.

### **APPLICABLE SUBDIVISION REGULATIONS**

Staff previously determined that all requirements of the Subdivision Regulations applicable to this site were met during review of the MPC-approved preliminary/concept plan. The proposed plat is consistent with the MPC-approved preliminary/concept plan and all requirements of Chapter 3 of the Subdivision Regulations. No changes have been made to the policy for this area since approval of the preliminary/concept plan.

### **COMMENTS FROM OTHER REVIEWING AGENCIES**

#### **FIRE MARSHAL RECOMMENDATION**

**Approve**

#### **STORMWATER RECOMMENDATION**

**Approve**

#### **NASHVILLE DOT RECOMMENDATION**

**Approve**

#### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

#### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

- Approval is contingent on construction and completion of MWS Project #'s 20SL0218 and 20WL0112. A bond amount of \$170,000.00 is assigned to 20SL0218 and an amount of \$60,000 is assigned to 20WL0112.

#### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

1. If the final plat will be recorded without first constructing the required public infrastructure improvements (roads, water and sewer line extensions), then the applicant shall request a bond for those improvements. Submit a completed bond application with a check in the amount of \$400 made payable to the "Metropolitan Government" at least three weeks prior to when you plan to record the plat with the Metro Register of Deeds. The bond review and approval process is subject to receiving estimates from Metro departments and outside utilities for the amount that is required to be bonded. Amounts are calculated after all plat revisions have been made and approved by the Metro agencies. Contact the Bond Desk at 862-7202 or [bond.desk@nashville.gov](mailto:bond.desk@nashville.gov).
2. Comply with all conditions and requirements of Metro reviewing agencies



## Metro Planning Commission Meeting of 04/13/23

3. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.
4. Revise setbacks to be consistent with approved PUD.

### **RECOMMENDED ACTION**

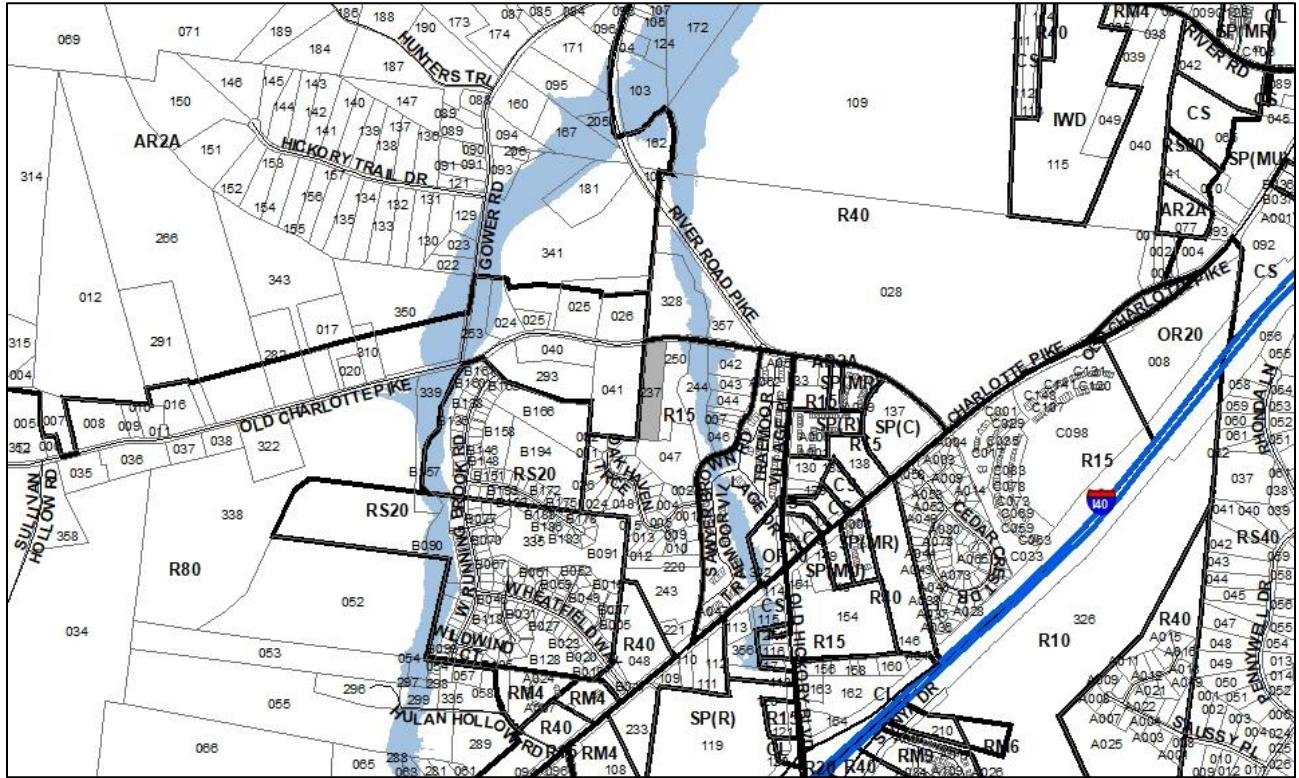
Motion to approve proposed subdivision Case No. 2023S-039-001 with conditions based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 04/13/23



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



## Metro Planning Commission Meeting of 04/13/23

**Item #42**

**Final Plat 2023S-045-001**

**Project Name**

**Temple Heights**

**Council District**

22 – Hausser

**School District**

09 – Tylor

**Requested by**

Dewey Engineering, applicant; Bethi Vidya, owner

**Deferrals**

This item was deferred from the March 23, 2023 Planning Commission meeting. No public hearing was held.

**Staff Reviewer**

Matravers

**Staff Recommendation**

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

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**APPLICANT REQUEST**

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

Concept Plan

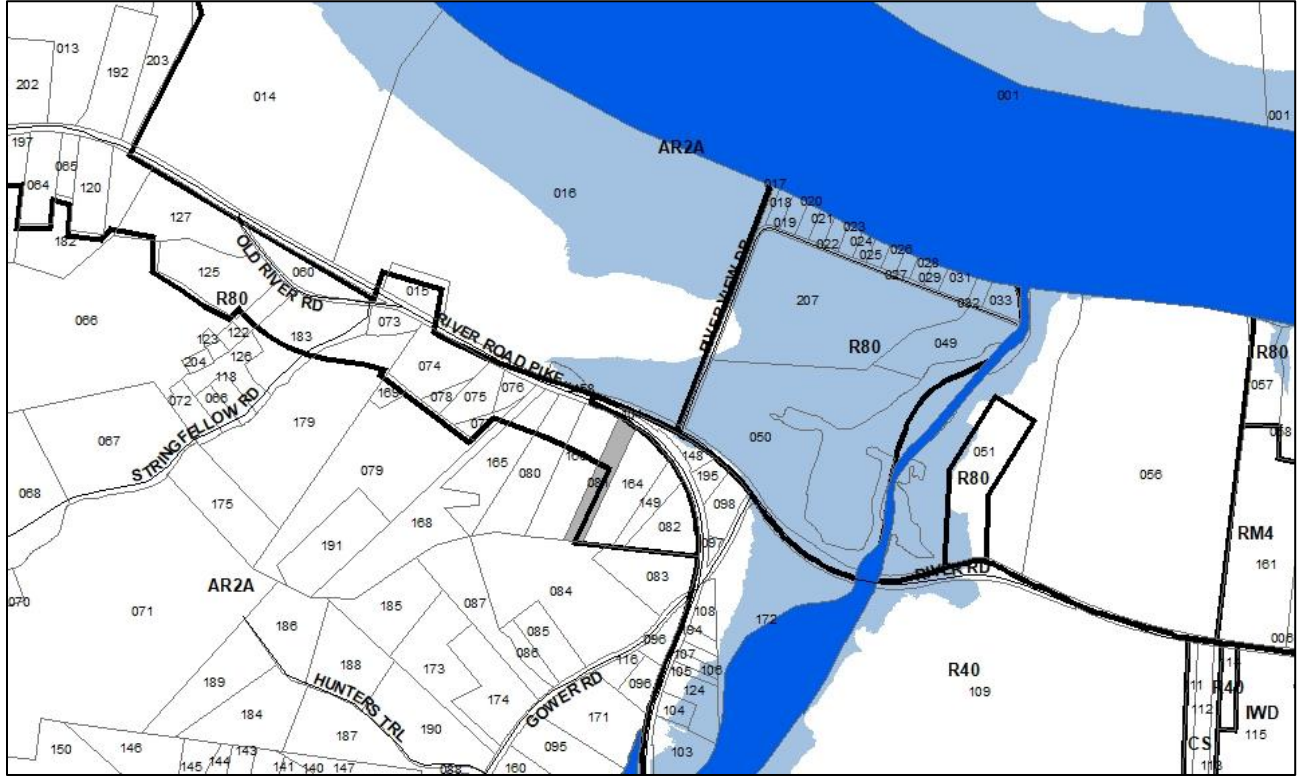
A request for concept plan approval to create six lots on property located at Old Charlotte Pike (unnumbered), approximately 800 feet west of Sawyer Brown Road, zoned One and Two-Family Residential (R15) (4 acres), requested by Dewey Engineering, applicant; Bethi Vidya, owner.

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 04/13/23



**2023S-053-001**  
**MICHAEL BOATMAN PROPERTY**  
Map 101, Parcel 081  
06, Bellevue  
35 (Dave Rosenberg)



## Metro Planning Commission Meeting of 04/13/23

**Item #43****Final Plat 2023S-053-001****Project Name****Michael Boatman Property****Council District**

35 – Rosenberg

**School District**

09 – Tylor

**Requested by**

Chandler Surveying, applicant; Michael &amp; Jennifer Boatman, owner.

**Staff Reviewer**

Lewis

**Staff Recommendation**

Approve with conditions including variances to Section 4-2.5.a.1.c for lot size and Section 4-2.5.a.1.d for lot frontage.

**APPLICANT REQUEST****Request for final plat to create one lot.**Final Plat

A request for final plat approval to create one lot on property located at 6848 River Road Pike, approximately 900 feet west of Gower Road, zoned Agricultural/Residential (AR2A) and One and Two-Family Residential (R80) (2.4 acres).

**SITE DATA AND CONTEXT**

**Location:** The property is located on the south side of River Road Pike, south of the River Road and River Road Pike split.

**Street type:** River Road Pike is classified by the Major and Collector Street Plan (MCSP) as a Scenic Arterial Boulevard with a minimum right of way of 86 feet.

**Approximate Acreage:** 2.36 acres or 102,930.65 square feet.

**Parcel/Site History:** This site is comprised of a single parcel. The subject parcel was created by deed in 1972 as a part of a larger 7 acre parcel.

**Zoning History:** The lot is split zoned with AR2a and R80 zoning. This site has been zoned AR2a since at least 1974, and the portion of the site zoned R80 was zoned in 1998.

**Existing land use and configuration:** The property is currently vacant. The proposed plat maintains the current property configuration and makes the lot a legal lot of record.

**Bulk Standards:**

Agricultural and Residential (AR2a)

Min. lot size: 2 acres

Min. street setback: 40' by Code, or contextual to be determined with building permits

Min. rear setback: 20'

Min. side setback: 20'

Max. building coverage: 0.20

Max. height: 3 stories



# Metro Planning Commission Meeting of 04/13/23

NASHVILLE, TN 37209

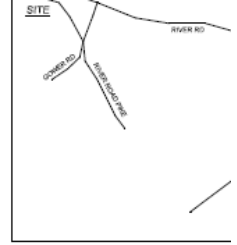
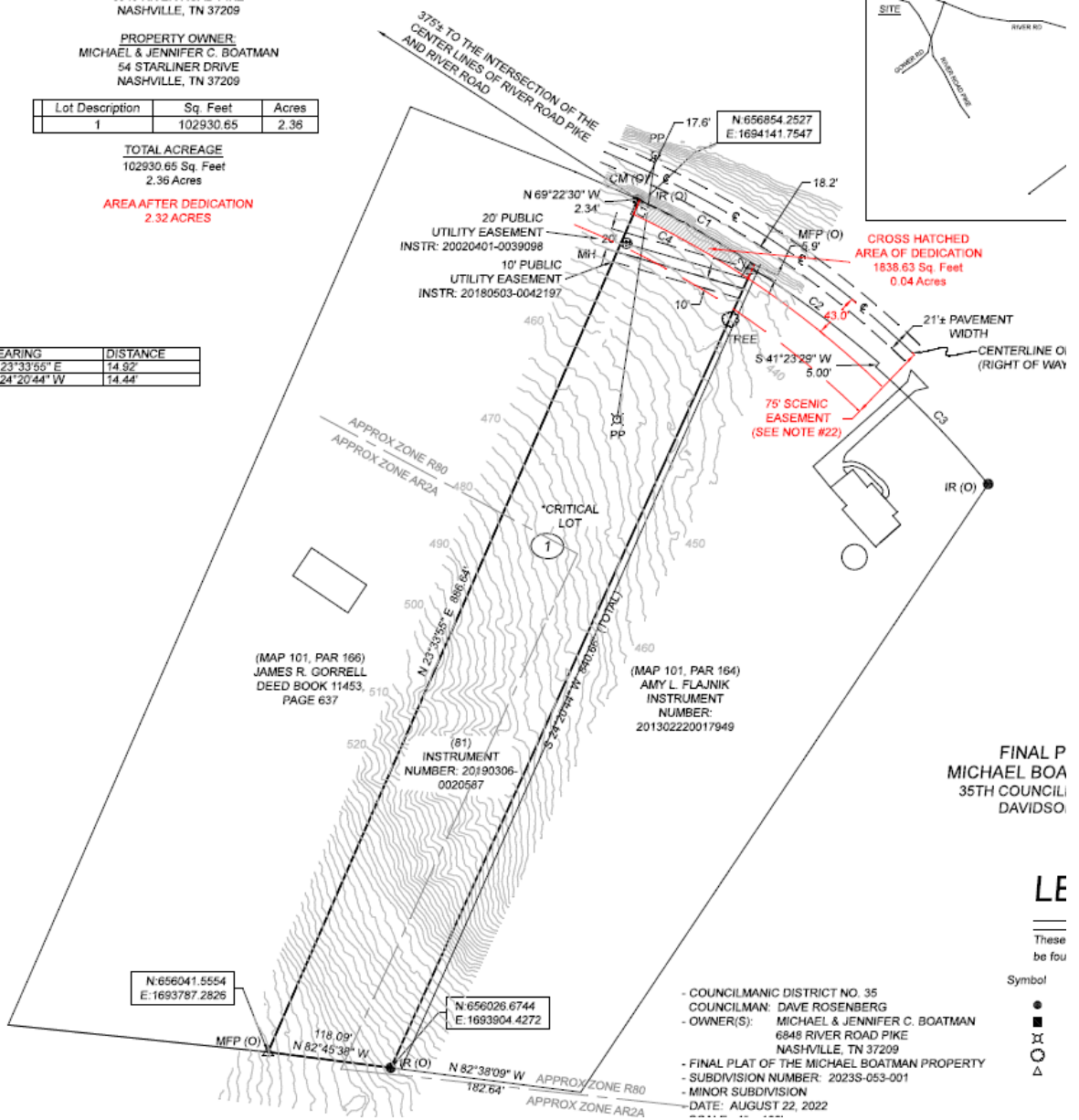
PROPERTY OWNER:  
MICHAEL & JENNIFER C. BOATMAN  
54 STARLINER DRIVE  
NASHVILLE, TN 37209

Lot Description	Sq. Feet	Acres
1	102930.65	2.36

TOTAL ACREAGE  
102930.65 Sq. Feet  
2.36 Acres

AREA AFTER DEDICATION  
2.32 ACRES

LINE	BEARING	DISTANCE
L1	N 23°33'55" E	14.92'
L2	S 24°20'44" W	14.44'



FINAL P  
MICHAEL BOA  
35TH COUNCIL  
DAVIDSO

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- COUNCILMANIC DISTRICT NO. 35
- COUNCILMAN: DAVE ROSENBERG
- OWNER(S): MICHAEL & JENNIFER C. BOATMAN  
6848 RIVER ROAD PIKE  
NASHVILLE, TN 37209
- FINAL PLAT OF THE MICHAEL BOATMAN PROPERTY
- SUBDIVISION NUMBER: 2023S-053-001
- MINOR SUBDIVISION
- DATE: AUGUST 22, 2022

Proposed Plat





## Metro Planning Commission Meeting of 04/13/23

### **Bulk Standards (cont.):**

- One and Two-Family Residential (R80)
- Min. lot size: 80,000 square feet
- Min. street setback: 40' by Code, or contextual to be determined with building permits
- Min. rear setback: 20'
- Min. side setback: 20'
- Max. building coverage: 0.20
- Max. height: 3 stories

### **Surrounding land use and zoning:**

- North: Commercial, Single-Family, Vacant (AR2a and R80)
- South: Single-Family, Vacant (AR2a and R80)
- East: Single-Family, Vacant (R80 and R40)
- West: Single-Family, Two-Family, Vacant (AR2a and R80)

### **PROPOSAL DETAILS**

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

**Number of lot(s):** 1

**Lot sizes:** Lot 1 is 2.36 acres (102,930.65 sq. ft.).

**Access:** Access is from River Road Pike.

### **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 property is in a Rural Maintenance (T2 RM) policy area. For sites within the T2 Rural transect, the Rural Character Subdivision regulations found in Chapter 4 are utilized.

There are several subdivision options in the Rural Subdivision Regulations. This proposal utilizes the Countryside Character Design Open Alternative option as described in Section 4-2.5.a.1 of the subdivision regulations.



## Metro Planning Commission Meeting of 04/13/23

### 4-2. Development Standards

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

Not applicable as no new streets or joint access easements are proposed.

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

Not applicable as no new streets or joint access easements are proposed.

*4-2.3 Development Footprint. The remaining land outside of the boundary of the Primary Conservation Land shall be designed as the Development Footprint.*

Not applicable as no new streets or joint access easements are proposed.

*4-2.4 Building Placement. In subdivisions without new streets or joint access easements, any subdivision application shall note proposed building envelopes.*

While there are no new streets or joint access easements proposed, staff is comfortable with the building area following the standards of the zoning code, and the setbacks as indicated above.

### 4-2.5 Rural Character Design

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

*1. Open Alternative – Street frontage without existing vegetative or topographical screening. For purposes of this section, “surrounding parcels” is defined as the five R, RS, AR2a, or AG parcels oriented to the same block face on either side of the parcel proposed for subdivision, or to the end of the same blockface, whichever is less. If there are no surrounding parcels, the screened alternative shall be used.*

Lots 1 is located along an existing street and was reviewed against below (a) through (d).

*a. Building Setback along existing public streets.*

The average front setback of the abutting parcels is approximately 240 feet and greater than the 40-foot minimum setback required by the Zoning Code. Lot 1 does not show the front setback, as this will be determined by Codes at the time of building permit. There are also steep slopes on the rear of the site, by not platting the setback, it will allow for some flexibility at the time of building permit to allow for development on a more suitable portion of the lot.



## Metro Planning Commission Meeting of 04/13/23

*b. Lot Depth along existing public streets.*

Complies. The minimum depth for lots along existing public streets shall be the building setback required by Sec 4-2.5(a) plus 300 feet. This provision requires a 540.67 foot lot depth. Lot 1 is approximately 866 feet.

*c. Lot size along existing public streets.*

The proposed plat does not comply. A compatibility analysis was conducted per this requirement. Minimum 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 of the surrounding parcels, whichever is greater. The outcome of the analysis is that the minimum lot size is 2.96 acres. Lot 1 is 2.36 acres.

*d. Lot frontage abutting existing public streets.*

The proposed plat does not comply. A compatibility analysis was conducted per this requirement. Minimum lot frontage is either equal to or greater than 70% of the frontage of the average frontage of surrounding parcels or equal to or larger than the frontage of the surrounding parcels, whichever is greater. The outcome of the analysis is that the minimum lot frontage along River Road Pike is 157 feet. The frontage for Lot 1 is approximately 125 feet.

*e. Street lights.*

Not applicable for this case as the property is located in the GSD.

*f. Cluster lot option.*

Not applicable for this case as the cluster lot standards are not proposed to be used.

**Subdivision Variances or Exceptions Requested:** Yes. This request requires a variance from Section 4.2-5.a.1.c. pertaining to lot size and Section 4.2-5.a.1.d. pertaining to the required minimum lot frontage.

Section 1-11, Variances, permits the Planning Commission to grant variances to the Subdivision Regulations when it finds that extraordinary hardships or practical difficulties may result from strict compliance with the regulations. While the regulations grant the Commission the authority to grant variances, the regulations state that “such variance shall not have the effect of nullifying the intent and purpose of the Subdivision Regulations.” In order to grant a variance, the Commission must find that:

1. 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.
2. 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.
3. 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.



## Metro Planning Commission Meeting of 04/13/23

4. 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).

### **Variance Analysis**

As proposed, staff finds that the variance from the lot size and lot frontage requirements is consistent with Section 1-11 of the Subdivision Regulations. The granting of the variances will not have any impact on public safety and is not inconsistent with the long-range plan.

### **PLANNING STAFF COMMENTS**

With the exception of the frontage and lot size requirements, the proposed subdivision meets the standards of the Metro Subdivision Regulations and the standards of the Metro Zoning Code. Staff recommends approval with conditions.

### **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 subdivision complies with the adopted General Plan (NashvilleNext). Per the Court, the Planning Commission may not evaluate each subdivision to determine whether it is harmonious generally but may consider policy. Policy information is provided below for consideration.

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to this property is Rural Maintenance (T2 RM). The intent of T2 RM policy is intended to maintain the character of rural neighborhoods as characterized by their development pattern, varying setbacks, building form, and land use. T2 RM areas have an established development pattern of very low-density residential development, with varying lot sizes. The primary purpose is to maintain the area's rural landscape. Staff finds that the proposed subdivision meets the intent of the T2 RM policy.

### **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. Site plans or construction may require changes to meet adopted fire and building codes.

#### **STORMWATER RECOMMENDATION**

##### **Approve**

#### **NASHVILLE DOT RECOMMENDATION**

##### **Approve with conditions**

- Access requirements and location will be addressed on building permit and does not need to be shown on plat.



## **Metro Planning Commission Meeting of 04/13/23**

- 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**

### **WATER SERVICES RECOMMENDATION**

**Not Applicable**

- Harpeth Valley Water and Sewer Utility District.

### **HARPETH VALLEY WATER AND SEWER UTILITY DISTRICT RECOMMENDATION**

**Approve**

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions, including variances to Section 4-2.5.a.1.c for lot size and Section 4-2.5.a.1.d for lot frontage.

### **CONDITIONS**

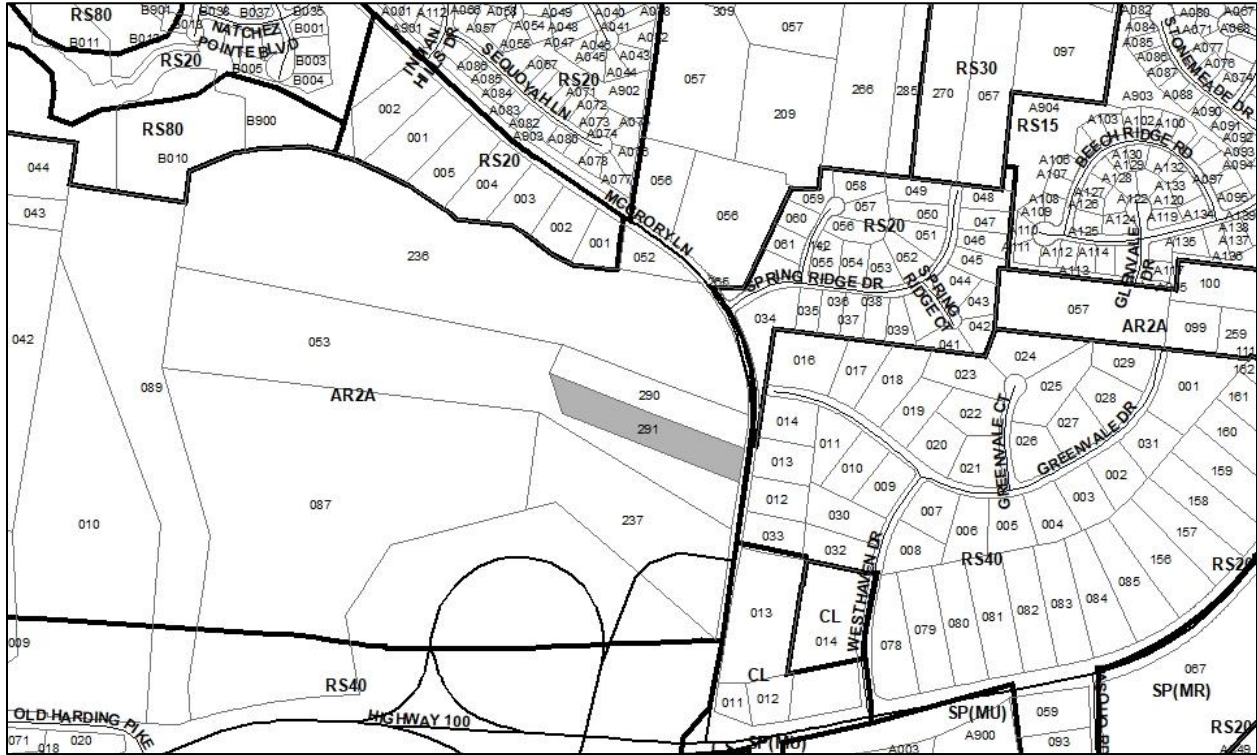
1. Comply with all conditions and requirements of Metro reviewing agencies.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. Remove contour lines from plat.

### **RECOMMENDED ACTION**

Motion to approve with conditions proposed subdivision Case No. 2023S-053-001 including variances to Sections 4-2.5.a.1.c. for lot size and 4-2.5.a.1.d for lot frontages.



# Metro Planning Commission Meeting of 04/13/23



**2023S-054-001**  
**TIPTON PROPERTY**  
Map 155, Parcels 291  
06, Bellevue  
35 (Dave Rosenberg)



## Metro Planning Commission Meeting of 04/13/23

**Item # 44**

**Final Plat 2023S-054-001**

**Project Name**

**Tipton Property**

**Council District**

35 – Rosenberg

**School District**

09 – Taylor

**Requested by**

Jim McAleer Jr., applicant; Hanna & Tyler Tipton, owners.

**Staff Reviewer**

Swaggart

**Staff Recommendation**

*Approve with conditions including approval of a variance to Section 4.2-5.a.1.c. and Section 4.2-5.a.1.d. of the Subdivision Regulations.*

### APPLICANT REQUEST

**Request for final plat approval to create one lot.**

#### Final Plat

A request for final plat approval to create one lot on property located at 8929 McCrory Lane, approximately 600 feet southeast of McCrory Lane and Spring Ridge Drive intersection (3 acres), zoned Agricultural and Residential (AR2a).

### SITE DATA AND CONTEXT

**Location:** The property is located on the west side of McCrory Lane and is approximately a quarter mile north of Highway 100.

**Street Type:** The Major and Collector Street Plan (MCSP) classifies McCrory Lane as a rural arterial (T2-M-AB2-S).

**Approximate Acreage:** 3 acres or 130,661 square feet.

**Parcel/Site History:** The property is comprised of one parcel: Map 155, Parcel 291. The parcel was created in 2005. The parcel was cut out of an adjacent parcel (Map 155, Parcel 053) which is now approximately 18-acres. This adjacent 18-acre parcel is within a land conservation easement. The subject parcel was left out of the conservation easement to allow the family granting the easement to build a home. Per state law in order to be a legal building lot, any lots under 5 acres must be created by plat.

**Zoning History:** The property is zoned Agricultural and Residential (AR2a).

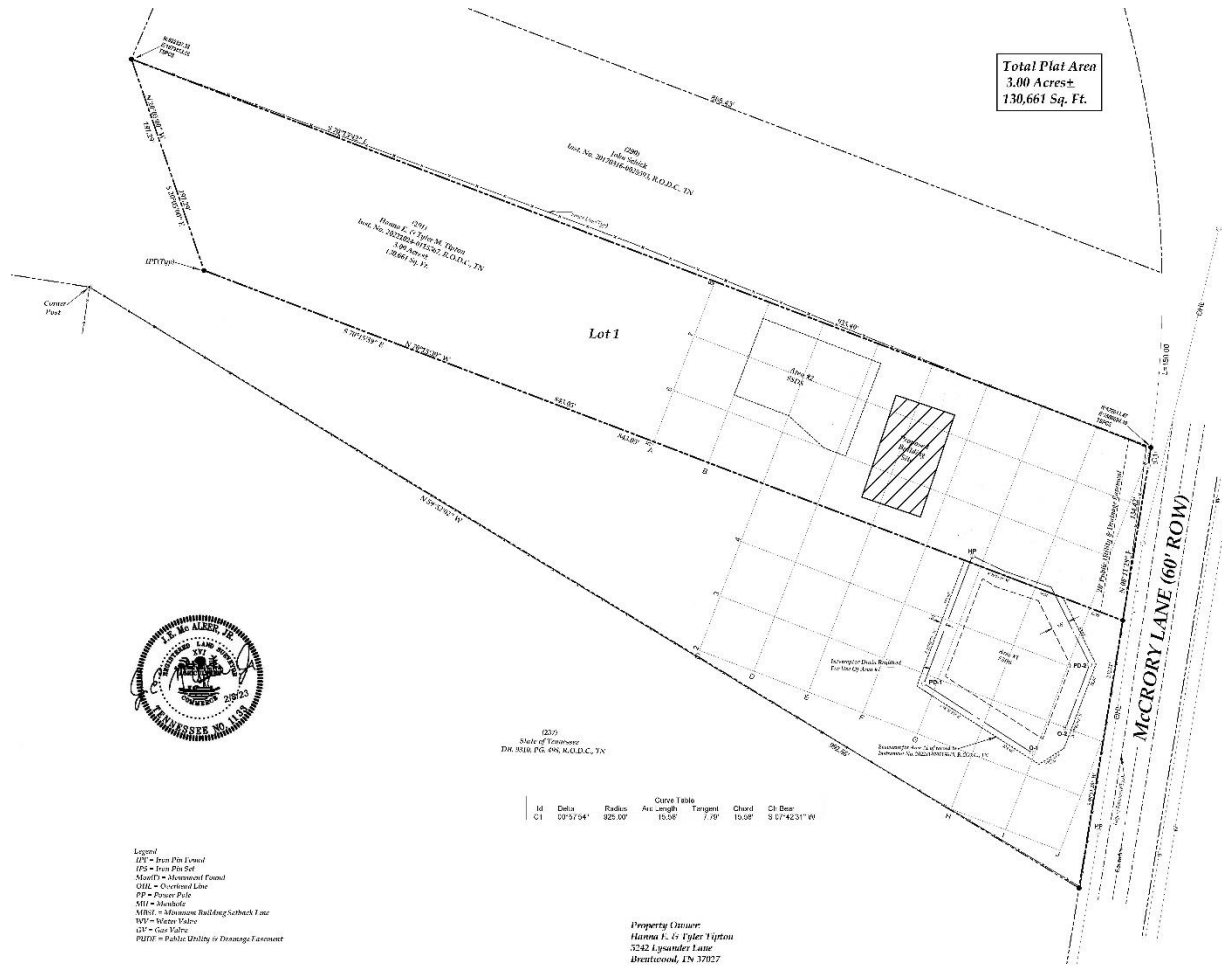
#### **Bulk Standards for AR2a:**

- Min. lot size: 2 Acres or 87,120 square feet
- Max. height: 3 stories
- Min. street setback: 40'
- Min. rear and side setback: 20'
- Maximum Building Coverage: 0.20

**Existing land use:** Vacant Rural Land.



# Metro Planning Commission Meeting of 04/13/23



## Proposed Plat





## Metro Planning Commission Meeting of 04/13/23

### Surrounding land use/ zoning:

- North: Vacant Rural Land/Agricultural and Residential (AR2a)
- South: Vacant Rural Land /Agricultural and Residential (AR2a)
- East: Residential/Single-Family Residential (RS40)
- West: Vacant Rural Land /Agricultural and Residential (AR2a)

### PROPOSAL DETAILS

**Number of lots:** 1 lot.

**Lot size:** 3 acres or 130,661 square feet.

**Access:** Access is provided from McCrory Lane.

### 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 T2 Rural Maintenance (T2 RM) policy. For T2 RM, the Rural Character Subdivision Regulations found in Chapter 4 are utilized. There are several subdivision options in the Rural Subdivision Regulations. This proposal utilizes the Countryside Character Design Open Alternative option as described in Section 4-2.5.a.1 of the subdivision regulations.

#### *4-2.5 Rural Character Design*

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

*1. Open Alternative – Street frontage without existing vegetative or topographical screening. For purposes of this section, “surrounding parcels” is defined as the five R, RS, AR2a, or AG parcels oriented to the same block face on either side of the parcel proposed for subdivision, or to the end of the same blockface, whichever is less. If there are no surrounding parcels, the screened alternative shall be used.*

*a. Building Setback along existing public streets.*



## Metro Planning Commission Meeting of 04/13/23

Complies. The building setbacks are required to be varied, and a minimum setback line is required to be platted when the average setback of abutting parcels is more than the minimum required street setback established by the zoning. The average setback for the two adjacent properties is 214'. Due to septic field requirements, any home will be setback at least 400 feet from McCrory Lane.

*b. Lot Depth along existing public streets.*

Complies. This provision requires a 340-foot lot depth. As proposed, the lot is approximately 935 feet deep.

*c. Lot size along existing public streets.*

Does not comply. A compatibility analysis was conducted per this requirement. The outcome of the analysis is that the minimum lot area should be at least 6 acres or 262,485 sq. ft. The proposed lot is 3 acres or 130,661 sq. ft.

*d. Lot frontage abutting existing public streets.*

Does not comply. A compatibility analysis was conducted per this requirement. The outcome of the analysis is that the minimum lot frontage along McCrory Lane should be 204 feet. As proposed, the lot has approximately 149 feet of frontage.

*e. Street lights.*

Not applicable. No street lights are proposed with this plat.

*f. Cluster lot option.*

Not applicable to this case. The plat does not propose utilization of the cluster lot option.

**Subdivision Variances or Exceptions Requested:** Yes. This request requires a variance from Section 4.2-5.a.1.c. pertaining to lot size and Section 4.2-5.a.1.d. pertaining to the required minimum lot width along McCrory Lane.

Section 1-11, Variances, permits the Planning Commission to grant variances to the Subdivision Regulations when it finds that extraordinary hardships or practical difficulties may result from strict compliance with the regulations. While the regulations grant the Commission the authority to grant variances, the regulations state that "such variance shall not have the effect of nullifying the intent and purpose of the Subdivision Regulations." In order to grant a variance, the Commission must find that:

1. 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.
2. 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.



## **Metro Planning Commission Meeting of 04/13/23**

3. 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.
4. 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).

### **Variance Analysis**

As proposed, staff finds that the variance from the lot size and lot frontage requirements is consistent with Section 1-11 of the Subdivision Regulations. The granting of the variances will not have any impact on public safety and is not inconsistent with the long-range plan. While the owners of the subject site own the adjacent 18-acre parcel, it is within a land conservation easement that was granted by the family. If the land was not in a land conservation easement, then the size and frontage of the proposed lot could be increased. The land conservation easement did not include the subject parcel as it was intended to provide a home site for the family granting the easement.

### **COMMENTS FROM OTHER REVIEWING AGENCIES**

#### **STORMWATER RECOMMENDATION**

**Approve**

#### **FIRE MARSHAL RECOMMENDATION**

**Approve**

#### **NASHVILLE DOT RECOMMENDATION**

**Approve**

#### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

#### **WATER SERVICES RECOMMENDATION**

**N/A**

#### **METRO HEALTH DEPARTMENT**

**Approved**

- Septic Area #1 is located on adjacent parcel (Map 155, Parcel 053) through easement agreement recorded in instrument number 202211070119610.

#### **HARPETH VALLEY UTILITY DISTRICT**

**APPROVE**

#### **STAFF RECOMMENDATION**

Staff recommends approval with conditions including approval of a variance to Section 4.2-5.a.1.c. and Section 4.2-5.a.1.d. of the Subdivision Regulations.



## Metro Planning Commission Meeting of 04/13/23

### **CONDITIONS**

1. Comply with all conditions and requirements of Metro agencies.
2. Lot shall be limited to a single-family home.

### **RECOMMENDED ACTION**

Motion to approve with conditions subdivision Case No. 2023S-054-001 including a variance to Section 4.2-5.a.1.c. and Section 4.2-5.a.1.d. of the Subdivision Regulations