



METROPOLITAN PLANNING COMMISSION

DRAFT MINUTES

May 11, 2023
4:00 pm Regular Meeting

700 President Ronald Reagan Way
(between Lindsley Avenue and Middleton Street)
Howard Office Building, Sonny West Conference Center (1st Floor)

MISSION STATEMENT

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

Commissioners Present:

Greg Adkins, Chair
Jessica Farr, Vice Chair
Lillian Blackshear
Stewart Clifton
Mina Johnson
Jeff Haynes
Brian Tibbs
Councilmember Brett Withers

Commissioners Absent:

Jim Lawson
Edward Henley

Staff Present:

Lucy Kempf, Executive Director
Todd Okolichany, Deputy Executive Director
Lisa Milligan, Planning Manager II
Tara Ladd, Legal
Amanda Lewis, Planner II
Joren Dunnavent, Planner II
Logan Elliott, Planner II
Andrea Barbour, Planner II
Donald Anthony, Planner II
Eric Matravers, Planner II
Celina Konigstein, Planner I

Lucy Alden Kempf

Secretary and Executive Director, Metro Planning Commission

Metro Planning Department of Nashville and Davidson County
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Notice to Public

Please remember to turn off your cell phones.

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

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

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

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

Writing to the Commission

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

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

Speaking to the Commission

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

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

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

Legal Notice

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



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MEETING AGENDA

A: CALL TO ORDER

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

B: ADOPTION OF AGENDA

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

C: APPROVAL OF APRIL 27, 2023 MINUTES

Ms. Johnson moved and Mr. Tibbs seconded the motion to approve the meeting minutes of April 27, 2023. (7-0)

D: RECOGNITION OF COUNCILMEMBERS

Councilmember Pulley stated he is not taking a position on Item 37, but shared neighbors' concerns regarding moving across Belmont Boulevard.

Councilmember Benedict spoke in favor of Item 34 but pointed out remaining concerns that need to be addressed and changed.

Ms. Kempf responded that the alley for this project may be part of a fire mitigation and wanted to be sure that if they have a request to remove the alley, that they understand the implications from a fire department perspective. She stated if they are recommending to defer, they entertain the suggestions from Councilmember Benedict, or they can hear the case. Ms. Kempf said she wanted to put everyone on notice that this is a health safety factor and they needed to get right at the Commission before moving it forward.

Councilmember Benedict said if the alley remained, she would like labels, signage and speedhumps to deter use of the alley and to encourage the use of Gallatin Pike.

Ms. Milligan stated the applicant for Item 34 has requested a one meeting deferral so they can continue to work on the issues Councilmember Benedict discussed.

Vice Chair Farr joined the meeting.

E: ITEMS FOR DEFERRAL / WITHDRAWAL 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 17a, 17b, 27, 33, 41, 46, 47, 51, 52

Ms. Lewis stated Ms. Blackshear recused herself from Items 17a, 17b and 24.

Vice Chair Farr moved and Ms. Johnson seconded the motion to approve the Deferred and Withdrawn Items. (8-0)

F: CONSENT AGENDA ITEMS 53, 57

Ms. Lewis stated Ms. Blackshear recused herself from Items 18a, 18b, 19a, 19b and 37.

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

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

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

G: ITEMS TO BE CONSIDERED

1. 2023Z-044PR-001

Council District 19 (Freddie O'Connell)
Staff Reviewer: Dustin Shane

A request to rezone from R6 to CS for property located at 1217 Scovel Street, approximately 100 feet east of 14th Avenue North and Scovel Street intersection and located in the Jefferson Street Redevelopment District (0.07 acres), requested by Jin H. Shen, applicant and owner

Staff Recommendation: Withdraw.

The Metropolitan Planning Commission withdrew 2023Z-044PR-001. (8-0)

2. 2022SP-036-001

HARPETH RESERVE

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

A request to rezone from AR2a to SP zoning on property located at Mccrory Ln (unnumbered), approximately 474 feet south of Beautiful Valley Dr., (3 acres), to permit 23 single-family units, requested by Civil Design Consultants, LLC, applicant; Pointe Hialeah 3, LLC, owner.

Staff Recommendation: Defer Indefinitely.

The Metropolitan Planning Commission deferred 2022SP-036-001 indefinitely. (8-0)

3. 2023SP-032-001

316 HOMESTEAD PRELIMINARY SP

Council District 02 (Kyonzté Toombs)
Staff Reviewer: Logan Elliott

A request to rezone from CS to SP zoning for property located at 316 Homestead Road, approximately 240 feet north of Southridge Drive (1.56 acres), to permit all uses of MUL-A, except for those uses prohibited on the plan, requested by Catalyst Design Group, applicant; Bella Cyrus Development, LLC, owner.

Staff Recommendation: Defer to the May 25, 2023, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2023SP-032-001 to the May 25, 2023, Planning Commission meeting. (8-0)

4. 2019S-039-002

PAYNE RD SUBDIVISION

Council District 28 (Tanaka Vercher)
Staff Reviewer: Jason Swaggart

A request for concept plan approval to create 18 single family lots on property located at 4830 Payne Road, approximately 200 feet south of Reeves Road and within the Payne Road Residential Urban Design Overlay, zoned R8 (5.5 acres), requested by W&A Engineering, applicant; Moris Tadros, owner.

Staff Recommendation: Defer to the May 25, 2023, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2019S-039-002 to the May 25, 2023, Planning Commission meeting. (8-0)

5. 2023S-042-001
ST. LUKE PRESBYTERIAN CHURCH
Council District 08 (Nancy VanReece)
Staff Reviewer: Logan Elliott

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 RS20 (6.3 acres), requested by WT Smith Land Surveying, applicant; St. Luke Cumberland Presbyterian CH., Inc, owner.

Staff Recommendation: Defer to the May 25, 2023, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2023S-042-001 to the May 25, 2023, Planning Commission meeting. (8-0)

6. 2023S-063-001
THORNTON GROVE PUD PH 4A
Council District 03 (Jennifer Gamble)
Staff Reviewer: Donald Anthony

A request for final plat approval to create 29 lots and dedicate right-of-way on a portion of property located at 3500 Brick Church Pike, at the southern terminus of Thornton Grove Boulevard, zoned RM9 and within a Planned Unit Development Overlay District, (14.81 acres), requested by Dale & Associates, applicant; Thornton Grove Green, LLC, owner.

Staff Recommendation: Defer to the May 25, 2023, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2023S-063-001 to the May 25, 2023, Planning Commission meeting. (8-0)

7. 2023SP-019-001
THE MEADOWS
Council District 01 (Jonathan Hall)
Staff Reviewer: Amelia Lewis

A request to rezone from RS40 to SP zoning for property located at 6289 Eatons Creek Road, south of Binkley Road (11.77 acres), to permit 42 multi-family residential units, requested by Land Solutions Company, LLC, applicant; Joelton TC Ventures LLC, owner.

Staff Recommendation: Defer to the June 8, 2023, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2023SP-019-001 to the June 9, 2023, Planning Commission meeting. (8-0)

8. 2023SP-033-001
1003 DOUGLAS AVE. MULTIFAMILY
Council District 05 (Sean Parker)
Staff Reviewer: Logan Elliott

A request to rezone from RS5 to SP zoning for property located at 1003 Douglas Avenue, at the northwestern corner of Douglas Avenue and Trevecca Avenue, located within the Nashville Auto Diesel College Institutional Overlay (3.18 acres), to permit a maximum of 300 multi-family residential units, requested by Catalyst Design Group, applicant; East Nashville, LLC, owner.

Staff Recommendation: Defer to the May 25, 2023, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2023SP-033-001 to the May 25, 2023, Planning Commission meeting. (8-0)

9. **2023SP-040-001**
4057 MAXWELL ROAD RESIDENTIAL SP
Council District 33 (Antoinette Lee)
Staff Reviewer: Donald Anthony

A request to rezone from AR2A to SP zoning for properties located at 4057 Maxwell Road and Maxwell Road (unnumbered), approximately 760 feet west of Lavergne Couchville Pike (20.88 acres), to permit 78 single family units, requested by Catalyst Design Group, applicant; Michael Leon Martin, owner.

Staff Recommendation: Defer to the May 25, 2023, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2023SP-040-001 to the May 25, 2023, Planning Commission meeting. (8-0)

10. **2023SP-043-001**
NOLENSVILLE PIKE SP
Council District 17 (Colby Sledge)
Staff Reviewer: Jason Swaggart

A request to rezone from CS, IWD and R6 to SP zoning for properties located at 2180 Nolensville Pike and 2182 Carson Street, at the southeastern corner of Coleman Street and Carson Street (3.01 acres), to permit a mixed-use development with multi-family residential uses, requested by Bradley Arant, applicant; Barbara B. McRee, William B. Bass & Cato A. Bass, III, owners.

Staff Recommendation: Defer to the May 25, 2023, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2023SP-043-001 to the May 25, 2023, Planning Commission meeting. (8-0)

11. **2023SP-041-001**
330 & 332 HOMESTEAD PRELIMINARY SP
Council District 02 (Kyonzté Toombs)
Staff Reviewer: Dustin Shane

A request to rezone from CS to SP zoning for properties located at 330 and 332 Homestead Road, approximately 745 feet west of Dickerson Pike (2.24 acres), to permit all uses of the MUL-A zoning district, except for those uses specifically excluded on the plan, requested by Catalyst Design Group, applicant; Roger & Joan West, and Roger West, Et Ux, owners.

Staff Recommendation: Defer to the May 25, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2023SP-041-001 to the May 25, 2023, Planning Commission meeting. (8-0)

12. **2019SP-053-001**
ACKLEN PARK RESIDENTIAL SP
Council District 21 (Brandon Taylor)
Staff Reviewer: Jason Swaggart

A request to rezone from RM40 to SP zoning for properties located at 106 Acklen Park Drive and Hillcrest Place (unnumbered), at the northeast corner of Hillcrest Place and Acklen Park Drive and within the 31st and Long Boulevard Urban Design Overlay District (0.78 acres), to permit 100 multi-family residential units, requested by Catalyst Design Group, applicant; Acklen Park Partners, LLC, owner.

Staff Recommendation: Defer to the May 25, 2023, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2019SP-053-001 to the May 25, 2023, Planning Commission meeting. (8-0)

13. 2018S-059-003

ORCHARDS PH3

Council District 09 (Tonya Hancock)
Staff Reviewer: Eric Matravets

A request for final plat approval to create 26 single family cluster 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), requested by Wilson & Associates, applicant; Larkin Springs (TN) Owner IV LLC, owner.

Staff Recommendation: Defer to the May 25, 2023, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2018S-059-003 to the May 25, 2023, Planning Commission meeting. (8-0)

14. 2018S-059-004

ORCHARDS PH2

Council District 09 (Tonya Hancock)
Staff Reviewer: Eric Matravets

A request for final plat approval to create 28 single family cluster 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), requested by Wilson & Associates, applicant; Larkin Springs (TN) Owner IV LLC, owner.

Staff Recommendation: Defer to the May 25, 2023, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2018S-059-004 to the May 25, 2023, Planning Commission meeting. (8-0)

15. 2021SP-075-001

VT CHARLOTTE PIKE DEVELOPMENT

Council District 22 (Gloria Hausser)
Staff Reviewer: Logan Elliott

A request to rezone from R40 and R15 to SP zoning for properties located at 7456 and 7460 Charlotte Pike and 7481 Sawyer Brown Road, approximately 60 feet northeast of Wheatfield Way (11.99 acres), to permit 61 multi-family residential units, requested by Dale and Associates, applicant; Jui-Lien Chou Ho, owner.

Staff Recommendation: Defer to the May 25, 2023, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2021SP-075-001 to the May 25, 2023, Planning Commission meeting. (8-0)

16. 2023Z-004TX-001

ACCESS MANAGEMENT STUDIES

Staff Reviewer: Dustin Shane

A request to amend Metropolitan Code Section 17.20.140 to reflect proposed changes to the Nashville Department of Transportation's access management study guidelines. (Proposal No. 2023Z-004TX-001).

Staff Recommendation: Approve.

APPLICANT REQUEST

Amend the Zoning Code regarding access management studies.

PROPOSED AMENDMENTS TO TITLE 17

The bill as filed would amend Section 17.20.140 of the Zoning Code regarding access management studies. The amendments reflect proposed changes to the Nashville Department of Transportation's (NDOT) access management

study guidelines and update the code requirements to encompass the multimodal nature of the transportation system. Timelines for review are also established.

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

Section 1. That Metropolitan Code of Laws subsection 17.20.140 is hereby amended by deleting it in its entirety and replacing it with the following:

- A. The purpose of a multimodal transportation analysis is to evaluate the impact of a proposed development on the safety, operations, and condition of the adjacent transportation network, and to identify what transportation mitigations, if any, are necessary to offset the impact caused by additional trips generated by the proposed development.
 - 1. Elements of the adjacent transportation network to be evaluated may include intersection operational performance, multimodal connectivity, and safety of the transportation network for all road users.
 - 2. Transportation mitigations may include, but are not limited to, the provision of roadway traffic operations and capacity facilities; modifications to the roadway network that increase safety; micromobility enhancements; the addition or enhancement of bicycle, pedestrian, and transit facilities; and/or development of programs to encourage an appropriate mix of travel modes and complete streets where appropriate.
- B. Requirements for a multimodal transportation analysis. A multimodal transportation analysis shall be required by the Planning Department for applications to the Metropolitan Planning Commission (MPC) or the Nashville Department of Transportation and Multimodal Infrastructure (NDOT) for all other development which contains:
 - 1. Residential developments with more than seventy-five dwelling units; or
 - 2. Nonresidential developments of more than fifty thousand square feet; or
 - 3. Combinations of residential and nonresidential uses expected to generate seven hundred fifty trips or more per day, or one hundred or more peak-hour trips; or
 - 4. In the opinion of NDOT, a multimodal transportation analysis is needed for developments not meeting the above thresholds.
 - 5. NDOT shall set requirements for the level of analysis, modes considered, and analysis methodology for applicants meeting any of the above thresholds.
- C. Levels of multimodal transportation analysis required.
 - 1. Level 1. A level 1 multimodal transportation analysis is required for smaller scale projects that are not anticipated to have a significant impact on the overall transportation system but will have impacts at the site access.
 - a. A Level 1 multimodal transportation analysis shall be required in cases where the proposed development will create a through connection between collector roadways and/or roadways of greater functional classification based on Metro classification.
 - b. The project access points to public roadways, public alleys, private driveways, and joint access easements will be evaluated, and this includes those locations that the Planning Department or NDOT feels are necessary to provide for an adequate review of the proposed project's impact.
 - c. The multimodal infrastructure and the safety of all modes in the vicinity of the project will also be analyzed.
 - 2. Level 2. A level 2 multimodal transportation analysis evaluates impacts at site access points and appropriate nearby intersections as well as impacts to the multimodal network and safety for all modes.
 - a. The study parameters include an analysis of the project's access points, an analysis of all roadways serving the project, an analysis of all intersections up to the first collector roadway or the first roadway of higher functional classification, and the intersections of these roadways with arterial roadways based on Metro classification.
 - b. Elements that may be considered by NDOT during review of a level 2 multimodal transportation analysis request include, but are not limited to, parking supply, existing or planned multimodal infrastructure adjacent to the development, proximity to transit, population density of the area adjacent to the development, and traffic congestion.
 - c. The study area includes intersections and transportation facilities that the Planning Department and NDOT feel are necessary to provide for an adequate review of the proposed project's impacts.
- D. Rezoning Analysis. The purpose of a rezoning analysis is to analyze the capacity of the existing transportation system to accommodate potential new development in the absence of mitigation measures.
 - 1. A rezoning analysis compares the typical and maximum potential trip generation of representative uses permitted in the existing zoning with the typical and maximum representative uses permitted under the requested zoning or through design-based districts.

2. Completing a rezoning analysis does not preclude the need to complete a more thorough multimodal transportation analysis upon submission of development plans for the subject property(s) and/or requests for the issuance of permits for construction.
 3. Specific mitigation measures will be identified through the detailed multimodal transportation analysis process.
- E. Phased Development.
1. If a development is phased, the sequence and timing of a development shall be incorporated into the multimodal transportation analysis.
 2. An overall multimodal transportation analysis may be required with additional analysis for individual phases of construction.
 3. Completing a multimodal transportation analysis for one phase of development does not preclude the need to complete additional analysis upon submission of development plans for the subject property(s) and/or requests for the issuance of permits for construction.
- F. Waiver of a multimodal transportation analysis. A property owner or their representative who demonstrates that a development will not have a significant impact on the transportation system may request a waiver of a multimodal transportation analysis.
1. A request to waive a multimodal transportation analysis shall be made by a property owner or their representative in writing to NDOT and for applications to the planning commission, the planning department. Sufficient documentation shall be included that supports the waiver request.
 2. A copy of the request to waive a multimodal transportation analysis shall concurrently be sent by the property owner or their representative to the member(s) of the metropolitan council in whose district(s) the development is located.
 3. NDOT will make a decision on the waiver request within fifteen business days, and for applications to the planning commission, will consider a recommendation from the planning department.
- G. Approval of multimodal transportation analysis.
1. If a multimodal transportation analysis is required for a submitted planning application, the planning department may recommend deferral as a staff recommendation to the planning commission for applications without an approved multimodal transportation analysis.
 2. The multimodal transportation analysis shall be approved by NDOT and, for applications to the planning commission, the planning department, with all applicable performance requirements incorporated into any site and building plans.
 3. NDOT shall review and provide comments or approval of a submitted multimodal transportation analysis within twenty business days of submittal.
- H. Applicability of a multimodal transportation analysis. A previously approved multimodal transportation analysis may require revision if the following criteria are met:
1. Zoning approval or permit approval not obtained within 60 months (five years) of multimodal transportation analysis approval; or
 2. Changes in access points from proposed development are made from site plan submitted as part of approved multimodal transportation analysis; or
 3. Increase in daily or peak hour trips resulting from a change in proposed land use types or intensities.
 4. Developments meeting the above criteria shall revise and resubmit a multimodal transportation analysis. If a multimodal transportation analysis is required for a submitted planning application, the planning department may recommend deferral as a staff recommendation to the planning commission for applications with a multimodal transportation analysis meeting any of the above criteria without approval from NDOT.
- I. Implementation of multimodal transportation analysis recommendations.
1. The multimodal transportation analysis may consider the Capital Improvements Budget and improvements for which council has adopted a resolution appropriating funds.
 2. Any required improvements which have not been funded or otherwise completed by the metropolitan government shall be completed by the developer prior to the issuance of a use and occupancy permit by the zoning administrator.
 3. When it can be demonstrated that a development will only partially contribute to the need for additional off-site improvements, NDOT or planning department (as applicable) may require a pro-rata contribution.

BACKGROUND

The Zoning Code currently requires applications to the Metropolitan Planning Commission (MPC) that meet certain thresholds of development to submit a "traffic impact study." These studies focus on the vehicular traffic impacts to an area that occur when development intensity is increased, particularly roadway level of service. In response to these predicted effects, the Code allows the MPC to impose conditions on the project's approval, which typically include

under the current framework provision of traffic signals, turning lanes, or road widenings. The Code sections in question work in tandem with NDOT's Traffic Study Requirements, which were published in 2004.

Since that time, a shift in priorities from considering primarily vehicular traffic to considering the transportation system in its totality, under all the various modes, has occurred. NDOT has initiated an overhaul of its access management studies guidelines (renamed Guidelines for Multimodal Transportation Analysis). The proposed text amendment updates the relevant sections of Code with this new emphasis.

ANALYSIS

The amendment proposes to rename "traffic impact studies" as "multimodal transportation analyses" in line with NDOT's guidelines update. The thresholds that trigger a study have not changed (residential developments with more than seventy-five dwelling units; nonresidential developments of more than fifty thousand square feet; combinations of residential and nonresidential uses expected to generate seven hundred fifty trips or more per day, or one hundred or more peak-hour trips; and projects where, in the opinion of NDOT, a multimodal transportation analysis is needed even if the above thresholds are not applicable).

The former framework features two levels of study of increasing complexity (a traffic access study and a traffic impact analysis). The proposed framework keeps this basic distinction (naming them Level 1 and Level 2, respectively), while introducing language within the Level 2 classification that allows NDOT to consider parking supply, existing or planned multimodal infrastructure adjacent to the development, proximity to transit, population density of the area adjacent to the development, and traffic congestion when evaluating the analysis. Rezoning analyses are also preserved as a level of study appropriate for some rezonings without site plans.

The requirements to incorporate phasing into the studies and the conditions under which a study can be waived remain unchanged. The timeline for approval of a multimodal transportation analysis is established at twenty business days with the amendment, and the stipulation that deferral is possible if an analysis is not approved before an application's MPC deadline remains in force. A section has been added that a new multimodal transportation analysis may be required if zoning or permit approval has not been obtained within five years of the analysis approval, or if significant changes are made to the development proposal that may affect its impacts. Finally, as before, multimodal transportation analyses may consider the Capital Improvements Budget when making proposals for mitigation measures and adjust accordingly.

The updates to the Code and NDOT's updated analysis guidelines are an important step in implementing the overall direction public sentiment and approved planning documents have called for: a less autocentric transportation system, with more attention given to the multiplicity of transportation options open to residents. The efforts are more than a rebranding effort: they represent substantial commitments to a more multimodal future for Nashvillians. For these reasons, planning staff recommends approval of the proposed text amendment.

ZONING ADMINISTRATOR RECOMMENDATION

No exception taken.

FISCAL IMPACT RECOMMENDATION

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

STAFF RECOMMENDATION

Staff recommends approval of the proposed change to Title 17.

Approve. (8-0)

Resolution No. RS2023-155

"BE IT RESOLVED by The Metropolitan Planning Commission that 2023Z-004TX-001 is approved. (8-0)

17a. 2021CP-006-001

BELLEVUE COMMUNITY PLAN AMENDMENT

Council District 35 (Dave Rosenberg)

Staff Reviewer: Anita McCaig

A request to amend the Bellevue Community Plan by changing from T2 Rural Maintenance Policy to T3 Suburban Neighborhood Evolving Policy for property located at 1084 Morton Mill Road, at the northern terminus of Morton Mill Road, zoned AR2a (43.87 acres), requested by Ragan-Smith and Associates, applicant; Dr. James Fussell, owner. (See associated case #2021SP-061-001).

Staff Recommendation: Defer to the May 25, 2023, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2021CP-006-001 to the May 25, 2023, Planning Commission meeting. (7-0-1)

17b. 2021SP-061-001

BEND AT BELLEVUE (ARIZA) SP

Council District 35 (Dave Rosenberg)

Staff Reviewer: Logan Elliott

A request to rezone from AR2a to 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, requested by Ragan Smith Associates, applicant; Dr. James E. fussell, owner. (See associated case #2021CP-006-001).

Staff Recommendation: Defer to the May 25, 2023, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2021Sp-061-001 to the May 25, 2023, Planning Commission meeting. (7-0-1)

18a. 2022CP-003-001

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

Council District 02 (Kyonzté Toombs)

Staff Reviewer: Olivia Ranseen

A request to amend the Bordeaux - Whites Creek - Haynes Trinity Community Plan by changing from T4 Residential Corridor and T4 Mixed Use Corridor to T4 Mixed Use Corridor for various properties along W Trinity Lane, west of Old Buena Vista Road, zoned R8 and SP (64.01 acres), requested by Skidmore, Owings & Merrill, applicant; James D. & Dorothy J. Morris and Cumberland Development Partners, LLC, owners. (See associated case #2022SP-029-001)

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 from Urban Residential Corridor (T4 RC) and Urban Neighborhood Center (T4 NC) to Urban Mixed Use Corridor (T4 CM) for various properties along W. Trinity Lane, west of Old Buena Vista Road, zoned R8 and SP (approximately 25 acres). Conservation (CO) policy remains in place.

BORDEAUX-WHITES CREEK-HAYNES TRINITY COMMUNITY PLAN

Current Policy

Urban Residential Corridor (T4 RC) policy is intended to maintain, enhance, and create residential corridors that support predominately residential land uses. T4 RC areas are located along prominent arterials and collectors 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.

Urban Neighborhood Center (T4 NC) policy is intended to maintain, enhance, and create pedestrian friendly, urban neighborhood centers that provide daily needs and services for surrounding urban neighborhoods generally within a 5-minute walk.

Conservation (CO) policy recognizes the presence of environmentally sensitive features, such as floodways/floodplains and steep slopes. In this location, CO policy recognizes steep slopes and floodway/floodplain associated with the Cumberland River. CO policy remains in place and is not proposed to change.

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

Urban Mixed Use Corridor (T4 CM) policy is intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor. The street design moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and transit.

BACKGROUND

The study area is located along W. Trinity Lane and includes 16 properties. Of the 16 properties, almost all are undeveloped, except for one that contains a single-family home. The study area is south of the Buena Vista Pike and W. Trinity Lane intersection. A church, vacant land, and single-family homes are directly to the north of the study area, and the Cumberland River is to the south.

The community plan amendment was requested in conjunction with zone change application, 2022SP-029-001, a request to rezone one-and-two family residential (R8) and Specific Plan (SP) zoning to SP zoning to permit mixed-use development. The associated PUD cancellation is also under review and is tracking for a future Commission meeting.

The plan amendment area consists of almost half (approximately 25 acres) of the rezoning application (approximately 65 acres). The associated Specific Plan (SP) includes an intense mix of uses throughout the site, which are supported by the current T4 CM policy on the southern half of the properties (see Figure 1 below). However, T4 RC, allowing only residential uses, and T4 NC, focusing on neighborhood-scale development, cover the northern half of the applicant's properties (the study area) and need to be amended to support the applicant's mixed use Specific Plan.

COMMUNITY PARTICIPATION

The applicant team began community outreach for this project in the summer of 2021. Two stakeholder meetings were held (July and September 2021) to kick off the project. The applicant team then asked for feedback at the September and October 2021 Councilmember's District 2 monthly meetings. On January 27, 2022, a Planning-led community meeting was held in person at the Metro Police North Precinct and via Zoom.

Notices were mailed to 221 property owners within 1,300 feet of the plan amendment area. Details of the community meeting were made available on the Planning Department's webpage as well as through the Councilmember's newsletter and social media pages. Approximately 20 people (including those connecting via Zoom) attended the meeting, including neighbors, property owners, the Councilmember, development team, and staff. During the meeting, Planning staff provided an overview of the plan amendment request. At the time of the meeting, Planning staff had not finalized a policy recommendation and presented both the potential extension of T4 CM (recommended in this staff report) for a portion of the site or T5 Center Mixed Use Neighborhood (T5 MU) for the entire site. Following Planning's presentation, the applicant presented plans and renderings for the rezoning. Planning staff then moved into Q&A and discussion with the public.

During the meeting, several community members expressed support for the project – specifically the potential for retail, restaurants, and parks. A few attendees had questions about parking and the height of the taller buildings. Because the applicant filed their SP weeks after filing the plan amendment, the development team held two additional community meetings, after the Planning-led meeting, to fully illustrate and describe their submitted proposal.

Between January 2022 and April 2022, Planning staff received 15 emails opposed to the policy change and 2 emails in support. Those in opposition voiced concern about the proposed heights, intensity of the development, and inconsistency with the scale envisioned in the Haynes Trinity Small Area Plan. Since the submission of these comments, the proposed SP's building heights have been lowered, and the proposed development now includes a phased development approach tied to infrastructure improvements to support increased intensity. These changes helped solidify staff's recommendation to extend the adjacent T4 CM to the study area.

ANALYSIS OF T4 URBAN MIXED USE CORRIDOR POLICY

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

Consistency with surrounding policy.

- Currently, several of the properties found within the SP are bifurcated by two policies – T4 RC and T4 CM. Unlike T4 CM, T4 RC policy only allows for residential uses, and, therefore, a mix of uses is limited to the southern

half of the Specific Plan properties. When the Haynes Trinity Small Area Plan was adopted in 2017, the policies were applied in this manner to emphasize the area along the Cumberland River as the more intense corridor for development. In this case, the applicant has acquired a larger area and is proposing a mixed use development across their site, stepping down in intensity at their northern edge along W. Trinity Lane.

- T4 NC policy, applied to a small parcel (1.7 acres) at the western edge of the study area, is surrounded by T4 RC, T4 NC, and T4 CM policies. Applying T4 CM to this parcel continues to support a mix of uses while aligning with the additional intensity allowed in the surrounding T4 CM policy.
- T4 RC policy is applied north and east of the study area. The proposed policy application permits more services and jobs to locate near policy that supports denser housing.

Alignment with Haynes Trinity Small Area Plan.

- The Haynes Trinity Small Area Plan calls for the creation of missing neighborhood services such as grocery stores, retail, and restaurants. This policy change allows for these important community resources to locate along W. Trinity Lane and within the site.
- The study area falls within the “growth” and “change” areas identified within the small area plan.
- The small area plan prioritizes additional intensity along the Cumberland River. This policy change would make more intense, mixed-use development feasible for river-adjacent parcels.
- The small area plan identifies support for an integrated mixture of housing within a walking distance of neighborhood services and a highly connected street system. This policy change supports residential development, neighborhood services, and integrated connectivity.
- The small area plan has considerations for additional height and intensity with accompanying privately-owned public spaces (POPS) that provide public benefits. The associated SP proposes additional height in exchange for significant public space allocations, including three parks and a trail system, which implements the small area plan, provides community open space, and activates the area along the Cumberland River.

Supported by surrounding existing or planned residential development, adequate infrastructure, and adequate access.

- The study area is located along W. Trinity Lane, which is classified as a 5-lane arterial boulevard in the Major & Collector Street Plan (MCSP) and a priority corridor for transit by the NashvilleNext Growth & Preservation Concept Map. Given this capacity, W. Trinity Lane can support more intense mixed use development.
- W. Trinity Lane has three feet wide, legacy sidewalks on both sides of the street. The associated development will transform the pedestrian experience along the SP’s section of W. Trinity Lane and create a dual bike/pedestrian way along the street. The SP also includes dedicated bike lanes and sidewalks throughout the development, which support multimodal connectivity on the site.
- Currently, the closest WeGo stop is less than 500 feet from the northeastern-most point of the study area. The additional residential and mixed use intensity allowed through T4 CM policy could lead to higher ridership and support existing and future public transportation infrastructure.
- The Haynes Trinity Small Area Plan recognizes the lack of connectivity within the area and suggests a strong and cohesive block structure to support urban development in the neighborhood. The associated development proposes an urban block structure that allows for significant connectivity on the site.

STAFF RECOMMENDATION

Staff recommends approval of extending T4 Urban Mixed Use Corridor (T4 CM) policy to the study area.

Approve. (7-0-1)

Resolution No. RS2023-156

“BE IT RESOLVED by The Metropolitan Planning Commission that 2022CP-003-001 is approved. (7-0-1)

18b. 2022SP-029-001

THE RIVERSIDE

Council District 02 (Kyonzté Toombs)

Staff Reviewer: Logan Elliott

A request to rezone from R8 and SP to SP zoning for 2156 Buena Vista Pike and Buena Vista Pike (unnumbered), 1204, 1122, 120B, 1120, 1110, 1118, 1116, 1112, 1108, 1106, 1230, 1250, 1252 W Trinity Ln and River Pearl Pl (unnumbered) along W Trinity Lane, approximately 940 feet east of Old Buena Vista Road, (64.93 acres), to permit a mixed use development, requested by SOM, applicant; Cumberland Development Partners, LLC, owner. (See associated cases #2022CP-003-001 & 68-85P-003)

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

Preliminary SP to permit a mixed-use development.

Preliminary SP

A request to rezone from One and Two-Family Residential (R8) and Specific Plan (SP) to Specific Plan (SP) zoning for 2156 Buena Vista Pike and Buena Vista Pike (unnumbered), 1204, 1122, 120B, 1120, 1120 B, 1110, 1118, 1116, 1112, 1108, 1106, 1230, 1250, 1252 1252 B W Trinity Ln and River Pearl Pl (unnumbered) along W Trinity Lane, approximately 940 feet east of Old Buena Vista Road, (64.93 acres), to permit a mixed use development. (See associated case #2022CP-003-001 & 68-85P-003)

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.

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 172 lots with 44 duplex lots for a total of 216 units.*

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

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.

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

Existing Policy

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

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

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

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

Haynes Trinity Supplemental Policy (HTSP)

This site is located within the Haynes Trinity Small Area Plan area of the Bordeaux-Whites Creek-Haynes Trinity Community Plan. 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.

Proposed Policy (Conservation Policy and Supplemental Policy to remain)

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

SITE CONTEXT

The site consists of multiple parcels and comprises approximately 64.93 acres. The site is located on the south side of W Trinity Lane, from the intersection of Buena Vista Pike to the terminus of Limestone Place and Alice Street to the east. The site makes up all of the property between W Trinity Lane and the Cumberland River. The existing land use of the property is single-family residential and there a religious institution previously operated on the property.

The subject property is currently zoned R8 and SP. The existing SP zoning was approved in 2005 and permits 248 attached townhouses, amenity features, and a public street network. The surrounding zoning is a mixture of residential land uses permitted through SP zoning, other R8 zoning, and multi-family zoning districts.

The site is generally flat and slopes towards the river at both the southeastern and southwestern corner of the property. A potential water feature runs across the site towards the south-eastern corner of the property.

PLAN DETAILS

The application proposes SP zoning to permit a mixed-use development. The plan proposes a maximum of 5,000,000 gross floor area of development across 8 separate development parcels. This equates to a floor-area-ratio of about 1.76 for the approximately 65-acre site. The plan includes a Collector Avenue extension from the adjacent developments to the east and through the site connecting to the intersection of Buena Vista Pike and W Trinity Lane and stubbing to the west. The development parcels front this Collector Avenue and local streets are proposed to create a gridded network of blocks ranging from approximately 300 feet to 400 feet wide and approximately 500 feet deep from W Trinity Lane. The plan includes proposed street sections, and the final sections will be determined at final site plan application.

The application proposes Phase 1 and Phase 2 building heights. Phase 2 is defined in staff's conditions related to the transportation improvements identified in the Regional Transportation Assessment for West Trinity Lane Corridor being fully funded or constructed. Both phases focus the most intense building heights around the Overlook Park feature of the SP zoning. Phase 1 permits 4-story buildings along West Trinity Lane and then after a 50' step back the buildings can rise up to 7-stories. Interior the site and fronting onto the planned Collector Avenue, the building heights may rise to 15 stories. The building heights vary across development parcels and the plan includes a dimensioned exhibit demonstrating the permitted building heights across the site for phase 1.

Phase 2 permits additional building heights across the site. For Phase 2, The maximum building height along West Trinity Lane is 5-stories and then after a 50' step back they rise to 12-stories. Interior the site and fronting onto the planned Collector Avenue, the building heights rise to 25-stories for four separate development parcels.

Approximately 26.8% of the site is proposed as privately maintained and publicly accessible open space. The plan also provides the Metro Parks Greenway that is planned for in the Metro Parks Master Plan, *Plan to Play*, that runs along the Cumberland River. A centralized open space, Overlook Park, is included in the overall open space. Overlook Park is a publicly accessible privately maintained large central lawn space intended for flexible programming, events and play. The plan provides other open space features in the southeastern and southwestern corners of the property where the topography slopes downwards towards the Cumberland River. The SP plan provides design intent standards for the open space features identified on the plan.

The proposed land uses include a mixture of residential, commercial, office, medical, educational, and various other land uses intended to create an urban, mixed-use neighborhood. The SP caps the permitted residential units at a maximum of 2,500 or about 38 units an acre. These units are included in the overall square footage, not in addition to it.

The total development timeline is estimated at 15 years and the application includes a phasing plan. Staff is including a condition that requires that the full extent of the Collector Avenue be constructed for vehicular traffic from W Trinity to the eastern property boundary, making a complete connection to existing Limestone Place, prior to the final use and occupancy permit being issued for buildings within Phase 1.

NDOT Report on the Regional Transportation Assessment

As part of the Riverside SP submittal, the development team was required to complete a Regional Transportation Assessment that analyzed the potential transportation impacts of the proposed SP and policy change. The study evaluated three development scenarios for the entire Haynes Trinity planning area, not just the SP property. The

scenarios included an evaluation of the following: (1) maximum redevelopment under the existing T4 policy, (2) maximum redevelopment under the existing T4 policy plus redevelopment at a more intense level (T5 policy) for the subject site only, and (3) maximum redevelopment at a more intense level (T5 policy) for the entire study area. Metro Planning worked with the development team and NDOT to identify appropriate development levels to be studied for each scenario. The study of T5 policy was based on conversations around the appropriate policy for the site.

The study indicates that, as development occurs along the Trinity Lane corridor, the proposed Riverside SP could increase the number of trips in the area by as much as 14%. If surrounding properties developed at a similar intensity to the subject proposal, the number of new trips could more than double as redevelopment occurs.

The results of the analyses found that, under all three scenarios, significant developer & Metro funded capital infrastructure improvements will be needed if development occurs at levels similar to the proposed Riverside SP. These improvements include the widening of existing roadways, transit improvements, sidewalk & bikeway construction, traffic signal enhancements, and the possible construction of a new bridge over the Cumberland River. While the study showed that these infrastructure improvements are necessary for each scenario analyzed, these improvements will be needed much sooner if more intense development is approved along with future policy changes.

Based on the findings of this study, NDOT has submitted a funding request in the current Capital Improvement Budget (CIB) to address the likely need for future infrastructure improvements in the Haynes Trinity area. The developer should be required to make a significant financial contribution towards these investments as well. Finally, it is anticipated that Metro will need to perform more studies and invest more capital funding in infrastructure enhancements to address current and future growth in the area.

ANALYSIS

Staff finds the proposed SP zoning to be consistent with the proposed T4 CM policy and the Haynes Trinity Supplemental policy (HTSP) in this location. The SP plan proposes a 1.7 floor-area-ratio across the site with a gridded public street network, open space areas, architectural standards, and access standards that work to ensure an urban mixed-use development will be provided consistent with the T4 CM policy guidance. The street network planned in the HTSP and MCSP is also being provided with the proposed SP zoning.

Staff also finds that the proposed plan meets the intent of the Development Guidance along the Riverfront and Riverfront Greenway Design Guidance portions of the HTSP. Also, the HTSP describes that privately-owned and publicly accessible open space established through zoning approvals may support additional building height or development potential. The proposed size and scale of the open space and the interaction of the Overlook Park with the Cumberland River and the greenway support additional building height in this location.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

PARKS RECOMMENDATION

Approve with conditions

- Add “a greenway,” after “scaled sidewalks” on page 4.
- Provide the following note on page 11 under phasing considerations: The easement for parks and greenways will be perpetual. See Greenway Design Considerations and Requirements below. Parks suggests the initial easement for the parks and greenways include all area potentially to be used for same from west property line (west of parcel 6) to east property line (east of parcel 5). The easement can be tailored once all design work is complete to better fit the actual space required for these uses once the project(s) are complete, if necessary.
- Remove “network” from the second sentence of the third bullet point under Phasing Considerations on page 11 and replace it with “framework.”
- Add “greenway” to the title so that it reads “Greenway and Bicycle Network. Add “and greenway” to the end of the second sentence under Pedestrian Movement on page 14.
- Remove “park trail” from the third sentence under Pedestrian Movement on page 14 and replace it with “greenway trail.”
- Delete the fourth sentence under Pedestrian Movement on page 14 in its entirety.
- Delete “future trail” form the fifth sentence under Pedestrian Movement on page 14 and replace it with “greenway trail.”
- Delete the second and third sentences under Bicycle Movement on page 14 in their entirety and replace them with:
- “Two conceptual greenway routes are shown as 2 and 3. The actual route, which may differ from the two conceptual routes, must be finalized prior to and will be part of the first final SP approval. Design considerations and requirements are below.

- The greenway should provide a “park-like” experience serving as recreational space and maximizing health benefits and the conservation of natural resources.
- The greenway and greenway trail must be a linear component of the overall onsite open space system traversing and linking Ravine Park, Overlook Park, and the River Terraces with appropriate connections to walking and biking infrastructure along W Trinity Lane, the interior of The Riverside, abutting properties to the east and west and a future greenway extension north along Buena Vista Pike connecting to Hartman Park and Community Center.
- The greenway and greenway trail must be placed in a Conservation Greenway Easement the extent of which will be delineated and noted on the project plans. The greenway easement must be dedicated and memorialized in a Metro Parks’ Conservation Greenway Easement Agreement with exhibits providing a legal description and boundary survey of the easement. The Easement Agreement must be approved by Metro Parks Board and Metro Council and be recorded with property deed after Metro Council approval and prior to the use and occupancy or the issuance of a letter regarding same of the first building built on the SP parcel.
- The greenway to be designed, constructed, and maintained by developer, per Metro Parks design standards and approved by Metro Parks Greenways staff. Minimum greenway trail width to be 14’. Lighting and site furniture to be included per Metro Greenway design standards. All to be memorialized in a Participation Agreements with covenants that travel with the property. The Participation Agreement to be recorded with the Conservation Greenway Easement Agreement and property deed after Metro Park Board and Metro Council approval and prior to issuance of Use and Occupancy permit.
- The greenway must be open to the public 365 days a year during regular Metro greenway operating hours.
- The greenway trail, where it is adjacent to a street, must be separated by a broad width of green space between the paved trail and the adjacent street to the greatest extent reasonably possible, to allow the various uses low stress movement away from vehicles.
- Greenway trailheads and appropriate wayfinding and rule signage to be designed and constructed per Metro Parks Greenway standards.”
- The greenway trail must comply in full with the ADA.
- Provide the following note on page 15, Service and Parking: Trailheads must be provided at locations approved by Metro Parks. Trailheads must provide adequate parking for greenway users, and standard trailhead kiosks, signage, and furniture. Trailheads must be open and accessible to the public 365 days a year during normal Metro greenway operating hours.
- Amend the text inside the parenthesis on page 18, Illustrative Street Sections by adding, “, if applicable per the approved final SP” after “Greenway.”
- [THE FOLLOWING COMMENTS REGARD TEXT ON PAGE 26 AS IDENTIFIED ON A SHEET LABELED “UPDATED: MAY 4, 2023.” THIS WAS PAGE 25 IN THE MAY 3, 2023 UPDATE. THIS NEEDS TO BE RECTIFIED].
 - Amend the text of the first bullet point under Subarea A deleting in its entirety and replacing it with, Ravine Park: to be completed prior to the issuance of a letter for use and occupancy for a building within Subarea A that would result in the total cumulative floor area in Subarea A to be over 400,000 SF, including buildings in parcels 1, 6, and/or 7.
 - Amend the second bullet point under Subarea A by deleting “ern” from “Western” and adding “all required greenway trail and related greenway improvements to be located in Subarea A” before “to be completed...”
 - Provide the following note on page 26 Sub Area A: All related multimodal streets necessary to provide a complete loop from West Segment of the greenway around W Trinity Multimodal Path to be completed with the construction of Ravine Park.
 - Amend the text of the first bullet point under Subarea B by deleting in its entirety and replacing it with, Overlook Park: to be completed prior to the issuance of a letter for use and occupancy for a building within Subarea B that would result in the total cumulative floor area in Subarea B to be over 400,000 SF, including buildings in parcels 2 and/or 3.
 - Amend the second bullet point under Subarea B by adding “all required greenway trail and related greenway improvements to be located in Subarea B” before “to be completed...”
 - Provide the following note on page 26 Sub Area B: All related multimodal streets necessary to provide a complete loop from Central Segment of the greenway around W Trinity Multimodal Path to be completed with the construction of Overlook Park.
 - Amend the text of the first bullet point under Subarea C by deleting in its entirety and replacing it with, River Terraces: to be completed prior to the issuance of a letter for use and occupancy for a building within Subarea C that would result in the total cumulative floor area in Subarea C to be over 400,000 SF, including buildings in parcels 4, 5 and/or 8.
 - Amend the second bullet point under Subarea C by adding “all required greenway trail and related greenway improvements to be located in Subarea B” before “to be completed...”
 - Provide the following note on page 26 Sub Area C: All related multimodal streets necessary to provide a complete loop from Central Segment of the greenway around W Trinity Multimodal Path to be completed with the construction of Overlook Park.
 - Provide the following note on page 26 after the Subarea C: In any case, regardless of development phasing and any existing greenway development, once the total floor area within the SP zone district is => 1,800,000 SF or there exists 1,000,000 SF or more of floor area and a building permit, for a building with a minimum of 10,000 SF floor area, has not issued within five years since the last building permit issued for a building with a minimum of 10,000 SF and the building having been built, the entire required greenway trail and related greenway improvements to be located in the SP district are to be and completed, including connections to all related multimodal streets (at a minimum two) to provide a complete loop from the greenway trail around the W Trinity Multimodal Path. The

completion of the greenway project to be secured with a surety bond satisfactory to the Metropolitan Department of Law and any other required Metro approvals.

- Provide the following note by inserting it between the 3rd and 4th bullet points on page 26, Open Space Overview: An agreement with Parks for public access to these non-greenway trail park spaces is required and that they must be designed with community input and in such a way that the general public and visitors perceive them to be public parks and they must be open to the public during normal Metro park hours except per the terms of the agreement in compliance with the terms of the agreement.
- Amend the 10th bullet point on page 26, Open Space Overview by adding “and bicycle” after “pedestrian.”
- Amend the section title page 27 under Open Space Areas to read “Greenway and Multi-Modal Path.”
- Amend the second sentence page 27, Greenway and Multi-Mod[a]l Paths by adding “property lines” at the end of the sentence.
- Delete the second paragraph, which begins, “The path is shown..” and the first bullet point page 27, Greenway and Multi-Model Paths.
- Amend the second bullet point page 27, Greenway and Multi-Model Paths by adding “paved walkable and bikeable trail surface” after “Greenway.”
- Amend the paragraph that begins “The Greenway shall be built...” page 27, Greenway and Multi-Model Paths by ending the first sentence after the word phases and deleting “as each park space and adjacent development subarea is developed.”

Amend the sentence page 27, Greenway and Multi-Model Paths that begins, “The Greenway Master Plan will include the following elements” to begin with “The Greenway Master Plan will contain all necessary elements, including:”

- Delete the bullet point page 27, Greenway and Multi-Model Paths that reads, “ADA path along the entire length of the Greenway,” and add “for entire length of greenway trail to meet the ADA standards” to bullet point that reads “Trail location with grading plan

STORMWATER RECOMMENDATION

Approve with conditions

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

WEGO RECOMMENDATION

Approve with conditions

- Proposed new bus stop between Buena Vista Pike and Street A
 - ***Below condition is preferred to the bus stop offered in the SP:***

Developer to provide a pair of far-side local service shelter stops at the intersection of W Trinity Lane & Street C, serviced by crosswalks over all legs of that intersection.
Developer shall obtain agreement from WeGo and refer to WeGo Transit Design Guidelines to achieve this condition.
- West Trinity Lane at Whites Creek Pike / Baptist World Center Drive
 - If this intersection is modified by this development:
 - Intersection modifications shall include the developer moving and improving the existing bus stop at this intersection.
 - Intersection modifications shall include the developer providing a pair of new far-side local service shelter stops on W Trinity Lane at this intersection. All the stops, signalization, sidewalks, and crosswalks shall be designed and located with bus user interchange as a priority functionality.
 - Developer shall obtain agreement from WeGo and refer to WeGo Transit Design Guidelines to achieve these conditions.
- Baptist World Center Drive at Vashti Street
 - If this intersection is modified by this development:
 - Intersection modifications shall include the developer providing pedestrian signalization, crosswalks, and facilities at all legs of the intersection.
 - ***Preferred condition:*** Intersection modifications shall include the developer providing a pair of new local service shelter stops, conveniently located close to crosswalks.
 - ***Less preferred condition:*** Intersection modifications shall include the developer moving and improving the existing westbound bus stop.
 - Developer shall obtain agreement from WeGo and refer to WeGo Transit Design Guidelines to achieve these conditions.
- West Trinity Lane at Brick Church Pike
 - If this intersection is modified by this development:
 - This intersection is already one of the most dangerous pedestrian locations in Tennessee. TDOT is about (mid-2023) to start construction of a Pedestrian Road Safety Initiative at this intersection. Any modifications to this intersection by this development shall prioritize pedestrian and bus safety improvements.
 - Developer shall obtain agreement from WeGo and TDOT and refer to WeGo Transit Design Guidelines to achieve this condition.
- New Collector Street in MCSP/Main St in SP
 - Main Street and any streets forming part of the MCSP new Collector Street shall be planned to accommodate a local bus service, including adequate provision for local service shelter stops requiring 10ft width between the curb and the proposed clear sidewalk width.

- Developer shall obtain agreement from WeGo and refer to WeGo Transit Design Guidelines to achieve this condition.

METRO WATER SERVICES RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Prior to the approval of the first Final SP, additional analysis may be needed. Additional mitigations may be required.
- Additional traffic analysis may be required with the submittal of each Final SP. If the land uses change and the trip generation is impacted, a revised traffic study may be required.
- Finalize the cross sections of the internal streets with NDOT prior to the submittal of the roadway construction plans of the first phase. Minor modification to the cross sections may be needed.
- With Phase 1, an enhanced transit hub shall be provided along property frontage per WeGo's specs.
- The signal at Buena Vista Pike and West Trinity Lane shall have full pedestrian infrastructure including signal heads, push buttons, ADA compliant curb ramps, detectable warning mats, and crosswalks. These things shall be provided with Phase 1.
- Based on the findings of the Regional Mobility Study, additional ROW may be required. This shall be determined prior to the approval of the Final SP of the first phase.
- With the construction of Parcel 6, Street D should be fully built out to the parcel line.
- With all future phases, coordinate with NDOT on completing full signal warrant analyses for development connections to W Trinity Lane and intersections internal to the development site. If/when a signal is warranted, it shall be constructed with corresponding phase.
- Additional transit stops (per WeGo standards) may be required along property frontage with future phases. Coordination with WeGo is required.
- Safety improvements may be constructed and/or contributed towards along the Buena Vista/W Trinity Lane corridor with Phase 1. Additional information/study may be required to determine what is specifically needed. Coordinate with NDOT prior to Final SP submittal.
- Based on the findings of the Regional Transportation Assessment, the developer shall make a financial contribution to NDOT for more detailed transportation/infrastructure studies and/or capital infrastructure improvements. These improvements may include the widening of existing roadways, intersection improvements, transit enhancements, sidewalk & bikeway construction, traffic signal modifications, and the possible construction of a new bridge.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Prior to the approval of the first Final SP, additional analysis may be needed. Additional mitigations may be required.
- Additional traffic analysis may be required with the submittal of each Final SP. If the land uses change and the trip generation is impacted, a revised traffic study may be required.
- Finalize the cross sections of the internal streets with NDOT prior to the submittal of the roadway construction plans of the first phase. Minor modification to the cross sections may be needed.
- With Phase 1, an enhanced transit hub shall be provided along property frontage per WeGo's specs.
- The signal at Buena Vista Pike and West Trinity Lane shall have full pedestrian infrastructure including signal heads, push buttons, ADA compliant curb ramps, detectable warning mats, and crosswalks. These things shall be provided with Phase 1.
- Based on the findings of the Regional Mobility Study, additional ROW may be required. This shall be determined prior to the approval of the Final SP of the first phase.
- With the construction of Parcel 6, Street D should be fully built out to the parcel line.
- With all future phases, coordinate with NDOT on completing full signal warrant analyses for development connections to W Trinity Lane and intersections internal to the development site. If/when a signal is warranted, it shall be constructed with corresponding phase.
- Additional transit stops (per WeGo standards) may be required along property frontage with future phases. Coordination with WeGo is required.
- Safety improvements may be constructed and/or contributed towards along the Buena Vista/W Trinity Lane corridor with Phase 1. Additional information/study may be required to determine what is specifically needed. Coordinate with NDOT prior to Final SP submittal.
- Based on the findings of the Regional Transportation Assessment, the developer shall make a financial contribution to NDOT for more detailed transportation/infrastructure studies and/or capital infrastructure improvements. These improvements may include the widening of existing roadways, intersection improvements, transit enhancements, sidewalk & bikeway construction, traffic signal modifications, and the possible construction of a new bridge. The

contribution amount, as driven by the impact of the development, and the timing of the contribution shall be determined with subsequent development phases beyond Phase 1.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	37.3	-	216 U	2,112	159	213

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 (221)	27.7	-	248 U	1,350	84	106

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)	-	-	2,557 U	13,934	820	995

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
General Office (710)	-	-	1,416,000 SF	13,876	1,357	1,412

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)	-	-	471,000 SF	17,780	442	1,794

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)	-	-	45,000 SF	5,048	447	440

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+47,176	+2,823	+4,322

METRO SCHOOL BOARD REPORT

Projected student generation existing R8 and SP district: **107** Elementary **63** Middle **64** High
 Projected student generation proposed SP district: **756** Elementary **402** Middle **355** High

The proposed SP is expected to generate 1,279 additional students than what is typically generated under the existing R8 and SP zoning district. Students would attend Alex Green Elementary School, Haynes Middle School,

and Whites Creek High School. All three schools are identified as having capacity for additional students. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. This SP zoning shall be limited to a maximum of 5,000,000 square feet of development. Permitted land uses are specified in the Specific Plan document.
2. Phase 1 of this development shall be limited to a maximum of 1,600,000 square feet of development. No final site plans for square footage above the amount permitted within Phase 1 shall be submitted, review, or approved until the transportation improvements identified in the Regional Transportation Assessment for West Trinity Lane Corridor have been fully funded or constructed.
3. The full extent of the Collector Avenue shall be constructed for vehicular traffic from W Trinity to the existing stub street, Limestone Place, at the eastern property boundary to make a complete connection, prior to the last U&O being issued for buildings within Phase 1.
4. With the first final site plan submittal, the final street sections shall be coordinated with NDOT and Planning Staff.
5. Comply with all conditions and requirements of Metro reviewing agencies.
6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
7. 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. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
9. 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 MUG-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
10. 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.
11. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

Approve with conditions and disapprove without all conditions. (7-0-1)

Resolution No. RS2023-157

"BE IT RESOLVED by The Metropolitan Planning Commission that 2022SP-029-001 is approved with conditions and disapproved without all conditions. (7-0-1)

CONDITIONS

1. This SP zoning shall be limited to a maximum of 5,000,000 square feet of development. Permitted land uses are specified in the Specific Plan document.
2. Phase 1 of this development shall be limited to a maximum of 1,600,000 square feet of development. No final site plans for square footage above the amount permitted within Phase 1 shall be submitted, review, or approved until the transportation improvements identified in the Regional Transportation Assessment for West Trinity Lane Corridor have been fully funded or constructed.
3. The full extent of the Collector Avenue shall be constructed for vehicular traffic from W Trinity to the existing stub street, Limestone Place, at the eastern property boundary to make a complete connection, prior to the last U&O being issued for buildings within Phase 1.
4. With the first final site plan submittal, the final street sections shall be coordinated with NDOT and Planning Staff.
5. Comply with all conditions and requirements of Metro reviewing agencies.
6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
7. 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. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
9. 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 MUG-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.

10. 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.
11. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

19a. 2023CP-000-002

MAJOR AND COLLECTOR STREET PLAN AMENDMENT

EWING DRIVE EXTENSION REMOVAL

Council District 03 (Jennifer Gamble)

Staff Reviewer: Joren Dunnavent

A request to amend the Major and Collector Street Plan to remove a future collector street on property located at 4808 Buena Vista Pike, west of Whites Creek Pike, zoned R8 and RS10 (85.72 acres), requested by Thomas & Hutton, applicant; William H. Otey Jr., ET UX, owner. (See associated case 2023SP-026-001.

Staff Recommendation: Approve.

APPLICANT REQUEST

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

MCSP Amendment

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

BACKGROUND

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

Requested Amendment

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

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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

SITE AND CONTEXT

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

ANALYSIS

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

STAFF RECOMMENDATION

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

Ms. Blackshear recused herself from this Item and left the meeting.

Mr. Dunnavent presented the staff recommendation to approve.

Chair Adkins advised they will hear Items 19a and 19b together and vote on them separately.

Kelly Hyatt, Real Estate Development Manager at AI Neyer, spoke in favor of the application.

Travis Todd, Thomas & Hutton, spoke in favor of the application.

Ben Jumper 4798 Lickton Pike, stated he is the owner of SoundCheck and owns three parcels of land on Whites Creek. He spoke in favor of the application.

Scott Davis, no address given, spoke in favor of the application.

Jon Michael, Thompson Burton Law Firm, 1801 West End Avenue, spoke in favor of the application.

Claudia Humphry Henry, 760 Rowan Drive, stated she is speaking on behalf of the Haynes Manor Neighborhood Association. She spoke in opposition to the application.

Winnie Forrester, 2611 Shreeve Lane, stated she is a Board member of the Haynes Trinity Neighborhood Association and Vice President of the Haynes Heights Neighborhood Association. She spoke in opposition to the application.

John Cooper, Holland & Knight Law Firm, 511 Union Street, spoke in rebuttal.

Councilmember Gamble spoke in favor of the application.

Councilmember Toombs stated she does not have a problem with moving this project forward but supports the additional conditions the District 2 constituents are wanting.

Chair Adkins closed the Public Hearing.

Vice Chair Farr said it seems like an exciting project and it is good the applicant has been meeting with the community to get them closer. She asked if the site plan has been updated to allow buildings one and two to be Mixed Use and not Warehouse.

Ms. Milligan answered the change made to the SP was to insert and allow more uses, which gives flexibility to the two front buildings, but those two buildings have not been restricted to only those additional uses.

Vice Chair Farr confirmed the intent is that the back two buildings are restricted to more warehousing verses the front two.

Ms. Milligan responded that by site plan and building design, where there are loading areas and loading docks between the two buildings, those are clearly intended to have the warehousing production uses that require larger open spaces.

Ms. Kempf added that in a land use space, they want to open the door to encourage the kind of uses they think are reflective of the policy and what they hear from the community. She said there is a difference between zoning and what the market might respond to. Ms. Kempf explained the department has learned over time that it is better to open up the uses and do what they can to urge the market to respond.

Vice Chair Farr said it gives her comfort that the plan has intent to try to meet what is put forth as condition one. She asked for clarification on the height maximum.

Ms. Milligan advised 50,000 square feet is permitted to be the maximum of 90 and everything else is limited to 70.

Vice Chair Farr said given the proximity to the floodplain, the idea of a pervious pavement makes a lot of sense. She asked that they pay attention to condition four and see how it can be incorporated as it moves forward.

Mr. Clifton asked about the statement made regarding minimal disturbance to the floodplain.

Ms. Milligan pointed out on the map a very small area that is being disturbed for stormwater. She said the vast majority of the floodplain, floodway and all associated buffers, is not being disturbed.

Mr. Clifton said this was a well thought out plan with good community citizen involvement and felt this is a good example of openness on all sides.

Ms. Johnson asked about the height limitations of the different buildings and if it is possible for the front two buildings to go as high 95 feet.

Ms. Milligan answered the square footage is the only thing that has them limited; 50,000 square feet has been limited, but it is not specific as to which building, but the Commission can consider that if they'd like.

Ms. Johnson said she would like to consider that because that is the request from the neighborhood.

Chair Adkins asked if the applicant would be OK with that request.

Kelly Hyatt advised the idea is not to put it up front but they are still working with their tenants. She said they are moving in that direction but do not have enough buy in from the tenants without a rezoning to commit at this time and hopes to do that at Council level.

Ms. Kempf asked for clarification of the height allowance.

Ms. Milligan said the maximum overall height allowed for up to 50,000 square feet is 95 feet. The remainder above the 50,000 square feet is limited to 70 feet.

Vice Chair Farr moved and Mr. Tibbs seconded the motion to approve. (7-0)

Resolution No. RS2023-158

"BE IT RESOLVED by The Metropolitan Planning Commission that 2023CP-000-002 is approved (7-0)

19b. 2023SP-026-001

PRODUCTION ROW SP

Council District 03 (Jennifer Gamble)

Staff Reviewer: Logan Elliott

A request to rezone from R8 to 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, requested by Thomas & Hutton, applicant; Mary Baltz & Cecilia Halpin ETAL, owners. (See associated case 2023CP-000-002).

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

APPLICANT REQUEST

Rezoned 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.

Existing Zoning

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

Proposed Zoning

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

BORDEAUX - WHITES CREEK - HAYNES TRINITY COMMUNITY PLAN

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

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

SITE

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

PLAN DETAILS

The application proposes a Specific Plan zoning district that permits a mixture of nonresidential land uses across four buildings that may rise to a maximum of 95 feet. The commercial service type uses are focused in the two buildings fronting Whites Creek Pike and the rear two buildings would contain warehousing, light industrial, and office uses. The plan includes architectural standards to ensure the buildings provide articulation in their facades with higher quality design. A single row of double loaded surface parking is providing in front of the structures and the remainder of the parking is located behind two buildings. The plan includes a landscaping plan that shows how the site will be screened at the perimeter and landscaped internally.

ANALYSIS

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

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

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

METRO HISTORIC STAFF RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Final parking ratio/total is to be determined at Final SP. At minimum parking shall be shown per metro code.
- Due to further coordination with NDOT and TDOT, the applicant shall construct one of the two options for a Right turn lane on Whites Creek Pike. [Option A] Extend the outside Southbound Lane on Whites Creek Pike down to the site access and have it finish into the proposed right turn lane. Additional ROW may be required to accommodate the Right turn lane/existing outside Southbound Lane extension. Additional signage and pavement markings may be required. [Option B] A Southbound Right turn lane shall be installed on Whites Creek Pike at the site access. This turn lane shall include a minimum of 150ft of storage and 160ft taper in accordance with TDOT design standards. Additional signage and pavement markings may be required.
- The applicant shall coordinate with NDOT to determine appropriate pro-rata share contribution to the construction of signal(s) at Briley Parkway ramps. Contribution amount shall be determined prior to Final SP approval.
- The bike lane width on Whites Creek Pike shall be placed in the grass-strip, all other MCSP requirements shall be shown along the development frontage.
- Provide truck turning exhibit to reduce ramp width off Whites Creek Pike.
- The above traffic conditions were based on the proposed land use of an Industrial Park with 609,700 sqft. If changes to the proposed land use/density are made, an updated traffic study may be required, which may also require additional improvements.
- Comply with Roads Conditions.

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

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	-	-	459,700 SF	772	78	88

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	-	-	150,000 SF	5,663	141	571

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+3,824	+22	+394

METRO SCHOOL BOARD REPORT

Projected student generation existing R8 district: **31 Elementary 30 Middle 28 High**

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

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

STAFF RECOMMENDATION

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

CONDITIONS

- Permitted uses shall be limited to a maximum of 609,700 square feet of warehousing, light manufacturing, general office land uses, and other non-residential land uses as specified on the plan. The other non-residential land uses shall be limited to a maximum of 150,000 square feet.
- The maximum building height shall be limited to 95' and 3-stories.
- An easement shall be recorded for the planned Metro Greenways on the remainder of parcel 05900006500, consistent with the draft easement and exhibit that has been coordinated with Metro Parks and Metro Legal, prior to the SP final site plan approval.
- 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.
- The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
- The 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.
- Comply with all conditions and requirements of Metro reviewing agencies.
- 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 CS, as of the date of the applicable request or application.
- 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.
- Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

Ms. Blackshear recused herself from this Item.

Mr. Elliott presented the staff recommendation to approve with conditions and disapprove without all conditions if the associated Major and Collector Street Plan amendment is approved. Disapprove if the associated Major and Collector Street Plan amendment is not approved.

Vice Chair Farr moved and Ms. Johnson seconded the motion to approve with conditions and disapprove without all conditions including a clarification of Conditions 2 as follows: Up to 50,000 square feet of building area is allowed to be up to 3 stories in 9 feet. The remainder of building area, above 50,000 square feet, is limited to a maximum height of 70 feet. (7-0)

Resolution No. RS2023-159

“BE IT RESOLVED by The Metropolitan Planning Commission that 2023SP-026-001 is approve with conditions and disapprove without all conditions including a clarification of Conditions 2 as follows: Up to 50,000 square feet of building area is allowed to be up to 3 stories in 9 feet. The remainder of building area, above 50,000 square feet, is limited to a maximum height of 70 feet (7-0)

1. Permitted uses shall be limited to a maximum of 609,700 square feet of warehousing, light manufacturing, general office land uses, and other non-residential land uses as specified on the plan. The other non-residential land uses shall be limited to a maximum of 150,000 square feet.
2. The maximum building height shall be limited to 95' and 3-stories.
3. An easement shall be recorded for the planned Metro Greenways on the remainder of parcel 05900006500, consistent with the draft easement and exhibit that has been coordinated with Metro Parks and Metro Legal, prior to the SP final site plan approval.
4. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
5. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
6. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
7. Comply with all conditions and requirements of Metro reviewing agencies.
8. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the CS, as of the date of the applicable request or application.
9. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
10. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

Ms. Blackshear joined the meeting.

20a. 2023CP-011-001

SOUTH NASHVILLE COMMUNITY PLAN AMENDMENT

Council District 17 (Colby Sledge)

Staff Reviewer: Olivia Ranseen

A request to amend the South Nashville Community Plan by changing from Urban Neighborhood Maintenance (T4 NM) to Urban Community Center (T4 CC) for various properties along Bransford Avenue and Benton Avenue, at the southeast corner of Benton Avenue and Bransford Avenue, zoned CN and R6 and partially within the Woodland-in-Waverly Historic Preservation Overlay District (4.33 acres), requested by Kimley-Horn, applicant; various owners. (See associated case 2023SP-037-001).

Staff Recommendation: Approve.

APPLICANT REQUEST

Amend South Nashville Community Plan to change the policy.

Major Plan Amendment

A request to amend the South Nashville Community Plan by changing from Urban Neighborhood Maintenance (T4 NM) and Urban Neighborhood Center (T4 NC) to Urban Community Center (T4 CC) for various properties along Bransford Avenue and Benton Avenue, at the southeast corner of Benton Avenue and Bransford Avenue, zoned CN and R6 (4.33 acres). Conservation (CO) policy remains in place.

SOUTH NASHVILLE COMMUNITY PLAN

Current Policy

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.

Urban Neighborhood Center (T4 NC) policy intends to maintain, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a 5-minute walk. T4 NC areas are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. Please note that T4 NC only covers a portion of the northernmost property of the twenty properties included in this plan amendment request.

Conservation (CO) policy recognizes the presence of environmentally sensitive features, such as floodways/floodplains and steep slopes. In this case, CO policy recognizes steep slopes on the eastern edge of the study area and is not proposed to change.

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

Urban Community Center (T4 CC) policy is intended to maintain, enhance, and create urban community centers that contain commercial, mixed use, and institutional land uses. T4 CC areas are pedestrian friendly and generally located at intersections of prominent urban streets.

BACKGROUND

The study area is located along the east side of Bransford Avenue between Benton Avenue and Fair Park. It includes 20 properties that are found directly between Geodis Park (on the east) and Bransford Avenue (on the west). The study area is directly across from 18 single-family residences that front the west side of Bransford, and it is east of MDHA's Vine Hill neighborhood. The Nashville Fairgrounds, which includes the (under construction) Fairgrounds Mixed Use development, is northeast of the study area. Today, the proposed plan amendment area contains 22 duplex houses.

The community plan amendment was requested in conjunction with zone change application, 2022SP-037-001, a request to rezone commercial neighborhood (CN) and one-and two-family residential (R6) to Specific Plan (SP) zoning to permit mixed use development.

In this case, the study area is limited to the applicant's rezoning area. Usually, the proposed T4 CC policy is applied to both sides of a street; however, this area is unique with Geodis Park and the Nashville Fairgrounds adjacent to the study area. With additional residences and Vine Hill Homes to the west, the study area can serve as a transition from Geodis Park and the Nashville Fairgrounds to the residential area to the west.

COMMUNITY PARTICIPATION

On April 10, 2023, a Planning-led community meeting was held at Geodis Park's WeHo Club to discuss changing the policy for the area. Notices were mailed to 367 property owners and residents within 1,300 feet of the plan amendment area. Details of the community meeting were made available on Metro Nashville Planning Department's webpage. Approximately 25 people attended the meeting, including neighbors, community leaders, the Councilmember, development team, and staff. Planning staff provided an overview of the plan amendment request. Following Planning's presentation, the applicant presented plans and renderings for the rezoning. Planning staff then moved into Q&A and discussion with the public.

During the meeting, the following topics were discussed:

- Concerns –
 - Displacement of current residents
 - Short term rentals
 - Game day traffic on Wedgewood Avenue and Bransford Avenue
- Current Needs –
 - Neighborhood services for existing residents
 - Providing affordable units to maintain diverse socioeconomic nature of the neighborhood
 - Additional gameday parking (but also concern that additional parking could lead to more traffic)

Several of the community's concerns and needs can be addressed through the policy amendment and the accompanying Specific Plan – specifically supporting more neighborhood services and prohibiting short-term rentals. Additionally, it should be noted that the applicant is committed to offering relocation support services to existing tenants who will be displaced by this development.

There was also interest in T4 CC being applied to both sides of Bransford Avenue to create consistent street character and opportunity for current property owners to enjoy increased development potential. A policy change

extension could be studied in the future, but at this time, the study area is limited to the west side of Bransford Avenue to determine how the study area achieves T4 CC policy while serving as a transition to the residential area to the west.

ANALYSIS OF T4 URBAN COMMUNITY CENTER POLICY

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

Aligns with surrounding policy.

- Existing T4 CC policy is located northeast of the site and is applied to the (under construction) Fairgrounds Mixed Use SP. The SP, located on Metro-owned property, is one of the largest mixed use, mixed-income projects in the city. This policy application is consistent with the existing T4 CC application to the northeast.
- T4 NM policy is applied to the residential properties and the Vine Hill neighborhood to the west of the policy area, and T4 NE policy is found north of the site in the Wedgewood Houston neighborhood. This policy application permits more services to locate near dense, urban housing and serves as a transition from the more intense Nashville Fairgrounds uses.
- T4 NC is applied directly north of the site to encourage a mix of uses, and this policy application expands the area allowing mixed use development.
- Open space policy is applied to Geodis Park, directly east of the site. The application of this policy allows for a transition between the soccer stadium and residential uses.

Proximity to major public investments.

- As established, the study area is located adjacent to the Nashville Fairgrounds, which includes Geodis Park and Fair Park. Geodis Park is a professional soccer stadium, and Fair Park is home to multi-use fields, a picnic shelter, trails, and a dog park. Both spaces represent significant public investment and should be situated to serve the greatest number of individuals in the larger community and region.
- The current policy, T4 NM, is the least intense policy of the T4 Urban transect, which limits the efficiency of these public investments. The proposed T4 CC application increases the number of people able to easily access public amenities and improves the efficiency of Metro's investments.

Supported by surrounding existing or planned residential development, adequate infrastructure, and adequate access.

- Within half a mile of the study area are townhouses, single-family homes, and an apartment building (Vine Hill Apartments). The Fairgrounds Mixed Use SP is under construction and less than 400 feet from the northernmost property in the study area. This development includes 335 apartments (120 reserved for residents earning 60 percent or below the area median income). These existing and planned residential uses can support the additional services permitted under T4 CC policy.
- The study area is located along Bransford Avenue, which is classified as a two-lane collector avenue by the Major & Collector Street Plan. The associated development includes roadway improvements, specifically a continuous turn lane that enhances vehicular circulation along Bransford Avenue.
- The associated development creates activated pedestrian zones along Bransford Avenue, Benton Avenue, and the western Geodis Park Promenade. These enhancements further build on the pedestrian connectivity included in the Fairgrounds Mixed Use development.
- Currently, Bransford Avenue does not include biking infrastructure. The associated development creates a dedicated bike lane that improves cycling safety and enhances multimodal connectivity within the area, complementing the Fairground Mixed Use SP and the surrounding urban neighborhood.
- There is an existing bus stop directly across Bransford Avenue (close to the Bransford Avenue and Benton Avenue intersection), which offers a frequent route to downtown. T4 CC policy application could lead to higher ridership and additional support of public transit. Additionally, the associated development includes improvements to the current bus stop.

Analysis Summary

Amending the Community Character Policy from T4 NM and T4 NC to T4 CC is appropriate at this location. In summary, the change in policy for the study area is appropriate due to the following:

- Operates as a continuation of the existing T4 CC policy to the northeast and allows for greater flexibility and intensity given the area's public investments including the soccer stadium and Fair Park.
- Creates a transition between the stadium and residential uses.
- Allows for additional housing and services around major public investments.
- Planned and existing housing supports additional services found in T4 CC.
- The associated development offers substantial multimodal improvements and complements existing infrastructure's ability to accommodate the greater intensity permitted by T4 CC.

STAFF RECOMMENDATION

Staff recommends approval of applying T4 Urban Community Center (T4 CC) policy to the study area.

Approve. (8-0)

Resolution No. RS2023-160

"BE IT RESOLVED by The Metropolitan Planning Commission that 2023CP-011-001 is approve (8-0)

20b. 2023SP-037-001

BRANSFORD SP

Council District 17 (Colby Sledge)

Staff Reviewer: Donald Anthony

A request to rezone from CN and R6 to SP for various properties located along Bransford Avenue and 511 Benton Avenue, at the southeast corner of Bransford Avenue and Benton Avenue (4.33 acres), to permit a mixed-use development, requested by Kimley-Horn & Associates, applicant; Bransford Avenue Owner LLC, O.I.C. Homes at 2116 & 2118 Bransford Av., and O.I.C. Homes at 2120 & 2122 Bransford Av., owners. (See associated case 2023CP-011-001).

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

APPLICANT REQUEST

Preliminary SP to permit a mixed use development.

Preliminary SP

A request to rezone from Commercial Neighborhood (CN) and One and Two-Family Residential (R6) to Specific Plan (SP) for various properties located along Bransford Avenue and 511 Benton Avenue, at the southeast corner of Bransford Avenue and Benton Avenue (4.33 acres) to permit a mixed use development.

Existing Zoning

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

One and Two Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *In the subject property's current configuration, R6 would permit a maximum of 19 lots with 4 duplex lots for a total of 23 units.*

Proposed Zoning

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

SOUTH NASHVILLE COMMUNITY PLAN

Existing Policy

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

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

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

Proposed Policy

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

SITE CONTEXT

The subject property consists of 20 parcels totaling 4.33 acres located along the east side of Bransford Avenue and the south side of Benton Avenue. All parcels except the parcel at the corner of Bransford Avenue and Benton Avenue are zoned R6; the corner parcel is zoned CN. All parcels are currently used for single-family or two-family residential units; the subject property currently includes 21 residential units. All parcels are in the Urban Zoning Overlay. Adjacent zoning includes: CS on the north; IWD on the east and south; and PUD on the west. Adjacent land uses include: commercial on the north; Geodis Park on the east; medical on the northwest; and single-family residential on the west.

Grade changes are present along the eastern edge of the subject property between existing residential lots and Geodis Park. Slopes are generally less than 25 percent; however, a small portion of the subject property on the southeast includes slopes of 25 percent or greater. The Geodis Park property sits approximately 20 feet higher than the subject properties along the Bransford Avenue frontage, making the stadium appear significantly higher than the subject property.

PLAN DETAILS

The preliminary SP application is for a mixed use development. Specific uses and users have not been identified at this time, though the Traffic Impact Study submitted with the SP application listed multi-family residential with 735 bedrooms and an additional 12,000 square feet of retail as possible uses. If approved, the SP would establish form and architectural standards and prohibited uses. The project would be reviewed at final SP submittal for compliance with the preliminary SP and all applicable regulations in the Zoning Code.

The SP designates a portion of the property as the plaza zone. This area would be located at the corner of Bransford Avenue and Benton Avenue. The plaza zone is envisioned as a focal point for the development. Maximum building height in the plaza zone would be eight stories in 118 feet with a 15-foot setback required above the sixth story. Outside of the plaza zone, maximum building height would be limited to six stories in 90 feet. Street setbacks for the entire development would be zero. A minimum of 65 percent of the entire street frontage would be occupied by active uses. The maximum permitted floor area ratio (FAR) would be 4.0. Any parking on the site would be subsurface or located at the rear at the site.

Proposed architectural standards include: minimum glazing of 20 percent for residential uses, 50 percent for first floor commercial uses, and 30 percent for upper floor commercial uses; raised foundations of 18 inches to 36 inches for residential uses and zero to 36 inches for other uses; and a prohibition on vinyl siding and untreated wood as exterior materials.

Proposed fallback zoning is MUG-A-NS. The SP application includes a list of uses permitted in the MUG-A-NS district that would be prohibited on the site. These uses include:

ANALYSIS

The proposed SP is consistent with the T4 CC and Conservation policies. The T4 CC policy supports intense mixed use development that meets the needs of the larger surrounding urban area. The proposed SP would include commercial and residential uses; further, the development could provide an additional parking opportunity for visitors to Geodis Park, which serves as a regional attraction. Additionally, the SP application shows right-of-way dedication on Benton Avenue, which would allow for designated on-street parking. Eight-foot wide sidewalks would be installed along both the Bransford Avenue and Benton Avenue street frontages, increasing pedestrian connectivity in the area. The preliminary layout included in the proposed SP application shows no development in the Conservation policy area. Because the regulations proposed in the preliminary SP are consistent with both the T4 CC and Conservation policies, staff recommends approval.

FIRE MARSHAL RECOMMENDATION

Approve

PARKS/GREENWAYS RECOMMENDATION

Approve with conditions

- Possible greenway connection shall be discussed with Parks during Final SP review process

STORMWATER RECOMMENDATION

Approve with conditions

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

METRO WATER SERVICES RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

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

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Coordinate with NDOT on scoping and completing a full traffic study. The traffic study shall be submitted and finalized with NDOT prior to approval of the Final SP. Off-site improvements are anticipated and additional comments forthcoming.
- The number and location of site access/loading points shall be discussed and finalized with NDOT prior to Final SP.
- The Bransford Avenue cross section needs to be adjusted to accommodate the full bikeway and buffer widths per MCSP. Also note that this is a transit route and the minimum travel lane widths are 10.5 feet. Further discussion with NDOT is anticipated. Finalize with NDOT prior to Final SP.
- Coordinate with WeGo on transit needs in this area prior to Final SP.
- Park per code.

WEGO RECOMMENDATION

Approve with conditions

- Amend Transportation Plan map on p8 to show both of the existing pair of bus stops on Branford Ave at Benton Ave.
- Amend Pedestrian route dots to cross Bransford Ave at Benton Ave, and go south to other bus stop of the pair, to clearly indicate that the pair of stops and associated sidewalks form part of the proposed pedestrian network, and bring them within scope of this SP.
- Amend Note 7 to read in the plural, i.e. “*SP planned upgrades to WeGo route 77 bus stops*”.
- There is another pair of No.77 bus route stops on Bransford Ave, both immediately north of the Craighead St intersection. Whilst I agree they are currently out-of-scope for this SP, it would be advantageous to show them on the map, as the map appears to a comprehensive representation of the multimodal network around the site. See Google Maps for exact locations.

Maximum Uses in Existing Zoning District: CN

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	.22	0.25 F	2,395 SF	90	2	9

Maximum Uses in Existing 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)	4	7.71 D	36 U	406	31	38

*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)	-	-	735 U	4,004	242	300

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	-	-	12,000 SF	453	11	46

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+3,961	+220	+299

METRO SCHOOL BOARD REPORT

Projected student generation existing R6 district: 2 Elementary 1 Middle 1 High

Projected student generation proposed SP-MU district: 65 Elementary 34 Middle 30 High

The proposed SP is anticipated to generate 125 additional students beyond what is generated under the current SP zoning. Students would attend Fall-Hamilton Elementary, Cameron College Prep Middle School, and Glenclyff High School. Fall-Hamilton Elementary and Glenclyff High have been identified as having additional capacity; Cameron College Prep Middle is currently over capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

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

CONDITIONS

1. Permitted uses shall be limited to those permitted in the MUG-A-NS zoning district. Uses listed in the "Prohibited Uses" section of the Preliminary SP application shall not be permitted.
2. Parking garage shall be located underground. Alternatively, above-ground garage shall be permitted only if located at the rear of the site either: a) behind street-fronting buildings, or b) integrated into street-fronting buildings and fully lined with active uses.
3. Long, unbroken walls shall not be permitted. Unless shown otherwise in the preliminary SP, street-facing facades shall have breaks at 30-foot intervals. These may include projections, recesses, pilasters, material changes, and/or other methods that clearly break the mass of the building and support pedestrian interest and activity.
4. The applicant shall work with WeGo through the final SP process to identify appropriate transit stop location(s). This may necessitate revisions to the street cross sections shown in the preliminary SP.
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 MUG-A-NS 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 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.
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 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.

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

Resolution No. RS2023-161

"BE IT RESOLVED by The Metropolitan Planning Commission that 2023SP-037-001 is approved with conditions and disapproved without all conditions (8-0)

CONDITIONS

1. Permitted uses shall be limited to those permitted in the MUG-A-NS zoning district. Uses listed in the "Prohibited Uses" section of the Preliminary SP application shall not be permitted.
2. Parking garage shall be located underground. Alternatively, above-ground garage shall be permitted only if located at the rear of the site either: a) behind street-fronting buildings, or b) integrated into street-fronting buildings and fully lined with active uses.
3. Long, unbroken walls shall not be permitted. Unless shown otherwise in the preliminary SP, street-facing facades shall have breaks at 30-foot intervals. These may include projections, recesses, pilasters, material changes, and/or other methods that clearly break the mass of the building and support pedestrian interest and activity.
4. The applicant shall work with WeGo through the final SP process to identify appropriate transit stop location(s). This may necessitate revisions to the street cross sections shown in the preliminary SP.
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 MUG-A-NS 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 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.
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 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.

21a. 2023CP-012-001

SOUTHEAST COMMUNITY PLAN AMENDMENT

Council District 04 (Robert Swope)

Staff Reviewer: Andrea Barbour

A request to amend the Southeast Community Plan by changing from T3 Neighborhood Evolving (T3 NE) to T3 Suburban Mixed Use Corridor (T3 CM) for portions of properties located at 6415 and 6419 Holt Road, west of Nolensville Pike, zoned SP (34.31 acres), requested by Anderson, Delk, Epps & Associates, Inc, applicant; Mohammad Nazemi, owner.(See associated case 2016SP-028-003).

Staff Recommendation: Approve.

APPLICANT REQUEST

Amend Community Plan to change Community Character Policy.

Minor Plan Amendment

A request to amend the Southeast Community Plan, by changing land use policy from Suburban Neighborhood Evolving (T3 NE) to Suburban Mixed Use Corridor (T3 CM) policy for a portion of the properties located at 6415 and 6419 Holt Road.

SOUTHEAST 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 including 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. CO policy remains in place.

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

Suburban Mixed Use Corridor (T3 CM) policy is intended to enhance suburban mixed use corridors by encouraging a greater mix of higher-density residential and mixed use development along the corridor, prioritizing higher intensity mixed use and commercial uses at intersections with preference given to residential uses between intersections; creating buildings that are compatible with the general character of suburban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and existing or planned mass transit.

BACKGROUND

The properties are at 6415 and 6419 Holt Road, located west along Nolensville Pike and south along Holt Road in an area with residential and mixed used commercial. The plan amendment was requested in conjunction with zone change request 2016SP-028-001 to permit a mixed use development with nonresidential uses and 153 multifamily residential units.

COMMUNITY PARTICIPATION

On March 1, 2023, Community Plans staff conducted an in-person community meeting to discuss the applicant's plan amendment and rezoning proposals. Notices were mailed to 103 property owners in a 600 feet buffer of the plan amendment site. Details of the community meeting were made readily available in the Community Meeting Notice. There were ten community members present at the meeting. Staff outlined the request to change policy, and the applicant team presented their plan for the property. Following the presentation, attendees were given the opportunity to ask questions and share comments. Several questions were asked of the applicant and staff by attendees. Questions and comments mainly focused on:

- Traffic and Safety
- Zoning

The community meeting lasted an hour. Since the community meeting was held, there has been one letter of opposition submitted to the Planning Department and shared with the Commission.

ANALYSIS OF T3 NE AND T3 CM SUBURBAN POLICIES

In this analysis, the subject property, currently Suburban Neighborhood Evolving (T3 NE), was examined to apply Suburban Mixed Use Corridor (T3 CM) policy. The proposed policy amendment area, currently T3 NE policy, is a suitable location for T3 CM policy for the following reasons:

NashvilleNext Growth & Preservation Concept Map

The Growth & Preservation Concept Map (Concept Map) is a county-wide vision and tool to shape improvements in quality of life so that new development and redevelopment align with community values. The Concept Map shows the policy amendment area situated in a location designated as "Neighborhood". Neighborhoods primarily include a mix of housing types and character, with smaller civic and employment areas and small neighborhood centers. Neighborhoods have different contexts — rural, suburban, urban, or downtown — depending on their location. Southeast neighborhoods exhibit suburban character with the exception of Lenox Village on the east side of Nolensville Pike between Williamson County and Old Hickory Boulevard.

The proposed policy amendment area is primarily surrounded by residential along Holt Road and commercial uses along Nolensville Pike. The requested policy would allow for areas identified as "neighborhood" to remain in place, supporting commercial uses along Nolensville Pike and creating continuity of commercial uses along the corridor while also providing services to the neighborhood.

Key Finding

- Existing conditions support an extension of T3 CM policy south along Nolensville Pike to complement existing policy to the north and east; and provide commercial services to the adjacent neighborhood.

Community Character Policy Application

There are 14 Community Plans which provide the development vision and policy guidance for communities within Davidson County. The Southeast Nashville Community Plan makes use of Community Character Policy elements to ensure those areas continue to grow consistent with the community's vision. The Southeast Nashville Community Plan is urban, suburban, and rural character and honors the area's diverse neighborhoods, including urban neighborhoods near I-24/Bell Road, suburban neighborhoods in Crieve Hall, and rural neighborhoods in Cane Ridge. The Community Character Policies support a variety of development and reinforce and enhance the pattern of existing neighborhoods. The policies thoughtfully encourage additional housing options in strategic locations, enhance the character of mixed use centers and corridors, and preserve green spaces and environmentally sensitive features.

An area of emphasis in the Growth & Preservation Concept Map is enhancing centers and corridors. Southeast has several prominent corridors, such as Nolensville Pike, Harding Place, and Old Hickory Boulevard / Bell Road. Southeast also has several commercial centers such as Nippers Corner and Nolensville Pike at Concord Road. Corridors and centers should be enhanced by adding a mixture of uses, more housing options, increased connections for pedestrians and cyclists, and expanded transit services. The transition between these higher-intensity areas and the surrounding neighborhoods should be addressed through development is sensitive to adjacent residential areas.

Mixed use centers, in particular, can serve the daily needs of the surrounding neighborhoods. These uses may include, but are not limited to, restaurants, retail shops, offices, service-oriented businesses, and entertainment facilities. Providing retail uses near residential uses permits residents and employees to walk or bicycle to basic goods and services.

Key Findings

- T3 CM policy supports the neighborhoods need for daily services such as restaurants, retail, offices, and other service-oriented businesses.
- T3 CM is applied along Nolensville Pike, a prominent corridor identified as an appropriate location to enhance a mix of uses.

Transportation and Connectivity

Per the Community Character Manual, a Suburban Mixed Use Corridor is a generally pedestrian-friendly, prominent arterial-boulevard or collector-avenue corridor that accommodates residential, commercial, and mixed use development, and is served by multiple modes of transportation. General characteristics of T3 CM policy include: residential, mixed use, and commercial land uses; moderate spacing between buildings and built to the back edge of the sidewalk; parking behind or beside the buildings; consistent use of lighting and formal landscape; high access management; and highly connected street networks, sidewalks, and 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. In the MCSP, Nolensville Pike is classified as an Arterial Boulevard

and Holt Road is classified as a Collector Avenue. In the policy amendment area, Nolensville Pike is currently three lanes and Holt Road is two lanes. There are future plans for a bike lane along Nolensville Pike however no sidewalks. Currently, WeGo does not provide transit service to this area. The nearest bus route is 52A that circulates at Nolensville Pike and Old Hickory Boulevard.

Key Finding

- Streets, including Nolensville Pike (arterial-boulevard), along with Holt Road a collector-avenue in the neighborhood and a planned bike lane provide connectivity to support residential and commercial uses in the area.

Relationship to Surrounding Policies

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

- Conservation (CO) policy is applied to areas surrounding the policy amendment area.
- Suburban Mixed-Use Corridor (T3 CM) is located adjacent to the east and north.
- Suburban Neighborhood Evolving (T3 NE) is located to the north, east and south of the policy amendment area.
- Suburban Neighborhood Maintenance (T3 NM) is located east of Nolensville Pike.

Key Finding

- Changing the policy to T3 CM fits within the larger area’s context and creates continuity of policy along Nolensville Pike.

Analysis Summary

Amending the Community Character Policy from T3 NE to T3 CM is appropriate for the following reasons:

- T3 CM policy supports the neighborhoods need for daily services such as restaurants, retail, offices, and other service-oriented businesses.
- T3 CM is applied along Nolensville Pike, a prominent corridor identified as an appropriate location to enhance a mix of uses.
- Streets, including Nolensville Pike (arterial-boulevard), along with Holt Road a collector-avenue in the neighborhood and a planned bike lane provide connectivity to support residential and commercial uses in the area.
- Changing the policy to T3 CM fits within the larger area’s context and creates continuity of policy along Nolensville Pike.

STAFF RECOMMENDATION

Staff recommends approval of the policy change from Suburban Neighborhood Evolving (T3 NE) policy to Suburban Mixed Use Corridor (T3 CM) policy.

Ms. Johnson moved and Mr. Tibbs seconded the motion to place Item 21a on the Consent Agenda. (8-0)

Resolution No. RS2023-162

“BE IT RESOLVED by The Metropolitan Planning Commission that 2023CP-012-001 is approved (8-0)

21b. 2016SP-028-003

WILLIAMS MILL SP (AMENDMENT)

Council District 04 (Robert Swope)

Staff Reviewer: Donald Anthony

A request to amend a Specific Plan (SP) for properties located at 6415 and 6419 Holt Road and 6401 Nolensville Pike, at the southern corner of Nolensville Pike and Holt Road, zoned SP and CL, and partially located within the Corridor Design Overlay District (37.11 acres), to permit a mixed use development with nonresidential uses and 153 single-family attached residential units, requested by Anderson, Delk, Epps & Associates, Inc., applicant; Mohammad Nazemi and 6260 Nolensville Road, LLC, owners. (See associated case 2023CP-012-001).

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

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 single-family attached 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.

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

Proposed Zoning

Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes 153 attached residential units and approximately 23,725 square feet of nonresidential uses.*

SOUTHEAST COMMUNITY PLAN

Existing Policy

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

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed. *The Conservation policy area on the subject property applies to Holt Creek and its associated 100-year floodplain as well as areas where slopes exceed 20 percent.*

Proposed Policy (Note: CO Policy to remain)

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

SITE CONTEXT AND PLAN DETAILS

The subject property consists of three parcels totaling 37.11 acres located at the southwestern corner of Nolensville Pike and Holt Road. Two of the parcels (located at 6415 and 6419 Holt Road and totaling 36.11 acres) are currently zoned SP. The remaining parcel (located at 6401 Nolensville Pike and consisting of one acre) is currently zoned CL and is also located in the Corridor Design Overlay District. All three parcels are currently vacant. Adjacent zoning includes: AR2a on the west and northwest; RM15 and MUL with PUD overlay on the north; CS and OR20-A on the east; RM20 on the southeast; and SP on the south. Adjacent land uses include: single-family residential on the west and northwest; vacant property on the north and south; commercial on the east; and multifamily residential on the southeast.

The Williams Mill SP was approved in 2016 (BL2016-371) and included the two parcels having frontage on Holt Road and totaling 36.11 acres. The approved SP permitted 125 attached residential units. An amendment added at Council required the recording of a restriction requiring the units to be age-restricted (55 and older). Of the 125 units, 117 were to be grouped into sets of attached townhouses, and eight were to be single-family detached units. Each unit—including the townhouses—would be situated on its own lot and have an alley-loaded, two-car garage. Permitted building height was limited to two stories in 35 feet. The previously-approved SP is shown below.

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

- Increase total acreage to 37.11 acres by adding a one-acre parcel located at 6401 Nolensville Pike to the SP;
- Increase the number of attached residential units to 153;
- Eliminate the single-family detached lots included in the approved SP;
- Increase maximum building height to three stories in 45 feet; and

- Add 23,725 square feet of nonresidential floor area across three commercial buildings with frontage on Nolensville Pike.

The proposed SP amendment continues to show two public streets in the development. Williams Mill Drive would have a 55-foot right-of-way and would extend through the center of the property from Nolensville Pike westward to the western property line. Williams Mill Boulevard would have a 60-foot right-of-way, would be located near the western boundary of the site, and would extend southward from Holt Road to Williams Mill Drive. All townhouses would front onto either Williams Mill Drive or open space. Most townhouse lots would have rear access from an alley; eight townhouse lots (labeled 5-12 on the site layout) would have rear access from an access drive shared with the commercial lots on the east. Exact locations of access points into the site from Nolensville Pike will be determined upon review of a traffic impact study by NDOT at final SP submittal.

The proposed townhouse lots would have typical dimensions of 20 feet in width and 90 feet in depth, though units located along street curves and units located near the nonresidential buildings would have additional width and depth. Townhouse lots fronting Holt Road would have street setbacks of 40 feet. Townhouses lots fronting Williams Mill would have build-to zones of 10 to 20 feet. Proposed rear setbacks are 20 feet, and proposed side setbacks are five feet with a minimum of 20 feet between buildings. Proposed maximum building height for the townhouses is three stories in 45 feet. The units will be age-restricted by deed to 55 and older as they were with the approved SP.

The three proposed commercial lots would have frontage on Nolensville Pike. Commercial lot 1 would have additional frontage on Holt Road, while commercial lots 2 and 3 would have additional frontage on Williams Mill Drive. Specific uses have not been identified. Commercial buildings 1 and 2 would have footprints of 9,100 square feet and 8,775 square feet, respectively. Commercial building 3 would have a footprint of 5,850 square feet and could include a drive-through window on the southeast side. The commercial lots would be accessed via Williams Mill Drive and Holt Road; the plan also shows a driveway connection to Nolensville Pike between commercial buildings 1 and 2.

A 20-foot landscape buffer would be installed along portions of the development lying adjacent to other residential properties. Lots 97 through 119 are identified on the plan as critical lots; portions of each of these lots lie within the 100-year floodplain. A 75-foot stream buffer and greenway easement is shown adjacent to Holt Creek on the southern side of the site. The easement would allow for a future greenway to be constructed along the creek.

A portion of the property having Nolensville Pike frontage currently lies within the Suburban Neighborhood Evolving (T3 NE) policy area. Because the T3 NE policy does not support commercial uses, the applicant is requesting an amendment to the Southeast Community Plan to extend the Suburban Mixed Use Corridor (T3 CM) policy area southward to include the entire Nolensville Pike frontage (2023CP-012-001).

ANALYSIS

The T3 NE policy is characterized in part by: moderate-density residential development; lots accessed from local streets or alleys; moderate to high levels of connectivity; and a diverse housing mix. Buildings in the T3 NE policy area are typically one to three stories in height. The residential portion of the proposed SP consists of 125 age-restricted townhouses on 35 acres; the proposed density is 3.57 units per acre. Each residential unit would be accessed from an alley or a shared private drive. The development would include an internal network of sidewalks, and new sidewalks would be constructed along Holt Road and Nolensville Pike. The proposed building height of three stories would fall within the range supported by the T3 NE policy. The residential portion of the proposed SP is generally consistent with the T3 NE policy's emphases on density, access, connectivity, and building height.

The T3 CM policy is characterized by: mixed use, residential, and commercial uses; parking accessed by side streets or alleys; high access management; and highly connected street networks. Building heights are typically limited to three stories, though greater height may be permitted based on context, proximity to transit, and topography, among other factors. The commercial portion of the proposed SP would have limited direct access to Nolensville Pike. Access would be provided primarily via Williams Mill Drive and Holt Road. The proposed commercial buildings would have a maximum height of three stories or 45 feet and would be oriented to Nolensville Pike. The commercial portion of the proposed SP is generally consistent with the T3 CM policy's emphases on land use, parking locations, connectivity, and building height. NDOT will continue working with the applicant through the final SP process on appropriate site access locations along Nolensville Pike.

The southernmost portion of the site includes Holt Creek and its associated 100-year floodplain. This portion of the property is subject to the Conservation policy. The Conservation policy is intended to preserve, remediate, and enhance environmentally sensitive land. The proposed SP would include limited disturbance of the 100-year floodplain. Specifically, residential lots 97 through 119 would lie at least partially within the floodplain boundaries. These lots have been designated as critical lots on the SP and would be subject to additional review at the building permit stage. Additionally, a 75-foot wide greenway easement is shown within the Conservation area; this easement would allow for a future greenway along Holt Creek.

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.

PARKS RECOMMENDATION

Approve with conditions

- The Conservation Greenway easement should cover Floodway+75' instead of only the 75' buffer and labeled as such.
- Applicant to enter into a Conservation Easement Agreement with Metro (Parks) to include boundary survey and legal description of the easement. Coordinate with Metro Parks Greenways staff for Park Board and Metro Council approval process for these Agreements. Approved Agreements to be recorded with Register of Deeds prior to Final SP approval.

STORMWATER RECOMMENDATION

Approve with conditions

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

METRO WATER SERVICES RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- All public roadway construction drawings (profiles, grades, drainage, etc.) shall comply with NDOT Subdivision Street Design Standards. Callout roadway sections, (access and ADA) ramps, sidewalks, curb & gutter, etc. per NDOT detail standards. Show 'Now Entering Private Drive' signage where applicable off public roads. Provide internal stop control at intersections. Where engineering judgement warrants consideration, provide SSD and/or ISD exhibits at any relevant intersections and accesses points into site. Provide adequate sight distance spacing at all access ramps and public streets with on-street parking. Dimension ROW pavement widths for clarity. Label assumed truck and bus routes around and/or through the site-internal or along ROW frontage(s). Provide a loading/unloading, back-of-house, waste plan for each aspect of the development. Provide any truck turning exhibits relevant to loading/unloading activities-at intersections, site access points-internal and external to site.
- Note: A private hauler will be required for waste/recycle disposal. Comply w/ NDOT traffic comments.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Submit and finalize TIS with NDOT prior to Final SP Submittal.
- The northern most access drive onto Nolensville Pike from the commercial portion of the SP shall be removed from the site plan.
- Any recommendations from the finalized TIS will be incorporated into future conditions for this SP.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	37.11	-	125 U	915	59	72

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)	-	-	153 U	1,120	71	86

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	-	-	23,725 SF	896	22	90

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
-	-	-	-	+1,101	+34	+104

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 shall be limited to 153 single-family attached residential units and nonresidential uses allowed in the MUL district in areas specified in the Preliminary SP plan.
2. Maximum building height shall be limited to 3 stories in 45 feet as measured from finished floor elevation to midpoint of eave and ridge of roof.
3. 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.
4. Replace all references to “single-family residential” with “single-family attached residential.” This includes General Note 1 on the layout sheet and in various places throughout the program book.
5. Revise note 16 to indicate that residential units 5-15 shall not be constructed prior to commercial buildings 1 and 2.
6. During subdivision review and approval process, lot area table on page 1 of the SP amendment shall determine minimum area for each lot.
7. Comply with all conditions and requirements of Metro reviewing agencies.
8. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
9. 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 RM6 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
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 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.
12. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
13. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
14. 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.

Ms. Johnson moved and Mr. Tibbs seconded the motion to place Item 21b on the Consent Agenda. (8-0)

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

Resolution No. RS2023-163

“BE IT RESOLVED by The Metropolitan Planning Commission that 2016SP-28-003 is approved with conditions and disapproved without all conditions (8-0)

CONDITIONS

1. Permitted uses shall be limited to 153 single-family attached residential units and nonresidential uses allowed in the MUL district in areas specified in the Preliminary SP plan.

2. Maximum building height shall be limited to 3 stories in 45 feet as measured from finished floor elevation to midpoint of eave and ridge of roof.
3. 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.
4. Replace all references to “single-family residential” with “single-family attached residential.” This includes General Note 1 on the layout sheet and in various places throughout the program book.
5. Revise note 16 to indicate that residential units 5-15 shall not be constructed prior to commercial buildings 1 and 2.
6. During subdivision review and approval process, lot area table on page 1 of the SP amendment shall determine minimum area for each lot.
7. Comply with all conditions and requirements of Metro reviewing agencies.
8. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
9. 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 RM6 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
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 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.
12. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
13. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
14. 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.

22. 2022Z-109PR-001

Council District 02 (Kyonzté Toombs)
 Staff Reviewer: Donald Anthony

A request to rezone from RS7.5 to RM20-A zoning for property located at Ewing Drive (unnumbered), at the southeast corner of Knight Drive and Ewing Drive (2.54 acres), requested by Scott Davis, applicant; Stratus Construction, Inc., owner.

Staff Recommendation: Approve.

APPLICANT REQUEST
Zone change from RS7.5 to RM20-A.

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to Multi-Family Residential-Alternative (RM20-A) for property located at Ewing Drive (unnumbered), at the southeast corner of Knight Drive and Ewing Drive (2.54 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 12 units*

Proposed Zoning

RM20-Alternative (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 50 units.*

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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

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

SITE AND CONTEXT

The rezoning application is for a 2.54-acre parcel located at the southeast corner of the intersection of Knight Drive and Ewing Drive. The property is currently zoned RS7.5. Adjacent zoning includes RS7.5 on the north, east, south, and west, and AR2a on the northwest. Adjacent land uses include: single-family residential on the north, east, and south; vacant property on the west; and a rock quarry on the northwest and southwest.

Currently, there are no structures on the subject property. However, both Planning and Historic Zoning staff are aware of an existing cemetery on the site. Accordingly, the site has been flagged in Metro’s internal review systems. Historic Zoning staff will review any future proposed development on the site to ensure that the cemetery is properly protected and any effects on the cemetery are mitigated in accordance with local and state law.

The broader area around the subject property includes an array of land uses. The subject property itself is part of the Waters Subdivision, which includes properties along the south side of Ewing Drive and the east side of Knight Drive; most of these properties are between one-half and one acre in area. Claymille Station—a single-family residential subdivision—lies to the southeast of the subject property. Most of the lots in Claymille Station range from one-fifth to one-quarter of an acre in area. Properties west of Knight Drive are mostly used for industrial purposes; a rock quarry consumes most of the property west of Knight Drive between Ewing Drive and Whites Creek Pike.

Currently, there are no multi-family residential developments in the immediate vicinity of the subject property. The requested RM20-A zoning district would permit up to 20 multi-family dwelling units per acre. Based on the total site acreage of 2.54 acres, the RM20-A district would permit up to 50 multi-family residential units on the property. The RM20-A district is an alternative district, which is intended to create walkable neighborhoods; alternative districts include specific standards that support this goal. These standards include: no maximum floor area ratio (FAR) for multi-family developments; the use of build-to zones rather than setbacks to foster a walkable streetscape; and the placement of a primary entrance along the building façade within the build-to-zone.

UPDATED BACKGROUND INFORMATION

At the April 27, 2023, Planning Commission meeting, MPC members requested that the applicant provide additional information regarding the burial sites on the property. The applicant has provided an updated exhibit indicating that 2,230 square feet (0.05 acres) of the site are affected by the burial sites. The exhibit is shown on the next page.

ANALYSIS

The application proposes to rezone the property from RS7.5 to RM20-A. The requested RM20-A zoning is the highest-density bulk zoning district supported by the T3 NE policy area. The Community Character Manual characterizes the T3 NE policy in part by: moderate-density development patterns; moderate to high levels of connectivity; moderate lot coverage; buildings oriented to the street or open space; and a variety of building types including houses, low and mid-rise townhouses, and low and mid-rise flats.

The property’s location at the southeast corner of Ewing Drive and Knight Drive places it in a transitional area between the single-family residential uses on the east and industrial uses on the west. The industrial properties to the west are located within the District Impact (D-I) policy area. Multi-family residential use is generally recognized as an appropriate transition between single-family residential and more intense uses.

The proposed RM20-A zoning is consistent with the T3 NE policy. RM20-A zoning on the subject property would support: moderate residential density of up to 20 units per acre; connectivity via two collectors (Ewing Drive and Knight Avenue) and close proximity to Briley Parkway and Whites Creek Pike; moderate lot coverage via a maximum impervious surface ratio of 0.70; building entrances oriented toward the build-to zone; and a mix of building types. Further, the RM20-A zoning district would provide a transition between the single-family residential neighborhoods on the east and the industrial uses on the west. Because the proposed RM20-A zoning is consistent with the T3 NE policy, staff recommends approval of the rezoning request.

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)	2.54	4.94 D	14 U	170	15	16

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	-	-	51 U	276	18	23

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+37 U	+106	+3	+7

METRO SCHOOL BOARD REPORT

Projected student generation existing R8 district: 2 Elementary 1 Middle 2 High
 Projected student generation proposed R6 district: 15 Elementary 8 Middle 7 High

The proposed RM20-A zoning district is anticipated to generate 25 additional students beyond what would be generated under the current RS7.5 zoning district. Students would attend Alex Green 1 Elementary School, Brick Church College Prep Middle School, and Whites Creek High School. All three schools are identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.

Chair Adkins advised the Commission held the Public Hearing on April 27, 2023 on Item 22 and the Public Hearing is closed.

Mr. Anthony gave an update on Item 22 and presented the staff recommendation to approve.

Mr. Tibbs asked if 20-A was proposed by the applicant and if there was any discussion on changing these.

Mr. Anthony explained this was just information they provided. When the request first came in, it was for RM15-A but the applicant asked that it be moved to RM20-A.

Councilmember Withers said it looks as though there are two burial sites that are going to be relocated within the cemetery. He stated it would give him more comfort to have some idea of where the buildings will be distributed throughout the site and how the building site would address the cemetery site. Mr. Withers felt it was good to have density supporting bus stops but this will stick out like a sore thumb compared to what is around it.

Mr. Clifton said he felt comfortable leaving this in the hands of the Council as it does not seem to violate any major issues.

Chair Adkins asked if Councilmember Toombs spoke in favor of this Item during the last meeting.

Councilmember Toombs stated she did not give an opinion in favor or against, and is still at that same position, because there are still some traffic and density concerns from constituents.

Ms. Johnson referred to the staff report that indicated no maximum FAR for multi-family units and asked how it interprets to height.

Ms. Milligan advised there are standards for height in RM20-A. She explained, in the zoning code, intensity is measured different ways; either number of units per acre or FAR. FAR is used more with mixed use districts and commercial districts. Density or units per acre are used for residential districts. She further explained there is no FAR but there are things such as maximum impervious surface and also specific standards for height. RM20-A has a specific height at the setback, and a height after a setback, unlike just straight RM20, which has a height control plane.

Ms. Johnson thought it would be nice to have some kind of height control.

Ms. Milligan stated the height that is permitted at the build-to line is 30 feet and can step back 15 feet and go up to 45 feet. Under the zoning today, it is permitted to have a maximum of three stories because it is not within the UZO, as there is not a foot that is assigned to that.

Vice Chair Farr said the burial site makes this a uniquely constrained site and this is the kind of place there should be an SP, because you want to see how it is going to work in relation to this constrained site. She stated she is not 100% sure a straight rezoning gives her the comfort that this is going to fit the context of that area.

Ms. Milligan explained the Council rules indicate a zoning bill can be converted to an SP at or prior to third reading without being re-referred to the Planning Commission, so long as it is equally as restrictive as the Commission's recommendation.

Vice Chair Farr said she would be more inclined to support a more restrictive rezoning and possibly consider more units if it was an SP.

Chair Adkins stated he trusts Councilmember Toombs will take their intent that it is based on the site and trust her judgment regarding the number of units.

Mr. Tibbs said if they had to decide, he would go with RM15-A, but would feel better approving an SP.

Ms. Milligan advised this Item is not tracking on Public Hearing until July. She spoke to the applicant who has agreed to defer two meetings, which will allow them to work with staff to submit a regulatory SP that can provide additional information.

Vice Chair Farr moved and Mr. Clifton seconded the motion to defer to the June 8, 2023, Planning Commission meeting. (8-0)

Resolution No. RS2023-164

"BE IT RESOLVED by The Metropolitan Planning Commission that 2022Z-109PR-001 is deferred to the June 8, 2023 Metro Planning Commission meeting (8-0)

Chair Adkins called for a ten minute break.

Mr. Tibbs left the meeting.

23. 2014SP-073-003

HERMITAGE GOLF COURSE SP

Council District 11 (Larry Hagar)

Staff Reviewer: Donald Anthony

A request to amend a Specific Plan on a portion of property located at 3939 Old Hickory Blvd, approximately 2,600 feet west of Old Hickory Blvd, zoned SP (9.89 acres), to modify the layout and unit types, increase the maximum building height, and designate a portion of the property for golf course use, requested by Ingram Civil Engineering Group, applicant; Danner-Eller Golf Properties, Inc., owner.

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

APPLICANT REQUEST

SP amendment to modify number and types of permitted buildings, increase building height, and designate a portion of the property for use as a golf course.

SP Amendment

A request to amend a Specific Plan (SP) on a portion of property located at 3939 Old Hickory Boulevard, approximately 2,600 feet west of Old Hickory Boulevard, zoned SP (9.89 acres), to modify the layout and unit types, increase the maximum building height, and designate a portion of the property for golf course use.

Existing Zoning

Specific Plan-Commercial (SP-C) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *The Specific Plan is approved for 16 rental villas operated by the adjacent golf course ownership for individuals using the golf course.*

Proposed Zoning

Specific Plan-Commercial (SP-C) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *The Specific Plan amendment includes an expansion of a golf course and ten rental villas operated by golf course ownership for individuals using the golf course.*

DONELSON – HERMITAGE – OLD HICKORY COMMUNITY PLAN

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

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

SITE CONTEXT AND PLAN DETAILS

The subject property consists of a 9.8-acre portion of a 168.5-acre property located approximately 2,600 feet west of Old Hickory Boulevard. Most of the 168.5-acre property—along with a larger, 277.5-acre property on the south—is used as the Hermitage Golf Course. The subject property is located along the eastern side of the golf course. The property is currently zoned SP. The approved SP (BL2014-986) permits 16 rental villas for overnight use by patrons of the golf course. The approved SP limited the height of the rental villas to one story in 30 feet. To date, eight of the approved 16 units have been constructed; these are located near the northernmost portion of the subject property. Each of the 16 rental villas was approved to include two bedrooms for a total of 32 bedrooms; the approved SP also required a total of 32 parking spaces.

The golf course lying adjacent to the subject property on the north and west is zoned R15; golf course property on the south is zoned R8. Properties on the east are zoned RS15. Adjacent land uses include a golf course on the north and west; a golf course maintenance building on the south; and single-family residential units on the east. The subject property is sloped with the east side being as much as 40 feet higher than the west side.

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

- Replace eight unbuilt rental villas with two larger rental villas. The two proposed villas would each have a gross floor area of 7,334 square feet. Each proposed rental villa would include eight bedrooms. The units would be situated along the west side of an existing cul-de-sac. Sixteen parking spaces would be provided on the cul-de-sac for the two new rental villas.
- Remove the Phase 2 pavilion shown on the approved SP.
Increase maximum building height for the two new rental villas. The site is sloped downward from east to west, and the proposed villas would be constructed on the slope. On the east side, the proposed building height from finished floor elevation to rooftop would be 35 feet, five feet higher than that permitted in the approved SP. On the west side, the basement of each proposed villa would be exposed; when measured from lowest floor to rooftop, the proposed building height would be 44 feet, 14 feet higher than that permitted in the approved SP.
- Expand the existing golf course eastward to include a portion of the SP property. Approximately 3.6 acres on the south side of the property would be designated for golf course use.

Building height was a particular concern when the SP was initially approved in 2014. The maximum height of the rental villas was limited to one story in 30 feet. This limitation helped ensure that the rental villas would be compatible with surrounding neighborhoods; it also protected existing viewsheds for neighboring properties to the east. The proposed maximum height of the two new rental villas would be three stories in 44 feet on the west side; however, this height would be mitigated by existing slopes.

On the east side—which is the side closest to the adjacent single-family residential properties—the proposed buildings would have a height of two stories in 35 feet as measured from finished floor to rooftop; this represents a one story and five-foot increase over the currently permitted maximum height of one story in 30 feet. The image below shows the proposed height of the two new buildings from the west (left side of image) and the east (right side of image).

The approved SP includes the following minimum setbacks: 100 feet on the north; 75 feet on the east; 100 feet on the south; and zero on the west. The approved SP requires one parking space per bedroom. Each of the units in the approved SP would have two bedrooms; the total required parking for the 32 bedrooms would be 32 spaces. The proposed SP amendment retains the setbacks and parking requirements established in the approved SP. The proposed primary exterior material for the two new villas is cementitious siding, which is consistent with the existing rental villas.

ANALYSIS

The T3 NM policy is intended to maintain the general character of suburban neighborhoods as characterized by the development pattern, building form, land use, and associated public realm. The policy supports: low to moderate-density residential development and institutional land uses; moderate to deep building setbacks; moderate spacing between buildings; and building heights of one to three stories with buildings of up to four stories abutting or adjacent to corridors or centers. The Conservation policy is intended to preserve, remediate, and enhance environmentally sensitive land.

The proposed SP amendment would continue a nonresidential use previously approved by Metro Council, albeit in a different form. By reducing the total number of approved rental villas and keeping all rental villas on the northern two-thirds of the site, the extent of impervious surface on the site will likely be less than that currently approved. The proposed SP amendment would retain the currently-approved deep building setbacks, and the new buildings would be separated by approximately 30 feet; both the setbacks and building spacing are consistent with the T3 NM policy. The proposed building height of three stories is consistent with the T3 NM policy. The proposed golf course use on the southern portion of the site would serve as an extension of the existing golf course to the west; both the existing golf course and proposed extension are consistent with the T3 NM policy's guidance for open space.

Conservation policy applies along the western boundary of the site as well as a small area on the site's southwest corner. The proposed SP limits the area of disturbance near the rental villas to exclude the Conservation policy area. The Conservation area at the southwest corner of the property would become part of the proposed golf course expansion. Because the proposed SP amendment is consistent with T3 NM and Conservation policies, staff recommends approval of the amendment.

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 with conditions

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

METRO WATER SERVICES RECOMMENDATION

Approve with conditions

- 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.

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by NDOT, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

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
Hotel* (310)	-	-	32	-66	10	-2

*Hotel is the land use that most closely resembles "rental villa"

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)	-	-	32	-66	10	-2

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

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

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to eight two-bedroom rental villas, two eight-bedroom rental villas, and an extension of the Hermitage Golf Course, as shown on the preliminary SP.
2. Maximum building height shall not exceed that of elevations included in the preliminary SP.
3. 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.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the R15 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
7. The final site plan shall label all internal driveways as “Private Driveways.” A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association
8. The final site plan shall depict 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.
9. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
10. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
11. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

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

Resolution No. RS2023-165

“BE IT RESOLVED by The Metropolitan Planning Commission that 2014SP-073-003 is approved with conditions and disapproved without all conditions (8-0)

CONDITIONS

1. Permitted uses shall be limited to eight two-bedroom rental villas, two eight-bedroom rental villas, and an extension of the Hermitage Golf Course, as shown on the preliminary SP.
2. Maximum building height shall not exceed that of elevations included in the preliminary SP.
3. 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.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.

6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the R15 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.

7. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association

8. The final site plan shall depict 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.

9. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.

10. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

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

24. 2017SP-091-004
KENECT NASHVILLE (AMENDMENT)
Council District 19 (Freddie O'Connell)
Staff Reviewer: Eric Matravets

A request to amend a Specific Plan on properties located at 800, 808 and 812 19th Ave. S., at the southeast corner of 19th Ave. S. and Division Street, zoned SP (1.19 acres), to permit a maximum of 420 units comprised of multi-family residential units and hotel rooms, requested by Holland & Knight LLP, applicant; AP 1815 Division Nashville Property, LLC, owner.

Staff Recommendation: Disapprove.

The Metropolitan Planning Commission deferred 2017SP-091-004 to the May 25, 2023, Planning Commission meeting. (7-0-1)

25. 2020SP-021-003
FOSTER STREET SP (AMENDMENT)
Council District 05 (Sean Parker)
Staff Reviewer: Logan Elliott

A request to amend a Specific Plan on properties located at 515 and 516 Foster Street, approximately 280 feet east of the intersection of Lischey Ave. and Foster Street, zoned SP (9.51 acres), to increase the number of hotel rooms and to adjust the square footage permitted for commercial and office uses, requested by Barge Civil Associates, applicant; Foster Street Partners, LLC, owner.

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

APPLICANT REQUEST

Amend an existing mixed use SP to modify the permitted land uses.

Specific Plan

A request to amend a Specific Plan (SP) on properties located at 515 and 516 Foster Street, approximately 280 feet east of the intersection of Lischey Ave. and Foster Street, zoned SP (9.51 acres), to increase the number of hotel rooms and to adjust the square footage permitted for commercial and office uses.

Existing Zoning

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

Proposed Zoning

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

EAST NASHVILLE COMMUNITY PLAN

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

Supplemental Policy

This property is within the Foster Street Supplemental Policy area. This supplemental policy aims to provide further guidance on appropriate land uses, building forms, transportation objectives, and other aspects of potential development to better ensure the development is appropriate and sensitive to the neighborhood.

SITE CONTEXT AND PLAN DETAILS

The site is approximately 9.51 acres and sits at the terminus of Foster Street in East Nashville. The site is bounded by Ellington Parkway to the east and the CSX railway to the west. The site currently contains a one-story industrial building and the site is accessed via Foster Street. The area surrounding the site contains a mixture of different residential housing types. A pedestrian bridge that is owned and maintained by the Tennessee Department of Transportation passes through the site and connects Marina Street and Frederick Douglas Park to the east of Ellington Parkway.

Updates to the Permitted Land Uses.

The proposed SP amendment is limited to the permitted land uses. The plan proposes a mixed-use development with up to 490 multi-family units, 160 hotel rooms, 72,610 square feet of office space, and 72,465 square feet of mixed-use commercial space. The currently approved SP zoning permits 490 multi-family units, 125 hotel rooms, 123,000 square feet of office space, and 62,000 square feet of mixed-use commercial space. Additionally, the project is within the UZO so the zoning code parking maximums will now apply to this project.

Existing Site Plan to Remain with SP amendment

The permitted uses for this project are identified on the plans. The plan proposes to refurbish the majority of the existing warehouse, construct a 7-story hotel over the existing warehouse structure, construct two mixed use buildings up to 11 and 12 stories, and construct a one-story mixed-use building. The plan proposes to add an access point to the site with an above grade rail crossing at the north end of the site, connecting to Marina Street through adjacent MDHA property. This crossing is proposed to be private and the project does not propose any additional public streets beyond those that currently exist. The plan also proposes right-of-way for a trailhead intended to serve a future Metro Parks greenway planned to run adjacent to the CSX railway.

The project is broken down into four phases:

Phase 1 includes refurbishing the majority of existing warehouse on site, relocating a small portion of the warehouse to allow for an internal private driveway, the construction of a 7-story hotel above the existing warehouse at the ground floor for a total of 8 stories, and the creation of a public plaza space. All of the internal private drives are constructed during this phase, including the additional access point to Marina Street.

Phase 2 includes a podium style residential building that may rise to 11 stories with 6 stories of residential and 5 stories of parking. This building will be integrated into the portion of the existing warehouse that is to remain north of the proposed private driveway. This portion of the warehouse is proposed to be refurbished for an office use. The SP plan includes a standard that the above ground structured parking will be screened in a way that complements the building design and the plan also includes precedent imagery for how the garage will be screened. Certain building This building will be accessed via the above grade crossing from Marina Street and from a private drive adjacent to Ellington Parkway.

Phase 3 includes a podium style mixed use building that may rise up to 12 stories with 7 stories of residential and with 5 floors of parking. The portion of the building that fronts onto Foster Street is proposed to be office or retail use. This building is accessed via Foster Street.

Phase 4 covers the northern most portion of the site and includes a single-story 4,000 square foot mixed use building with stormwater facilities occupying most of the site.

The applicant is also proposing a number of off-site improvements that were primarily generated through the Traffic Impact Study process. This includes a new traffic light, nearby existing roadway improvements, local bus stop improvements, and other public off-site improvements. Additionally, the applicant is proposing to contribute to the traffic calming application that was submitted to the Public Works department through the Traffic Calming program. This application for traffic calming measures in the McFerrin Park neighborhood was submitted separately from this SP application; however, through conversations with the community, the council member for this district, Nashville Department of Transportation, and Planning; the applicant has agreed to work with the community to identify appropriate traffic calming measures and has agreed to install the identified traffic calming measures.

ANALYSIS

The proposed amendment to the permitted land uses is consistent with the Urban Community Center Policy and with the Foster Street Supplemental Policy. The mixture of commercial, office, and residential uses will enhance the area as a community center. The plan proposes to reduce the permitted office space and increase the permitted hotel rooms and mixed-use commercial space. The number of residential units is not changing with this application. The anticipated vehicle trip generation of the proposed land uses represents an approximate 3.5% increase from the existing permitted land uses. Staff finds the proposed land uses to be consistent with the policy applied to the site and recommends approval with conditions and disapproval without all conditions.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Limited building details provided. Any additional access or fire code issues will be addressed prior to permitting for construction.

HISTORIC ZONING STAFF RECOMMENDATION

Approve with conditions

- Recommend Phase I archaeological testing. Contact Adam Fracchia, adam.fracchia@nashville.gov, with questions.

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

- MWS recommends approval, on the following condition: 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. 100% W&S Capacity Paid.

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- With general build permit submittals: Include any necessary public roadway construction drawings(profiles, grades, drainage). Roadway construction drawings shall comply with NDOT Subdivision Street Design Standards. Callout necessary 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 and crossings. Provide stopping sight distance exhibits at any relevant intersections and access points. Provide adequate sight distance spacing at all access ramps and public streets with on-street parking. Dimension ROW pavement widths for clarity. Label assumed truck and bus routes around and/or through the site-internal or along ROW frontage(s). Provide a loading/unloading plan for each aspect of the development. Provide any truck turning exhibits relevant to loading/unloading activities-at intersections, site access points. Note: A private hauler will be required for waste/recycle disposal. Comply w/ NDOT traffic comments.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Sidewalk shall be provided along all property frontages per MCSP.
- Park per code.

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 (221)	-	-	490 U	2,669	162	203

Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	-	-	62,000 SF	2,341	58	236

Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Hotel (310)	-	-	125 R	984	57	68

Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	-	-	123,000 SF	1,297	142	138

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)	-	-	490 U	2,669	162	203

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)	-	-	72,465 SF	2,736	68	277

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)	-	-	160 R	1,379	162	203

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
General Office (710)	-	-	72,610 SF	778	94	84

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
-	-	-	-	+271	+67	+122

METRO SCHOOL BOARD REPORT

The proposed amendment to existing SP zoning is not anticipated to generate any additional students as the scope of the application is related to non-residential land uses only. Students would attend Ida B. Wells Elementary School, Jere Baxton Middle School, and Maplewood High School.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to 490 multi-family units, 160 hotel rooms, 72,610 square feet of office space, and 72,465 square feet of mixed use commercial space. Non-residential land uses shall be limited to a maximum of 250,000 square feet. The permitted commercial and office uses for this project are identified on the plans. Short term rental property – owner occupied and short term rental property – not owner occupied shall be prohibited in the entire development.
2. All conditions of BL2020-446 shall apply unless specifically modified by the plans or conditions associated with this application.
3. A corrected plan set shall be provided to the Planning Department prior to a final site plan application being made that cleans up the Land Use table to remove the deleted land uses and the non-permitted unchanged land uses.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
6. 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 MUG-A zoning district as of the date of the applicable request or application.
7. The Preliminary SP plan is the site plan and associated documents. Remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

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

Resolution No. RS2023-166

"BE IT RESOLVED by The Metropolitan Planning Commission that 2020SP-021-003 is approved with conditions and disapproved without all conditions (8-0)

CONDITIONS

1. Permitted uses shall be limited to 490 multi-family units, 160 hotel rooms, 72,610 square feet of office space, and 72,465 square feet of mixed use commercial space. Non-residential land uses shall be limited to a maximum of 250,000 square feet. The permitted commercial and office uses for this project are identified on the plans. Short term rental property – owner occupied and short term rental property – not owner occupied shall be prohibited in the entire development.
2. All conditions of BL2020-446 shall apply unless specifically modified by the plans or conditions associated with this application.
3. A corrected plan set shall be provided to the Planning Department prior to a final site plan application being made that cleans up the Land Use table to remove the deleted land uses and the non-permitted unchanged land uses.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
6. 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 MUG-A zoning district as of the date of the applicable request or application.
7. The Preliminary SP plan is the site plan and associated documents. Remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

26. 2021SP-087-003

2306 BRICK CHURCH PIKE (AMENDMENT)

Council District 02 (Kyonzté Toombs)

Staff Reviewer: Laszlo Marton

A request to amend a Specific Plan on property located at 2306 Brick Church Pike, at the southeast corner of Avondale Circle and Hampton Street, zoned SP and located in a Corridor Design Overlay District (1.36 acres), to permit two additional multi-family residential units for a total of 97 multi-family residential units, requested by Clay Adkisson, applicant; Brick Church Property, LLC & ET AL, owners.

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

APPLICANT REQUEST

Amend a Specific Plan to permit a multi-family residential development.

Preliminary SP

A request to amend a Specific Plan on property located at 2306 Brick Church Pike, at the southeast corner of Avondale Circle and Hampton Street, zoned Commercial Limited (CL) and Specific Plan (SP) (1.36 acres), to permit a maximum of 97 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.

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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

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

The site is located within the Haynes Trinity Small Area Plan 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. The policy calls for an alley through the site.

SITE CONTEXT AND PLAN DETAILS

The 2306 Brick Church Pike SP was originally approved in 2022 and permitted 95 multi-family residential units. The 1.36-acre site is located at the southeast corner of Avondale Circle and Hampton Street, and the west side of Brick Church Pike. The site currently has access along all three frontages, of which, Brick Church Pike is classified as an Arterial Boulevard in the Major and Collector Street Plan (MCSP). The site has been previously developed with a four-story hotel, surface parking, and a pool. The surrounding properties are zoned CL, SP, and OR20 with commercial uses, such as convenience store, hotel, and parking lots.

Site plan

The revised plan proposes to convert the existing hotel structure into a 97-unit multi-family development. Space for the two additional units was discovered during interior renovation and will fill in areas of a former lobby. The overall layout for the site will remain mostly unchanged, with only site improvements proposed. Vehicular access for the site

would not change with the proposal, with existing drives on Hampton Street, Avondale Circle, and Brick Church Pike remaining, but one driveway along Brick Church Pike being removed. Parking for the site will consist of on-site, surface parking, with a total of 97 spaces and the existing lot will be brought into compliance with the current landscaping requirements. Sidewalks along all road frontages have been provided consistent with code requirements.

ANALYSIS

While the site is located within two different policies, it is designed to meet policy goals for both T4 CC and T4 NM. T4 NM is intended to maintain the existing character of the neighborhood, while T4 CC, is intended to enhance pedestrian connectivity and act as a transition area to the adjacent single-family neighborhood. T4 CC is being utilized in a similar way, transitioning the 100% commercial developments along Brick Church Pike, to a residential development for nearby residential uses. The proposed plan is providing an adaptive reuse of an existing structure, which currently remains vacant, increased improvements to the existing site, and sidewalks, which are not currently present along Hampton Street and Avondale Circle. This is located within the Haynes Trinity Small Area Plan, but staff has determined the proposed alley would not be beneficial to the site or the area. As shown, the proposed plan is meeting the policy goals of both T4 CC and T4 NM.

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve with conditions.

- See SWGR 2022038128.

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.

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. There to be no vertical utility poles in new sidewalks. In general, on final: Callout roadway sections, ramps, sidewalks, curb & gutter, etc. per NDOT detail standards. Provide detail sections in plan set. A private hauler will be required for waste disposal. Call out curb cut/access ramp to be closed off Avondale. Comply w/ NDOT approval traffic conditions.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions.

- The applicant shall restripe Avondale Circle to the existing lane configurations from Hampton Street to Brick Church Pike. This will also include striping in a crosswalk along the Western leg of the intersection of Avondale Circle and Brick Church Pike.
- At the intersection of Brick Church Pike & Avondale Circle, the applicant shall improve the pedestrian ramps/landings on the Northwest & Southwest corners.
- The applicant shall install dual curb ramps on their corner of the intersection of Hampton Street & Avondale Circle, to match neighboring SP's (2019SP-012-001 & 2022SP-061-001). A crosswalk along the Eastern approach of this intersection shall also be installed.
- Comply with roads comments.

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 (221)	-	-	95 U	516	32	42

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)	-	-	97 U	527	34	43

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
-	-	-	-	+11	+2	+1

METRO SCHOOL BOARD REPORT

Projected student generation existing SP districts: 29 Elementary 15 Middle 13 High

Projected student generation proposed SP district: 29 Elementary 16 Middle 14 High

The proposed SP-R zoning is expected to generate 2 more students than the existing SP-R zoning. Students would attend Alex Green Elementary School, Brick Church College Prep Middle School, and Whites Creek High School. All schools were identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 97 multi-family residential units. Short Term Rental Property (STRP) owner-occupied and not owner-occupied shall be prohibited.
2. Comply with all conditions and requirements of Metro Reviewing Agencies.
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 MUL zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
6. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
7. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Property Owners' Association.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any of any building permits.

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

Resolution No. RS2023-167

"BE IT RESOLVED by The Metropolitan Planning Commission that 2021SP-087-003 is approved with conditions and disapproved without all conditions (8-0)

CONDITIONS

1. Permitted uses shall be limited to a maximum of 97 multi-family residential units. Short Term Rental Property (STRP) owner-occupied and not owner-occupied shall be prohibited.
2. Comply with all conditions and requirements of Metro Reviewing Agencies.
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 MUL zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.

6. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
7. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Property Owners' Association.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any of any building permits.

27. 2022SP-021-001

BERKHAMSTEAD

Council District 31 (John Rutherford)

Staff Reviewer: Logan Elliott

A request to rezone from AR2a to 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, requested by CSDG, applicant; Blackburn Family Limited Partners II LP, owner.

Staff Recommendation: Defer to the May 25, 2023, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2023SP-021-001 to the May 25, 2023, Planning Commission meeting. (8-0)

28. 2022SP-033-001

SHORE VIEW SP

Council District 14 (Kevin Rhoten)

Staff Reviewer: Eric Matravets

A request to rezone from R10 to SP zoning for property located at Bell Road (unnumbered), at the intersection of Old Hickory Blvd and Bell Road, (4.42 acres), to permit 112 multi-family residential units, requested by Dale & Associates, applicant; Platinum Invest LLC, owner.

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

APPLICANT REQUEST

Rezoning to SP to permit a multi-family residential development.

Preliminary Plan

A request to rezone from One and Two Family Residential (R10) to Specific Plan (SP) zoning for property located at Bell Road (unnumbered), at the intersection of Old Hickory Blvd and Bell Road, (4.42 acres), to permit 112 multi-family residential units.

Existing Zoning

One and Two Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. R10 would permit a maximum of 19 lots with 4 duplex lots for a total of 23 units.

Proposed Zoning

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

DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN

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

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

SITE

The subject site is a single parcel comprising approximately 4.42 acres with frontage onto Bell Road and Old Hickory Boulevard. Bell Road is and Old Hickory Boulevard are both Arterial Boulevards in the Major and Collector Street Plan. The lone adjacent parcel to the north is zoned Residential PUD RM15 and is occupied by an apartment complex. The parcel to the east is zoned RM15 and is also occupied by an apartment complex. Land to the south across Bell Road is part of the Percy Priest Reservoir property and undeveloped. The site is heavily wooded, and slopes downhill slightly from north to south.

PLAN DETAILS

The application proposes two apartment buildings that total 112 multi-family residential units. 90 units are identified as one bedroom, and 22 are identified as two bedroom. The building heights are limited to 3 stories in 40 feet. The plan proposes to provide sidewalk connectivity internally and externally to both Bell Road and Old Hickory Boulevard. Vehicular access is limited to Bell Road with an emergency-only access on Old Hickory Boulevard. The plans include architectural standards demonstrating that the units will have an appropriate form and pattern for the policy and considering the surrounding context. The plans will screen parking from view along Bell Road using existing vegetation and minimize disturbance where feasible.

ANALYSIS

The application proposes a development pattern that is consistent with the policy guidance for T3 NE areas, given the location and context. The T3 NE policy encourages a suburban residential pattern that introduce a diversity of housing types and staff finds the proposed plan to be consistent with this. The plan is consistent with the intent of the T3 NE policy to improve pedestrian and vehicular connectivity where infrastructure is insufficient. The plan is also sensitive to the Conservation policy area across Bell Road at Percy Priest Reservoir and minimizes disturbance along Bell Road. Staff finds the proposal to be consistent with the T3 NE policy and recommends approval.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary/Regulatory SP only. Public and/or private Water and Sanitary Sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans. A minimum of 30% W&S Capacity must be paid before issuance of building permits. (Water and Sewer Capacity Fee Permit No's T2022021466 and T2022021470).

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

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. Additional road and access comments forthcoming, following TIS submittal and review. Access is preferred off Bell road w/ a gated 'emergency only' access off OHB, due to code requirements for drive/intersection spacing. Submit SSD plan/profile view exhibit, per AASHTO, for a Bell Rd. access.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- The traffic study shall be finalized with NDOT prior to Final SP submittal. Off-site improvements are anticipated.
- The primary access for this development will align with the existing drive (Nashville Shores) across Bell Rd. and a sight distance exhibit will be required. A signal warrant shall be provided as well. Secondary access will be off Old Hickory Blvd. and shall be a gated emergency access.

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)	4.42	4.63 D	23 U	269	21	25

*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)	-	-	112 U	609	38	49

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+89	+340	+17	+24

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 112 multi-family residential units. Short term rental property, owner occupied and short-term rental property, not-owner occupied shall be prohibited.
2. 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 requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20 zoning district as of the date of the applicable request or application.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

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

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

Daniel Strobel stated he works at Nashville Shores. He said he is not opposed to the plan but expressed concerns regarding traffic.

Chair Adkins closed the Public Hearing.

Ms. Blackshear moved and Ms. Johnson seconded the motion to approve with conditions and disapprove without all conditions. (8-0)

Resolution No. RS2023-168

"BE IT RESOLVED by The Metropolitan Planning Commission that 2022SP-033-001 is approved with conditions and disapproved without all conditions (8-0)

CONDITIONS

1. Permitted uses shall be limited to a maximum of 112 multi-family residential units. Short term rental property, owner occupied and short-term rental property, not-owner occupied shall be prohibited.
2. 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 requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20 zoning district as of the date of the applicable request or application.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

29. 2023SP-030-001

1806 AND 1808 DIVISION STREET

Council District 19 (Freddie O’Connell)

Staff Reviewer: Jason Swaggart

A request to rezone from MUI-A to SP 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, requested by Buchalter, applicant; Sounds Perfect, LLC, owner.

Staff Recommendation: Defer to the May 25, 2023, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2023SP-030-001 to the May 25, 2023, Planning Commission meeting. (8-0)

30. 2023SP-035-001

3320 CURTIS ST. MULTIFAMILY

Council District 02 (Kyonzté Toombs)

Staff Reviewer: Jason Swaggart

A request to rezone from R10 to SP zoning for properties located at 3312 and 3320 Curtis Street, approximately 275 feet northwest of Courtney Avenue (1.93 acres) to permit 28 multi-family residential units, requested by Catalyst Design Group, applicant; 3320 Curtis St. LLC., owner.

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

APPLICANT REQUEST

SP to permit 28 multifamily residential units.

Zone Change

A request to rezone from One and Two-Family Residential (R10) to Specific Plan (SP) zoning for properties located at 3312 and 3320 Curtis Street, approximately 275 feet northwest of Courtney Avenue (1.93 acres) to permit 28 multi-family residential units.

Existing Zoning

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

Proposed Zoning

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

SITE CONTEXT AND PLAN DETAILS

The approximately two-acre project site is located on the west side of Curtis Street. Curtis Street also terminates at the site. There is an existing single-family home on the site. The site slopes downward from west to east. Curtis Street is a local street. Surrounding zoning is SP and R10. The SP abuts the western and northern site boundary. The SP was approved in 2021 for 300 multifamily units (BL2021-983). Surrounding land uses include single-family, two-family, and vacant land.

Site Plan

The plan includes 28 attached multifamily units. Units are grouped into six clusters. Units are limited to three stories in 45 feet. The plan includes architectural standards pertaining to, but are not limited to, orientation, entry ways, glazing and materials. All units have a one or two car garage. The plan includes a new public street and there are units oriented to the new public street as well as to Curtis Street. The proposed new public street includes sidewalks per the local street standard and private sidewalks are provided internally. The proposed public street is intended to provide a public street connection to a previously approved SP adjacent to this site.

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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

ANALYSIS

Staff find that the proposed SP is consistent with the T3 NE land use policy. The plan provides for additional housing options with an appropriate density under the policy given the sites location. The plan provides for future public street connectivity providing for better traffic movement as well as safe pedestrian movement. Units are oriented onto Curtis Street and the new proposed public street with moderate setbacks consistent with the policy.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approved with conditions

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- With a final: Include proposed public roadway construction drawings (profiles, grades, drainage). Roadway construction drawings shall comply with NDOT Subdivision Street Design Standards. Callout roadway sections, (access and ADA) ramps, sidewalks, curb & gutter, etc. per NDOT detail standards. Show 'Now Entering Private Drive' signage where applicable off public roads. Provide stop control at intersections. Provide stopping sight distance exhibits at any relevant intersections and accesses Dimension ROW pavement widths for clarity. Note: A private hauler will be required for waste/recycle disposal. Comply w/ NDOT traffic comments.
- Provide 20 ft. minimum temporary turning easements into private drives at public stub road terminus.

- In anticipation of on-street parking along Curtis occurring, provide bulb-in parking w/ curbside sidewalks or if planning will require grass strip along all of Curtis frontage, provide additional ROW dedication beyond 50 ft. to accommodate bulb-in, on-street parking.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Parking shall be shown per Metro code.
- Stripe in a pedestrian crossing at the new public street intersection.

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)	1.93	4.63 D	10 U	125	12	11

*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)	-	-	28 U	151	10	13

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+18 U	+26	-2	+2

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP district: 5 Elementary 2 Middle 2 High

The proposed SP zoning is expected to generate six additional students than the existing R10 zoning district. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek 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 disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to 28 multifamily residential units. Short term rental property, owner occupied and short-term rental property, not-owner occupied shall be prohibited.
2. Height shall be measured to the midpoint of the primary roof pitch (vertical distance from eave to midpoint) or to the top of the parapet for flat roofs.
3. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15 zoning district as of the date of the applicable request or application.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

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

Resolution No. RS2023-169

"BE IT RESOLVED by The Metropolitan Planning Commission that 2023SP-035-001 is approved with conditions and disapproved without all conditions (8-0)

CONDITIONS

1. Permitted uses shall be limited to 28 multifamily residential units. Short term rental property, owner occupied and short-term rental property, not-owner occupied shall be prohibited.
2. Height shall be measured to the midpoint of the primary roof pitch (vertical distance from eave to midpoint) or to the top of the parapet for flat roofs.
3. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15 zoning district as of the date of the applicable request or application.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

31. 2023SP-036-001

PAWNEE TRAIL RESIDENTIAL

Council District 09 (Tonya Hancock)

Staff Reviewer: Donald Anthony

A request to rezone from RS15 to SP zoning for property located at 1231 Pawnee Trail, approximately 350 feet southeast of Grants Pass (12.8 acres) to permit 36 detached multi-family residential units, requested by Catalyst Design Group, applicant; Pawnee Trail Developers, LLC, owner.

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

APPLICANT REQUEST

Preliminary SP to permit a multi-family residential development.

Preliminary SP

A request to rezone from Single-Family Residential (RS15) to Specific Plan (SP) for property located at 1231 Pawnee Trail, approximately 350 feet southeast of Grants Pass (12.8 acres), to permit 36 detached multi-family residential units.

Existing Zoning

Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. *RS15 would permit a maximum of 37 units, not accounting for right-of-way dedication or conservation development requirements.*

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 36 multi-family units.*

MADISON COMMUNITY PLAN

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

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

SITE CONTEXT

The subject property is a 12.8-acre lot located along Pawnee Trail. Currently, the right-of-way for Pawnee Trail terminates on both the east and west sides of the subject property, creating a gap in the right-of-way of approximately 725 feet. The property is currently zoned RS15 and could accommodate a maximum of 37 single-family residential units based on one unit per 15,000 square feet; the maximum number of units could be lower based on right-of-way dedication and/or application of the conservation development standards set forth in Section 17.12.090 of the Zoning Code. All adjacent properties are zoned RS15. Adjacent land uses include single-family residential on the west and south and vacant property on the north and east. The Cumberland River lies approximately 700 feet to the north/northeast of the subject property.

The property features significant terrain changes, particularly along the northern boundary. This portion of the property includes slopes of 25 percent or greater; these slopes extend approximately 125 feet into the lot from the northern property line. Additionally, the northeastern corner of the property includes an existing stream and associated slopes of 20 percent or greater. The northern and northeastern edges of the property are designated as floodplain. Altogether, approximately 20 percent of the site is included in the Conservation policy area due to topographical and environmental factors. The existing conditions exhibit below shows the slopes and stream present on the site.

PLAN DETAILS

The preliminary SP application is for 36 multi-family residential units, giving the proposed development a density of 2.81 units per acre. Pawnee Trail—which currently terminates as a public right-of-way at the western edge of the property—would transition to a private loop road at the entrance to the proposed subdivision. A pending mandatory referral request (2023M-001AB-001) would terminate the Pawnee Trail right-of-way on the eastern side of the property as well; Metro Council approval is required for the right-of-way termination request.

The proposed 36 detached residential units would be situated along the private loop road. The proposed private road would have a 50-foot cross-section and would include five-foot sidewalks and four-foot planting strips on both sides of the road. All residential units would include individual driveways with front-entry, two-vehicle garages. Proposed building elevations show residential units with heights of two stories and cementitious siding as the primary exterior material. Proposed front and side elevations are shown below.

Approximately 3.38 acres of the site would be designated as common open space. This includes the vast majority of the portion of the site designated as Conservation area due to slopes and the stream and associated buffer. The limits of disturbance shown on the site layout are mostly in alignment with the Conservation policy area, indicating that development activities will occur outside of this area. The SP includes a Standard C 20-foot landscape buffer along the west and south sides of the property, adjacent to existing residential properties.

ANALYSIS

The T3 NM policy is intended to maintain the general character of suburban neighborhoods. As applied to residential development, the policy is characterized in part by: low to moderate-density residential uses; a variety of housing types including houses, low and mid-rise townhouses, and low and mid-rise flats; buildings that are generally one to three stories in height; inviting, functional, and accessible open space as an integral part of the development; and moderate levels of connectivity.

The existing single-family residential neighborhoods near the subject property include a mix of lot sizes. The Cumberland Station at Wilson Camp subdivision lies to the west of the subject property. Typical lots in Cumberland Station are approximately 0.2 acres in area. Platted setbacks in the subdivision are shallow; minimum front and rear setbacks are 20 feet, while minimum side setbacks are five feet on internal lots and ten feet on corner lots. The proposed SP would include minimum setbacks and/or building separations that are identical to those in Cumberland Station. Residential lots to the south of the subject property are generally two acres or greater in area and have depths of 1,200 feet or greater. Houses in the proposed SP would be located a minimum of 50 feet from the nearest houses on the west and south; this distance would include a Standard C 20-foot landscape buffer. Vacant residential lots with areas of approximately 0.2 acres lie adjacent to the subject property on the east; these lots are zoned RS15, and front setbacks would be contextual. The houses in the proposed SP would be located a minimum of 400 feet from these lots. Existing houses in close proximity to the subject property have heights of one to two stories; likewise, the proposed SP would include houses with heights of up to two stories.

The proposed SP would permit 36 detached residential units on a single lot. The proposed density of 2.81 residential units per acre is consistent with the T3 NM policy's guidance on density. Detached house is the only building type

proposed with this SP. Each house would be limited to two stories in height, which falls within the T3 NM policy's range of one to three stories.

The SP includes extensive open space, all of which would be unprogrammed. Each of the proposed residential units would back up to open space. Additionally, most of the Conservation policy area on the site would be designated as open space and would remain undisturbed.

Access to the site would be provided via a connection to Pawnee Trail on the west. Pawnee Trail is a local public street that currently terminates on the west side of the subject property. The SP proposes to transition Pawnee Trail to a private loop road internal to the site. Consistent with the T3 NM policy, five-foot wide sidewalks would be provided along both sides of the loop road. The site lies one-quarter mile from WeGo route 76, which provides service throughout Madison and connections to other routes in the WeGo network.

The proposed SP is generally consistent with the T3 NM policy. The SP would maintain the existing character of the surroundings by: employing shallow setbacks identical to those of the nearest subdivision; limiting building height to two stories; providing the same housing type as surrounding neighborhoods; protecting slopes and a stream and designating these areas as open space; and providing internal connectivity through a sidewalk network and access to the broader area through an existing road network and WeGo access. Therefore, staff recommends approval of the proposed preliminary SP.

FIRE MARSHAL RECOMMENDATION

Approve

PARKS/GREENWAYS RECOMMENDATION

Approve with conditions

- Comply with all Metro Parks requirements regarding greenway easement dedication.
- Continue to coordinate with Metro Parks Greenways staff to determine extent of the Greenway easement. Easement to be finalized prior to Final SP approval.
- Greenway Easement to be dedicated and memorialized utilizing Metro Parks' standard template for Conservation Greenway Easement Agreement with exhibits providing a legal description and boundary survey of the easement.
- Easement agreement must be approved by Metro Parks Board and Metro Council . Coordinate with Metro Parks Greenway staff on approval process.
- Conservation Greenway Easement Agreement must be recorded with property deed after Metro Council approval and prior to issuance of Use and Occupancy permit.
- Any future greenway trail construction by Metro must be open to the public during standard operating hours, unless temporarily closed for maintenance.
- Any future connection proposed by the HOA to the greenway trail from the proposed development must be open to the public during standard operating hours and location and design must be approved by Metro Parks Greenways staff and meet ADA requirements and regulations prior to construction.

STORMWATER RECOMMENDATION

Approve with conditions

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

METRO WATER SERVICES RECOMMENDATION

Approve with conditions

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

MADISON SUBURBAN UTILITY DISTRICT RECOMMENDATION

Approve with conditions

- MSUD has water available to the area with sufficient flow to serve the preliminary stated demands. Water use would be subject to formal reviews by MSUD engineers for adequacy within MSUD policies and guidelines.

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Unit 5 access location of drive should be located outside of 25' from other private drive access locations on the public road.

- NDOT is generally fine with the revised preliminary SP plan received. Check road network plan/ coordinate with the planning department regarding future connectivity to existing road network/ existing public rights of way.
- Dedicate ROW per plat at the permanent circular turn around. A bond will be required prior to plat recordation.
- The developer's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Install pedestrian ADA ramps and warning mats at appropriate locations within the Public turnaround.
- Comply with Roads conditions.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	12.8	2.47 D	31 U	354	27	33

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	-	-	36 U	406	31	38

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ U	+52	+4	+5

METRO SCHOOL BOARD REPORT

Projected student generation existing RS15 district: 5 Elementary 4 Middle 4 High

Projected student generation proposed SP-R district: 6 Elementary 5 Middle 4 High

The proposed SP is anticipated to generate 3 additional students beyond what is generated under the current SP zoning. Students would attend Neely's Bend Elementary, Neely's Bend College Prep Middle School, and Hunters Lane High School. All three schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be 36 detached multi-family residential units. Short term rental property, owner occupied, and short term rental property, not owner occupied, shall be prohibited.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. Maximum building height shall not exceed that of elevations included in the preliminary SP.
4. 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.
5. Retaining wall details shall be provided with final SP. Retaining walls shall satisfy all Metro standards.
6. At final SP, submit a detailed grading sheet showing Conservation area (slopes of 20 percent or greater and stream and associated stream buffer) remaining undisturbed.
7. At final SP, submit a tree survey identifying all protected, heritage, and specimen trees. These trees shall be preserved in accordance with Section 17.12.090 of the Metro Zoning Code.
8. If associated mandatory referral for the closure of Pawnee Trail right-of-way (2023M-001AB-001) does not receive Metro Council approval, revision of the preliminary SP may be required. Staff will make this determination upon Metro Council's decision on the mandatory referral.
9. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.

10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
11. 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
12. 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.
13. 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.
14. 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.
15. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

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

Resolution No. RS2023-170

"BE IT RESOLVED by The Metropolitan Planning Commission that 2023SP-036-001 is approved with conditions and disapproved without all conditions (8-0)

CONDITIONS

1. Permitted uses shall be 36 detached multi-family residential units. Short term rental property, owner occupied, and short term rental property, not owner occupied, shall be prohibited.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. Maximum building height shall not exceed that of elevations included in the preliminary SP.
4. 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.
5. Retaining wall details shall be provided with final SP. Retaining walls shall satisfy all Metro standards.
6. At final SP, submit a detailed grading sheet showing Conservation area (slopes of 20 percent or greater and stream and associated stream buffer) remaining undisturbed.
7. At final SP, submit a tree survey identifying all protected, heritage, and specimen trees. These trees shall be preserved in accordance with Section 17.12.090 of the Metro Zoning Code.
8. If associated mandatory referral for the closure of Pawnee Trail right-of-way (2023M-001AB-001) does not receive Metro Council approval, revision of the preliminary SP may be required. Staff will make this determination upon Metro Council's decision on the mandatory referral.
9. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
11. 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
12. 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.
13. 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.
14. 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.
15. 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.

32. 2023SP-038-001

1938 NEELYS BEND

Council District 09 (Tonya Hancock)

Staff Reviewer: Dustin Shane

A request to rezone from RS80 to SP on property located at 1938 Neelys Bend, approximately 2,165 feet northwest of Overton Lane (5.26 acres), to permit two residential units, requested by Jamie & Andrew Frazier, applicants and owners.

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

APPLICANT REQUEST

Preliminary SP to permit 2 residential units.

Zone Change

A request to rezone from Single-Family Residential (RS80) to Specific Plan (SP) on property located at 1938 Neelys Bend Road, approximately 2,165 feet northwest of Overton Lane (5.26 acres), to permit two residential units.

Existing Zoning

Single-Family Residential (RS80) requires a minimum 80,000 square foot lot and is intended for single-family dwellings at a density of .46 dwelling units per acre. *RS80 would permit a maximum of 1 unit.*

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.

MADISON COMMUNITY PLAN

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

SITE CONTEXT AND PLAN DETAILS

The application consists of one parcel (Map 074, Parcel 004) totaling 5.26 acres in size and located a little over half a mile south of the intersection of Neely's Bend Road with Menees Lane. It contains a single-family home built in 1953. Surrounding uses include single-family homes and farms, all zoned RS80. The parcel was created in 2000 by deed and therefore would not be duplex eligible if rezoned to R80 or AR2a per Section 17.16.030.D.1 of the Zoning Code.

The application proposes to rezone the property from RS80 to SP. The proposed SP is regulatory and includes RS80 as a base zoning. The only requested difference from the base zoning is one additional residential unit.

ANALYSIS

The property is within the T2 Rural Maintenance (T2 RM) policy area. T2 RM policy is intended to maintain the general character of rural neighborhoods as characterized by their development pattern, varying setbacks, building form, and land uses. Low-density, dispersed residential and agricultural uses are appropriate. The current use fits that description, being a single residential unit on a large, partially wooded acreage. The applicants desire to add an additional housing unit for family, which would not compromise the rural appearance of their property. The use of a regulatory SP in this context puts a limit on the ultimate number of units allowed on the roughly five acres of land. This meets the intent of the policy to limit density and encourage an open, irregular pattern of housing sites. For these reasons, staff recommends approval of the rezoning.

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

- Must comply with all Stormwater regulations to be handled through the Regulated Residential Infill process.

WATER SERVICES RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- With a final: Callout the following per NDOT ST- detail sections: access and ADA ramps, sidewalks, curb & gutter. All ROW frontages shall adhere to the Major Collector Street Plan(MCSP). Dedicate ROW along all frontages to accommodate MCSP requirements. Provide call outs on final site plan for MCSP requirements.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Site driveways shall be approved with NDOT prior to their location finalization. They shall meet code requirements.
- Parking shall be per code.

Maximum Uses in Existing Zoning District: **RS80**

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)	5.26	.46 D	2 U	15	5	1

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

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

Traffic changes between maximum: **RS80 and SP**

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

METRO SCHOOL BOARD REPORT

Projected student generation existing RS80 zoning district: 0 Elementary 0 Middle 0 High

Projected student generation proposed SP zoning district: 0 Elementary 0 Middle 0 High

The proposed SP zoning is expected to generate no more students than the existing RS80 zoning. Students would attend Neely’s Bend Elementary School, Neely’s Bend College Preparatory Middle School, and Hunters Lane High School. All three schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to 2 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 RS80 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. The Final SP plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
6. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
7. 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.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

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

Resolution No. RS2023-171

"BE IT RESOLVED by The Metropolitan Planning Commission that 2023SP-038-001 is approved with conditions and disapproved without all conditions (8-0)

CONDITIONS

1. Permitted uses shall be limited to 2 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 RS80 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. The Final SP plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
6. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
7. 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.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

33. 2023SP-042-001

5043 MT. VIEW PRELIMINARY SP

Council District 28 (Tanaka Vercher)

Staff Reviewer: Logan Elliott

A request to rezone from AR2A to SP zoning for property located at 5043 Mt. View Road, approximately 1000 feet southeast of the intersection of Mt. View Road and Hickory Hollow Parkway (2.03 acres), to permit 20 multi-family residential units, requested by Catalyst Design Group applicant; Mt. View Development LLC, owner.

Staff Recommendation: Defer to the May 25, 2023, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2023SP-042-001 to the May 25, 2023, Planning Commission meeting. (8-0)

34. 2023SP-047-001

MCALPINE SP

Council District 07 (Emily Benedict)

Staff Reviewer: Amelia Lewis

A request to rezone from CS, MUL-A and RS10 to SP zoning for properties located at 4102 Gallatin Pike, 1103 McAlpine Avenue and McAlpine Avenue (unnumbered), approximately 415 south of Greenland Avenue, and partially within the Gallatin Pike Urban Design Overlay District (2.7 acres), to permit a mixed-use development, requested by Smith Gee Studio, applicant; The Vivian Bates Living Trust, owner.

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

Ms. Milligan stated the applicant for Item 34 has requested a one meeting deferral so they can continue to work on the items Councilmember Benedict suggested during her earlier comments.

Ms. Johnson moved and Ms. Blackshear seconded the motion to defer to the May 25, 2023, Planning Commission meeting. (8-0)

Resolution No. RS2023-172

“BE IT RESOLVED by The Metropolitan Planning Commission that 2023SP-047-001 is deferred to the May 25, 2023 Metro Planning Commission meeting. (8-0)

35. 2017NHL-002-004

BELLE AIR MANSION (AMENDMENT)

Council District 15 (Jeff Syracuse)

Staff Reviewer: Jason Swaggart

A request to amend a Neighborhood Landmark Overlay District on property located at 2250 Lebanon Pike, at the northeast corner of the Briley Parkway and Lebanon Pike, zoned RS20 and R8 and partially within the Downtown Donelson Urban Design Overlay District, and partially within a Historic Landmark District Overlay (5.92 acres), to permit 36 hotel rooms, and commercial amusement, inside, requested by Dewey Engineering, applicant; Lewis and Connie James, owners.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Amend a Neighborhood Landmark Overlay District to permit 36 hotel rooms and commercial amusement, inside.

Neighborhood Landmark Overlay District

A request to amend a Neighborhood Landmark Overlay District on property located at 2250 Lebanon Pike, at the corner of the Briley Parkway Ramp and Lebanon Pike, zoned Single-Family Residential (RS20) and One and Two-Family Residential (R8) and partially within the Downtown Donelson Urban Design Overlay District, within a Neighborhood Landmark Overlay District and partially within a Historic Landmark District Overlay (5.92 acres), to permit 36 hotel rooms, and commercial amusement, inside.

Existing Zoning

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

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

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. *The site is located in the Downtown Donelson UDO.*

Neighborhood Landmark Overlay District (NLOD) is intended to preserve and protect landmark features whose demolition or destruction would constitute an irreplaceable loss to the quality and character of the neighborhood or community.

HISTORY

This NLOD was originally applied to the site in 2017. This NLOD recognizes the Belair Mansion. In 2018, a plan was approved to permit up to 15 bed and breakfast units, mansion tours, and an innkeeper's cottage. In 2020, Council approved an amendment to the NLOD. The 2020 amendment, added additional parking, a special events center and increased the maximum units for the permitted bed and breakfast to 17.

PLAN DETAILS

The approximately 5.92-acre site is located at the northeast corner of Briley Parkway and Lebanon Pike. Lebanon Pike is a busy arterial boulevard that includes various residential and commercial uses. The site includes the Belair Mansion and several other building and surface parking. Adjacent zoning includes residential and office. Adjacent land uses include single-family and multifamily residential.

Site Plan

In addition to the existing structures and grounds, the proposed plan includes a 15,750 square foot hotel, 5,000 square foot pavilion and associated surface parking. The plan limits the number of hotel rooms to 36. Rooms can be located in the existing mansion and/or the proposed building. The proposed hotel and pavilion are located at the rear of the site with parking located at the rear of the site and to the east of the proposed hotel and pavilion. In addition to hotel, the NLOD includes special events as a use. Special events is defined as: The mansion, hotel, pavilion, and grounds may be utilized for special events such as outdoor weddings and corporate events, utilizing temporary tents which may be accompanied by small outdoor music events. Special events are limited to the hours of 7:00 A.M. and 10:30 P.M. A 20' wide type C landscape buffer yard is provided at the rear of the proposed hotel and pavilion. A 10' wide type B landscape buffer is provided at the rear of the proposed parking lot.

ANALYSIS

With staff conditions, staff finds that the proposed amendment to the NLOD is consistent with the intent of the NLOD and meets Metro Zoning Code requirements for NLODs. While the base zoning districts that apply to the site, RS20 and R8, are for residential and do not allow nonresidential uses, the NLOD allows Council to permit land uses not permitted under the underlying base zoning district. Prior to allowing additional uses, the Planning Commission must determine that the NLOD plan includes standards/requirements that the Commission find to be compatible with, and sensitive to, abutting properties and the overall neighborhood fabric and appropriate to preserve and maintain the district.

Staff finds the proposed hotel and special events uses are compatible with uses that are currently permitted in the NLOD. The proposed uses are also consistent with other commercial uses permitted along Lebanon Pike, which is a busy mixed-use corridor. The proposed hotel, pavilion and parking area are located at the rear of the historic mansion. This location minimizes the impact to the character of the historic mansion and grounds. To minimize any impact to the adjacent residential properties, the plan includes landscape buffer yards along the northern property boundary. The plan also limits the hours of operation for special events. The proposed time limits will further lessen any impact of the NLOD to adjacent residential properties. It is important to note that the original application/plan called for commercial amusement, inside as a permitted use. Staff determined that the use does not provide adequate standards to limit impact to the surrounding residential properties so staff had the applicant revise the use to special events. As defined, special events is more restrictive than commercial amusement, inside and should lessen any impact to the surrounding residential properties. Staff's recommendation includes a condition that only permits hotel and special events.

STORMWATER RECOMMENDATION

Approve with conditions

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

FIRE MARSHAL RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

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

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.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Parking shall be per metro code.
- Ensure final designs follow the codes and requirements of all metro agencies.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 36 hotel rooms and special events. Commercial amusement, inside shall not be permitted.
2. Any Traffic and Parking requirements from previous plans may be applied pending analysis by Nashville DOT.
3. Vehicular access along Lebanon Pike shall be limited to the one existing curb cut shown on the site plan.
4. The building permit 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.

Approve with conditions. (8-0)

Resolution No. RS2023-173

“BE IT RESOLVED by The Metropolitan Planning Commission that 2017NHL-002-004 is approved with conditions and disapproved without all conditions (8-0)

CONDITIONS

1. Permitted uses shall be limited to a maximum of 36 hotel rooms and special events. Commercial amusement, inside shall not be permitted.
2. Any Traffic and Parking requirements from previous plans may be applied pending analysis by Nashville DOT.
3. Vehicular access along Lebanon Pike shall be limited to the one existing curb cut shown on the site plan.
4. The building permit 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.

36a. 2022HL-004-001

1926 10TH AVE N-HISTORIC LANDMARK OVERLAY

Council District 21 (Brandon Taylor)

Staff Reviewer: Amelia Lewis

A request to apply a Historic Landmark Overlay District for property located at 1926 10th Ave North, the corner of 10th Avenue N and Clay Street, zoned R6, and located within a Detached Accessory Dwelling Unit Overlay District (0.17 acres), requested by G&M Properties, LLC, applicant and owner. (See associated case #2022NL-003-001)

Staff Recommendation: Approve.

APPLICANT REQUEST

Apply a Historic Landmark Overlay District.

Historic Landmark Overlay

A request to apply a Historic Landmark Overlay District for property located at 1926 10th Ave North, the corner of 10th Avenue N and Clay Street, zoned One and Two-Family Residential (R6), and located within a Detached Accessory Dwelling Unit (DADU) Overlay District (0.17 acres).

Existing Zoning

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

Proposed Overlay

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

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.

REQUEST DETAILS

The Metro Historic Zoning Commission (MHZC) considered this application at its May 18, 2022, meeting. Historic Zoning Commission staff recommended approval of this application. Metro Historic Commission staff provided the following background information:

Background: The building is part of Historic Nashville, Inc's Sacred Sites Survey Project. Clay Street Church began in a white neighborhood as a white church and transitioned into an African American church in a Black neighborhood. The neighborhood is once again in transition.

The building is significant as structure that represents the story of the growth of the Disciples of Christ and the Churches of Christ (The Stone-Campbell Movement) and for its impact the growth and health of the neighborhood. The brick building was constructed beginning on September 15, 1929 for the Clay Street Christian Church with the support of the Vine Street Christian Church for a primarily white congregation. In addition to religious services and a Sunday School, the building served as a home to multiple community services at different points in its history including a kindergarten, a "Well Baby Clinic," a "Mother's Club," a youth program and teacher training. In 1947 or 48 the rear addition was constructed for use as a parsonage and classrooms. This portion is not considered a contributing feature of the building. Swift's Tabernacle Baptist Church also known as Swift Tabernacle Missionary Baptist Church, Inc. (established in 1906), took over the site in 1975, and sold the building in 2022.

The property is eligible for listing in the National Register as structure that represents the story of the growth of the Disciples of Christ and the Churches of Christ (The Stone-Campbell Movement) and for its impact on the growth and health of the neighborhood and therefore meets criterion 1 of section 17.36.120 for a historic landmark overlay.

The existing design guidelines for Historic Landmarks are consistent with the National Historic Preservation Act of 1966, as amended by being based on the framework of the Secretary of Interior's Standards.

The applicant is also requesting a Neighborhood Landmark so that the building may have a limited office use in this residential neighborhood. A Neighborhood Landmark is a planning tool so the request for such will be reviewed by the Planning Commission. In cases where the request for a Neighborhood Landmark is based on the fact the site is historic; the MHZC's role is to confirm whether or not the site is historic. Staff finds the site to be historic as it is eligible for listing in the National Register of Historic Places. For any rezoning of a property in a historic overlay, the MHZC also considers whether or not the rezoning is consistent with the goals of preservation. In this case, a Neighborhood Landmark would not encourage the demolition of the historic building. In fact, it encourages the rehab of the building and is therefore appropriate.

METRO HISTORIC ZONING COMMISSION RECOMMENDATION

On May 18, 2022, the Metro Historic Zoning Commission reviewed the request and recommended approval of the Historic Landmark designation. In addition, they adopted the existing design guidelines for Historic Landmarks to apply to exterior alterations.

STAFF RECOMMENDATION

The proposed Historic Landmark Overlay District is intended to preserve the historic structures on the property through the implementation of development guidelines by the Metro Historic Zoning Commission and Staff. Staff recommends approval of the Historic Landmark Overlay District.

Approve. (8-0)

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

36b. 2022NL-003-001

1926 10TH AVE N NEIGHBORHOOD LANDMARK OVERLAY

Council District 21 (Brandon Taylor)

Staff Reviewer: Amelia Lewis

A request to apply a Neighborhood Landmark Overlay district on property located at 1926 10th Ave North, the corner of 10th Avenue North and Clay Street, zoned R6 and located within a Detached Accessory Dwelling Unit Overlay District (0.17 acres), requested by G&M Properties, LLC, applicant and owner. (See associated case #2022HL-004-001)

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Apply a Neighborhood Landmark Overlay District.

Neighborhood Landmark Overlay

A request to apply a Neighborhood Landmark Overlay district on property located at 1926 10th Ave North, the corner of 10th Avenue North and Clay Street, zoned One and Two-Family Residential (R6) and located within a Detached Accessory Dwelling Unit Overlay District (0.17 acres).

Existing Zoning

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

Proposed Overlay

Neighborhood Landmark Overlay District (NLOD) is intended to preserve and protect landmark features whose demolition or destruction would constitute an irreplaceable loss to the quality and character of the neighborhood or community.

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.

Site

The site is located at the southeast corner of Clay Street and 10th Avenue North. The rear property line abuts Alley 490. The surrounding properties are zoned R6 and Specific Plan (SP). The proposed SP has a final site plan approved for a mixed-use development.

The existing structure was previously developed and used for a religious institution. The proposed development converts the existing structure to a 5,000 square foot general office space. Prior to the application, Metro Historic permitted the removal of the non-historic rear addition, front ramp, and the front steps. Proposed changes to the exterior include a new rear addition and a surface parking area. Four surface parking spaces are proposed at the rear of the structure, accessed via Alley 490.

Analysis

Applications to establish a Neighborhood Landmark district follow similar procedures as a rezoning application because the creation of an overlay district is considered an amendment to the Official Zoning Map. The role of the Planning Commission for this application is to consider the criteria to establish a Neighborhood Landmark District and make a recommendation to the Metro Council.

Section 17.40.160.H. of the Metro Zoning Code provides findings for approval for the Planning Commission to consider in the review of a Neighborhood Landmark District. These include:

- a. The feature is a critical component of the neighborhood context and structure
- b. The retention of the feature is necessary to preserve and enhance the character of the neighborhood

- c. That adaptive reuse, as described in the development plan, will facilitate protection and preservation of the identified feature
- d. That the proposed use(s) in the development plan is compatible with and sensitive to abutting properties and the overall neighborhood fabric and appropriate to preserve and maintain the district.

Staff finds that the proposed development plan meets all the above criteria. The existing structure is a critical component of the neighborhood context and structure. The retention of the feature is necessary to preserve the neighborhood character and the proposed reuse of the building and the associated accessory structures will facilitate its preservation. Also, the proposed use is low intensity, and sensitive to surrounding properties considering the use will occupy an existing structure. Staff recommends approval of the Neighborhood Landmark District and the proposed Development Plan.

METRO HISTORIC ZONING COMMISSION

Approve

- At the May 18, 2022 public hearing, the Commission confirmed that the building is a historic building; thereby meeting one of the requirements of a Neighborhood Landmark.

FIRE MARSHALL 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.
- Private hauler is required for onsite solid waste disposal.
- Provide paving, per ST-263 within extents alley ROW from property line to alley CL, 10 FT. along alley frontage.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Comply with NDOT Roads conditions.

STORMWATER RECOMMENDATION

Approve with conditions

- Site has been given directive letter from Combined Sewer Elimination Program (CSEP). Site will need approved construction drawings that meet directive letter prior to signoff on final.

WATER SERVICES RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval with conditions.

Conditions

1. Permitted uses shall be limited to general office uses.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. Should the applicant choose to modify the landmark in the future to add more uses, an amendment will be necessary and Council approval required.

Approve with conditions. (8-0)

Resolution No. RS2023-175

“BE IT RESOLVED by The Metropolitan Planning Commission that 2022HL-003-001 is approved with conditions (8-0)

Conditions

1. Permitted uses shall be limited to general office uses.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. Should the applicant choose to modify the landmark in the future to add more uses, an amendment will be necessary and Council approval required.

37. 2006IN-001-013

LIPSCOMB UNIVERSITY INSTITUTIONAL OVERLAY (AMENDMENT)

Council District 25 (Russ Pulley)

Staff Reviewer: Logan Elliott

A request to amend the Lipscomb University Institutional Overlay district for various properties located south of Grandview Drive and east of Granny White Pike (116.27 acres), zoned R10 and CN and within the Lipscomb University Institutional Overlay District, to expand the boundaries of the Overlay and modify the master plan, requested by Anecdote Architectural Experiences, applicant, Lipscomb University, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Amend an Institutional Overlay District Master Development Plan

Zone Change

A request to amend the Lipscomb University Institutional Overlay district for various properties located south of Grandview Drive and east of Granny White Pike (116.27 acres), zoned One and Two-Family Residential (R10) and Commercial Neighborhood (CN) and within the Lipscomb University Institutional Overlay District, to expand the boundaries of the Overlay and modify the master plan.

Existing Zoning

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

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

Institutional Overlay District provides a means by which colleges and universities situated wholly or partially within areas of the community designated as residential by the general plan may continue to function and grow in a sensitive and planned manner that preserves the integrity and long-term viability of those neighborhoods in which they are situated. The institutional overlay district is intended to delineate on the official zoning map the geographic boundaries of an approved college or university master development plan, and to establish by that master development plan the general design concept and permitted land uses (both existing and proposed) associated with the institution.

GREEN HILLS - MIDTOWN COMMUNITY PLAN

D Major Institutional (D MI) is intended to maintain, enhance, and create Districts where major institutional uses are predominant and where their development and redevelopment occurs in a manner that complements the character of surrounding communities. Land uses include large institutions such as medical campuses, hospitals, and colleges and universities as well as uses that are ancillary to the principal use.

Proposed Master Development Plan

T3 Suburban Neighborhood Center (T3 NC) is intended to enhance and create suburban neighborhood centers that serve suburban neighborhoods generally within a 5 minute drive. They are pedestrian friendly areas, generally located at intersections of suburban streets that contain commercial, mixed use, residential, and institutional land uses. T3 NC areas are served with well-connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

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

The Conservation Policy applied to this site reflects floodplain, floodway, water features, and area of significant slope.

SITE

The subject site includes multiple parcels comprising approximately 116.27 acres. Lipscomb University either owns or intends to own at some point in the future the properties in the Institutional Overlay District. The underlying zoning of the subject properties applies unless owned by Lipscomb University and developed as a component of the institution's campus. The Institutional Overlay currently covers the property east of Belmont Boulevard from Grandview Drive to Shackelford Road, west of Granny White Pike from Shackelford Road to Caldwell Lane, west of

Mayfair Avenue, and south of Grandview Drive. The application proposes to apply the overlay to the Parkwood Terrace apartments on the western side of Belmont Boulevard and the abutting parcels to include the complete eastern end of this block between Green Hills Drive and Shackelford Road. Additionally, the Institutional Overlay currently applies to the entire block of Granny White Pike, Caldwell Lane, Lealand Lane, and Maplehurst Avenue with the exception of the commercially zoned properties on Granny White Pike and these commercially zoned parcels are now being proposed to be included within the overlay. The subject properties are zoned R10 and CN zoning and is surrounded by a mixture of single and two-family residential zoning districts.

PLAN DETAILS

The application proposes to expand the area within the Institutional Overlay and to modify the existing master development plan for the Institutional Overlay. The additional property that is proposed to be included in the overlay includes the commercially zoned property on the eastern side of Granny White Pike and the Parkwood Terrace apartments along with a few adjoining parcels on the western side of Belmont Boulevard. The Master Development Plan does not propose redeveloping these new properties and any future redevelopment that significantly modified these site plans or land uses would require an additional Institutional Overlay amendment application.

The changes proposed to the Master Development Plan are limited to the buildings shaded purple on the proposed plan. Many of the proposed changes concern building additions to existing buildings and are interior to the existing campus. These buildings will be regulated by the existing bulk standards that are being maintained with this amendment to the Master Development Plan. The biggest exterior facing change to the Master Development Plan concerns the area near Grandview Drive. The plan proposes to modify the development potential of the corner of Belmont Boulevard and Grandview Drive with a new academic building. Additionally, the recently constructed parking structure is proposed to be expanded along Grandview with the potential to build a residential addition above the parking structure. The building height of this structure with the residential addition would be limited to 4 stories. The minimum building setback from Grandview Drive is being maintained and the applicant is committing to increasing the architectural screening standard of the parking structure expansion to better shield the automobile lights or to increase the number of canopy trees in the buffer yard area.

Other exterior facing changes include a parking structure on Granny White Pike adjacent to the existing 8-story dormitory building. This parking structure is also proposed to have the potential to build a residential component above the parking. An addition is proposed to the Bennett Student Center that would replace the existing façade fronting Granny White Pike.

ANALYSIS

The Metro Zoning Code section 17.40.140 – Institutional Overlay District states the following:

The planning commission's recommendation of approval of a proposed institutional overlay district and the associated campus master development plan shall be based on findings that the master plan is compatible with the surrounding neighborhood and the essential infrastructure is adequate to support the proposed pattern and intensity of development. A recommendation of approval of the master plan shall further require a finding by the planning commission that the master plan arranges campus-related land uses in a manner that preserves the integrity and long-term viability of nearby residential areas and provides for methods of implementing the master plan in a manner that minimizes disruption and inconvenience to other landowners within the overlay district and the surrounding community in general.

Staff finds the proposed amendment to the Lipscomb University Institutional Overlay to provide the essential infrastructure necessary to support the proposed pattern and intensity of development. Additionally, staff finds the proposed Master Development Plan to appropriately arrange the campus in a way that preserves the long-term viability of the nearby residential areas. The plan includes appropriate setback standards, building heights, and buffering and screening standards to soften potential impacts to the surrounding residential area.

Additionally, staff finds the expansion of the overlay district to be consistent with the guidance provided in Metro Zoning Code section 17.36.350 – Development Standards. The proposed expansions are contiguous to existing campus, used in accordance with the proposed Master Development plan, and does not further fragment residentially used parcels.

STAFF RECOMMENDATION

Staff recommends approval.

Ms. Blackshear recused herself and left the meeting.

Mr. Elliott presented the staff recommendation to approve.

Brent Culberson, Lipscomb University, 1 University Park Drive, spoke in favor of the application.

Chuck Miller, 508 Houston Street, spoke in favor of the application.

Elaine Bright, 1001 Grandview Drive, Avalon Neighborhood Association, spoke in opposition to the application.

Tom Bauer, 1608 South Observatory Drive, spoke in opposition to the application.

Michelle Vanderpool, no address given, spoke in opposition to the application.

Brent Culberson spoke in rebuttal.

Chair Adkins closed the Public Hearing.

Mr. Haynes stated he tends to agree with the opponents with either a deferral or they need to carve out the small piece west of Belmont Boulevard and only approve the retail on the east.

Vice Chair Farr asked if there has been a community meeting.

Mr. Elliott responded they had a community meeting in which he attended.

Mr. Clifton said Lipscomb University owns this property and they are not using this process to change how they use it.

Ms. Kempf asked Mr. Elliott to clarify the significance of having a property already owned becoming in an institutional overlay versus being owned and not in an institutional overlay.

Mr. Elliott stated by them opting into the institutional overlay with these properties, they are restricting themselves to what is shown on the master plan and committing to maintaining that, so changes would require an institutional overlay amendment.

Mr. Clifton thought a deferral is best.

Ms. Johnson asked if Lipscomb University were to make an amendment in the future, what kind of structure would be allowed under R10 zoning.

Mr. Elliott answered under R10 zoning, if there wasn't an institutional overlay, they could subdivide it to build one and two family housing with 10,000 square foot lots; but with the institutional overlay, they can propose any type of use that is identified in institutional overlays.

Ms. Johnson said she supports a deferral so the neighbors and University can have more of an understanding on what a future plan could be.

Chair Adkins asked if they propose an academic building, would they have to go through the same process, through the Planning Commission and Council again.

Mr. Elliott said the institutional overlay identifies the permitted land uses, so now they are showing the multi-family land use to remain. An academic land use would be a different land use, so they would have to go through a rezoning process, going through the Planning Commission and back through Council.

Vice Chair Farr asked if that would include redeveloping it with student housing.

Mr. Elliott answered if they were to redevelop the site with a new site plan, they would need a final site plan application. If they were increasing the density, then that would likely trigger a rezoning process, as well.

Councilmember Withers said he has not heard any information that suggests they should not recommend approval. He pointed out the need for housing and student housing. Mr. Withers felt this was an appropriate land use and the institutional overlay helps to resolve a legally non-conforming use.

Councilmember Withers moved and Vice Chair Farr seconded the motion to approve. (6-0)

Resolution No. RS2023-176

"BE IT RESOLVED by The Metropolitan Planning Commission that 2006IN-001-013 is approved (6-0)

38. 2023Z-043PR-001

Council District 03 (Jennifer Gamble)
Staff Reviewer: Celina Konigstein

A request to rezone from AR2A to RS30 for property located at 4903 Laws Road, at the northwest corner of Whites Creek Pike and Laws Road (1.8 acres), requested by Jeffrey Rodriguez, applicant and owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from AR2a to RS30.

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Single-Family Residential (RS30) zoning for property located at 4903 Laws Road, at the northwest corner of Whites Creek Pike and Laws Road (1.8 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 one unit.*

Proposed Zoning

Single-Family Residential (RS30) requires a minimum 30,000 square foot lot and is intended for single-family dwellings at a density of 1.23 dwelling units per acre. *RS30 would permit a maximum of two units, based on acreage only. Application of the Subdivision Regulations may result in fewer units.*

BORDEAUX – WHITES CREEK – HAYNES TRINITY PLAN

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.

SITE AND CONTEXT

The site is 1.8 acres and is located at 4903 Laws Road, at the northwest corner of Whites Creek Pike and Laws Road. There is one house on the property currently and the area is predominantly single-family residential.

ANALYSIS

Many of the adjacent residential properties were established in their current form prior to the adoption of AR2a zoning, which has been in place at this site and on surrounding properties since 1974. Properties vary in size but are generally wider near the intersection and become narrower and deeper away from the intersection.

Although rezoning for higher densities is not typically appropriate for properties in the T2 RCS policy area, the surrounding context along the north side of Laws Road and eastern side of Whites Creek Pike is unique in that it includes smaller properties that have predominately developed in a suburban manner. The area is zoned AR2a and that zoning district requires a minimum of two acres per lot; most surrounding lots range between 30,000 and 50,000 SF. Additionally, a couple of nearby lots were rezoned RS40 in 1998.

Rezoning to RS30 would permit a maximum of two units at this site, allowing a continuation of the low-density pattern that was previously established when the majority of properties developed along the remainder of the block.

Staff finds the requested rezone to be consistent with the T2 RCS policy in this instance, as it would maintain the existing low-density residential character as a permanent choice of living.

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)	1.8	0.50 D	2 U	28	7	2

*Based on two-family lots

Maximum Uses in Proposed Zoning District: **RS30**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	1.8	.93 D	2 U	28	7	2

Traffic changes between maximum: **AR2a and RS30**

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

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a zoning districts: 0 Elementary 0 Middle 0 High

Projected student generation proposed RS30 district: 0 Elementary 0 Middle 0 High

The proposed RS30 zoning is not expected to generate any additional students beyond the existing AR2a zoning. Students would attend Joelton Elementary School, Haynes Middle School, and Whites Creek High School. All three schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.

Approve. (8-0)

Resolution No. RS2023-177

"BE IT RESOLVED by The Metropolitan Planning Commission that 2023Z-043PR-001 is approved (8-0)

39. 2023Z-047PR-001

Council District 19 (Freddie O'Connell)

Staff Reviewer: Celina Konigstein

A request to rezone from IWD to MUN-A for property located at 195 Little Green Street, approximately 150 feet east of Edgar Street (0.15 acres), requested by Ingram Property Investments, LLC, applicant and owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from IWD to MUN-A.

Zone Change

A request to rezone from Industrial Warehouse/Distribution (IWD) to Mixed Use Neighborhood- Alternative (MUN-A) for property located at 195 Little Green Street, approximately 150 feet east of the corner of Edgar Street and Little Green Street (0.15 acres).

Existing Zoning

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

Proposed Zoning

Mixed Use Neighborhood-Alternative (MUN-A) is intended for a low 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.

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.

ANALYSIS

The application consists of one parcel (Map 094-13, Parcel(s) 042) totaling 0.15 acres located at 195 Little Green Street. Surrounding properties are zoned MUN-A and IWD; surrounding uses are primarily industrial, commercial, residential, and vacant land.

The existing zoning of IWD does not align with the T4 MU policy. The T4 MU policy guidance for rezonings states that in addition to other factors for rezoning, such as location and adjacent Transect areas, another consideration is if the potential zoning district will bring the site closer to conforming with the policy. The proposed MUN-A zoning district is supported by the policy as it permits the development of mixed-use sites consistent with the goals of the T4 MU policy.

Maximum Uses in Existing Zoning District: IWD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	.15	0.8 F	5,227 SF	54	1	1

Maximum Uses in Proposed Zoning District: MUN-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	0.075	0.6 F	2 U	9	1	1

Maximum Uses in Proposed Zoning District: MUN-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.075	0.6 F	1,960 SF	74	2	8

Traffic changes between maximum: IWD and MUN-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+28	+2	+8

METRO SCHOOL BOARD REPORT

Given the potential mix of uses, it is premature to estimate. Students would attend McGavock Elementary School, Two Rivers Middle School, and McGavock 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.

Approve. (8-0)

Resolution No. RS2023-178

“BE IT RESOLVED by The Metropolitan Planning Commission that 2023Z-047PR-001 is approved. (8-0)

40. 2023Z-028PR-001

Council District 21 (Brandon Taylor)

Staff Reviewer: Laszlo Marton

A request to rezone from RS5 to R6-A zoning for property located at 703 29th Ave North, approximately 80 feet north of Clifton Avenue (0.14 acres), requested by Miranda Kammeyer, applicant and owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

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

Existing Zoning

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

Proposed Zoning

One and Two-Family Residential - Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre, including 25 percent duplex lots, and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *R6-A would permit a maximum of 1 lots with 1 duplex lots for a total of 2 units. Codes will make final determination on duplex eligibility.*

NORTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

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

The application proposes to rezone the property from RS5 to R6-A. R6-A would allow a maximum of 2 units on the property. The site is located within the T4 Urban Neighborhood Evolving policy area. The T4 NE policy is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. According to the Community Character Manual, R6-A is an appropriate zoning district under T4 NE policy. The property is located in an area that is in transition, with T4 Neighborhood Center policy to the east, and in walking distance to a bus stop at the intersection of Clifton and 28th Avenue North. The proposed R6-A district increases density modestly and aligns with goals of the T4 NE policy and NashvilleNext to provide a mixture of housing choices that support walking and transit use. For these reasons, staff recommends approval of R6-A.

FIRE RECOMMENDATION

Approve with conditions

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	.14	7.41 D	1 U	15	5	1

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

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

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

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

METRO SCHOOL BOARD REPORT

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

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

STAFF RECOMMENDATION

Staff recommends approval.

Approve. (8-0)

Resolution No. RS2023-179

“BE IT RESOLVED by The Metropolitan Planning Commission that 2023Z-028PR-001 is approved. (8-0)

41. 2023Z-035PR-001

Council District 02 (Kyonzté Toombs)
 Staff Reviewer: Celina Konigstein

A request to rezone from RS7.5 to RM20-NS for property located at 2505 Whites Creek Pike, approximately 120 feet north of Frances Street (0.3 acres), requested by Cream City Development, LLC, applicant and owner.

Staff Recommendation: Defer to the May 25, 2023, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2023Z-05PR-001 to the May 25, 2023, Planning Commission meeting. (8-0)

42. 2023Z-038PR-001

Council District 02 (Kyonzté Toombs)
 Staff Reviewer: Eric Matravers

A request to rezone from RS7.5 to R15 zoning for property located at 574 Ewing Drive, approximately 185 feet west of Vista Lane, (0.85 acres), requested by XE Development Company LLC, applicant and owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS7.5 to R15.

Zone Change

A request to rezone from Single Family Residential (RS7.5) to One and Two Family Residential (R15) zoning for property located at 574 Ewing Drive, approximately 185 feet west of Vista Lane, (0.85 acres)

Existing Zoning

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

Proposed Zoning

One and Two-Family Residential (R15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25 percent duplex lots. R15 would permit a maximum of 2 lots with 0 duplex lots for a total of 2 units. Lots may be eligible for detached accessory dwelling units (DADUs) which would net 2 additional units for a total of 4 units. Metro codes makes the final determination on duplex and DADU eligibility.

BORDEAUX—WHITES CREEK—HAYNES TRINITY COMMUNITY PLAN

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

SITE AND CONTEXT

The 0.85-acre site is located on the south side of Ewing Drive, approximately 185 feet west of Vista Lane. The site is currently vacant. Parcels to the west and south are zoned RS7.5 and occupied by single-family houses and limited duplexes. Parcels to the north across Ewing Drive are vacant due to a floodway and floodplain. Parcels to the east are zoned R8 and occupied by duplexes.

ANALYSIS

The T3 NE policy is intended to create and enhance suburban residential neighborhoods with more housing choices with moderate density and moderate setbacks. The proposed rezoning to R15 would allow for up to 2 lots which are not duplex eligible because the parent lot was created in 1993 and the code requires that to have occurred prior to August 1, 1984. The 2 new lots may be eligible for detached accessory dwelling units (DADUs), which would net 2 additional units for a total of 4 units (or 1 additional unit for the parent lot, for a total of 2).

The R15 zone is a suitable zoning district for T3 NE policy and staff finds it appropriate in this context, therefore staff is supportive of the request and recommends approval.

FIRE MARSHAL RECOMMENDATION

Approve

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)	0.85	4.94 D	4 U	54	8	5

Maximum Uses in Proposed Zoning District: **R15**

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)	0.85	3.09 D	4 U	54	8	5

*Based on two-family lots

Traffic changes between maximum: **RS7.5 and R15**

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

METRO SCHOOL BOARD REPORT

Projected student generation existing RS7.5 district: 0 Elementary 0 Middle 0 High
Projected student generation proposed R15 district: 0 Elementary 0 Middle 0 High

Students would attend Alex Green Elementary, Haynes Middle School, and Whites Creek High School. All three schools are identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.

Approve. (8-0)

Resolution No. RS2023-180

“BE IT RESOLVED by The Metropolitan Planning Commission that 2023Z-038PR-001 is approved. (8-0)

43. 2023Z-045PR-001

Council District 05 (Sean Parker)
Staff Reviewer: Laszlo Marton

A request to rezone from RS5 to R6-A for property located at 315 Edith Avenue, approximately 490 feet east of Meridian Street (0.2 acres), requested by Owen Development, LLC, applicant and owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential (R6-A) for property located at 315 Edith Avenue, approximately 490 feet east of the intersection of Meridian Street and Edith Avenue (0.2 acres)

Existing Zoning

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

Proposed Zoning

One and Two-Family Residential Districts (R6-Alternative) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre, including 25 percent duplex lots, and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *R6-A would permit a maximum of 1 lot with 1 duplex lots for a total of 2 units.*

EAST NASHVILLE COMMUNITY PLAN

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

Supplemental Policy Area: 05-Highland Heights

The Highland Heights supplemental policy incorporates a Building Regulating Plan as well as a Mobility Plan which address unique features of the area and expand upon the standard guidance of the Community Character Manual in order to tailor policy to the needs of the Highland Heights study area. The Building Regulating Plan identifies nine subdistricts intended to create areas with specific design characteristics in order to achieve the overall vision of the community. The goal of the mobility plan is to increase connectivity within the study area through public street and alley connections.

ANALYSIS

The application consists of one parcel (Map 070-11, Parcel 543) totaling 0.2 acres, located east of the intersection of Meridian Street and Edith Avenue. The property is currently vacant residential land while surrounding uses are, single family residential, and multi-family residential. Surrounding properties are zoned RS5 and SP. The SP to the north, which borders the subject property at the rear, permits up to 158 multi-family residential units.

The application proposes to rezone the property from RS5 to R6-A. The property is located within the T4 Neighborhood Evolving (T4 NE) policy area. 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 Policy is applied to areas where infill development produces a different character which includes increased housing diversity and connectivity. The property is also located within the Highland Heights Supplemental Policy Area which shows the property under the guidance of subdistrict R4 in the Building Regulation Plan. Subdistrict R4 encourages greater housing choice and lists R6-A as a supported district. Currently the primary building type along Edith Avenue is single family and there are larger multi-family projects to the north and east of the property. The proposed R6-A zoning increases density modestly on the site and will add to a greater mixture of housing choice in the area by providing a housing type that is between single-family and multi-family. For these reasons, staff recommends approval of R6-A.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.2	7.41 D	1 U	15	5	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (week7day)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.2	7.71 D	2 U	28	7	2

*Based on two-family lots

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

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

METRO SCHOOL BOARD REPORT

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

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

STAFF RECOMMENDATION

Staff's recommendation is to approve.

Approve. (8-0)

Resolution No. RS2023-181

"BE IT RESOLVED by The Metropolitan Planning Commission that 2023Z-045PR-001 is approved. (8-0)

44. 2023Z-046PR-001

Council District 15 (Jeff Syracuse)
 Staff Reviewer: Eric Matravets

A request to rezone from RS10 to ON for property located at 2894 Elm Hill Pike, approximately 215 feet west of Colfax Drive (0.29 acres), requested by Rick Haley, applicant; Yidier Perez and Ricky Haley, owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS10 to ON.

Zone Change

A request to rezone from Single-Family Residential (RS10) to Office Neighborhood (ON) for property located at 2894 Elm Hill Pike, approximately 215 feet west of Colfax Drive (0.29 acres)

Existing Zoning

Single-Family Residential (RS10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. RS10 would permit a maximum of 1 unit.

Proposed Zoning

Office Neighborhood (ON) is intended for low intensity office uses.

DONELSON—HERMITAGE—OLD HICKORY COMMUNITY PLAN

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

SITE AND CONTEXT

The 0.29-acre site is located at on the north side of Elm Hill Pike, approximately 215 feet west of Colfax Drive. The site is currently occupied by a single family house. Parcels to the west, north, and east are zoned RS10 and occupied by single family houses. Parcels to the south across Elm Hill Pike are zoned CS as part of a Commercial PUD and are occupied by office uses.

ANALYSIS

Transition (TR) is intended to enhance and create areas that can serve as transitions between higher-intensity uses or major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices and/or residential development. ON zoning is an appropriate zone district for this policy, and would be appropriate at this site to buffer the interior single-family subdivisions to the north from Elm Hill Pike as well as the higher-intensity zones and uses to the south across Elm Hill Pike. For these reasons, staff is supportive of the request and recommends approval.

Maximum Uses in Existing Zoning District: RS10

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.29	3.7 D	1 U	15	5	1

Maximum Uses in Proposed Zoning District: ON

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Small Office (712)	0.29	0.4 F	5,053 SF	82	10	12

Traffic changes between maximum: RS10 and ON

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+67	+5	+11

METRO SCHOOL BOARD REPORT

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

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

Students would attend Alex Green Elementary, Brick Church College Preparatory School, and Whites Creek High School. All three schools are identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.

Approve. (8-0)

Resolution No. RS2023-182

“BE IT RESOLVED by The Metropolitan Planning Commission that 2023Z-046PR-001 is approved. (8-0)

45. 2023Z-048PR-001

Council District 16 (Ginny Welsch)

Staff Reviewer: Eric Matravets

A request to rezone from RS10 to R10 for property located at 2724 Ennis Road, approximately 230 feet east of Live Oak Road (0.89 acres), requested by Jose Reyes, applicant; The Johnson Reyes Family Living Trust, owners.

Staff Recommendation: Disapprove.

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 2724 Ennis Road, approximately 230 feet east of Live Oak Road (0.89 acres)

Existing Zoning

Single-Family Residential (RS10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. RS10 would permit a maximum of 1 unit.

Proposed Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. R10 would permit a maximum of 1 lots with 1 duplex lots for a total of 2 units, or 1 single-family house and 1 Detached Accessory Dwelling Unit (DADU) for a total of 2 units. Metro codes makes the final determination on duplex and DADU eligibility.

SOUTH NASHVILLE COMMUNITY PLAN

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

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

SITE AND CONTEXT

The 0.89-acre site is located on the east side of Ennis Road, approximately 230 feet east of Live Oak Road. The site is currently occupied by a single-family house. Parcels to the north, south, east, and west are all zoned RS10 and are occupied by single-family houses.

ANALYSIS

T3 NM is intended to maintain the general character of suburban neighborhoods. This neighborhood features a consistent pattern of single-family zoning and has been developed with single-family homes. The proposed zoning would potentially allow for a two family dwelling on the site if the existing single family house were demolished. The applicant has indicated that they are seeking to make an existing detached structure behind the primary house eligible for Detached Accessory Dwelling Unit (DADU) use, which is not currently allowed. Staff is not supportive of rezoning and this location given the consistent development pattern of single-family homes.

FIRE MARSHAL RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.89	3.7 D	3 U	41	7	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.89	4.63 D	6 U	78	9	7

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+37	+2	+4

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed R10 district: 1 Elementary 0 Middle 0 High

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

STAFF RECOMMENDATION

Staff recommends disapproval.

Mr. Matravers presented the staff recommendation to disapprove.

Debra Taber, 2816 Ennis Road, spoke in opposition to the application.

Chair Adkins closed the Public Hearing.

Vice Chair Farr moved and Mr. Haynes seconded the motion to disapprove. (6-0)

Resolution No. RS2023-183

“BE IT RESOLVED by The Metropolitan Planning Commission that 2023Z-048PR-001 is disapproved (8-0)

46. 2023Z-050PR-001

Council District 29 (Delishia Porterfield)
Staff Reviewer: Laszlo Marton

A request to rezone from R20 to IWD for properties located at 2537 and 2541 Couchville Pike, approximately 675 feet west of Airpark Center East (4.36 acres), requested by TKC Architecture and Engineering LLC, applicant; Nancy B. Nelms and CSJ & Associates, LLC, owners.

Staff Recommendation: Defer to the May 25, 2023, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2023Z-050PR-001 to the May 25, 2023, Planning Commission meeting. (8-0)

47. 2023Z-052PR-001

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

A request to rezone from AR2A and RS15 to IR zoning for properties located at 4520 Ashland City Highway and Cato Road (unnumbered), approximately 825 feet east of Amy Lynn Drive (27.58 acres), requested by Thomas & Hutton, applicant; Eskimo Ashland and Church of the Living God, the Pillar and Ground of the Truth, Trustees, owners.

Staff Recommendation: Defer to the May 25, 2023, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2023Z-52PR-001 to the May 25, 2023, Planning Commission meeting. (8-0)

48. 2023Z-053PR-001

Council District 20 (Mary Carolyn Roberts)
Staff Reviewer: Celina Konigstein

A request to rezone from R6 to CS for properties located at 5108 B Tennessee Avenue and 5100 Tennessee Avenue, at the northwest corner of Tennessee Avenue and 51st Avenue N. (0.35 acres), requested by WHIPP Holding, LLC, applicant and owner.

Staff Recommendation: Disapprove.

APPLICANT REQUEST
Zone change from R6 to CS.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Commercial Service (CS) for properties located at 5108 B Tennessee Avenue and a portion of 5100 Tennessee Avenue, at the northwest corner of Tennessee Avenue and 51st Avenue N. (0.35 acres).

Existing Zoning

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

Proposed Zoning

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

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.

ANALYSIS

The application consists of one parcel, 5108 B Tennessee Avenue and a portion of the adjacent parcel 5100 Tennessee Avenue (Map 091-07, Parcel(s) 097; Map 091-07, P/O Parcel(s) 100) totaling 0.35 acres located at the northwest corner of Tennessee Avenue and 51st Avenue. Currently, the portion of 5100 Tennessee Avenue that is zoned CS and located at the corner has an office building while 5108 B Tennessee Avenue is vacant. The application would rezone the entirety of 5108 B and a portion of 5100. Surrounding properties are zoned R6, RS3.75-A, and Specific Plan Residential (SP-R); surrounding uses are primarily residential, commercial, industrial, and vacant land.

The site includes a portion of one parcel and an additional parcel which are located on the seam of T4 NM and T4 CM policy areas. The intent of T4 NM policy is to maintain urban neighborhoods as characterized by their moderate- to high-density residential development patterns while T4 CM policy seeks to enhance urban mixed-use corridors by encouraging a greater mix of higher-density residential and mixed-use development. The area requested for rezoning is fully within the NM policy area. The existing office on the portion of 5100 already zoned CS is within the T4 CM policy.

The present commercial uses in the area dictated the initial boundaries of the T4 CM policy as noted by the split of commercial or non-residential uses and almost exclusively residential uses within the same block. The proposed rezoning of the site to CS is not supported as the policy does not support non-residential uses within a Neighborhood Maintenance area.

While the T4 NM policy supports R, RS, and RM zoning districts at varying intensities based on the surrounding context, the policy does not support non-residential zoning districts. Nearby there are commercial and industrial uses, however, they are not present within the T4 NM policy area.

The request to rezone to CS does not align with the T4 NM policy.

Maximum Uses in Existing 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)	0.35	7.71 D	4 U	54	8	5

*Based on two-family lots

Maximum Uses in Proposed Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.35	0.6 F	9,147 SF	345	8	35

Traffic changes between maximum: R6 and CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+291	+0	+30

STAFF RECOMMENDATION

Staff recommends disapproval.

Ms. Konigstein presented the staff recommendation to disapprove.

Phillip Piercy, 213 Olive Branch Road, spoke in favor of the application.

Chair Adkins closed the Public Hearing.

Ms. Johnson stated she understands why staff is recommending disapproval because it is T4 Maintenance policy. She said the applicant is right in that the property behind it is CS zoning and T4CM policy. Ms. Johnson asked if it is within their authority if they were to expand the area of the T4CM policy to include the property.

Ms. Milligan advised they have the ability to recommend approval and direct staff to do a housekeeping amendment to modify the policy in that location.

Ms. Johnson said she would support to approve a zone change and direct staff to expand the area in a policy modification.

Councilmember Withers acknowledged the Nations has been wanting to create a business district and move away from industrial. He thought having a letter of support from Councilmember Roberts and having some support from neighbors are persuasive.

Councilmember Withers moved and Ms. Johnson seconded the motion to approve and direct staff to make a housekeeping amendment to expand the policy to T4CM for these 2 parcels. (6-0)

Resolution No. RS2023-184

"BE IT RESOLVED by The Metropolitan Planning Commission that 2023Z-053PR-001 is approve and direct staff to make a housekeeping amendment to expand the policy to T4CM for these 2 parcels. (6-0)

49. 2023Z-062PR-001 (formerly 2023SP-044-001)

Council District 03 (Jennifer Gamble)

Staff Reviewer: Amelia Lewis

A request to rezone from CS to MUL-A-NS for properties located at 3976 Dickerson Pike and Dickerson Pike (unnumbered), approximately 1,140 feet south of Hunters Lane (7.67 acres), requested by Catalyst Design Group, applicant; 3976 Dickerson Pike, LLC, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from CS to MUL-A-NS.

Zone Change

A request to rezone from Commercial Services (CS) to Mixed-Use Limited-Alternative-No Short Term Rentals (MUL-A-NS) for properties located at 3976 Dickerson Pike and Dickerson Pike (unnumbered), approximately 1,140 feet south of Hunters Lane (7.67 acres).

Existing Zoning

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

Proposed Zoning

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. *The -NS designation prohibits Short Term Rental Property (STRP) uses.*

PARKWOOD – UNION HILL 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 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 7.67 acres and comprised of two adjacent parcels located on the west side of Dickerson Pike, north of Old Hickory Boulevard. The surrounding parcels along Dickerson Pike are zoned CS. These properties have primarily been developed with primarily non-residential uses, with a limited number of residential uses. The properties to the west are zoned Single-Family Residential (RS20) and have primarily been developed with single-family residential uses. To the east, across Dickerson Pike, is Metro owned property for Cedar Hill Park.

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 Dickerson 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 Dickerson 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. This will also serve as a natural buffer between the proposed development and the adjacent single-family development to the west of the subject site.

Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	7.67	0.6 F	200,463 SF	7,567	189	764

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential 3-10 (221)	3.83	1.0 F	167 U	908	57	72

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)	1.92	1.0 F	83,635 SF	3,157	79	319

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)	1.92	1.0 F	83,635 SF	9,382	831	818

Traffic changes between maximum: CS 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
-	-	-	-	+5,880	+778	+445

METRO SCHOOL BOARD REPORT

Given the mix of uses permitted by the MUL-A zoning district, the number of residential units currently possible on site may vary and an assumption as to comparative impact at this point is premature. Students would attend Bellshire Elementary School, Madison Middle School, and Hunters Lane 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.

Approve. (8-0)

Resolution No. RS2023-185

“BE IT RESOLVED by The Metropolitan Planning Commission that 2023Z-062PR-001 is approved. (8-0)

50. 2023Z-064PR-001 (formerly 2023SP-029-001)

Council District 33 (Antoinette Lee)

Staff Reviewer: Logan Elliott

A request to rezone from AR2a to RS7.5 zoning for property located at 4302 LaVergne Couchville Pike, approximately 600 feet north of Maxwell Road (2.83 acres), requested by Dale & Associates, applicant; Turnkey Builders, LLC, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from AR2a to RS7.5.

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Single-Family Residential (RS7.5) zoning for property located at 4302 LaVergne Couchville Pike, approximately 600 feet north of Maxwell Road (2.83 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.*

Proposed 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 13 units. This does not account for compliance with Metro Subdivision Regulations.*

ANTIOCH – PRIEST LAKE COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

SITE AND CONTEXT

The subject property is approximately 2.83 acres and is located on the west side of Lavergne Couchville Pike, north of Maxwell Road and south of Old Hickory Boulevard. The site is covered with trees and future subdivision of the property will be subject to the Conservation Development standards. The surrounding parcels are zoned AR2a, R10, and RS10. The surrounding land uses include single-family, one and two-family residential, and vacant properties.

ANALYSIS

The intent of the Suburban Neighborhood Evolving (T3 NE) policy is to 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. The proposed RS7.5 zoning district would permit residential land uses in a form that is consistent with the guidance provided in the T3 NE policy. The lot sizes permitted by the proposed zoning district are consistent with the lot pattern in the surrounding T3 NE area. Additionally, staff will likely look for any future Conservation Development Subdivision applications to provide a public street network that provides opportunity for future vehicle connectivity to the surrounding properties.

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)	2.83	0.50 D	1 U	15	5	1

*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
One Family Residential (210)	-	-	13 U	162	16	15

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
-	-	-	+12 U	+147	+11	+14

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a districts: 0 Elementary 0 Middle 0 High

Projected student generation proposed RS7.5 district: 3 Elementary 2 Middle 2 High

The proposed RS7.5 zoning is expected to generate 7 additional students than the existing AR2a zoning. Students would attend Mt. View Elementary School, J.F. Kennedy Middle School, and Antioch 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.

Approve. (8-0)

Resolution No. RS2023-186

"BE IT RESOLVED by The Metropolitan Planning Commission that 2023Z-064PR-001 is approved. (8-0)

51. 2022S-253-001

FIRST REVISION LOT 1 RESUB LOTS 76 & 77 MADISON HEIGHTS

Council District 09 (Tonya Hancock)

Staff Reviewer: Amelia Lewis

A request for final plat approval to create two lots on property located at 828 Neelys Bend Road approximately 194 feet west of Tahlana Avenue, zoned RS20 (1.5 acres), requested by Todd Bollinger, applicant; Rose Lyn Noland, owner.

Staff Recommendation: Defer to the May 25, 2023, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2022S-253-001 to the May 25, 2023, Planning Commission meeting. (8-0)

52. 2023S-045-001

TEMPLE HEIGHTS

Council District 22 (Gloria Hausser)

Staff Reviewer: Eric Matravets

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 R15 (4 acres), requested by Dewey Engineering, applicant; Vidya Bethi, owner.

Staff Recommendation: Defer to the May 25, 2023, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2023S-045-001 to the May 25, 2023, Planning Commission meeting. (8-0)

H: OTHER BUSINESS

53. Memo Regarding Carothers Crossing Urban Design Overlay Public Building Locations

Resolution No. RS2023-187

“BE IT RESOLVED by The Metropolitan Planning Commission that the Memo Regarding Carothers Crossing Urban Design Overlay Public Building Locations is **approved. (8-0)**”

54. Historic Zoning Commission Report

55. Board of Parks and Recreation Report

56. Executive Committee Report

57. Accept the Director's Report

Resolution No. RS2023-188

“BE IT RESOLVED by The Metropolitan Planning Commission that the director’s report is approved. (8-0)”

58. Legislative Update

I: MPC CALENDAR OF UPCOMING EVENTS

May 25, 2023

MPC Meeting

4 pm, 700 President Ronald Reagan Way, Howard Office Building, Sonny West Conference Center

June 8, 2023

MPC Meeting

4 pm, 700 President Ronald Reagan Way, Howard Office Building, Sonny West Conference Center

J: ADJOURNMENT

The meeting adjourned at 7:26 p.m.