

Metropolitan Planning Commission



Staff Reports

May 25, 2023



Metro Planning Commission Meeting of 05/25/23

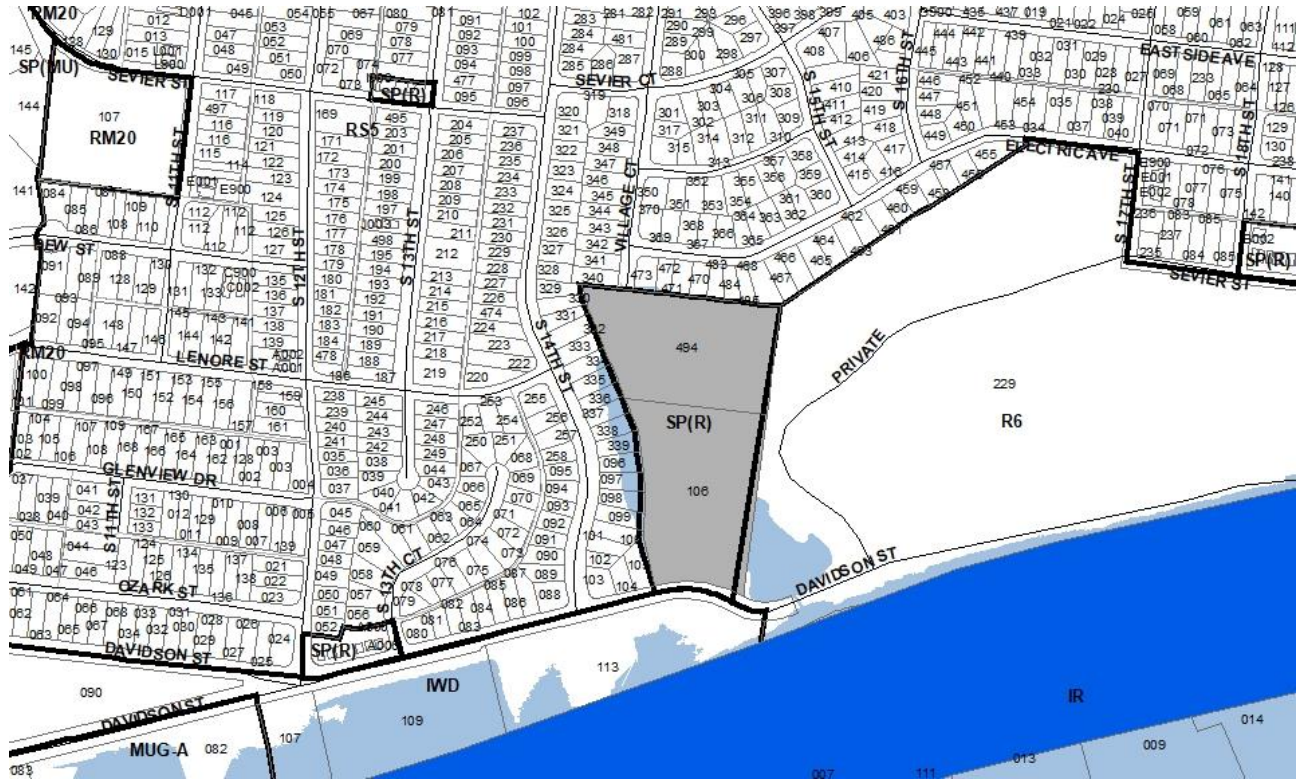
Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



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Metro Planning Commission Meeting of 05/25/23



2015SP-069-003
SHELBY WOODS EAST NASHVILLE (AMENDMENT)
Map 094-01, Parcel(s) 494
Map 094-05, Parcel(s) 106
05, East Nashville
06 (Brett Withers)



Metro Planning Commission Meeting of 05/25/23

Item #1	Specific Plan 2015SP-069-003
Project Name	Shelby Woods East Nashville (Amendment)
Council District	06 – Withers
School District	3 – Masters
Requested by	Dale & Associates, applicant; Upside LLC, owner.

Staff Reviewer	Elliott
Staff Recommendation	<i>Defer to the June 8, 2023, Planning Commission meeting.</i>

APPLICANT REQUEST

Amend an existing residential SP to modify the plan and the permitted residential unit count.

Specific Plan

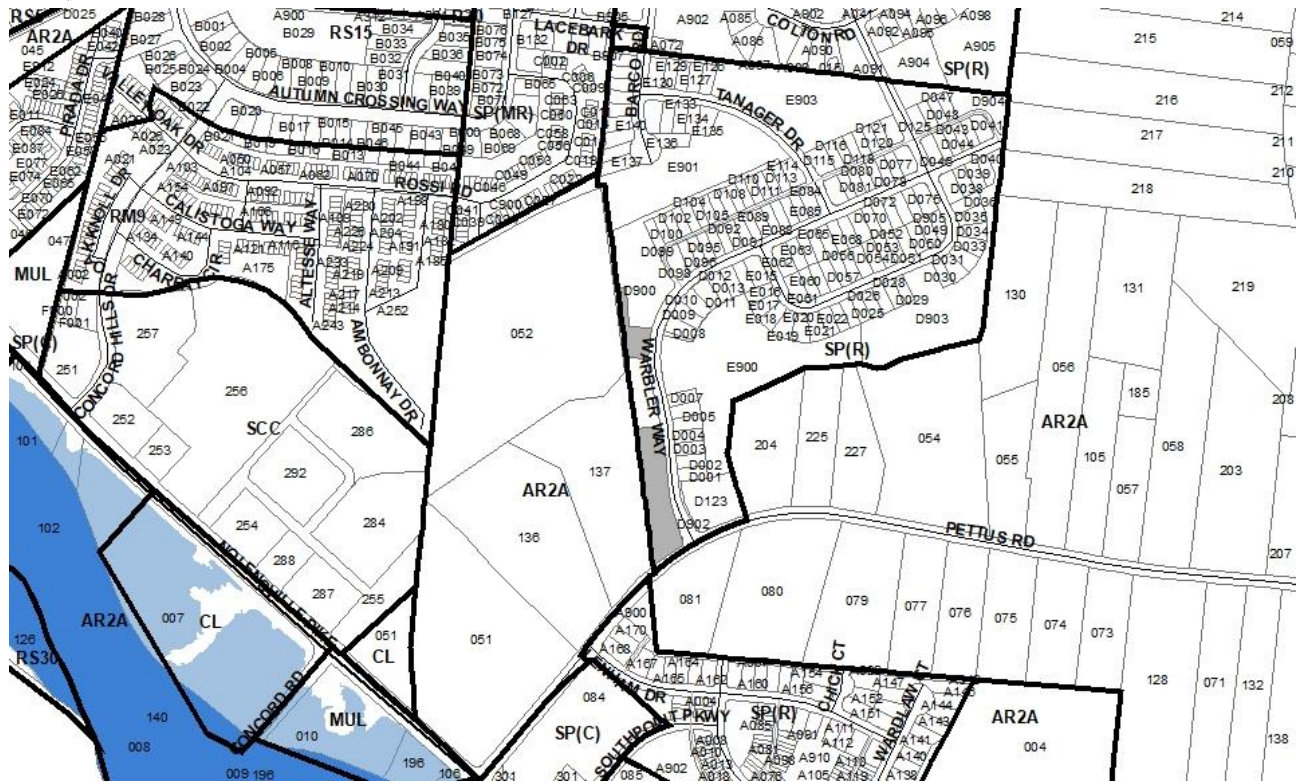
A request to amend a Specific Plan (SP) on properties located at 1409 Davidson Street and Davidson Street (unnumbered), approximately 240 feet east of South 14th Street, zoned SP (9.64 acres), to permit 337 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the June 8, 2023, Planning Commission meeting.



Metro Planning Commission Meeting of 05/25/23



2017SP-087-004
THE HILL PROPERTY SP (AMENDMENT)
Map 181-11-0-D, Part of Parcel(s) 900
12, Southeast
31 (John Rutherford)



Metro Planning Commission Meeting of 05/25/23

Item #2a

Project Name

Associated Case

Council District

School District

Requested by

Specific Plan 2017SP-087-004

The Hill Property SP (Amendment)

2023SP-016-001

31 – Rutherford

02 – Elrod

Land Solutions Company, applicant; Green Trails, LLC, owner.

Staff Reviewer

Elliott

Staff Recommendation

Defer to the June 8, 2023, Planning Commission meeting.

APPLICANT REQUEST

Amend an SP to remove open space area.

Amend Preliminary SP

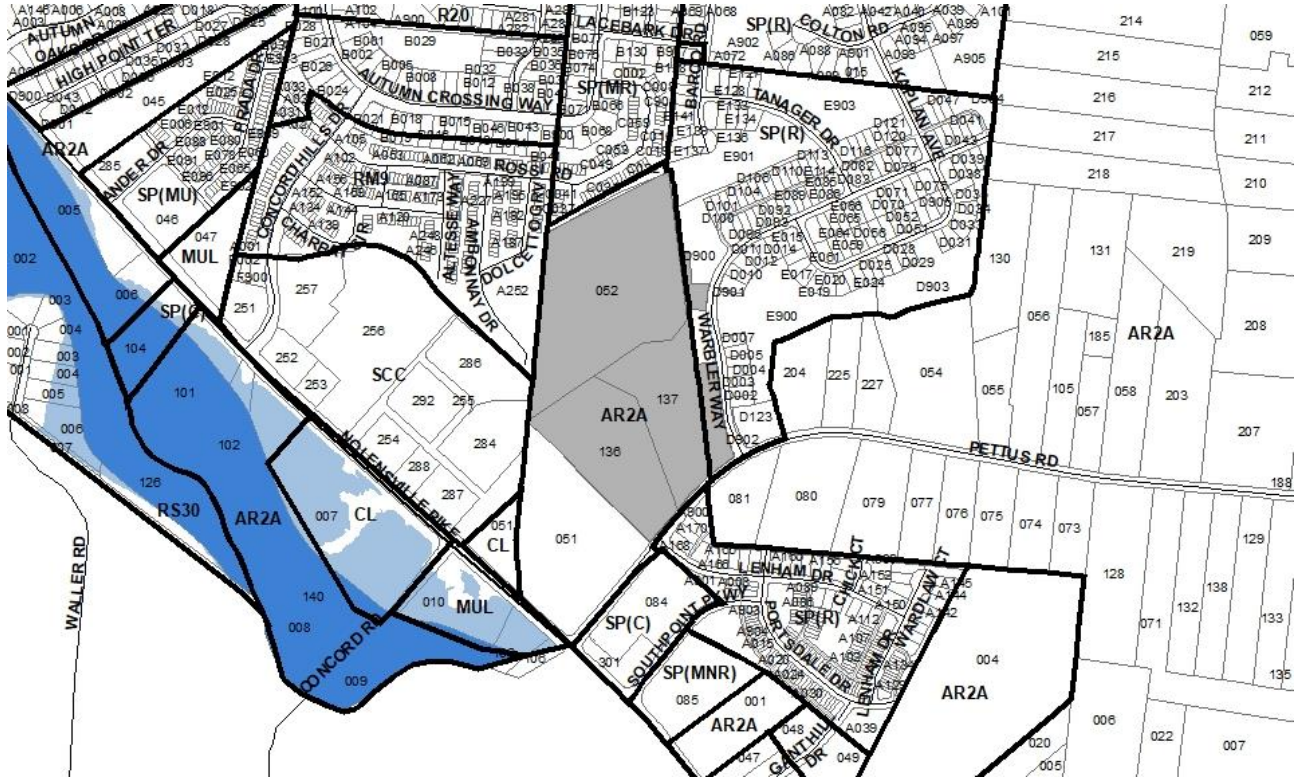
A request to amend a Specific Plan (SP) for a portion of property located at 8001 Warbler Way, southwest of the terminus of Tanager Drive (1.45 acres), to remove 1.45 acres of open space from the SP.

STAFF RECOMMENDATION

Staff recommends deferral to the June 8th, 2023, Planning Commission meeting.



Metro Planning Commission Meeting of 05/25/23



2023SP-016-001
THE VILLAGE AT AUTUMN VIEW
Map 181, Parcel(s) 052, 136-137
Map 181-11-0-D, Part of Parcel(s) 900
12, Southeast
31 (John Rutherford)



Metro Planning Commission Meeting of 05/25/23

Item #2b

Project Name

Associated Case

Council District

School District

Requested by

Specific Plan 2023SP-016-001

The Village at Autumn View

2017SP-087-004

31 – Rutherford

02 – Elrod

Land Solutions Company, applicant; Green Trails, LLC, owner.

Staff Reviewer

Elliott

Staff Recommendation

Defer to the June 8, 2023, Planning Commission meeting.

APPLICANT REQUEST

Preliminary SP to permit a multi-family residential development.

Preliminary SP

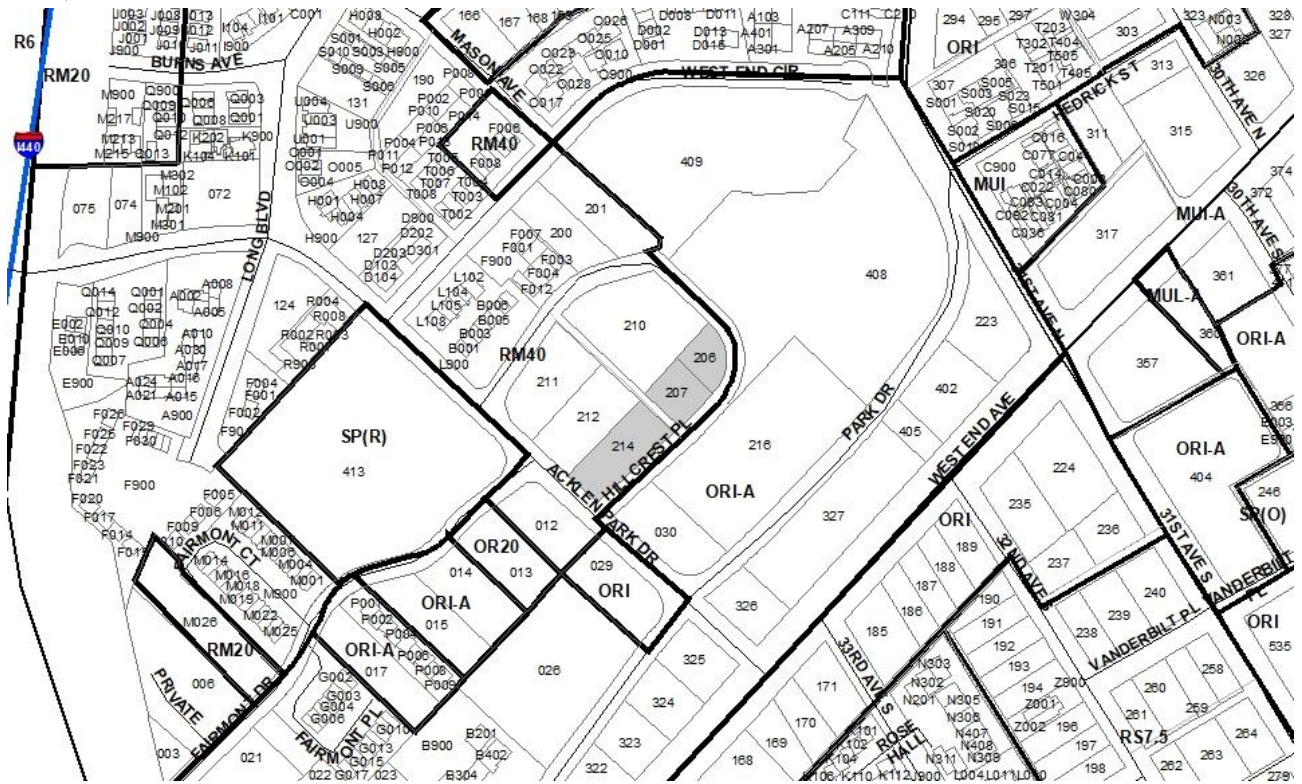
A request to rezone from Agricultural/Residential (AR2a) and Specific Plan (SP) to Specific Plan (SP) zoning on properties located at 6419, 6423 and 6431 Pettus Road, and a portion of property located at 8001 Warbler Way, approximately 620 feet northeast of Nolensville Pike, (28.71 acres), to permit 205 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the June 8th, 2023, Planning Commission meeting.



Metro Planning Commission Meeting of 05/25/23



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



Metro Planning Commission Meeting of 05/25/23

Item #3	Specific Plan 2019SP-053-001
Project Name	Acklen Park Residential SP
Associated case	2005UD-006-055
Council District	21 – Taylor
School District	8 – Block
Requested by	Catalyst Design Group, applicant; various property owners.

Deferrals This item was deferred from the June 13, 2019, March 9, 2023, March 23, 2023, April 27, 2023, and May 11, 2023, Planning Commission meetings. No public hearing was held.

Staff Reviewer	Swaggart
Staff Recommendation	<i>Defer to the June 8, 2023, Planning Commission meeting.</i>

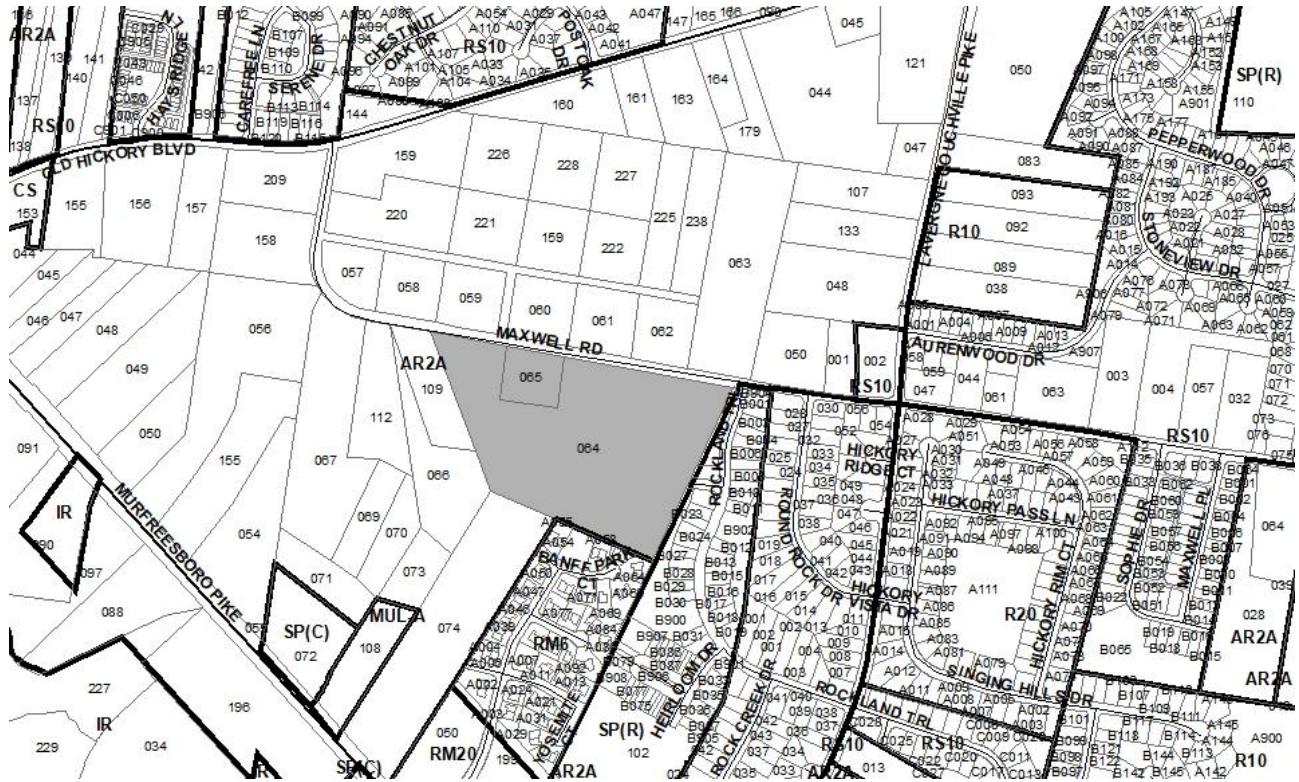
APPLICANT REQUEST
SP to permit up to 100 residential units.

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

STAFF RECOMMENDATION
 Staff recommends deferral to the June 8, 2023, Planning Commission meeting.



Metro Planning Commission Meeting of 05/25/23



2023SP-040-001
4057 MAXWELL ROAD RESIDENTIAL SP
Map 175, Parcel(s) 064, 065
13, Antioch – Priest Lake
33 (Antoinette Lee)



Metro Planning Commission Meeting of 05/25/23

Item #4	Specific Plan 2023SP-040-001
Project Name	4057 Maxwell Road Residential SP
Council District	33 – Lee
School District	06 – Mayes
Requested by	Catalyst Design Group, applicant; Michael Leon Martin, owner.
Deferrals	This item was deferred from the May 11, 2023, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Anthony
Staff Recommendation	<i>Defer to the June 8, 2023, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit 78 single-family residential units.

Preliminary SP

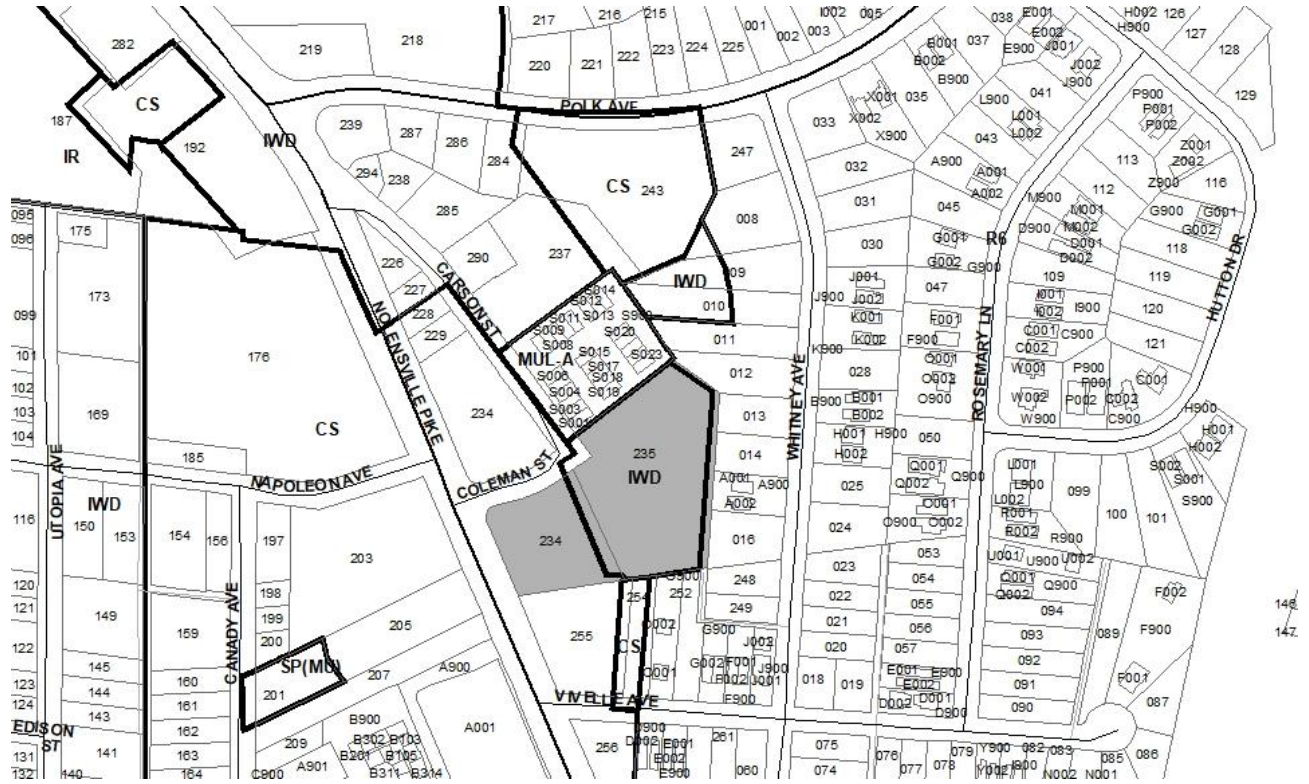
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) for properties located at 4057 Maxwell Road and Maxwell Road (unnumbered), approximately 760 feet west of Lavergne Couchville Pike (20.88 acres), to permit 78 single-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the June 8, 2023, Planning Commission meeting.



Metro Planning Commission Meeting of 05/25/23



2023SP-043-001
NOLENSVILLE PIKE SP
Map 105-16, Parcel(S) 234, 235
11, South Nashville
17 (Colby Sledge)



Metro Planning Commission Meeting of 05/25/23

Item #5	Specific Plan 2023SP-043-001
Project Name	Nolensville Pike SP
Council District	17 – Sledge
School District	5 – Buggs
Requested by	Bradley Arant, applicant; Barbara B. McRee, William B. Bass & Cato A. Bass, III, owners.
Deferrals	This item was deferred from the May 11, 2023, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Defer to the June 8, 2023, Planning Commission meeting.</i>

APPLICANT REQUEST

SP to permit a mixed-use development.

Zone Change

A request to rezone from Commercial Services (CS), Industrial Warehousing Distribution (IWD) and One and Two-Family Residential (R6) to Specific Plan (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.

STAFF RECOMMENDATION

Staff recommends deferral to the June 8, 2023, Planning Commission meeting.



Metro Planning Commission Meeting of 05/25/23



2023Z-037PR-001

Map 071-10, Parcel(s) 132

03, Bordeaux—Whites Creek—Haynes Trinity

02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 05/25/23

Item #6

Council District

School District

Requested by

Zone Change 2023Z-037PR-001

02 – Toombs

01 – Gentry

C&H Properties, LLC, applicant and owner.

Deferrals

This item was deferred from the April 27, 2023 Planning Commission meeting. No public hearing was held.

Staff Reviewer

Matravers

Staff Recommendation

Defer to the June 8, 2023, Planning Commission meeting.

APPLICANT REQUEST

Zone change from RS5 to R6.

Zone Change

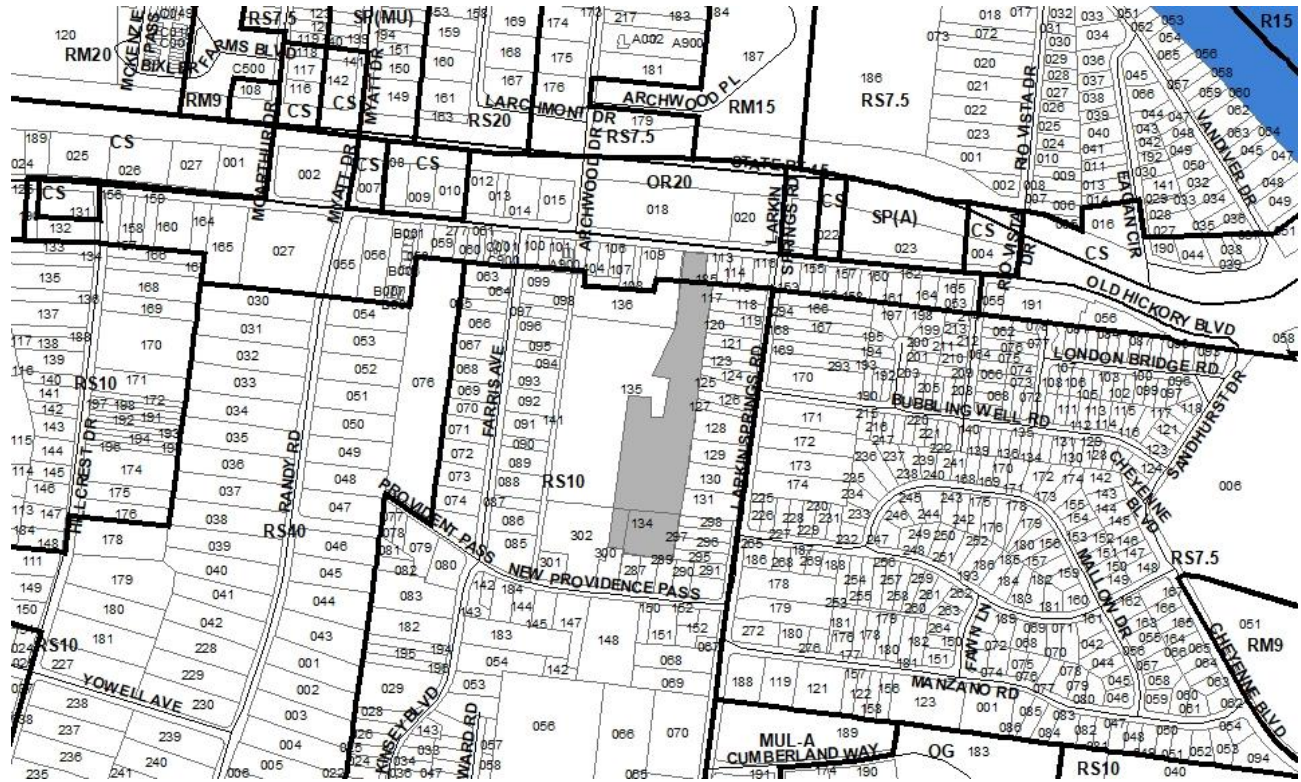
A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential (R6) zoning for property located at 1229 John L Copeland Boulevard, approximately 170 feet south of Weakley Avenue (0.13 acres).

STAFF RECOMMENDATION

Staff recommends deferral to June 8, 2023, Planning Commission meeting.



Metro Planning Commission Meeting of 05/25/23



2018S-059-003

ORCHARDS PH 3

Map 043-15, Parcel(s) 134

Map 043-15, Part of Parcel 135

Map 043-15, Part of Parcel 302

04, Madison

09 (Tonya Hancock)



Metro Planning Commission Meeting of 05/25/23

Item #7
Project Name Final Plat 2018S-059-003
Council District Orchards Phase 3
School District 09 – Hancock
Requested by 3 – Masters
Wilson & Associates, applicant; Larkin Springs (TN)
Owner IV LLC, owner.

Deferrals This item was deferred from the March 23, 2023, April 13, 2023, April 27, 2023, and May 11, 2023, Planning Commission meetings. No public hearing was held.

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

APPLICANT REQUEST

Request for final plat approval to create 26 lots.

Final plat

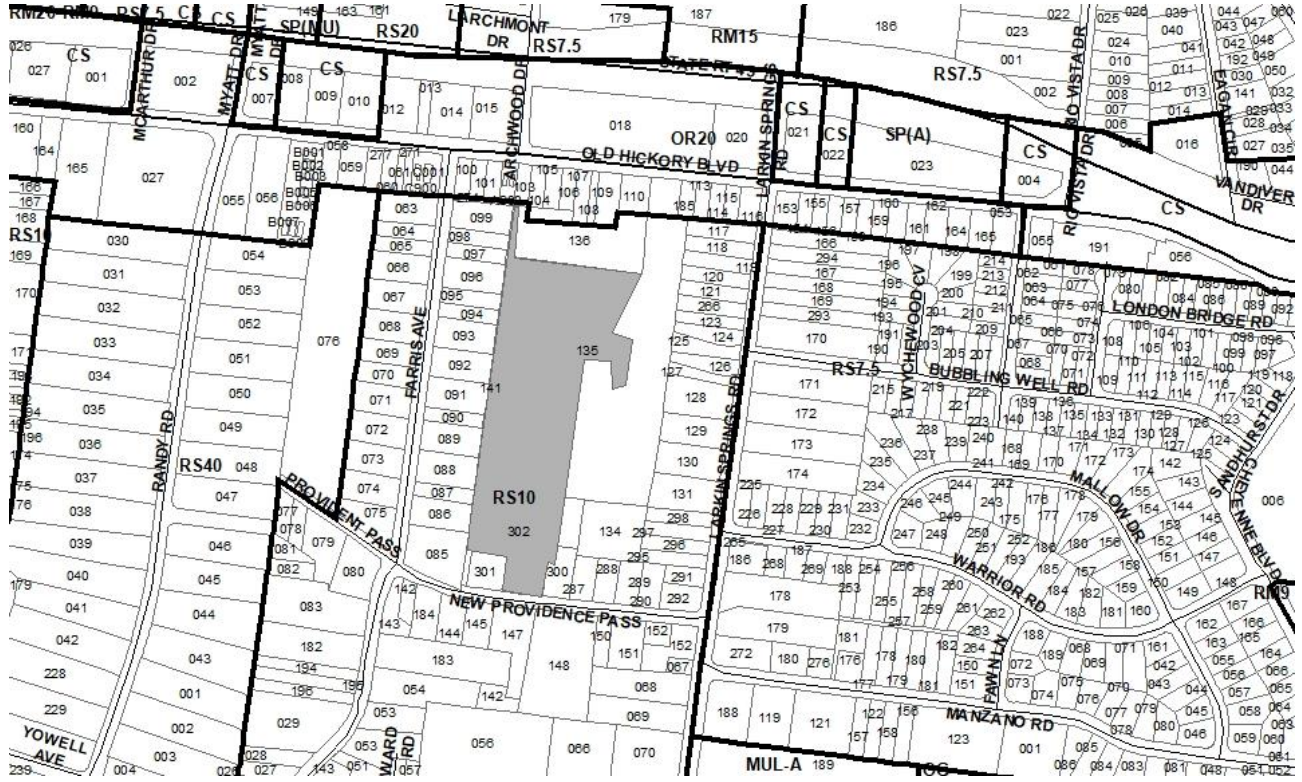
A request for final plat approval to create 26 lots on portions of properties located at 1020 C Old Hickory Boulevard, Old Hickory Boulevard (unnumbered), and New Providence Pass (unnumbered), approximately 270 feet west of Larkin Springs Road, zoned Office/Residential (OR20) and Single-Family Residential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

STAFF RECOMMENDATION

Staff recommends deferral to the June 8, 2023, Planning Commission meeting.



Metro Planning Commission Meeting of 05/25/23



2018S-059-004
ORCHARDS PH 2
Map 043-15, Part of Parcel 135
Map 043-15, Part of Parcel 141
Map 043-15, Part of Parcel 302
04, Madison
09 (Tonya Hancock)



Metro Planning Commission Meeting of 05/25/23

Item #8	Final Plat 2018S-059-004
Project Name	Orchards Phase 2
Council District	09 – Hancock
School District	3 – Masters
Requested by	Wilson & Associates, applicant; Larkin Springs (TN) Owner IV LLC, owner.

Deferrals This item was deferred from the March 23, 2023, April 13, 2023, April 27, 2023, and May 11, 2023, Planning Commission meetings. No public hearing was held.

Staff Reviewer	Matravers
Staff Recommendation	<i>Defer to the June 8, 2023, Planning Commission meeting.</i>

APPLICANT REQUEST

Request for final plat approval to create 28 lots.

Final plat

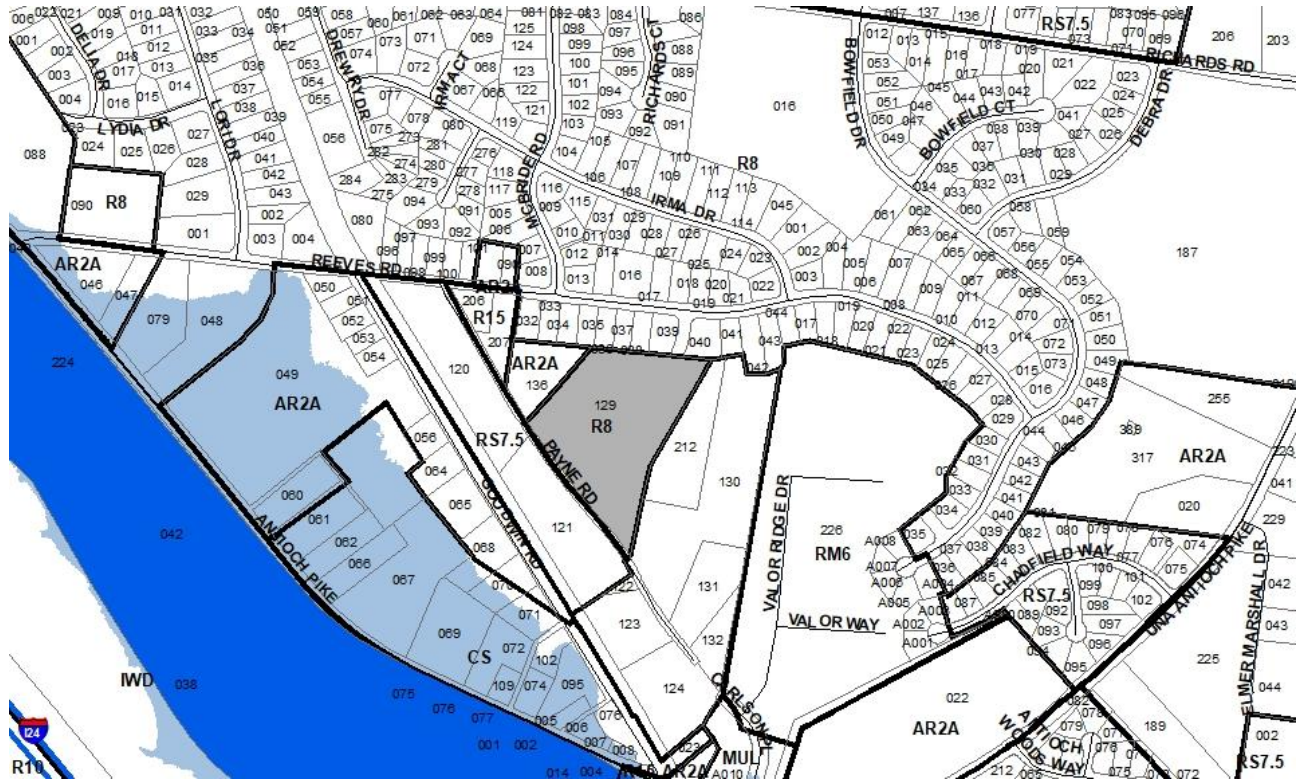
A request for final plat approval to create 28 lots on portions of properties located at 1020 C Old Hickory Boulevard and New Providence Pass (unnumbered), approximately 270 feet west of Larkin Springs Road, zoned Single-Family Residential (RS10) (8.2 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the June 8, 2023, Planning Commission meeting.



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



Metro Planning Commission Meeting of 05/25/23

Item #9	Concept Plan 2019S-039-002
Project Name	Payne Road Subdivision
Council District	28 – Vercher
School District	7 – Player
Requested by	W&A Engineering, applicant; Moris Tadros, owner.

Deferrals This item was deferred from the March 23, 2023, April 27, 2023, and May 11, 2023, Planning Commission meetings. No public hearing was held.

Staff Reviewer Swaggart
Staff Recommendation *Defer to the June 8, 2023, Planning Commission meeting.*

APPLICANT REQUEST

Concept plan to permit 19 single-family lots.

Concept Plan

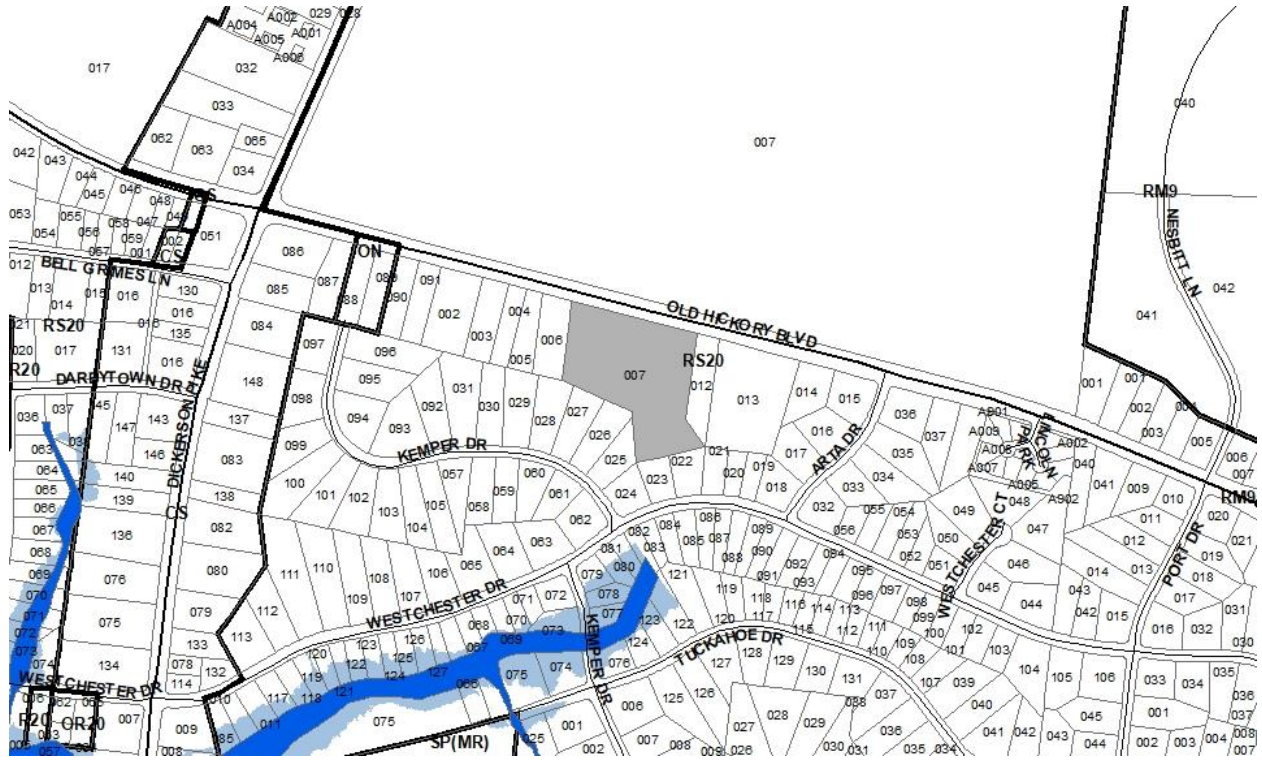
A request for concept plan approval to create 19 single family lots on property located at 4830 Payne Road, approximately 200 feet south of Reeves Road and within the Payne Road Residential Urban Design Overlay, zoned One and Two-Family Residential (R8), (5.5 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the June 8, 2023, Planning Commission meeting.



Metro Planning Commission Meeting of 05/25/23



2023S-042-001

ST. LUKE PRESBYTERIAN CHURCH

Map 042-09, Parcel(s) 007

02, Parkwood – Union Hill

08 (Nancy VanReece)



Metro Planning Commission Meeting of 05/25/23

Item #10

Final Plat 2023S-042-001

Project Name

St. Luke Presbyterian Church

Council District

08 – VanReece

School District

01 – Gentry

Requested by

WT Smith Land Surveying, applicant; St. Luke Cumberland Presbyterian CH., Inc, owner.

Deferrals

This item was deferred at the March 9, 2023, March 23, 2023, April 13, 2023, April 27, 2023, and May 11, 2023, Planning Commission meeting. No public hearing was held.

Staff Reviewer

Elliott

Staff Recommendation

Defer to the June 8, 2023, Planning Commission meeting.

APPLICANT REQUEST

Final plat to create three single-family residential lots.

Final Plat

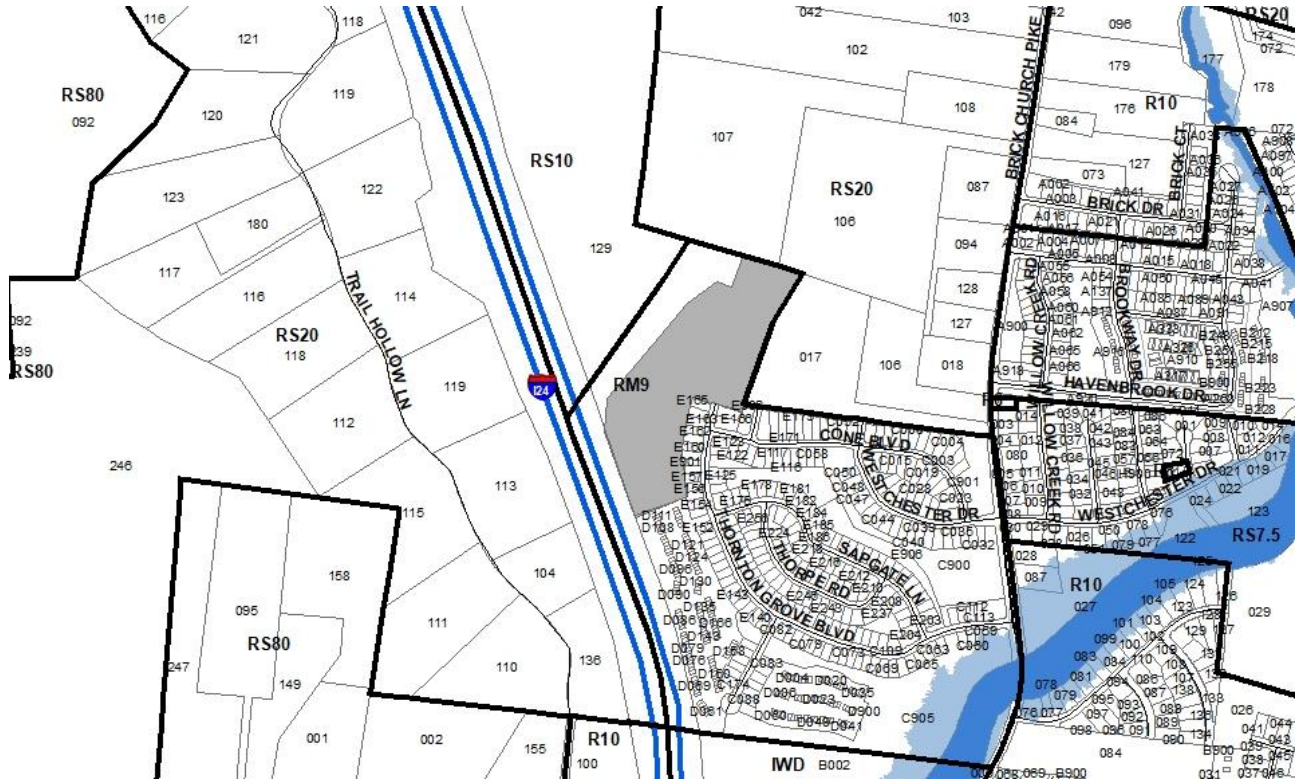
A request for final plat approval to create three lots on property located at 903 Old Hickory Boulevard, approximately 1,380 feet east of the corner of Dickerson Pike and Old Hickory Boulevard, zoned Single-Family Residential (RS20) (6.3 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the June 8, 2023, Planning Commission meeting.



Metro Planning Commission Meeting of 05/25/23



2023S-063-001
THORNTON GROVE PHASE 4A
Map 050, Parcel(s) 129
02, Parkwood – Union Hill
03 (Jennifer Gamble)



Metro Planning Commission Meeting of 05/25/23

Item #11**Project Name****Council District****School District****Requested by****Final Plat 2023S-063-001****Thornton Grove Phase 4A**

03 – Gamble

01 – Gentry

Dale & Associates, applicant; Thornton Grove Green, LLC, owner.

Deferrals

This item was deferred from the April 27, 2023, and May 11, 2023, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Anthony

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

APPLICANT REQUEST**Request for final plat approval to create 29 lots.**Final Plat

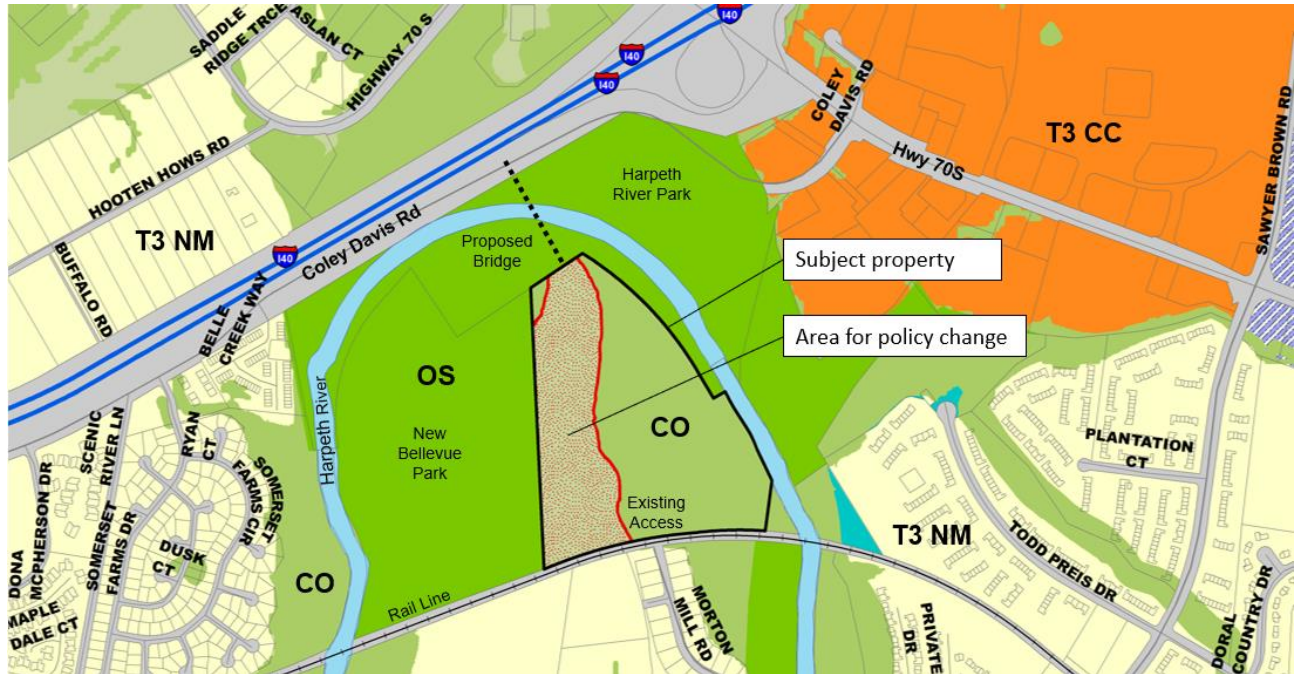
A request for final plat approval to create 29 lots and dedicate right-of-way on a portion of property located at 3500 Brick Church Pike, at the southern terminus of Thornton Grove Boulevard, zoned Multi-Family Residential (RM9) and within a Planned Unit Development Overlay District (PUD) (14.81 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the June 8, 2023, Planning Commission meeting.



Metro Planning Commission Meeting of 05/25/23



2021CP-006-001

BELLEVUE COMMUNITY PLAN AMENDMENT

Map 141, Parcel(s) 017

06, Bellevue

35 (Dave Rosenburg)



Metro Planning Commission Meeting of 05/25/23

Item #12a
Project Name
Associated Case
Council District
School District
Requested by

Major Plan Amendment 2021CP-006-001
Bellevue Community Plan Amendment
2021SP-061-001
35 – Rosenberg
9 – Tylor
Ragan-Smith and Associates, Inc., applicant; Dr. James E. Fussell, owner.

Deferrals

This item was deferred at the February 9, 2023, March 9, 2023, April 13, 2023, and May 11, 2023 Planning Commission meeting. A public hearing was held at the March 9, 2023, meeting and the public hearing was closed.

Staff Reviewer
Staff Recommendation

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

APPLICANT REQUEST

Amend Community Plan to change Community Character Policy.

Major Plan Amendment

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

BELLEVUE COMMUNITY PLAN

Current Policy

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

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

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

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



Metro Planning Commission Meeting of 05/25/23

BACKGROUND

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

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

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



Figure 1. Policy Amendment Location

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



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COMMUNITY PARTICIPATION

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

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

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

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

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

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

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

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



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

In addition, the applicant team undertook the following outreach:

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

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

ANALYSIS OF SUBURBAN NEIGHBORHOOD EVOLVING POLICY

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

NashvilleNext Growth & Preservation Concept Map

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



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

Community Plan and Policy Application

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

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

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

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



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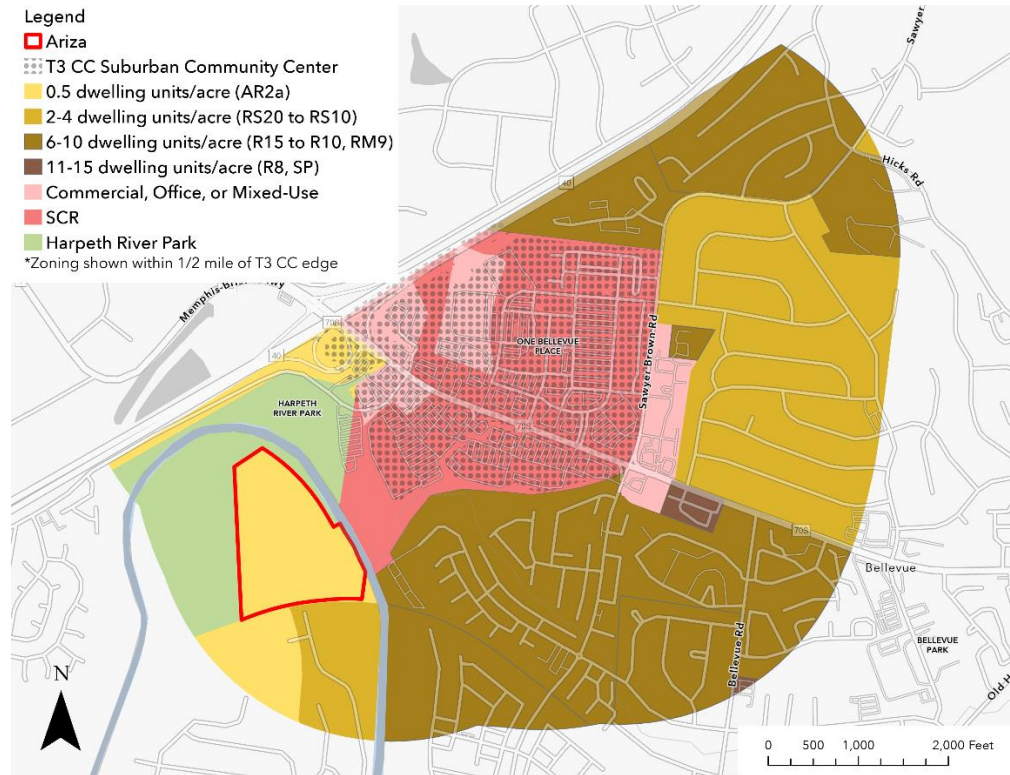


Figure 2. Bellevue Development Context - Existing

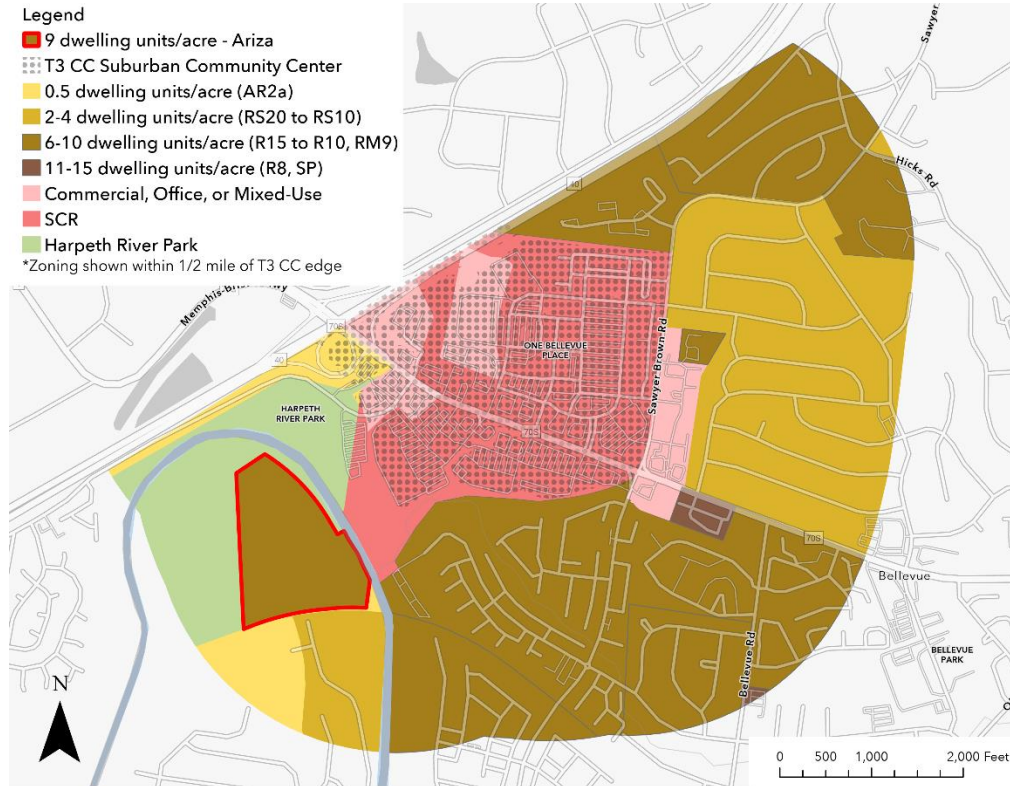


Figure 3. Bellevue Development Context - Proposed



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Public Benefits – Multimodal Transportation, Connectivity, and Open Space

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

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

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

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

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



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Figure 4. Proposed Multimodal Improvements

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

Continuing Community Concerns and Opposition

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



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Analysis Summary

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

Appropriate Site Location:

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

Protecting the Harpeth River floodplain:

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

Providing Public Benefits:

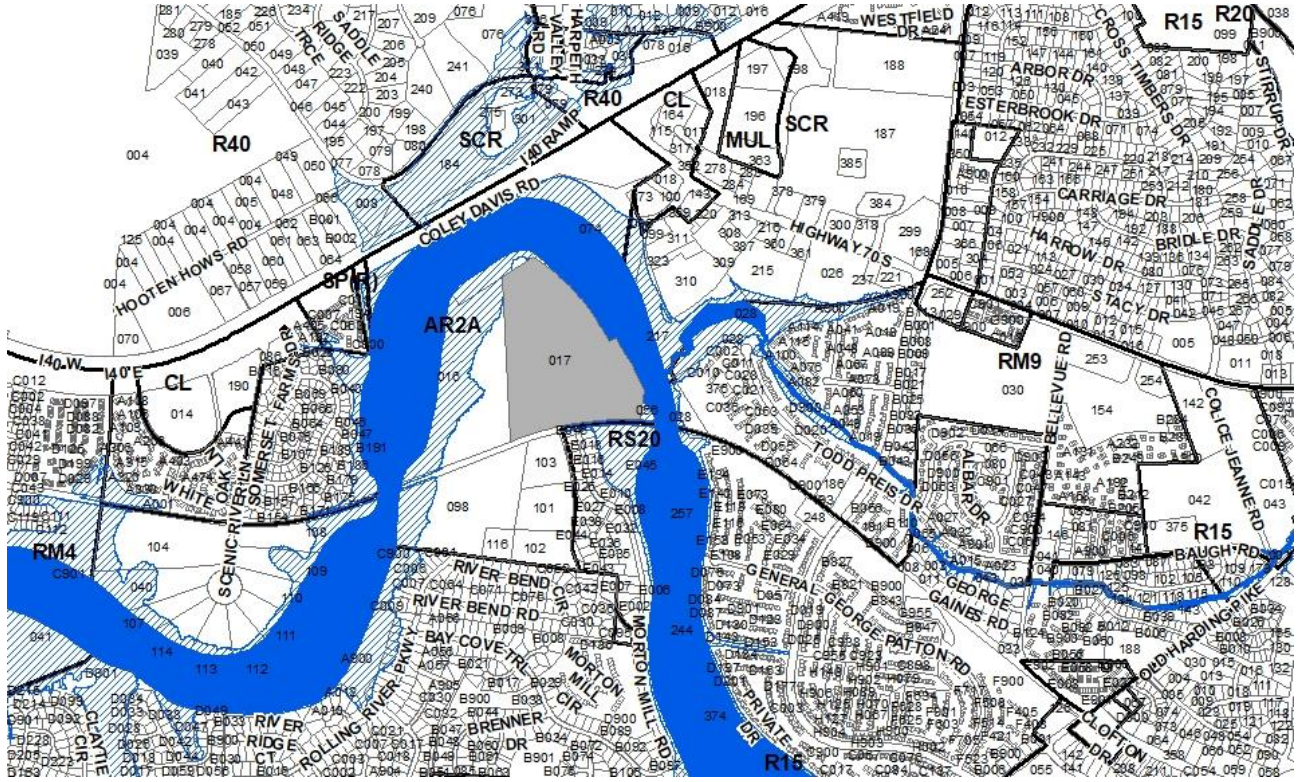
- The proposed development will construct a greenway along the Harpeth River connecting two existing greenway segments. The development is also constructing a greenway segment from the Harpeth River Greenway to the existing park land, providing additional access when open and programmed.
- The proposed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

STAFF RECOMMENDATION

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



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



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Item #12b	Specific Plan 2021SP-061-001
Project Name	Bend at Bellevue (Ariza) SP
Associated case	2021CP-006-001
Council District	35 – Rosenberg
School District	09 – Tylor
Requested by	Ragan Smith Associates, applicant; Dr. James E. Fussell, owner.

Deferrals This item was deferred at the February 9, 2023, March 9, 2023, April 13, 2023, and May 11, 2023, Planning Commission meeting. A public hearing was held at the March 9, 2023, meeting and the public hearing was closed.

Staff Reviewer	Elliott
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions if the associated plan amendment is approved. Disapprove if the associated plan amendment is not approved.</i>

APPLICANT REQUEST

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

Preliminary SP

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

Existing Zoning

Agricultural/Residential requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 18 lots with 4 duplex lots for a total of 22 units.*

Proposed Zoning

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



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Proposed Preliminary SP



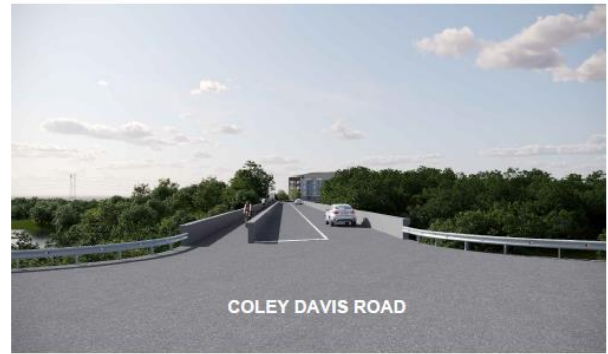
Proposed Elevations



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MASSING MODEL PERSPECTIVE KEY MAP
NOT TO SCALE



COLEY DAVIS PERSPECTIVE - MASSING MODEL
KEY MAP VIEW #1



MORTON MILL PERSPECTIVE - MASSING MODEL
KEY MAP VIEW #3



ARIZA BELLEVUE PARKING PERSPECTIVE - MASSING MODEL
KEY MAP VIEW #2

BELLEVUE COMMUNITY PLAN

Existing Policy

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

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

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

Proposed Policy (Conservation Policy to remain)

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing



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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 CONTEXT

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

The subject property is currently zoned AR2a. Nearby parcels at the terminus of Morton Mill Road are zoned RS20 and multi-family and commercial zoning districts exist across the Harpeth River to the east. Coley Davis Road and Morton Mill Road are local streets. The site has approximately 20 acres within the floodplain and floodway associated with the Harpeth River.

PLAN DETAILS

The application proposes rezoning the subject property to SP to permit a multi-family residential development. The plan includes 417 multi-family residential units across 7 buildings. A bridge across the Harpeth River is proposed to connect Coley Davis Road with the subject site. This bridge is included within public right-of-way and, in addition to providing access to the multi-family development, the bridge would provide vehicular access to the currently inaccessible 51-acre Metro Parks property (parcel 074). The bridge would cross the western edge of the Harpeth River Park. At the proposed Coley Davis Road intersection, a turn lane is provided for left-turn movements onto the proposed bridge.

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

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



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

Additionally, the plan proposes to raise Coley Davis Road from the proposed bridge connection point and to the east near the Hwy 70 intersection to an elevation of 563.5, where the road is currently below this elevation. Currently, Coley Davis Road sits below the 500-year floodplain elevation at the curve in the road near the Harpeth River Park and this roadway floods in certain rain events, leaving the area west of this point temporarily inaccessible. In response to this existing condition, the application proposes to raise Coley Davis Road above the 500-year floodplain elevation. This is about 3 feet in the lowest location elevation point. In addition to raising Coley Davis Road, the plans propose to modify the section of Coley Davis Road as shown on the plans to provide 5 foot bike lanes with delineators on both sides of the road to improve the multi-modal conditions of the roadway.

ANALYSIS

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

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



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Warner Parks to the Bellevue commercial and community center on Hwy 70. Additionally, the plan improves the multi-modal connectivity of Coley Davis Road by providing bike lanes.

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

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

Update Following March 9, 2023, Public Hearing

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

1. *Have representatives of Metro Stormwater and NDOT attend 5/25 MPC meeting for questions.*
Representatives of Metro Stormwater and NDOT will be attendance of the 5/25 MPC meeting for questions.
2. *Provide a temporary traffic control plan for the proposed improvements to Coley Davis Road that shows how two-way traffic will be maintained during the construction process.*
The applicant has provided a draft temporary Traffic Control Plan demonstrating the potential availability to maintain two-way traffic on Coley Davis Road. The plan phases the proposed improvements so that the cross-section of Coley Davis is first widened, and then one side of the road is raised at a time, allowing two-way traffic flow to be maintained. NDOT has reviewed this draft temporary Traffic Control Plan and finds it feasible. The final Traffic Control Plan would be provided and reviewed by NDOT staff later in the development process.
3. *Provide an emergency vehicle access plan for the project site.*
The applicant has provided exhibits demonstrating how the emergency access will be access controlled with standard locks and gates. The ability for emergency vehicles to navigate the site will be reviewed with the final site plan application once the engineered site plans have been prepared, consistent with the standard process for SP zoned developments. Without the fully engineered civil site plan, the ability to make all necessary emergency vehicle turning movements on the site cannot be reviewed for compliance with Metro standards. The Metro Fire Marshal's Office has confirmed that Coley Davis Road would be the primary route utilized for emergency access and that the gated emergency access on Morton Mill Road would only be utilized in the event of Coley Davis Road being inaccessible.
4. *Provide a written statement from CSX that verifies their current position on the proposed greenway crossing options.*
CSX Transportation has reviewed the SP development proposal of application 2021SP-061-001 and has concerns with and is not supportive of the proposed tunnel crossing in regard to CSXT's use and access to this rail corridor. This is contrary to the information that Planning staff received from CSXT prior to the March 9, 2023, meeting where it was indicated that both options were potentially viable. As an alternative, CSXT is willing to review a



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proposal that includes construction of the greenway trail under the railroad bridge. This proposal would be reviewed for the following conditions:

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

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

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

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

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

NDOT has revised their conditions of approval to specify the desired conditions for Coley Davis Road. NDOT is conditioning that the final cross-section for Coley Davis Road to consist of a 10' two-way multi-use path along the South side of the road, with a 2' vertical protection buffer between the travel lanes and the multi-use path. The boundaries of the multi-use path are to be determined at Final SP and shall make meaningful connections to existing pedestrian infrastructure on Coley Davis Rd while creating a functional network. At a minimum the applicant shall extend the multi-use path to the West and connect to the existing sidewalk on along the frontage of the Harpeth Springs Village.

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

7. *A response to the question of "what will happen downstream of the Harpeth River considering the proposed project includes a new bridge and floodplain modifications".*

The applicant has provided a draft Hydraulic Analysis for the proposed development to review the potential impacts to the effective flood mapping of the Harpeth River. This



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Hydraulic Analysis would need to be reviewed and approved by FEMA and then provided to Metro Stormwater for review and approval with the final site plan application and this is just a draft document at this point. The draft analysis finds that there will be no downstream or upstream impact to the regulatory 100-year floodplain associated with the construction of this development, including the construction of the bridge from Coley Davis Road, construction of the improvements to Coley Davis Road, and the construction of the extension to the Harpeth River Greenway. Additionally, the analysis modeled the impacts to the 500-year floodplain and upstream of the proposed bridge from Coley Davis Road, the analysis found a potential difference in a 500-year storm event of 0.23 - 0.25 feet and this impact reduces to zero feet upstream of the CSX railroad bridge across the Harpeth River.

8. *A response to the title question surrounding the greenway easement and the access easement in the Harpeth Crest subdivision open space areas.*

Metro Legal has assessed that the Court's would likely find that the existing greenway easement as platted on parcel 141120E04500CO permits the proposed greenway connection from the existing terminus in the Harpeth Crest Subdivision. Additionally, Metro Legal has assessed that the Court's would likely find that the applicant has the right to reasonable use of the existing access easement that is platted on parcel 141120E04600CO for construction and emergency access purposes.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

PARKS RECOMMENDATION

Approve with conditions

- Clearly delineate on the plan the boundaries of the 20+ acre proposed land dedication to Metro parks. Metro Park Board and Metro Council must approve the final land dedication. Coordinate with Metro Parks Greenways staff for Park Board and Metro Council approval process for the land dedication. Land dedication must be complete prior to Final Site Plan Approval.
- Coordinate with Metro Parks staff on the final alignment and design of the entire greenway and trailhead. Design and construct the greenway and trailhead to Metro standards.
- The plans currently show a greenway trail connection from the Metro Park parcel #14100001600, terminating at a proposed greenway easement within the proposed land dedication, somewhat paralleling the CSX railroad. Continue the construction of this greenway trail through the proposed easement, connecting to the proposed greenway trail along the Harpeth River and to the trail paralleling Morton Mill Road, creating a trail without interruption. Coordinate with TVA to meet requirements of trail construction within their easement.
- Coordinate with Metro Parks on the location and design of the proposed vehicular and greenway access to the adjacent Metro Parks Property parcel # 14100001600.



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- Dedicate a Conservation Greenway Easement over all portions of the greenway to be built on applicant's property. Enter into a Conservation Easement Agreement with Metro (Parks) to include boundary survey and legal description of the easement, along with a Participation Agreement to include approved design construction documents. Coordinate with Metro Parks Greenways staff for Park Board and Metro Council approval process for these Agreements. Approved Agreements to be recorded with Registrar of Deeds prior to Final Site Plan Approval.
- Construction of greenway must be approved by Metro Parks and Metro ADA prior to issuance of first Use and Occupancy permit.

STORMWATER RECOMMENDATION

Approve with conditions

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

METRO WATER SERVICES RECOMMENDATION

Not applicable

- Harpeth Valley Water and Sewer Utility District.

HARPETH VALLEY WATER AND SEWER UTILITY DISTRICT

Approve with conditions

- See letter dated August 16, 2022.

METRO HISTORIC RECOMMENDATION

Approve with conditions

- High potential for historic and prehistoric resources here. With the final site plan submittal, a Phase I archaeological survey of the property shall be provided to determine what resources may be present below the surface. If an archaeological site is found as a result of a Phase I investigation, the developer shall consult with the MHC and conduct a Phase II survey to determine the extent of the site and the level of its significance. Applicants should consult with Metro Archaeologist, Dr. Adam Fracchia, for more information.

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- With the final: Include proposed public roadway construction drawings(profiles, grades, drainage). Roadway construction drawings shall comply with NDOT Subdivision Street Design Standards. Any round-a-bouts proposed in public ROW shall meet FHWA guidelines. Callout roadway sections, (access and ADA)ramps, sidewalks, curb & gutter, etc. per NDOT detail standards. Show 'Now Entering Private Drive' signage where applicable off public roads. Provide internal stop control at intersections. Provide stopping sight distance exhibits at any relevant intersections and accesses. Provide adequate sight distance spacing at all access ramps and public streets with on-street parking. Dimension ROW pavement widths for clarity. Provide a loading/unloading plan for each aspect of the total development. Provide any truck turning movements relevant to loading/unloading activities on site. Note: A private hauler will be required for waste/recycle disposal. Comply w/ NDOT traffic comments.



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

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- NDOT is in general support of having the proposed public bridge as a connection between Coley Davis Rd and the planned Metro Park, but prior to the final determination, the following information is required to establish the anticipated annual maintenance cost of the bridge. [1.A] Bridge Type (concrete girder, steel girder, etc.), [1.B] Bridge Length, [1.C] Bridge Width, [1.D] Number of spans, [1.E] Number of expansion joints, [1.F] Type of expansion joints (if known), [1.G] Abutment type (MSE walls, concrete, etc.), [1.H] Approaches (at grade, built up, combination, etc.). Therefore, following prelim approval, the applicant shall continue to coordinate w/ NDOT leadership on annual long-term maintenance cost estimate expectations.
- The final design of the proposed Coley Davis Road improvements/modifications to raise the roadway out of the floodway are still being discussed with NDOT. The cross-section East of the proposed bridge access shall include a 10' two-way multi-use path along the South side of the road, a 2' buffer with vertical delineators along the travel lane side of the road and contain adequate travel lanes. Due to the constraints of the Harpeth River and the I-40 TDOT Access Control Fence, a modified cross-section may be required West of the proposed bridge access. This modified cross-section shall contain a multi-use path & buffer, along with adequate travel lanes. The final dimensions of the modified cross-section are to be determined at Final SP. The boundaries of the multi-use path are to be determined at Final SP and shall make meaningful connections to existing pedestrian infrastructure on Coley Davis Rd while creating a functional network. At a minimum the applicant shall extend the multi-use path to the West and connect to the existing sidewalk on along the frontage of the Harpeth Springs Village, which may require additional sidewalk to provide an adequate transition. All guardrail and/or handrail installation along Coley Davis Rd shall



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follow all TDOT standards. See Roads conditions for additional details on the raising of Coley Davis Rd.

- NDOT is in general agreement with the submitted traffic control plan for the raising of Coley Davis Rd. however modifications maybe required due to field conditions.
- In accordance with the submitted TIS, the proposed Westbound left turn lane on Coley Davis Road at the proposed bridge access was not warranted, and if it is determined that the final cross-section cannot accommodate all the necessary components, then the installation of the turn lane shall be reevaluated.
- At Final SP the parking count for this development shall be shown per metro code.
- Harpeth River green-way underpass will require a letter of approval from CSX prior to Final SP approval. The applicant shall continue to coordinate with Parks on the proposed greenway improvements/connections. Any gaps or deficiencies in the existing greenway that are created from the development of this property, such as bridge piers landing on the existing greenway, shall be replaced at the discretion of Parks.
- Modifications to the above conditions may be required as this development’s phase(s) progress but further analysis will need to be conducted to justify said modifications.
- 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.

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

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

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	43.87	-	417 U	2,271	139	174

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+362 U	+1,671	+95	+117

METRO SCHOOL BOARD REPORT

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

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

The proposed SP is expected to generate 41 additional students than what is typically generated under the existing AR2a zoning district. Students would attend Harpeth Valley Elementary School, Bellevue Middle School, and Hillwood High School. All three schools are identified as having



Metro Planning Commission Meeting of 05/25/23

capacity for additional students. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

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

CONDITIONS

1. Permitted uses shall be limited to a maximum of 417 multi-family residential units. Short term rental property, owner occupied and short term rental property, not owner occupied shall be prohibited.
2. The construction of the bridge from Coley Davis Road to the subject site is a requirement of the first phase of development.
3. The Harpeth River Greenway extension across the railroad and along the Harpeth River is a required improvement for this project. The final design of the greenway extension shall be coordinated with Metro Parks, Planning and CSX.
4. Coley Davis Road shall be raised out of the 500-year floodplain and improved to the cross-section required by NDOT with the first phase of development.
5. Comply with all conditions and requirements of Metro reviewing agencies.
6. Parking shall meet the requirements of the Zoning Code. If a reduction is sought, a parking study must be prepared and approved by NDOT and Planning.
7. With the final site plan submittal, elevations consistent with those included in the final site plan shall be submitted for review and approval.
8. Add the following note to the corrected set: Building facades shall be constructed of brick, brick veneer, stone, cast stone, cementitious siding, and glass, or materials substantially similar in form and function, unless otherwise approved on detailed building elevations included with the preliminary SP.
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 RM9 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 any required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
13. 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.

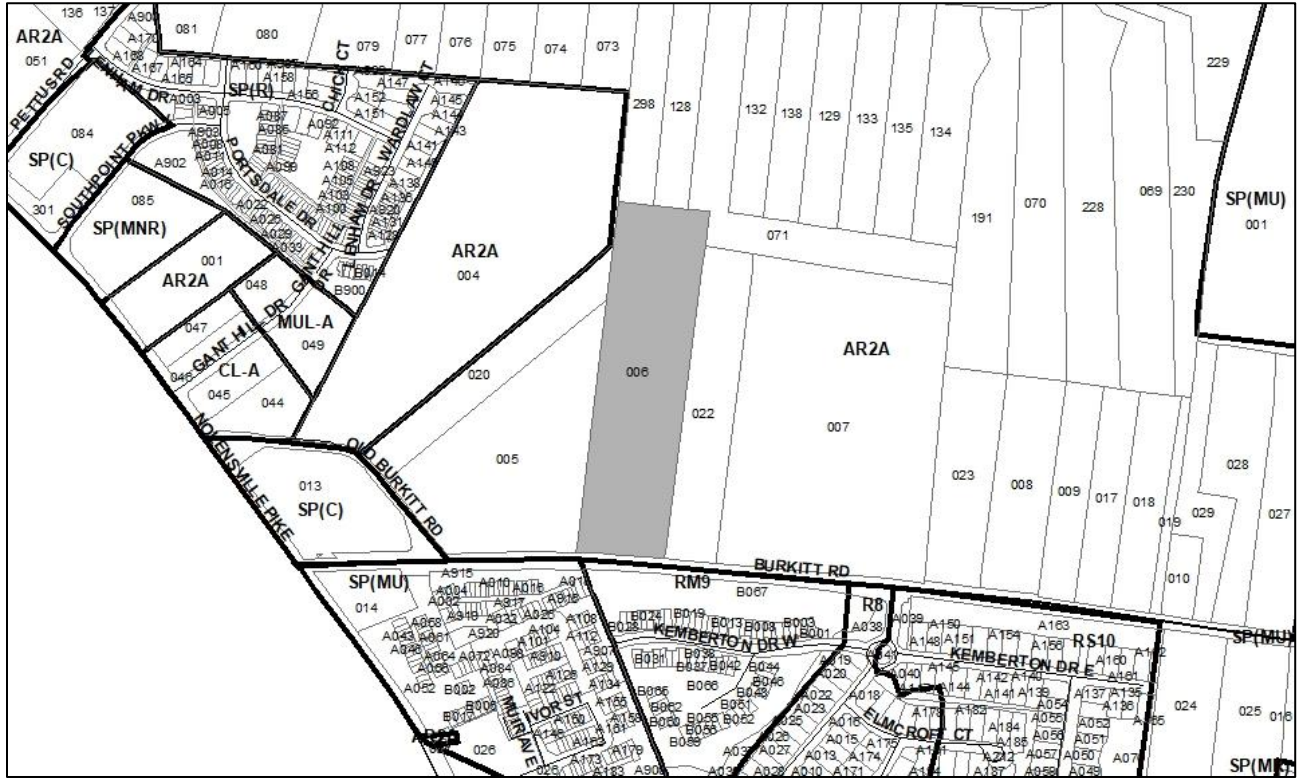


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14. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles 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.



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2023CP-000-003

MAJOR AND COLLECTOR STREET PLAN AMENDMENT (CALDERWOOD EXTENSION REMOVAL)

Map 186, Parcel 006

12, Southeast

31 (John Rutherford)



Metro Planning Commission Meeting of 05/25/23

Item #13a	MCSP Amendment 2023CP-000-003
Project Name	Calderwood Extension Removal
Associated Case	2022SP-021-001
Council District	31 - Rutherford
School District	02 - Elrod
Requested by	Kevin Gangaware, CSDG, applicant; Blackburn Family Limited, owners.
Staff Reviewer	Dunnavant
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

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

MCSP Amendment

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

BACKGROUND

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

Requested Amendment

The request is to remove a portion of a planned collector (Calderwood Extension) from Burkitt Road, northbound and terminating at the northern property line of the subject parcel. *It is important to note that no changes are proposed to the overall structure of NashvilleNext with this MCSP amendment.*

SOUTHEAST COMMUNITY PLAN

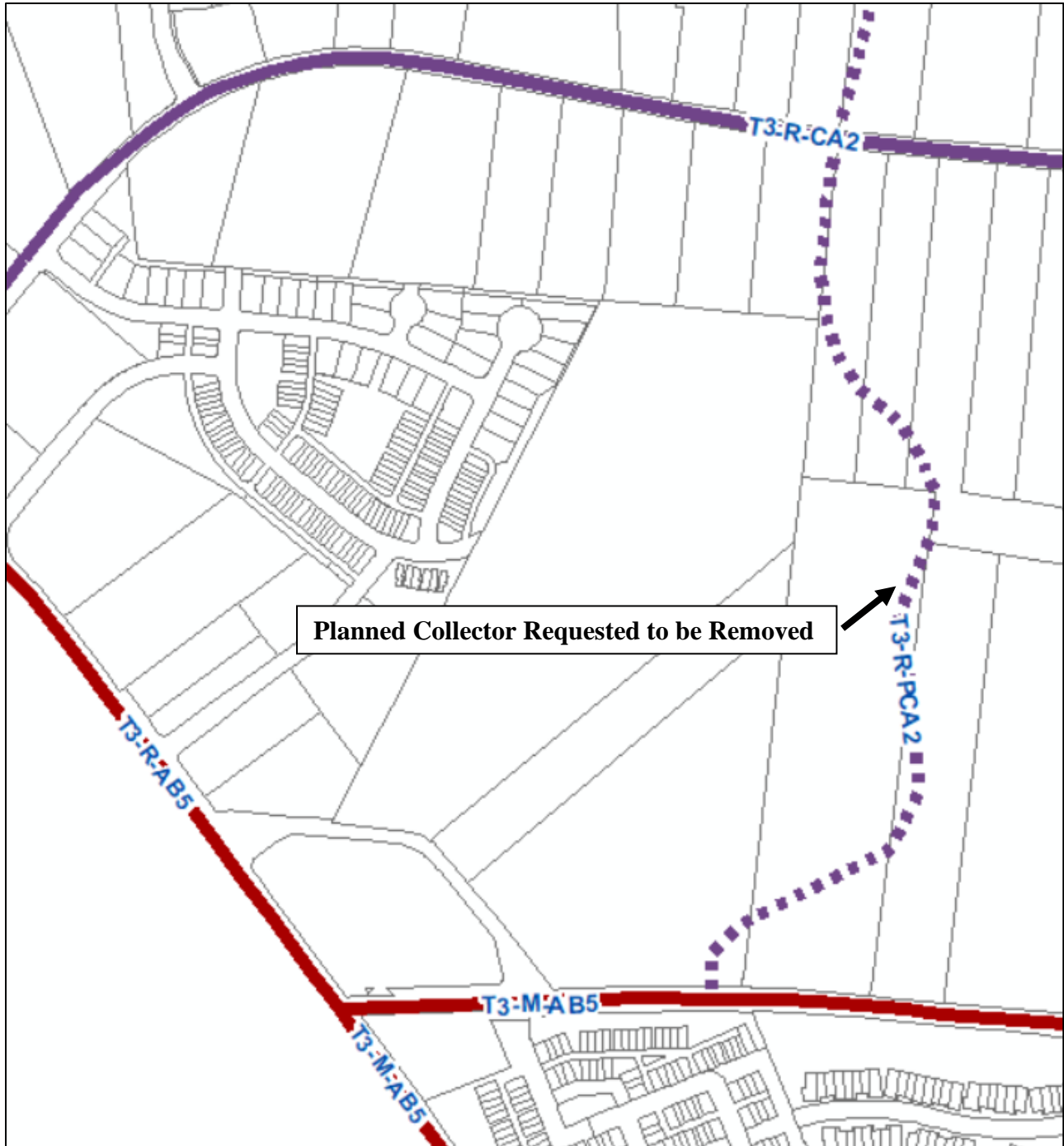
T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy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



Metro Planning Commission Meeting of 05/25/23

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

SITE AND CONTEXT





Metro Planning Commission Meeting of 05/25/23

The 11.4 acre site (Map 186; Parcel 006) is located directly north of Burkitt Road, an Arterial Boulevard, and is located just south of Pettus Road, a Collector Boulevard. The site is vacant and made up of one parcel and zoned AR2A. The surrounding property to the west, north, and east is zoned AR2A, and the property to the south is zoned RM9. The nearby SP to the east, Burkitt Ridge, has included a south to north planned Collector and has been mostly constructed.

ANALYSIS

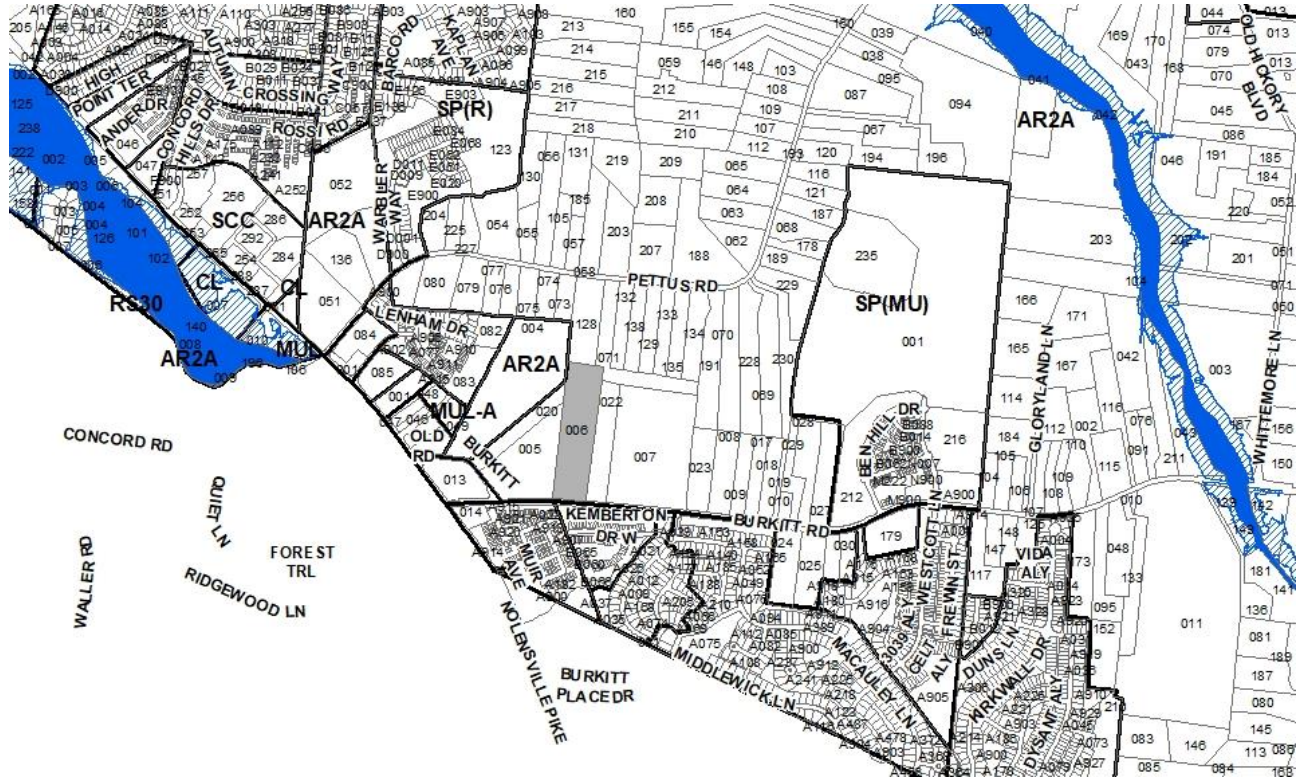
During a preliminary feasibility study, Metro staff scored this Collector as highly difficult to construct given the crossing of multiple property lines as well as properties that have been subdivided since the approval of the Major and Collector Street Plan. Staff finds the removal of the planned Collector consistent with policy as the site and surrounding area is intended for suburban neighborhoods made up of a network of local streets. Additionally, the planned Collector to the east at the Burkitt Ridge SP will likely be completed with future development and will accomplish the connectivity between Burkitt Road and Pettus Road in this area.

STAFF RECOMMENDATION

Staff recommends approval of the request to remove a portion of a planned Collector (Calderwood Extension) from Burkitt Road to the northern property line of 7088 Burkitt Road within the Major and Collector Street Plan.



Metro Planning Commission Meeting of 05/25/23



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



Metro Planning Commission Meeting of 05/25/23

Item #13b	Specific Plan 2022SP-021-001
Project Name	Berkhamstead
Associated case	2023CP-000-003
Council District	31 - Rutherford
School District	02 – Elrod
Requested by	CSDG, applicant; Blackburn Family Limited Partners II LP, owner.

Deferrals This item was deferred at the March 9, 2023, April 13, 2023, and May 11, 2023, Planning Commission meeting. No public hearing was held.

Staff Reviewer Elliott

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

APPLICANT REQUEST

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

Zone Change

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

Existing Zoning

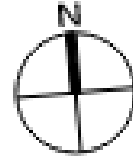
Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 5 lots with 1 duplex lots for a total of 6 units, based on acreage alone.*

Proposed Zoning

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

SOUTHEAST COMMUNITY PLAN

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



Proposed Site Plan



Metro Planning Commission Meeting of 05/25/23

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.

SITE

The subject site is a portion of a single parcel that is approximately 11.63 acres with frontage onto Burkitt Road and approximately a quarter mile to the east of Nolensville Pike. The site has frontage onto Burkitt Road, an Arterial Boulevard, and a Collector Avenue is planned to traverse this site from Burkitt Road to the rear property line. An associated Community Plans application proposes to remove this planned Collector Avenue from the Major and Collector Street Plan.

The parcel currently contains a single-family residence that draws access from Burkitt Road. The site generally slopes upwards as you move interior to the site and a farm pond exist towards the very rear of the site. The site is surrounded by a variety of residential uses.

PLAN DETAILS

The application proposes 129 multi-family residential units with two different unit types being provided: 96 units in 3-story stacked flat type buildings and 33 of the units in 3-story attached townhome type buildings. The plan proposes to construct a local public road, running north from Burkitt Road and terminating with a cul-de-sac turnaround feature. A local street is proposed to intersect the north/south street on the northern end of the site and then stubs to the east and west property lines, creating opportunities for future connectivity. All of the proposed units draw their access from the new public streets. The stacked flat units are served by surface parking that is located to the rear or to the side of the buildings and the townhomes are rear loaded with garage parking. The plan also includes a publicly accessible walking path along the western property boundary that connects to Burkitt Road and intends to eventually connect to another path on the adjacent property to the west. A pavilion and lawn feature are also provided within open space area as an amenity to the residents of this development. The plans include architectural standards demonstrating that the units will have an appropriate form and pattern for the policy and considering the surrounding context.

ANALYSIS

The application proposes a development pattern that is consistent with the policy guidance for T3 NE areas. 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 plans include architectural standards that will provide development that properly address the street with high quality facades and sufficient levels of glazing. The plan is also sensitive to the Conservation Policy area and proposes to either avoid the



Metro Planning Commission Meeting of 05/25/23

environmental feature or go through the proper channels to potentially remove the feature. Staff finds the proposal to be consistent with the T3 NE and CO policy.

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. Submit architectural elevations, fire hydrant flow test reports, and fire apparatus access plan with final SP.

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 & 100% DAPARC Fees must be Paid Prior to Final Site Plan/SP plan Approval. (See Capacity Permit #'s T2021063564 and T2021063565).

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- All proposed public roadways(grades, curvature, tie-ins, side slopes, etc.) shall comply with NDOT's Subdivision Street Design Standards and specifications. Public-roadway sections, pedestrian and vehicular access ramps, sidewalks, curb & gutter, drain inlets, etc. shall be per NDOT detail standard sections. Public pedestrian and vehicular access ramps, crossings shall be ADA and/or Pro-wag compliant. A private hauler will be required for solid waste disposal. Comply w/ NDOT traffic comments. Submit updated stopping sight distance exhibit at final, w/ speed study for Burkitt Rd.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- At Final SP continue to coordinate with NDOT on improving the sight distance for vehicles traveling Westbound on Burkitt Rd. A speed study may be required.
- The applicant shall provide an Eastbound left turn lane at the site access on Burkitt Rd by extending the existing three lane cross-section. The transition taper East of the site access shall meet MUTCD and AASHTO standards.
- Comply with Roads conditions.



Metro Planning Commission Meeting of 05/25/23

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)	11.4	0.5 D	5 U	66	8	6

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential 3-10 (221)	11.4	-	129 U	701	43	56

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
-	-	-	+124 U	+635	+35	+50

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP district: 11 Elementary 2 Middle 6 High

The proposed SP zoning is expected to generate 23 additional students than what is typically generated under the existing AR2a zoning. Students would attend Maxwell Elementary School, Marshall Middle School, and Cane Ridge High School. Maxwell Elementary and Marshall Middle School are identified as having additional capacity. Cane Ridge High School is identified as being over capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions 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

1. Permitted uses shall be limited to a maximum of 129 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 final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
4. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
5. Comply with all conditions and requirements of Metro reviewing agencies.



Metro Planning Commission Meeting of 05/25/23

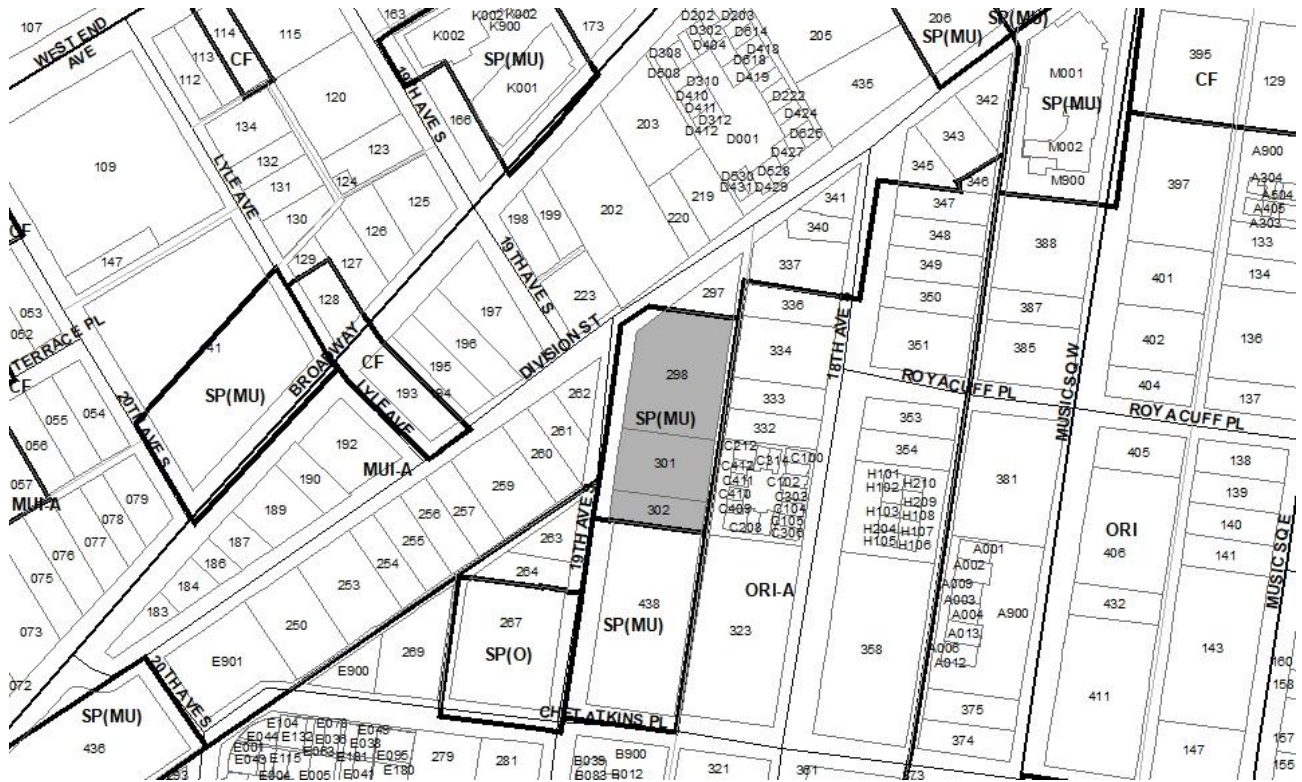
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15 zoning district as of the date of the applicable request or application.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



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Metro Planning Commission Meeting of 05/25/23



2017SP-091-004
KENECT NASHVILLE (AMENDMENT)
Map 092-16, Parcel(s) 298, 301-302
10, Green Hills – Midtown
19, (Freddie O’Connell)



Metro Planning Commission Meeting of 05/25/23

Item #14	Specific Plan 2017SP-091-004
Project Name	Kenect Nashville (Amendment)
Council District	19 – O’Connell
School District	5 – Christiane Buggs
Requested by	Holland & Knight LLP, applicant; AP 1815 Division Nashville Property, LLC, owner.

Deferrals This item was deferred from the April 27, 2023, and May 11, 2023, Planning Commission meetings. No public hearing was held.

Staff Reviewer	Matravers
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

A request to amend a Specific Plan to permit hotel use, and to permit up to a maximum of 420 units, comprised of a mix of multi-family residential units and hotel rooms.

Preliminary SP

A request to amend a Specific Plan (SP) 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.

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/or 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/or commercial uses.

GREEN HILLS–MIDTOWN COMMUNITY PLAN

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



Metro Planning Commission Meeting of 05/25/23

808 and 812 19th Ave South, 1815 Division Street Specific Plan (SP)

<u>Development Summary</u>	
SP Name	Kenect Nashville 808 & 812 19th Ave S 1815 Division Street Specific Plan
SP Number	2017SP-091-002
Council District	(19) Freddie O'Connell
Map & Parcel	Map 092; Parcel 298, 301-302

<u>Site Data Table</u>	
Site Acreage	1.2 Acres
Existing Zoning	SP-MU (Mixed-Use)
Proposed Zoning	SP-MU
Allowable Land Uses	Residential Multi-family Restaurant, Take-out Restaurant, Full-Service General Office Leasing/Sales Office Hotel All uses of MUI-A

1. The proposed amendment to the existing SP is intended to offer a dynamic use for the existing structure. The SP will remain limited to maximum of 420 units with a mix of multi-family residential units and hotel rooms but allow the units to adjust to the need of the community. This flexibility between residential and hotel will provide an opportunity for the operation of the building to fluctuate with the ever changing market.
2. All units must meet the standards in the Metropolitan Zoning Code for their designated use.
3. The SP shall continue to allow all non-residential uses of MUI-A to a maximum 24,000 square feet of non-residential uses.
4. All other conditions approved in the original SP (BL2017-976) approved on December 20, 2017 shall remain in effect.

Community Plan Consistency Note

The proposed Specific Plan is located within the Green Hills - MidTown Community Plan (Subarea 10). The proposed SP is located within a special policy area within the Midtown Study, 10-MT-T5-MU-02.



Proposed Plan



Metro Planning Commission Meeting of 05/25/23

Supplemental Policy

The site is within a special policy area in the Midtown Study, 10-MT-T5-MU-02. The special policy for T5 Center Mixed Use Neighborhood Area 2 includes specific guidance on building form, vehicular and pedestrian connectivity, and intensity. This site is located in an area bounded by Alley #447, east of Division Street, Alley #444, east of 19th Avenue South, and Alley #448, which is north of Grand Avenue. The policy indicates that development in this area should have a lower building heights and masses than along the West End Avenue corridor because of structural constraints to development, with maximum building heights of 20 stories. The policy calls for improvements to vehicular, bicycle and pedestrian infrastructure above and beyond those called for in the Major and Collector Street Plan (MCSP) in order to support building heights exceeding eight stories, given the constrained existing infrastructure in this area. Additionally, the policy provides guidance regarding transitions between more intense development along West End Avenue and lower intensity and historic areas to the east such as Music Row.

EXISTING PLAN DETAILS

As approved, the SP currently permits a maximum of 420 multi-family residential units and a maximum of 24,000 square feet of nonresidential uses. The permitted non-residential uses include Restaurant, Full Service; Restaurant, Take-Out; General Office; and Leasing/Sales Office. The SP includes a Floor Area Ratio of 10.02 and a maximum height of 20 stories in 239 feet. The building has vehicular access taken from 19th Avenue South with the pedestrian entrance also located on 19th Avenue South. The building has been constructed consistent with the approved SP and is occupied.

PROPOSED PLAN

The proposed amendment would add hotel use to the Specific Plan and maintain the existing maximum number of total units to 420. A maximum of 420 of the 420 multi-family residential units could be converted into hotel uses. For example, the applicant may elect to convert 200 units into hotel occupancy, leaving 220 multi-family residential units. The SP amendment will maintain a maximum of 24,000 square feet of non-residential uses.

ANALYSIS

"Hotel" is defined in the zoning code as any commercial establishment, or any portion of such establishment, (A) whose principal use provides that such structure is occupied or intended or designed for occupancy by transients for lodging or sleeping purposes within the area of the jurisdiction of the metropolitan government, and includes any hotel, inn, tourist court, tourist camp, tourist cabin, motel or any place meeting this definition, and (B) accepts on-site reservations for accommodations.

The structure will be required to meet building codes for the hotel use. The base building construction would not change but improvements to the building's interior and systems would be necessary prior to any issuance of occupancy permits for hotel rooms. Hotel rooms will be available for reservation on-site and on-demand at a check-in counter in existing non-residential space, consistent with the second criteria. The applicant has not provided details on where or how hotel units will be sited in relation to multi-family units.



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The T4 MU policy is intended to be among the most intense in the county outside of the downtown area, and to include both Nashville's major employers as well as residential, commercial, and service uses to create lively, mixed-use neighborhoods. This portion of Midtown is well served by transit along Broadway and West End. While hotel uses can be appropriate in this policy, T4 MU is intended to be primarily residential and the SP was approved to provide needed multi-family housing in an urban neighborhood. Converting this building to hotel use would negatively impact housing availability. Additionally, staff has concerns regarding the location of and compatibility of hotel uses with multi-family uses within the building. It could be possible for long term leaseholders to have hotel rooms surrounding them. For these reasons, staff recommends disapproval of the request.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire and Building Code: Use as 'hotel' would be considered as a change in occupancy classification from IBC R-2 to R-1. Compliance with all R-1 fire and building code related items.

WATER SERVICES RECOMMENDATION

Approve with conditions

- MWS has no objection to the latest amendment. Our previous conditions from 2017SP-091-001 still apply.

STORMWATER RECOMMENDATION

Approve

Nashville DOT RECOMMENDATION

Approve with conditions

- Previous approval conditions apply. See traffic comments.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

Returned

- Provide a traffic memo showing the change in uses and trip generation. Identify how loading/drop-off/pick-up will function for the new use. Additional off-site improvements may be needed to improve multimodal infrastructure.

STAFF RECOMMENDATION

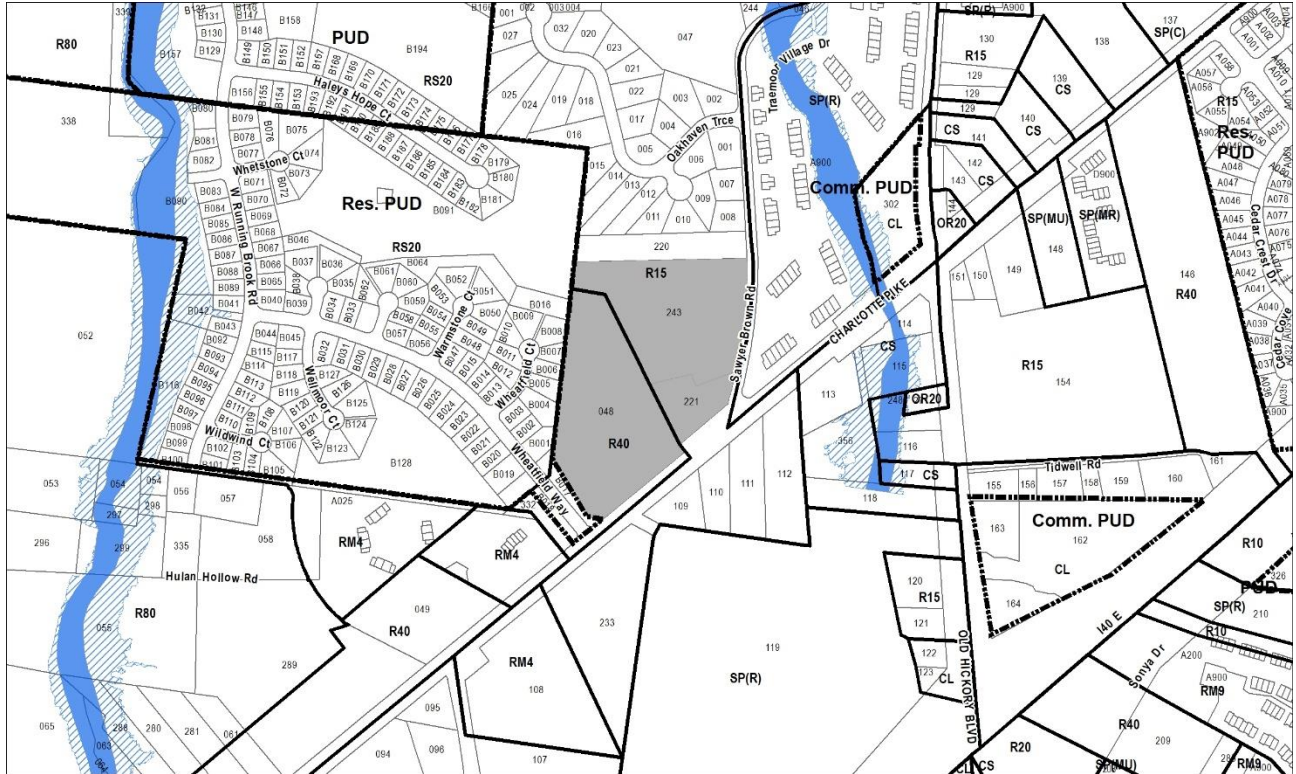
Staff recommends disapproval.



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Metro Planning Commission Meeting of 05/25/23



2021SP-075-00

VT CHARLOTTE PIKE DEVELOPMENT

Map 114, Parcel(s) 048, 221, 243

06, Bellevue

22 (Gloria Hausser)



Metro Planning Commission Meeting of 05/25/23

Item #15

Specific Plan 2021SP-075-001

Project Name

VT Charlotte Pike Development

Council District

22 - Hausser

School District

09 - Tylor

Requested by

Dale and Associates, applicant; Jui-Lien Chou Ho & VT ENTERPRISES, owners.

Deferrals

This item was deferred at the April 27, 2023, and May 11, 2023, Planning Commission meetings. A public hearing was held at the April 27, 2023, Planning Commission meeting and the public hearing is closed.

Staff Reviewer

Elliott

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Preliminary SP to permit a multi-family development.

Zone Change

A request to rezone from One and Two-Family Residential (R15 and R40) to Specific Plan (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.

Existing Zoning

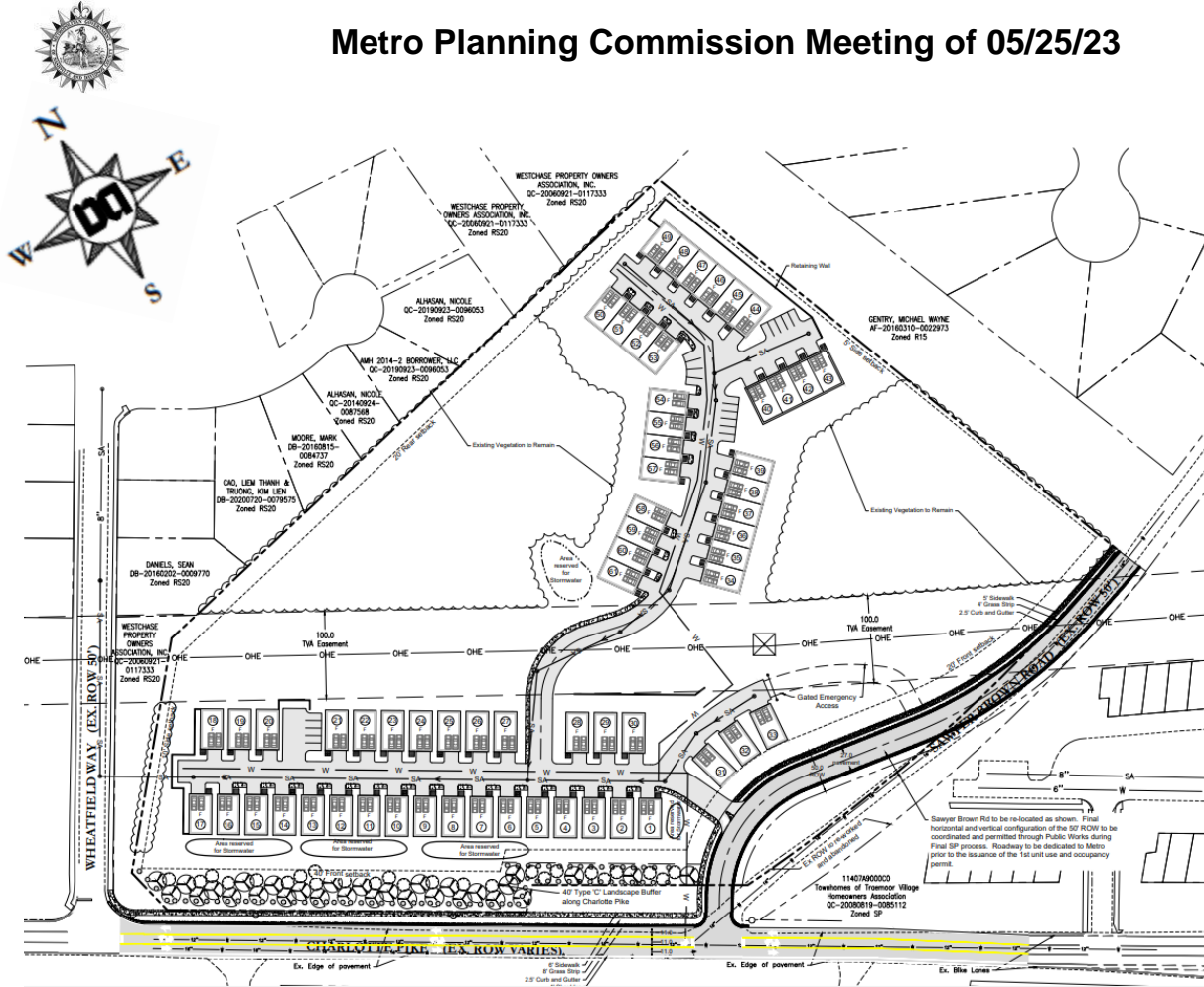
One and Two-Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 1.16 dwelling units per acre including 25 percent duplex lots. *R40 would permit a maximum of 6 lots with 1 duplex lots for a total of 7 units.*

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

Proposed Zoning

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

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Proposed Site Plan



Metro Planning Commission Meeting of 05/25/23

BELLEVUE COMMUNITY PLAN

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

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

SITE

The subject site comprises three parcels and contains approximately 11.99 acres. The site is located on the north side of Charlotte Pike, located west of and adjacent to the Sawyer Brown Road intersection with Charlotte Pike. This portion of Charlotte Pike is classified as a Scenic Arterial in the Major and Collector Street Plan and this portion of Sawyer Brown Road is a local street. The site currently contains two single-family residential uses and a vacant parcel. The existing house located at 7460 Charlotte Pike is classified as Worthy of Conservation with the Metro Historical Commission. The site is surrounded by other single family, multi-family residential, institutional, and vacant land uses with non-residential uses located nearby at the intersection of Charlotte Pike and Old Hickory Boulevard. Overhead electric lines cross the site, about 250’ interior to the site, and they run parallel to Charlotte Pike.

PLAN DETAILS

The application proposes 33 detached and 28 attached multi-family units for a total of 61 units. The application proposes to re-align Sawyer Brown Road so that it intersects Charlotte Pike at a right-angle. The site draws its access from the re-aligned Sawyer Brown Road and internal to the site are private drives. The project provides its required secondary emergency access through a gated private drive that also accesses Sawyer Brown Road. A landscape buffer is provided along Charlotte Pike in excess of the requirements of the Scenic Arterial roadway standards in the Zoning Code. The units include two car garages and additional surface parking dispersed throughout the site. The plans indicate areas where the existing vegetation will remain and these areas are generally areas with steep topography.



Metro Planning Commission Meeting of 05/25/23

Update following April 27, 2023, Planning Commission meeting:

At the April 27, 2023, MPC meeting, the Commission deferred the application for staff to compile the following information:

- The anticipated construction phasing plan for the proposed improvements to Sawyer Brown Road.
- A presentation on the Charlotte Pike Corridor Study and the relevant findings to this portion of Charlotte Pike and Sawyer Brown Road.
- The history of the land use policy applied to this site.

The realignment of Sawyer Brown Road will require a traffic control plan to be prepared by the applicant and provided to NDOT for review and approval during the permitting phase of development. The road realignment construction process will likely require the closure of the Charlotte Pike intersection for a period of time while the safety of this intersection is improved. Sawyer Brown Road will maintain access to Old Charlotte Pike during this time. The timeline of this process could vary and NDOT's standard process aims to limit the time that roadways are closed associated with construction projects.

A representative of NDOT will provide a presentation on the Charlotte Pike Corridor Study and the anticipated construction phasing at the May 25, 2023, Planning Commission meeting.

Planning staff further researched the policy applied to this site and the policy in this area was applied with Bellevue Community Plan Update of 2011. The Bellevue Community Plan Update received a high level of community participation. This area was placed in T3 NE policy primarily because of the varying lot sizes and vacant land. The policy was carried forward in 2015 with the adoption of NashvilleNext.

ANALYSIS

The application proposes a form and intensity that is consistent with the T3 NE policy and is appropriate given the surrounding development pattern. The T3 NE policy describes that development should be suburban in its pattern, but at a higher density and with greater housing variety than classic suburban neighborhoods. The plan includes significant right-of-way improvements with the re-alignment of Sawyer Brown Road and with the widening of Charlotte Pike to provide a two-way left-turn lane. The plan also provides sidewalk improvements along the site's frontage of both Charlotte Pike and Sawyer Brown Road per Metro standards. The plan provides the required landscaping per the Scenic Arterial Boulevard requirements in the Zoning Code. The plans identify the areas of significant slope, as defined in the Zoning Code, and the plans demonstrate that the development appropriately avoids the steeply sloped areas.

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve with conditions

- Add Preliminary Note to plans:



Metro Planning Commission Meeting of 05/25/23

Drawing is for illustration purposes to indicate the basic premise of the development, as it pertains to Stormwater approval / comments only. The final lot count and details of the plan shall be governed by the appropriate stormwater regulations at the time of final application.

WATER SERVICES RECOMMENDATION

Not Applicable Harpeth Valley Water and Sewer Utility District.

HARPETH VALLEY WATER AND SEWER UTILITY DISTRICT RECOMMENDATION

Approve with conditions

- See letter dated 8/27/21 from Jay Tant, Assistant General Manager, HVUD

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 internal stop control at intersections. Provide stopping sight distance exhibits at any relevant intersections and accesses. Provide adequate sight distance spacing at all access ramps and public streets with on-street parking. Dimension ROW pavement widths for clarity. Provide a waste plan. Note: A private hauler will be required for waste/recycle disposal. Comply w/ NDOT traffic comments.
- Conditions of approval:
 - Mandatory Referral for road abandonment required.
 - MR must be approved, prior to final SP approval.
 - At final, provide SSD exhibit(per ASSHTO) for access drive off new Sawyer Brown and ISD(triangles-left from stop) for new road alignment at intersection w/ Charlotte.
 - Provide ADA compliant ramps at intersection corners w/ Charlotte and Wheatfield and at each corner of Sawyer Brown and Charlotte Pike.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Parking shall be provided per Code.
- Widen Charlotte Pike to include a two-way left-turn lane (TWLTL) from Wheatfield Way to approximately 400' east of Sawyer Brown Road (existing TWLTL).

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	5.66	1.089 D	7 U	90	9	8

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	6.33	2.904 D	22 U	285	20	24



Metro Planning Commission Meeting of 05/25/23

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	11.99	-	61 U	331	21	28

Traffic changes between maximum: **R40, R15, and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+32 U	-44	-8	-4

METRO SCHOOL BOARD REPORT

Projected student generation existing R15 and R40 district: 2 Elementary 1 Middle 1 High
Projected student generation proposed SP district: 2 Elementary 1 Middle 1 High

The proposed SP zoning is expected to generate no additional students than the existing R15 and R40 zoning. Students would attend Gower Elementary School, H.G. Hill Middle School, and Hillwood High School. H.G. Hill Middle School is identified as being overcapacity. Gower Elementary School and Hillwood High School are identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 61 multi-family residential units. Short term rental property, owner occupied and short term rental property, not-owner occupied shall be prohibited.
2. Any Mandatory Referrals that are necessary shall be completed prior to the approval of any final site plan applications.
3. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
4. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
5. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
6. Comply with all conditions and requirements of Metro reviewing agencies.
7. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM6 zoning district as of the date of the applicable request or application.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.

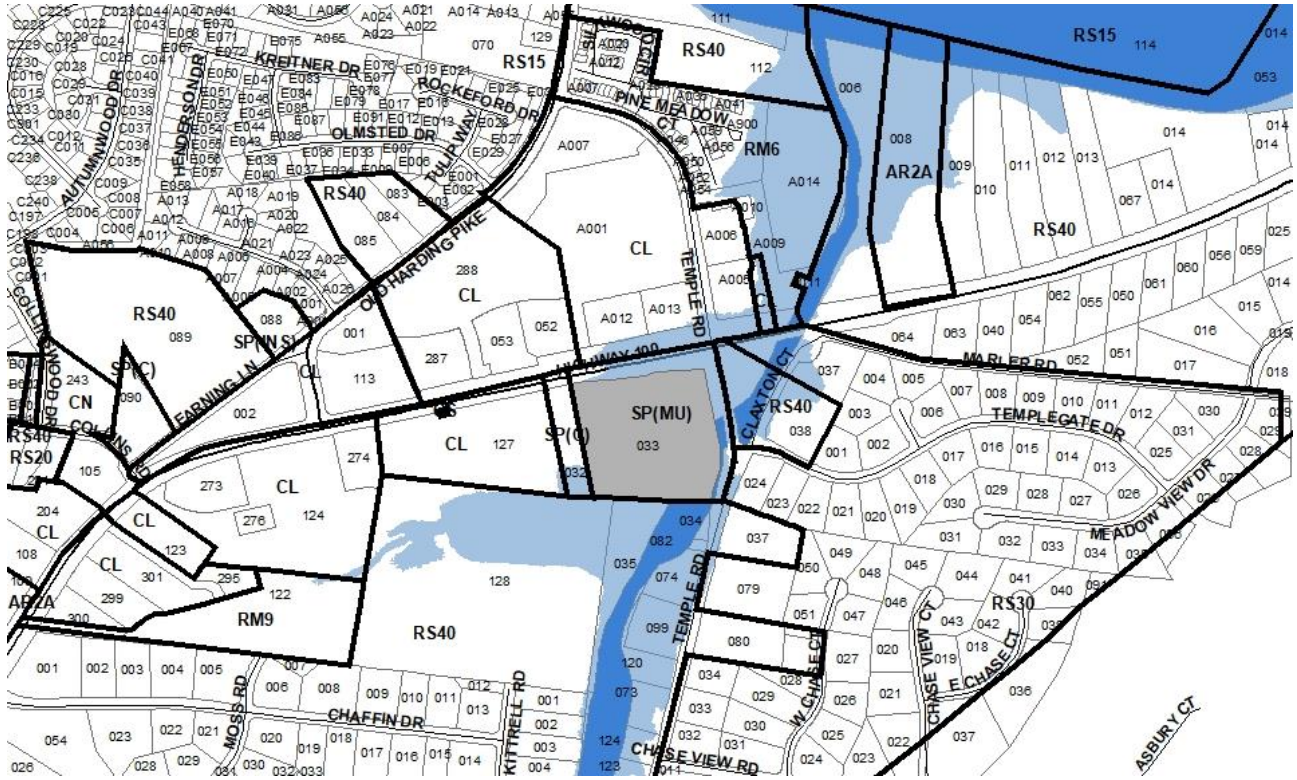


Metro Planning Commission Meeting of 05/25/23

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



Metro Planning Commission Meeting of 05/25/23



2022SP-041-002

8033 HIGHWAY 100 SP (AMENDMENT)

Map 156, Parcel(s) 033

06, Bellevue

35 (Dave Rosenberg)



Metro Planning Commission Meeting of 05/25/23

Item #16

Specific Plan 2022SP-041-002

Project Name

8033 Highway 100 SP (Amendment)

Council District

35 – Rosenberg

School District

09 – Tylor

Requested by

Fulmer Lucas Engineering, applicant; Highway 100 Investment Partners, owner.

Staff Reviewer

Lewis

Staff Recommendation

Approve with conditions and disapprove without all conditions including a modification to the River Trace UDO related to the location of the gas canopy.

APPLICANT REQUEST

SP amendment to expand permitted uses and amend development standards.

SP Amendment

A request to amend a Specific Plan for property located at 8033 Highway 100, approximately 95 feet west of Temple Road, and within the Highway 100 Urban Design Overlay, zoned Specific Plan (SP) (9.07 acres), to permit certain uses in Mixed-Use Limited Alternative (MUL-A) zoning, add automobile convenience uses, and amend development standards.

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. *This Specific Plan includes commercial uses.*

Proposed Zoning

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

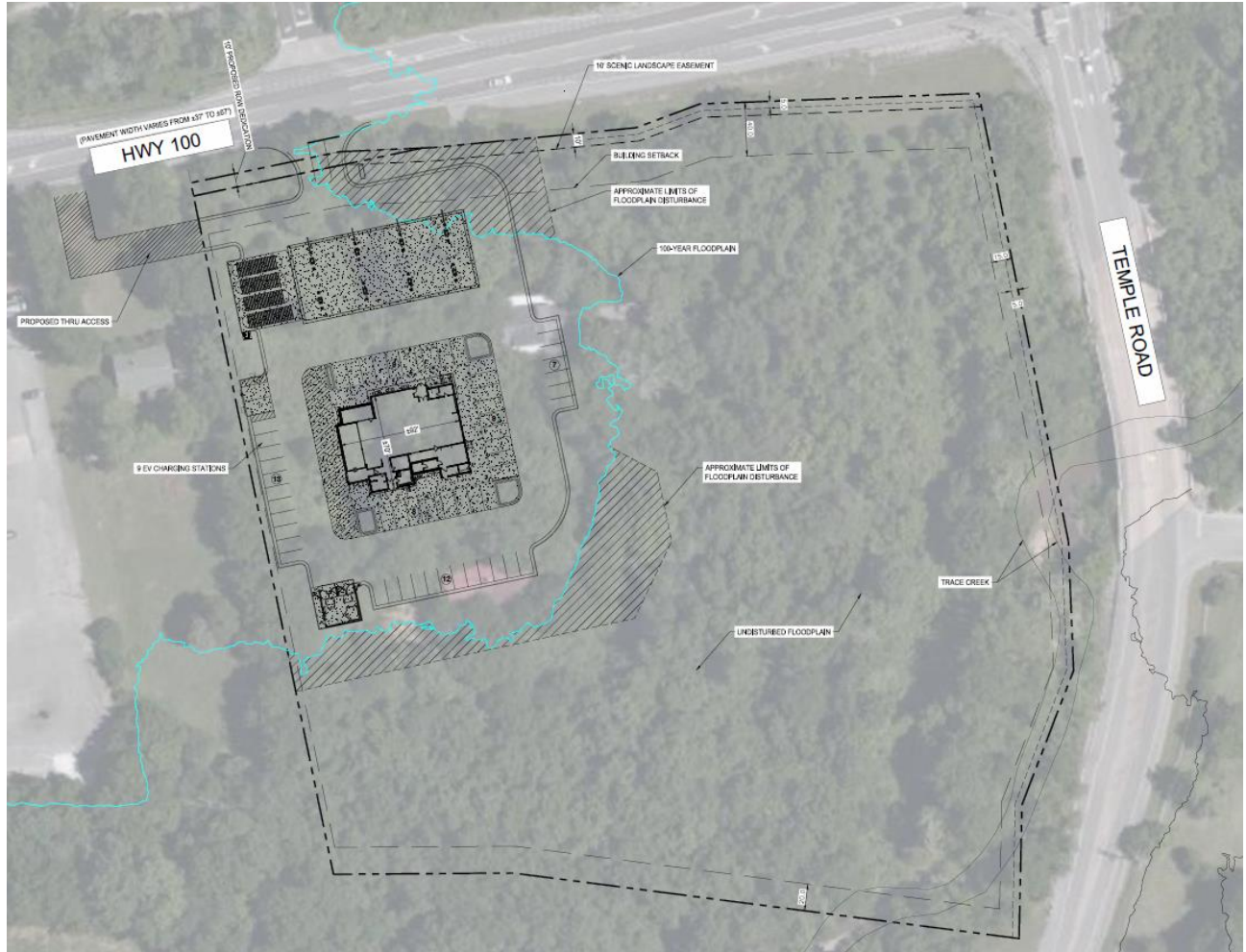
BELLEVUE COMMUNITY PLAN

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



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Proposed SP Amendment



Metro Planning Commission Meeting of 05/25/23

including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

SITE CONTEXT AND PLAN DETAILS

The subject property is one parcel, approximately 9.07 acres, located at the southwest corner of Highway 100 and Temple Road. The surrounding parcels consist of Commercial Limited (CL), Single-Family Residential (RS30 and RS40) and Specific Plan (SP). The property to the west was zoned SP in 2020, to permit a 6,400 square foot restaurant. The area generally consists of commercial and single-family land uses.

The preliminary SP was approved in 2022 to permit limited uses in MUL-A including, but not limited to: financial institution, general office, restaurant, and retail. Bulk standards in the SP include a maximum building footprint of 15,000 square feet, no disturbance of the 100 year floodplain with the exception of a vehicular drive, and compliance with the River Trace/Highway 100 Urban Design Overlay (UDO).

The proposed SP amendment proposes to add automobile convenience as a permitted use and to permit disturbance of the 100 year floodplain as shown on the site plan.

The proposed site plan is intended to develop with an automobile convenience use. Eight gas pumps are located along Highway 100, with a proposed 5,915 square foot building set back on the site. Approximately 1.78 acres of the 9.07 acre site is within the 100 year floodplain. The floodplain area is located on the eastern and southern portions of the site. Staff's primary focus with the proposed development is limiting the disturbance of the floodplain area. As proposed, the only portions of the development within the floodplain include the vehicular entrance from Highway 100 and a portion of the gas pumps. A total of 30 parking spaces are required by code, and 58 parking spaces are proposed on the site plan.

Highway 100 is classified in the Major and Collector Street Plan (MCSP) as a Scenic Arterial Boulevard which requires the area 10 feet from the right-of-way to be designated as a scenic landscape easement and to be planted with a Standard A landscape buffer yard. Existing vegetation may be used in part or in whole to meet this requirement. The 10 foot scenic landscape easement is shown on the eastern property frontage. A condition has been included that the easement shall extend across the entirety of the frontage. A landscape plan will be required with the final site plan submittal.

The MCSP calls for an eight foot wide planting strip and 12 foot wide bikeway along the property frontage of Highway 100. Temple Road requires a six foot wide bike lane, six foot wide sidewalk, and six foot wide planting strip. There is also a priority greenway trail located along both property frontages. At the time of final site plan, the applicant shall work with Planning, NDOT, and Parks to determine the most appropriate pedestrian and bike infrastructure for both street frontages given the shared goals of a bike lane and sidewalk, and also the site constraints with floodplain and topography.



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The site is located within the River Trace/Highway 100 UDO. The standards of this Urban Design Overlay preserve and enhance the general development pattern by providing for uniform standards such as maximum height that matches the surrounding context, signage standards that are pedestrian in scale, fence standards that do not overwhelm and material standards that enhance and match the existing construction pattern along this portion of Highway 100. The UDO requires that for any major modification, approval from the Planning Commission is required. The applicant is requesting two modifications from the UDO:

1. The UDO states that auto-oriented canopies for uses such as gas station pumps, should not be considered the main building on the principal frontage but may be attached to the main building at the side or rear of the structure, setback from the front building façade by a minimum of 10 feet.
2. The maximum sign area for a single-tenant monument sign is 28 square feet. The proposed sign is approximately 31 square feet. The maximum height for a single tenant monument sign is a maximum of 5 feet. As proposed, the sign from ground to highest point is proposed as 8.5 feet.

Staff will analyze both requests below.

ANALYSIS

T3-CC policy is applicable to areas where there is a concentration of land that is zoned, used, or intended to be used as commercial and mixed use, that is situated to serve a suburban community and where the center's intensification is supported by surrounding existing or planned residential development, adequate infrastructure and adequate access, such as arterial-boulevards and collector-avenues. A key goal of the Suburban Community Center (T3 CC) Policy is to create and enhance suburban centers that provide services meeting the daily needs of residents within a 10 to 20 minute drive, especially those sites located at prominent intersections. The site is located at the intersection of Highway 100 and Temple Road. Highway 100 is classified as a scenic arterial boulevard in the Major and Collector Street Plan (MCSP), and Temple Road is classified as an arterial boulevard. Given the location of the site, the proposed use is meeting the intent of the T3 CC policy.

The intent of the Conservation (CO) policy is to keep undisturbed environmentally sensitive land features in a natural state and remediate environmentally sensitive features that have been disturbed when new development or redevelopment takes place. The CO Policy on this property is in place due to the amount of the 100 year floodplain. The policy guidance states that while NashvilleNext General Plan calls for preservation of environmental features, and the community often values preservation of environmental features, preservation is not always possible if property owners cannot achieve some economic value from their properties. The existing SP prohibited development within the floodplain, with the exception of the vehicular drive. However, given the extensive amount of floodplain on the site, and the ability of the site to be developed without interfering into the floodplain area, staff is supportive of the minimal encroachment into the floodplain by the proposed development.

The proposal requests 2 modifications to the UDO, one related to the gas pump locations and one related to signage. In regards to the 1st request, the UDO requires that gas canopies be located behind or beside the principle building. The applicant is requesting that the canopy be allowed to be located in front of the building. There are similar situations nearby with a Kroger gas canopy and a canopy related to Sonic. In both cases, the canopies are in front of the principle building. While



Metro Planning Commission Meeting of 05/25/23

these were built prior to the UDO, the allowance for a canopy is not inconsistent with the existing context. Additionally, moving the canopy behind the building would likely result in the building being pulled significantly closer to the street, which would be inconsistent with the development pattern. Given these reasons, staff recommends approval of the canopy location. The 2nd request is related to signage. The applicant is requesting a sign that is larger and taller than permitted. Staff recommends disapproval of this modification and recommends the signage comply with the UDO.

FIRE MARSHAL RECOMMENDATION

Approve

PARKS RECOMMENDATION

Approve with conditions

- Replace note 3 on the site plan under development standards with the following, “A Conservation Greenway Easement that covers a minimum of the floodway plus 75’ and additional minimum 25’ width that may be needed for additional connectivity within the site in order to facility off site connectivity, is required. The location of any needed additional 25’ wide easement to be coordinated with Metro Planning and Metro Parks staff, prior to Final SP Site Plan approval. Conservation Greenway Easement Agreement with legal description and boundary survey must be approved by Metro Park Board and Metro Council, and subsequently recorded with the property deed prior to issuance of use and occupancy letter. Coordinate with Metro Parks staff on approval 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

Not applicable – Harpeth Valley Utility District

- Availability letter provided

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.
- 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.



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- Note: A private hauler will be required for site waste/recycle disposal.
- Comply w/ NDOT traffic comments.
- Provide record of cross access agreement with parcel to the West at 8045 Highway 100.
- Max width for commercial ramps is 35 ft., therefore, provide justification for drive width proposed 36 ft.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Due to the requested land use change to permit automobile convenience use, a traffic study may be required. Prior to Final SP submittal coordinate with NDOT on scoping a TIS.
- See Roads comments for MCSP requirements.
- See Roads conditions for shared access easement with neighboring parcel.

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)	-	-	15,000 SF	566	14	57

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
Gas Station with Convenience Market (820)	-	-	8 fuel pumps	987	55	112

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
-	-	-	-	+421	+41	+55

METRO SCHOOL BOARD REPORT

The proposed development is not expected to generate any students.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions including approval of a modification to the UDO related to location of the gas canopy.

CONDITIONS

1. Permitted uses shall be limited to the uses as outlined in the amended preliminary SP document.
2. All conditions of BL2022-1400 shall apply, unless modified by this amendment.
3. The SP shall meet all standards of the UDO, except for the modifications permitted by the Planning Commission.
4. Site shall be limited to one vehicular access point along Highway 100. No vehicular access is permitted to Temple Road. Alignment of the vehicular access shall be coordinated with NDOT.



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5. On the corrected copy, the scenic landscape easement shall extend across the entirety of the frontage.
6. On the corrected copy, the amendment page shall be updated to say “Amendment 1” not “Amendment 3.”
7. At the time of final site plan, pedestrian and bike infrastructure meeting the intent of the MCSP and goals of Greenways, along Highway 100 and Temple Road shall be determined by Planning, NDOT, and Parks.
8. One final site plan shall be reviewed jointly for the SP and UDO.
9. If a permitted use is indicated as Permitted with Conditions, the final site plan shall indicate compliance with any conditions as outlined in the Zoning Code. If there are conditions in conflict with the UDO, the requirements of the UDO shall govern.
10. Disturbance of the site shall be limited to the extent possible, and a tree preservation plan shall be provided with the final site plan. No clearing of the site shall take place in advance of approval of the final site plan. Applicant shall work to retain as much existing vegetation along Highway 100 as practicable.
11. The shared access easement shall be recorded prior to the issuance of building permits.
12. Comply with all conditions and requirements of Metro reviewing agencies.
16. 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.
17. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
18. 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.
19. 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.
20. 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.
21. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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2022SP-066-001

114-118 JC NAPIER

Map 093-16, Parcel(s) 329, 338, 339, 448

11, South Nashville

19 (Freddie O'Connell)



Metro Planning Commission Meeting of 05/25/23

Item #17

Specific Plan 2022SP-066-001

Project Name

114-118 JC Napier

Council District

19 – O'Connell

School District

05 – Buggs

Requested by

SWS Engineering, INC., applicant; MH Development, LLC, Yellow Ball Development, GP, owners.

Staff Reviewer

Shane

Staff Recommendation

Defer to the June 8, 2023, Planning Commission meeting

APPLICANT REQUEST

Preliminary SP to permit a multi-family residential development.

Zone Change

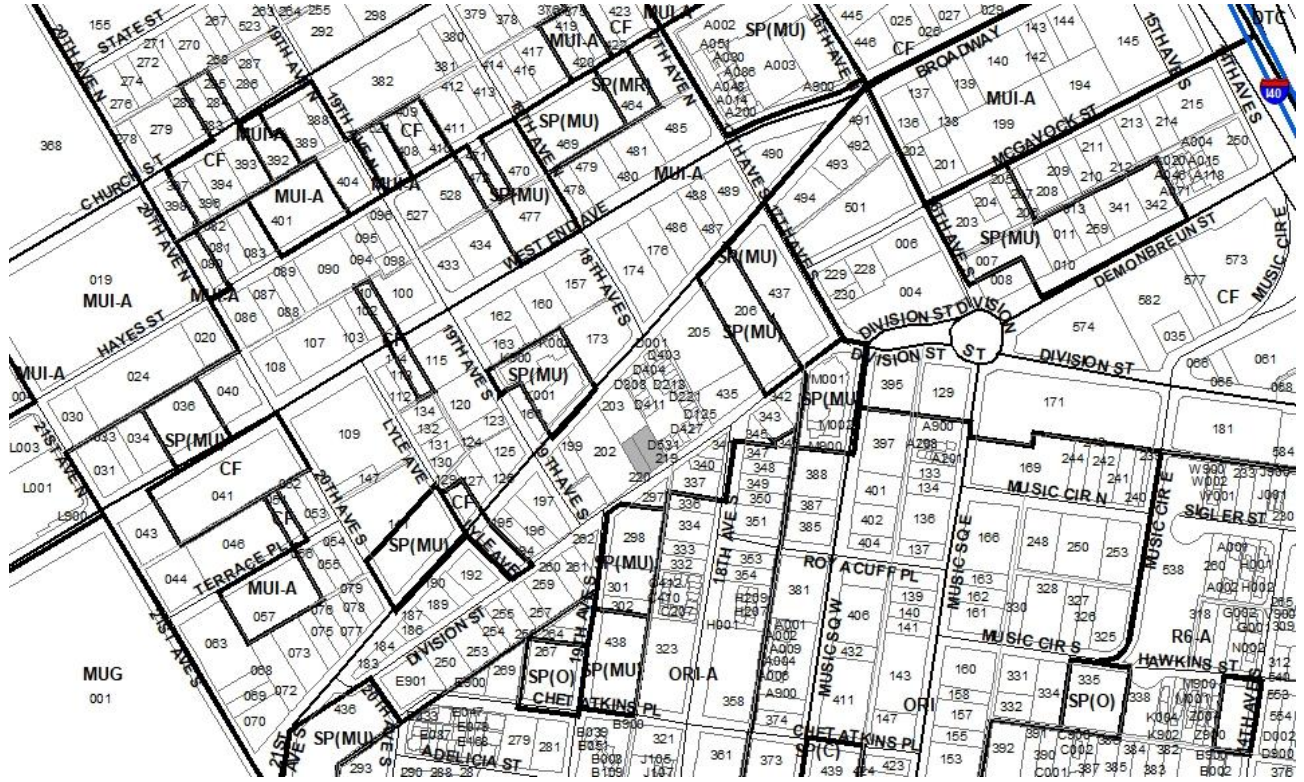
A request to rezone from One and Two-Family Residential-Alternative (R6-A) to Specific Plan (SP) zoning on properties located at 112, 114, 116, and 118 J.C. Napier Street and J.C. Napier Street (unnumbered), approximately 230 feet east of Fairfield Avenue (0.15 acres), to permit 5 multi-family units.

STAFF RECOMMENDATION

Staff recommends deferral to the June 8, 2023, Planning Commission meeting.



Metro Planning Commission Meeting of 05/25/23



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



Metro Planning Commission Meeting of 05/25/23

Item #18	Specific Plan 2023SP-030-001
Project Name	1806 and 1808 Division Street
Council District	19 – O’Connell
School District	05 – Buggs
Requested by	Buchalter, applicant; Sounds Perfect, LLC, owner.

Deferrals This item was deferred from the April 13, 2023, the April 27, 2023, and the May 11, 2023, Planning Commission Meetings. No public hearing was held.

Staff Reviewer	Swaggart
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST
SP to permit mixed use development.

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

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

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

SITE CONTEXT AND PLAN DETAILS

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



Metro Planning Commission Meeting of 05/25/23

Regulatory SP 1806 and 1808 Division Street (SP)

Development Summary (Site)

SP Name 1806 and 1808 Division Street

SP Number 2023Z-_____-001

Council District 19 – Freddie O’Connell

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

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

Specific Plan Notes

Uses

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

Building Standards

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

Architectural conditions

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

Other Standards

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

Proposed Plan



Metro Planning Commission Meeting of 05/25/23

Site Plan

The proposed SP is regulatory and does not include a site plan. The regulatory document provides standards for use, building standards, and architectural standards. The proposed uses include multi-family, hotel/motel, owner-occupied short-term rental and non-owner short term rental property.

The proposed height is 25 story maximum with no step-back and a maximum floor area of fifteen (roughly 222,000 square feet). The SP includes language requiring any building to incorporate elements of the existing recording studio on the property and a listening room. Architectural standards require parking garage facades visible from a public street or adjacent parcels to be screened with a 15-foot garage liner that complements the architecture of any future building. Any other standards not specified in the SP must follow MUI-A standards.

GREEN HILLS – MIDTOWN COMMUNITY PLAN

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

Music Row Vision Plan

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

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

ANALYSIS

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



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require a stepback and would allow for 25 stories at the street which is not appropriate given the street width.

Staff received a request for a pre-application meeting and met with the applicant in advance of their formal application. Staff explained in the pre-app that a regulatory SP approach was not one that we would support and that the heights requested exceed the heights supported by the policy. The application was filed with no changes made. Upon formal application, staff once again provided the same feedback that the request is not supportable. The application has been unwilling to discuss the concerns with staff and has not responded to staff comments. As the proposal is not consistent with the adopted Music Row Plan, staff recommends disapproval. A site plan based SP that is within the heights supported by the land use policy is the appropriate path for this site. Additionally, not all agencies have recommended approval and NDOT indicates that a TIS is needed.

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

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

WATER SERVICES RECOMMENDATION

Approved with conditions

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

NASHVILLE DOT RECOMMENDATION

Returned for corrections

- Comply with Traffic and Parking requirements.

TRAFFIC AND PARKING RECOMMENDATION

Returned for corrections

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



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METRO SCHOOL BOARD REPORT

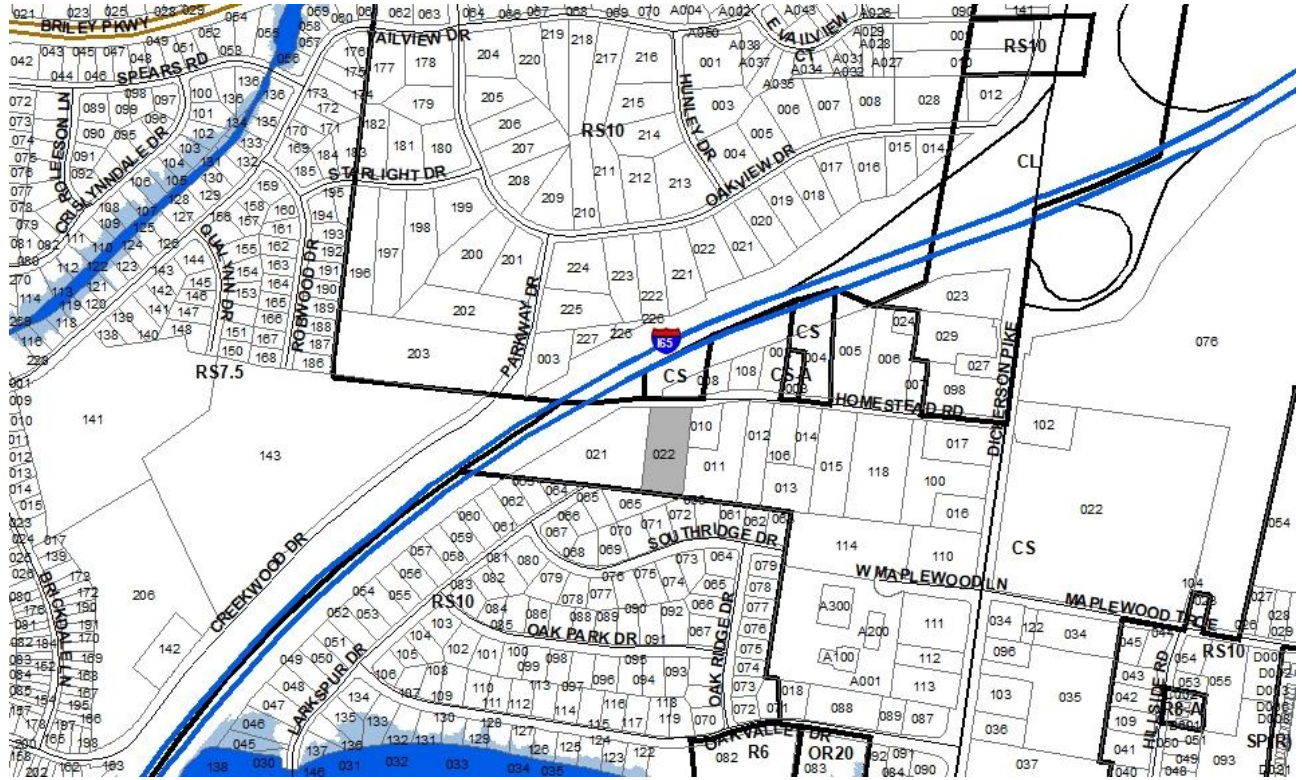
Given the nature of this proposal, and the lack of information regarding the number of residential units, student generation for this project cannot be determined at this time.

STAFF RECOMMENDATION

Staff recommends disapproval.



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2023SP-032-001

316 HOMESTEAD PRELIMINARY SP

Map 060-03, Parcel(s) 022

05, East Nashville

02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 05/25/23

Item #19	Specific Plan 2023SP-032-001
Project Name	316 Homestead Preliminary SP
Council District	2 – Toombs
School District	01 – Gentry
Requested by	Catalyst Design Group, applicant; Bella Cyrus Development, LLC, owner.

Deferrals This item was deferred at the April 27, 2023, and May 11, 2023, Planning Commission meetings. No public hearing was held.

Staff Reviewer Elliott
Staff Recommendation *Disapprove.*

APPLICANT REQUEST

Preliminary SP to permit a multi-family development.

Preliminary SP

A request to rezone from Commercial Service (CS) to Specific Plan (SP) zoning for property located at 316 Homestead Road, approximately 240 feet north of Southridge Drive (1.56 acres), to permit 23 multi-family residential units.

Existing Zoning

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

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.

EAST 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.

DICKERSON NORTH CORRIDOR STUDY

The Dickerson North Corridor Study is a small area plan produced by the Metropolitan (Metro) Planning Department. Small area plans illustrate the vision for corridors and neighborhoods within Nashville’s 14 community planning areas. On a parcel-by-parcel basis, these plans steer the appropriate land use, development character, and design intent guided by goals established by community stakeholders. Like other forms of small area plans, corridor studies are developed through a participatory process that involves Planning Department staff working with stakeholders



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Proposed Site Plan



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to establish a clear vision and provide detailed information and solutions to guide the future physical and regulatory characteristics for particular corridors of the city

SITE

The approximately 1.56-acre site is located on the south side of Homestead Road, a local street, and about a quarter mile to the east of Dickerson Pike, an Arterial Boulevard. The site is relatively flat with no environmental features mapped on the property. The site currently contains a single-family land use and is surrounded by other single-family land uses on Homestead Road and to the rear of the site with some commercial and office land uses also being located on Homestead Road. Homestead Road is a substandard roadway with no curb, gutter, or sidewalks existing.

PLAN DETAILS

The application proposes a Specific Plan zoning district that permits a maximum of 23 multi-family resident units accessed via private drives. The units are attached into rows of units that front Homestead Road and internal open spaces. The units include garage parking with some surface parking available. The plan includes the improvement of Homestead Road to standard local street conditions along the site's frontage.

ANALYSIS

Staff finds the proposed SP zoning district to be inconsistent with the guidance provided in the Dickerson North Corridor Study supplemental policy. This supplemental policy includes a conceptual street network map that shows a local street connection from the existing terminus of Larkspur Drive to extend to Homestead Road. This street connection would impact the subject site either with the actual roadway construction or in the way that the proposed site should interact with this new roadway. Additionally, the density and land uses identified as appropriate for Homestead Road are dependent on the infrastructure identified in the supplemental policy being provided. Additionally, Homestead Road is substandard and should be improved to Dickerson Pike before additional entitlements are permitted away from the corridor. Staff recommends disapproval of the subject rezoning as it does not provide the infrastructure identified in the supplemental policy.

FIRE MARSHAL RECOMMENDATION

Approve

TREE PRESERVATION/LANDSCAPING RECOMMENDATION

Approve with conditions

- Utilize existing trees to meet TDU as much as possible with final. TDU on site shall meet MUL-A requirements

STORMWATER RECOMMENDATION

Approve with conditions

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



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WATER SERVICES RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. In general, with a final: Callout roadway sections, ramps, sidewalks, curb & gutter, etc. per NDOT detail standards. Dimension ROW pavement widths for clarity. Note: A private hauler will be required for waste/recycle disposal. Approval conditions: 1. Provide ST-252 half road section along frontage. 2. Repave turn-a-round at the terminus of Homestead, per -252 schedule. (cont.) If possible w/ existing ROW, Expand pavement terminus for better turn-a-round capabilities, remove island and re-establish street lighting at terminus.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Reference the code 17.20.140 for the traffic study thresholds. If the land uses and densities meet the threshold, coordinate with NDOT on scoping a traffic study. The scoping, traffic study submittal, and finalization of the study with NDOT shall all be completed prior to Final SP submittal.
- MCSP requirements shall all be met.
- Site access point(s) and loading (if applicable) shall be finalized with NDOT prior to final SP submittal.
- Off-site improvements are anticipated and shall be determined with the traffic study.
- Parking shall be per code.

Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	1.56	0.6 F	40,722 SF	1,537	39	155

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (221)	.78	-	34 U	124	8	12



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Traffic changes between maximum: CS and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-1,413	-31	-43

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP-R district: 4 Elementary 2 Middle 2 High

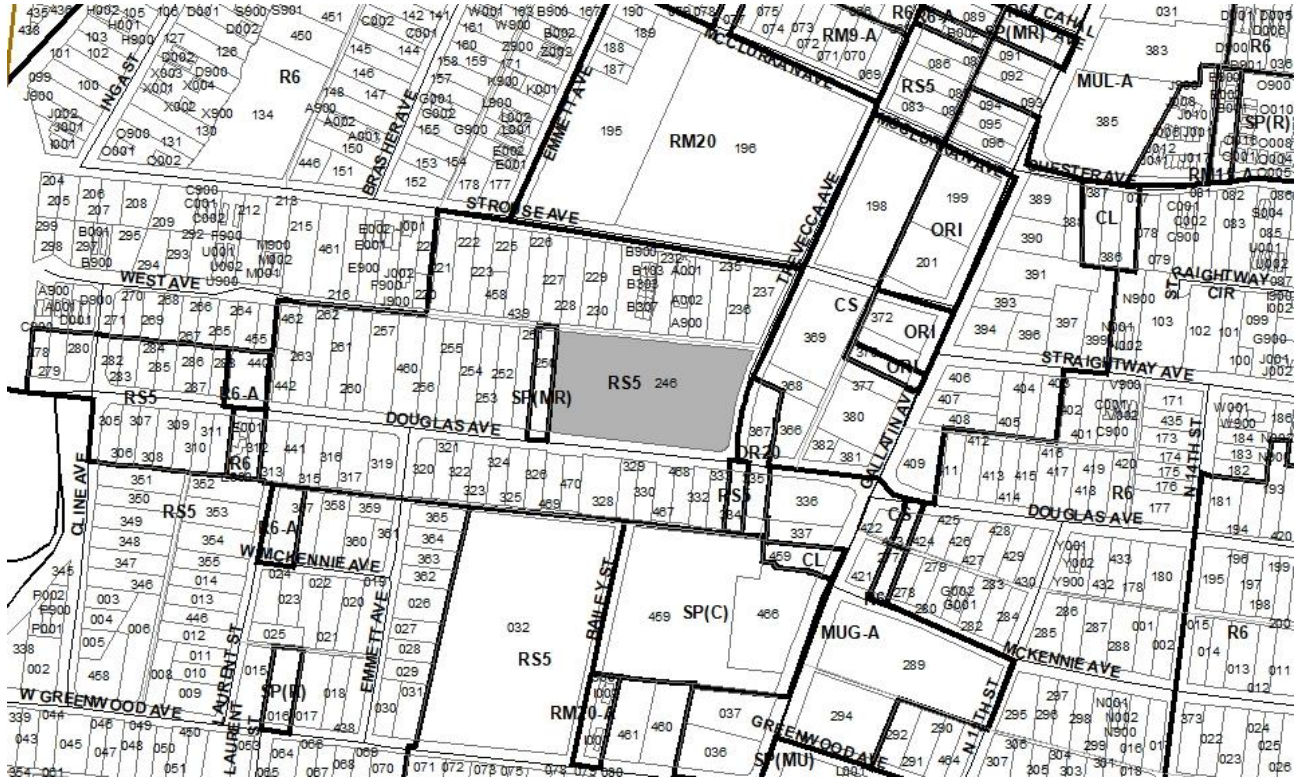
The proposed SP-R zoning is expected to generate 8 fewer students than the existing CS zoning district. Students would attend Chadwell Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools are identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends disapproval.



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2023SP-033-001
1003 DOUGLAS AVE. MULTIFAMILY
Map 072-13, Parcel(s) 246
05, East Nashville
05 (Sean Parker)



Metro Planning Commission Meeting of 05/25/23

Item #20	Specific Plan 2023SP-033-001
Project Name	1003 Douglas Ave. Multifamily
Council District	5 – Parker
School District	01 – Gentry
Requested by	Catalyst Design Group, applicant; East Nashville, LLC, owner.

Deferrals This item was deferred at the April 27, 2023, and May 11, 2023, Planning Commission meeting. No public hearing was held.

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

APPLICANT REQUEST

Preliminary SP to permit a multi-family residential development.

Preliminary SP

A request to rezone from Single-Family Residential (RS5) to Specific Plan (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.

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 27 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.

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.



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Proposed Site Plan



Metro Planning Commission Meeting of 05/25/23

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

SITE

The approximately 3.18-acre site is located at the north-west corner of Douglas Avenue, a Collector Avenue, and Trevecca Avenue. The site slopes downwards to the rear where a potential water feature exist. The applicant has provided a Hydrologic Determination that has been accepted by the Tennessee Department of Environment and Conservation determining this is a non-jurisdictional feature and can be altered. The site is adjacent to a portion of the recently approved Lincoln Tech mixed use Specific Plan zoning.

PLAN DETAILS

The application proposes a Specific Plan zoning district that permits an urban multi-family development. The plan includes a single building that rises a maximum of 5 stories as measured from Douglas Avenue and basement levels are included towards the rear of the site as the grade falls away from the street. Access to the building is limited to the proposed public alley from Trevecca Avenue. Above ground parking is provided and lined with residential units except on the rear façade to the north. The plan also steps down the height on the western side of the site and a courtyard feature is also provided to buffer the project from the adjacent residential lots. The plans include conceptual massing and architectural drawings demonstrating the approximate design of the development.

ANALYSIS

Staff finds the proposed SP zoning district to be consistent with the guidance provided in the Community Character Manual (CCM) for the T4 NE and CO policy. The proposed land use, building form and massing, streetscape and right-of-way improvements, and access conditions are all appropriate for this policy context. The applicant has also provided adequate evidence that the potential environmental feature at the very rear of the site is appropriate to alter for the construction of the public alley.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve with conditions

- All projects in or draining to the combined sewer are required to have a CSEP Pre-Application meeting prior to Final SP Approval.



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

TREE PRESERVATION/LANDSCAPING RECOMMENDATION

Approve with conditions

- Ensure on the final site plan the trees on Trevecca just north of Douglas are preserved.

WATER SERVICES RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final 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

- The applicant shall install an Eastbound left-turn-lane on Douglas Ave at the intersection of Trevecca Ave. Adjustments to the striping plan on Douglas may be required at Final SP.
- The applicant shall provide reduced curb radii on both corners of the intersection of Trevecca Ave and Douglas Ave. Due to the grade on Trevecca the amount of reduction for the curb radii will be determined at Final SP.
- An additional turn lane for the Southbound approach on Trevecca Ave at the intersection of Douglas Ave shall be installed.
- At the intersection of Gallatin Pike and Douglas Ave; convert the shared/left/through/right lane to a shared through/right lane, remove the split phasing and provide protected permissive phasing for the Eastbound & Westbound approaches, leading pedestrian intervals shall also be incorporated into the signal timing.
- Prior to Final SP approval the applicant shall coordinate with NDOT and WeGo on contributions to the transit needs along the Gallatin Pike corridor.
- Comply with NDOT Roads conditions.



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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)	3.18	7.41 D	27 U	312	24	29

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)	-	-	284 U	1545	94	121

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+257	+1,233	+70	+92

METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 district: 2 Elementary 1 Middle 1 High
Projected student generation proposed SP-R district: 15 Elementary 11 Middle 12 High

The proposed SP-R zoning is expected to generate 34 fewer students than the existing RS5 zoning district. Students would attend Hattie Cotton Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools are identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 284 multi-family residential units. Short term rental properties, owner occupied and short term rental properties, not owner occupied, shall be prohibited.
2. The alley facing façade of the parking structure shall be screened with architectural screening. Final elevations shall be reviewed with submission of the final site plan.
3. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
4. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
5. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
6. Comply with all conditions and requirements of Metro reviewing agencies.



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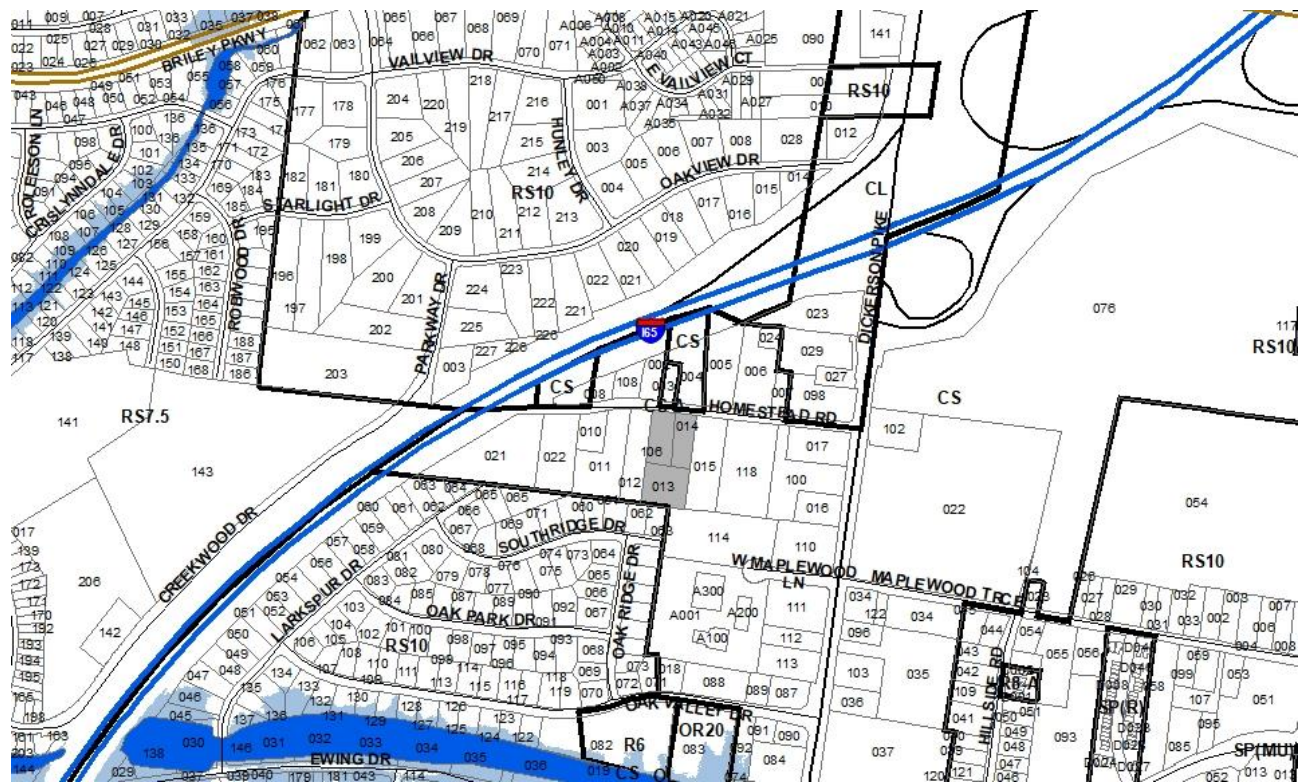
7. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM80-A, as of the date of the applicable request or application.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



SEE NEXT PAGE



Metro Planning Commission Meeting of 05/25/23



2023SP-041-001

330 AND 332 HOMESTEAD ROAD PRELIMINARY SP

Map 060-04, Parcel(s) 013-014, 106

05, East Nashville

02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 05/25/23

Item #21	Specific Plan 2023SP-041-001
Project No.	330 and 332 Homestead Road Preliminary SP
Council District	02 – Toombs
School District	01 – Gentry
Requested by	Catalyst Design Group, applicant; Roger and Joan West, owner.
Staff Reviewer	Shane
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST
Zone change from CS to SP.

Zone Change

A request to rezone from Commercial Services (CS) to Specific Plan (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.

Existing Zoning

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

Proposed Zoning

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

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

The site is within the Dickerson North Small Area Plan and specifically within the Ewing/Broadmoor character area. Supplementary policy areas are intended to provide additional guidance beyond the CCM policies, often identifying a smaller area and providing guidance based on context and specific goals for this area. Additional information on the supplemental policy is included in the analysis below.



Metro Planning Commission Meeting of 05/25/23

Regulatory SP – Prepared-3/30/2023 (Revision 1- 4/18/2023)

330&332 Homestead Specific Plan (SP)

Owner Information:

Name: Roger D. & Joan M. West
Address: 332 Homestead Rd., Nashville, TN 37207
Phone: 615-972-3972

Design Professional Information:

Name: Catalyst Design Group
Contact: Andrew Wiseman
Address: 5100 Tennessee Ave., Nashville, TN 37209
Email: awiseman@catalyst-dg.com
Phone: 615-622-7200

Development Summary Site Data

SP Name: 330 & 332 Homestead Specific Plan (SP)
SP Number: 2023SP-041-001
Council District: 02 – Kyonzté Toombs
Map/Parcel: 06004010600, 06004001300, 06004001400
Site Acreage: 2.24 AC
Existing Zoning: CS
Proposed Zoning: SP
Allowable Land Uses: All uses permitted by MUL-A, excluding those described below.
US FEMA FIRM Panel: 47037C0232H (This site lies within Zone X, Area of Minimal Flood Hazard according to the latest FIRM Panel Dated 4/5/2017)

Specific Plan (SP) Standards

1. Uses within this SP shall be limited to all uses permitted by the MUL-A fallback zoning district except noted excluded uses in Note 13.
2. The maximum FAR shall be 1.0.
3. The maximum ISR shall be 0.90.
4. Height shall be 3 stories in 45' where height shall be measured from the average elevation (average of 4 most exterior corners) at the finished grade (final ground elevation) to the midpoint of the primary roof pitch (the vertical distance from eave to midpoint) or to the top of the parapet for a flat roof. Stories shall be counted as defined in Metro Code.
5. All development within the boundaries of this SP shall meet the requirements of

330 and 332 Homestead Road Regulatory SP



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SITE CONTEXT

The application consists of three parcels (Map 060-04: Parcels 013, 014, and 106) totaling 2.24 acres in size located on the south side of Homestead Road, about 750 feet from the intersection with Dickerson Pike. The property contains two single-family homes (with the rear parcel being listed as vacant commercial land). Surrounding uses include single-family uses, industrial uses, and vacant land all zoned CS or CS-A. A single-family home, vacant land, and an office use, all zoned RS10, abut to the south. Commercial uses are found two parcels to the east, also zoned CS.

ANALYSIS

The application proposes to rezone the property from CS to a regulatory SP permitting all uses of MUL-A except for several prohibited uses such as cash advance, pawnshop, and various utility-related facilities. The property is within the T4 Urban Community Center (T4 CC) policy area, with further guidance being given by the Dickerson North Small Area Plan. Within that plan it is part of the Ewing/Broadmoor character area, which envisions single-family areas further from Dickerson Pike transitioning in built form to heights of up to five stories along the corridor. Attached homes are given as an example of what this transitional built form could look like in the areas closer to but still off the corridor. The vicinity is identified as “medium intensity,” reflecting its transitional role within this framework. A local street connection between Homestead Road and Larkspur Drive is shown.

For elements not specifically contained in the supplemental policy, T4 CC policy applies. T4 CC is intended to maintain, enhance, and create urban community centers through development as intense mixed use areas that serve the larger surrounding urban area. They are pedestrian-friendly and located at or close to prominent intersections. An urban built form privileging pedestrians is promoted. MUL-A is an appropriate zoning district for this policy according to the CCM.

The development level intensity envisioned by these policies, however, is dependent upon provision of the essential infrastructure identified in the North Dickerson Small Area Plan. The applicant does not intend to provide the specified road connection (an extension of Larkspur Drive to the south up to the western terminus of Homestead Road). Without this connection, an increase in entitlements will put too much strain on the existing road network. This connection must be realized before the policy recommendations discussed above can be realized with a rezoning. Additionally, Homestead is a relatively narrow street and the entire length to Dickerson Pike should be improved prior to granting of additional entitlements off the corridor. For this reason, staff recommends disapproval of the rezoning.

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve with conditions

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



Metro Planning Commission Meeting of 05/25/23

WATER SERVICES RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT ROADS RECOMMENDATION

Approve with conditions

- With 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. Show ‘Now Entering Private Drive’ signage where applicable off public roads into site. Provide internal stop control at private or public intersections. Where there may be potential vehicular or pedestrian sight distance issues, provide stopping sight distance exhibits at any relevant intersections and accesses. Provide adequate sight distance spacing at all access ramps and public streets with on-street parking. Dimension ROW pavement widths for clarity. Provide a loading/unloading and waste plan for each aspect/phase of the total development. Provide any truck turning movements relevant to loading/unloading waste plan activities. Note: A private hauler will be required for site waste/recycle disposal. Comply w/ NDOT traffic comments.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- MCSP requirements shall all be met.
- Site access point(s) and loading (if applicable) shall be finalized with NDOT prior to final SP submittal.
- Parking shall be per code.
- Widening on Homestead Road may be required to satisfy NDOT standards.
- Comply with Roads comments.

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)	2.24	0.6 F	58,544 SF	2,210	55	223

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	1.12	1.0	49 U	265	17	23



Metro Planning Commission Meeting of 05/25/23

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	.56	1.0	24,393 SF	921	23	93

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)	.56	1.0	24,393 SF	2,736	242	239

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1,712	+227	+132

METRO SCHOOL BOARD REPORT

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

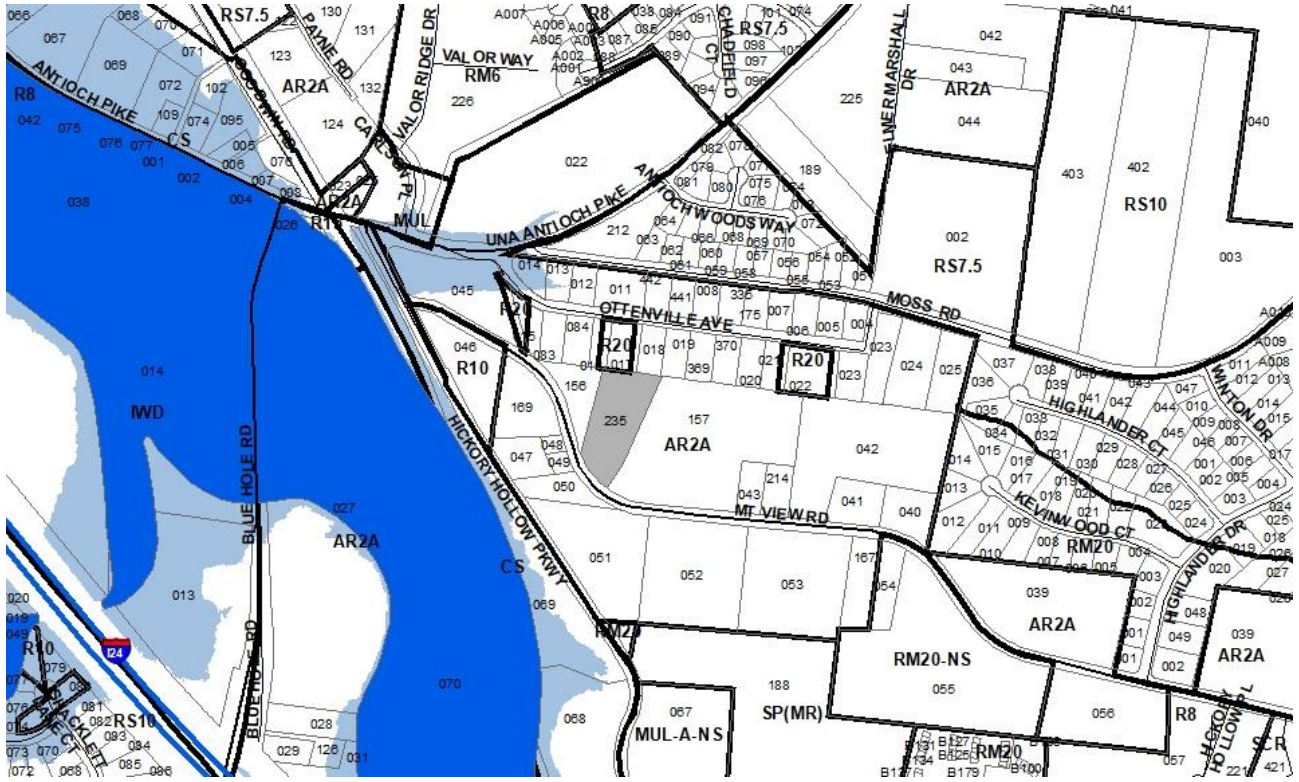
Given the mix of uses permitted by the requested SP-MU zoning district, the number of residential units ultimately built on site may vary and an assumption as to impact at this point is premature. School students generated by future development would attend Cockrill Elementary School, McKissack Middle School, and Pearl-Cohn High School. All three schools are identified as having capacity for additional students. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends disapproval.



Metro Planning Commission Meeting of 05/25/23



2023SP-042-001

5043 MT. VIEW PRELIMINARY SP

Map 163, Parcel(s) 235

13, Antioch – Priest Lake

28 (Tanaka Vercher)



Metro Planning Commission Meeting of 05/25/23

Item #22
Project Name Specific Plan 2023SP-042-001
Council District 5043 Mt. View Preliminary SP
School District 28 - Vercher
Requested by 6 – Mayes
Catalyst Design Group applicant; Mt. View Development LLC, owner.

Deferrals This item was deferred at the May 11, 2023, Planning Commission meeting. No public hearing was held.

Staff Reviewer Elliott
Staff Recommendation *Defer to June 8, 2023, Planning Commission meeting.*

APPLICANT REQUEST

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

Zone Change

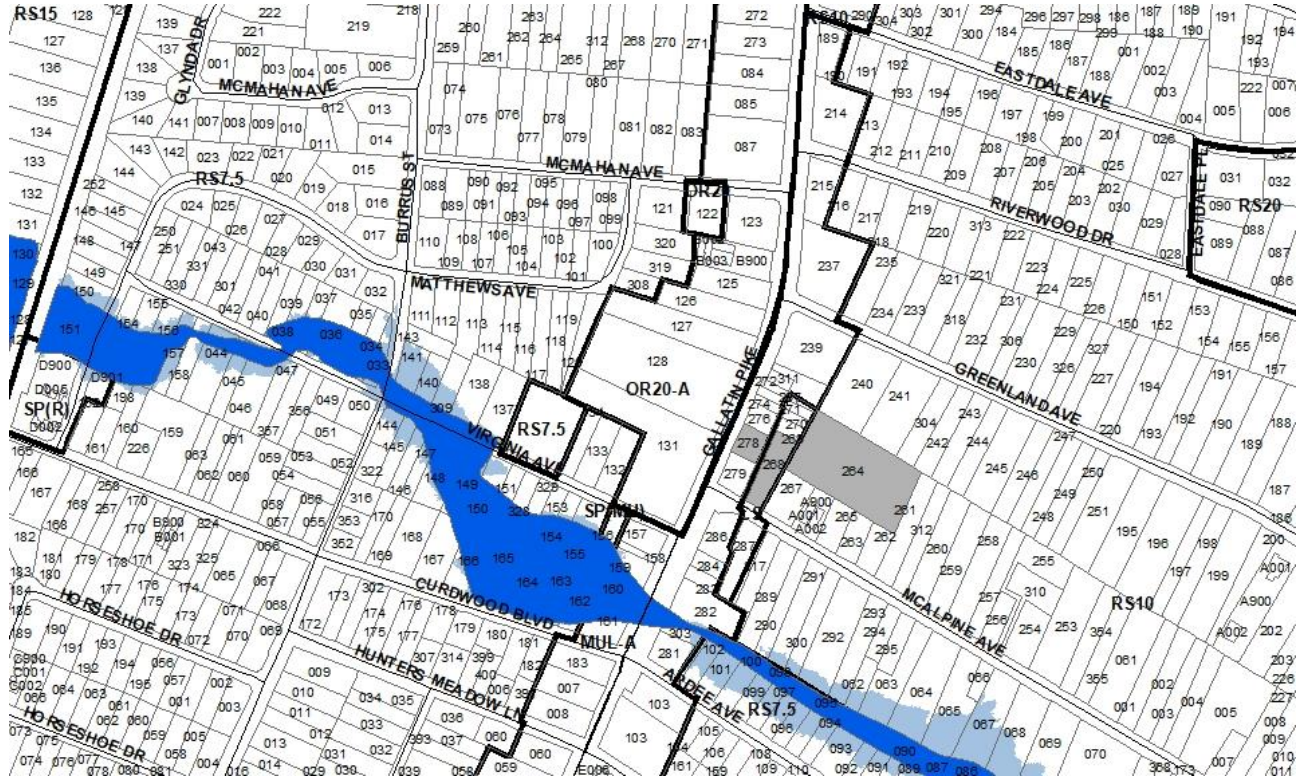
A request to rezone from Agricultural/ Residential (AR2a) to Specific Plan (SP) zoning for property located at 5043 Mt. View Road, approximately 1000 feet southeast of the intersection of Mt. View Road and Hickory Hollow Parkway (2.03 acres), to permit 20 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the June 8, 2023, Planning Commission meeting.



Metro Planning Commission Meeting of 05/25/23



2023SP-047-001

MCALPINE SP

Map 061-11, Parcel(s) 264, 268, 278

05, East Nashville

07 (Emily Benedict)



Metro Planning Commission Meeting of 05/25/23

Item #23

Specific Plan 2023SP-047-001

Project Name

McAlpine SP

Council District

07 - Benedict

School District

03 – Masters

Requested by

Smith Gee Studio, applicant; The Vivian Bates Living Trust, owner.

Deferrals

This item was deferred from the May 11, 2023, Planning Commission meeting. No public hearing was held.

Staff Reviewer

Lewis

Staff Recommendation

Defer to the June 8, 2023, Planning Commission meeting.

APPLICANT REQUEST

Rezone from CS, MUL-A, and RS10 to Specific Plan to permit a mixed-use development.

Preliminary SP

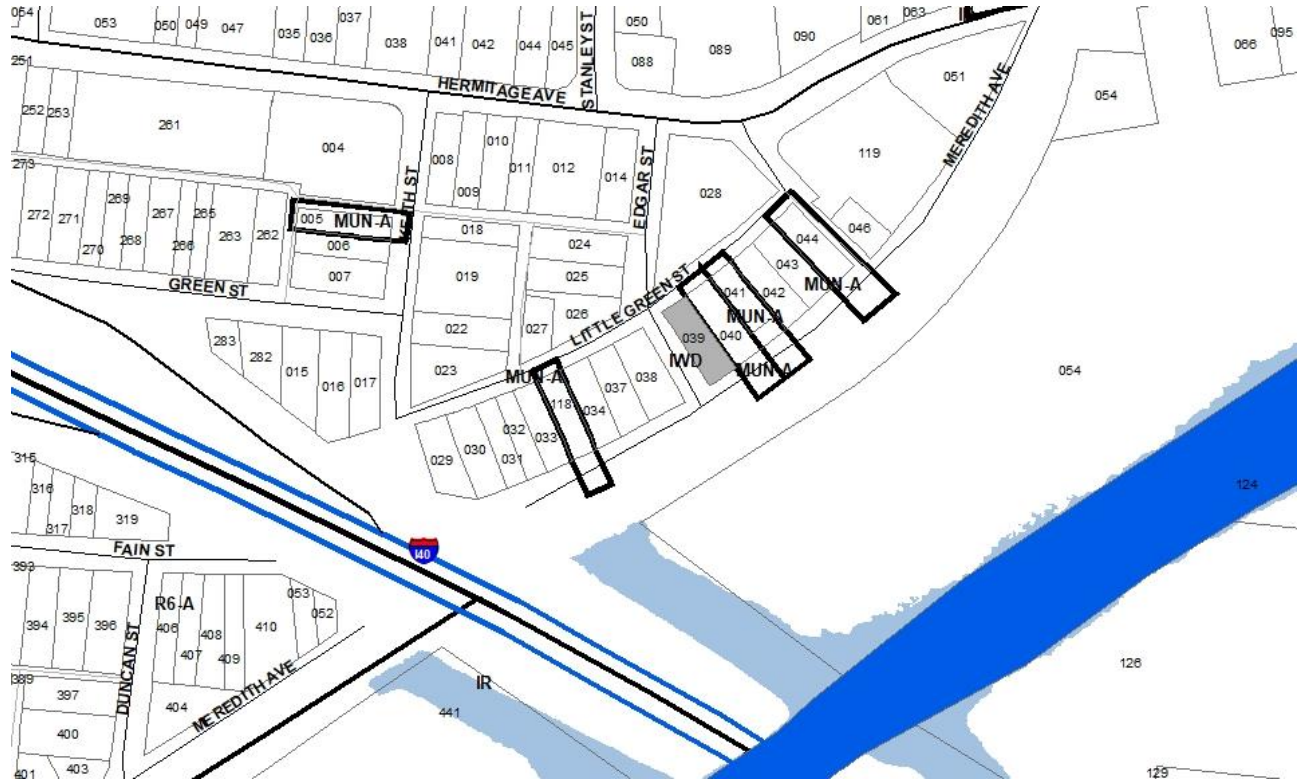
A request to rezone from Commercial Services (CS), Mixed-Use Limited Alternative (MUL-A) and Single-Family Residential (RS10) to Specific Plan (SP) zoning for properties located at 4102 Gallatin Pike, 1103 McAlpine Avenue and McAlpine Avenue (unnumbered), approximately 415 feet south of Greenland Avenue, and partially within the Gallatin Pike Urban Design Overlay (UDO) District (2.7 acres), to permit a mixed-use development.

Staff Recommendation

Staff recommends deferral to the June 8, 2023, Planning Commission meeting.



Metro Planning Commission Meeting of 05/25/23



2022Z-118PR-001
Map 094-13, Parcel(s) 039
11, South Nashville
19 (Freddie O'Connell)



Metro Planning Commission Meeting of 05/25/23

Item #24

Council District

School District

Requested by

Zone Change 2022Z-118PR-001

19 – O’Connell

04 – Nabaa-McKinney

Pilar Ross, applicant; Pilar Ross and Carlos Restrepo, owners.

Staff Reviewer

Anthony

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from IWD to MUN-A.

Zone Change

A request to rezone from Industrial Warehousing/Distribution (IWD) to Mixed Use Neighborhood-Alternative (MUN-A) for property located at 189 Little Green Street, at the southeast corner of Little Green Street and Edgar Street (0.15 acres).

Existing Zoning

Industrial Warehousing/Distribution (IWD) 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.

SITE AND CONTEXT

The rezoning application is for 0.15-acre property located at the southeast corner of Little Green Street and Edgar Street. The property is currently zoned IWD and is located in the Urban Zoning Overlay. The property is currently used as a storage yard. Adjacent zoning includes MUN-A on the east and IWD on the north, south, and west. Adjacent land uses include: commercial on the north; multi-family residential on the east; railroad on the south; and vacant property on the west.

The property is located at the intersection of two local streets, Little Green Street and Edgar Street, and lies one block south of Hermitage Avenue. The site is surrounded by a mix of commercial, residential, and industrial uses; multiple undeveloped properties lie in close proximity to the site. Three properties on the same block face as the subject property are currently zoned MUN-A, all having been rezoned to MUN-A since 2019. Additionally, at its May 11, 2023, meeting, the



Metro Planning Commission Meeting of 05/25/23

Planning Commission recommended approval of a rezoning to MUN-A on property at 195 Little Green Street.

The rezoning application is for MUN-A zoning. The MUN-A zoning district is intended to create walkable neighborhoods through the use of appropriate building placement and bulk standards. Residential uses including single-family, two-family, and multi-family are permitted in the MUN-A district. Permitted commercial uses in the MUN-A district are more limited than those in more intense mixed use districts, reflecting the intent for the MUN-A district to provide neighborhood-level services. Uses such as liquor stores, drive-through fast food restaurants, hotels, and automobile service centers are not permitted in the MUN-A district.

Building height in the MUN-A district is limited to three stories in 45 feet at the build-to line; height can reach four stories in 60 feet with a 15-foot stepback above the third floor. Because the property lies within the Urban Zoning Overlay, a build-to zone of zero to fifteen feet would apply along the frontage; additional building orientation requirements would apply to any building constructed on the site.

ANALYSIS

The application proposes to rezone the property from IWD to MUN-A. The T4 MU policy is intended to maintain, enhance, and create urban, mixed use neighborhoods with a diverse mix of moderate to high-density residential, commercial, office, and light industrial land uses. The Community Character Manual characterizes the T4 MU policy in part by: a mix of land uses; shallow setbacks; moderate to high lot coverage; building heights for single-family and two-family structures of up to three stories; and building heights for mixed use, nonresidential, and multi-family structures of up to five stories. The current IWD zoning is not supported by the T4 MU policy.

The proposed MUN-A zoning is consistent with the T4 MU policy. MUN-A zoning on the subject property would support: residential, commercial, or mixed use development; access to Downtown and major transportation corridors via Hermitage Avenue; close proximity to an existing stop for an east-west WeGo route at the corner of Hermitage Avenue and Keith Street; moderate lot coverage with a maximum floor area ratio of 0.60 and impervious surface ratio of 0.80; and maximum building height of four stories. Because the proposed MUN-A zoning is consistent with the T4 MU policy, staff recommends approval of the rezoning request.

Maximum Uses in Existing Zoning District: IWD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.15	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 3-10 (221)	0.08	0.6 F	2 U	9	1	1



Metro Planning Commission Meeting of 05/25/23

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)	0.04	0.6 F	1,045 SF	39	1	4

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
Restaurant (932)	0.03	0.6 F	784 SF	88	8	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
-	-	-	-	+82	+9	+12

METRO SCHOOL BOARD REPORT

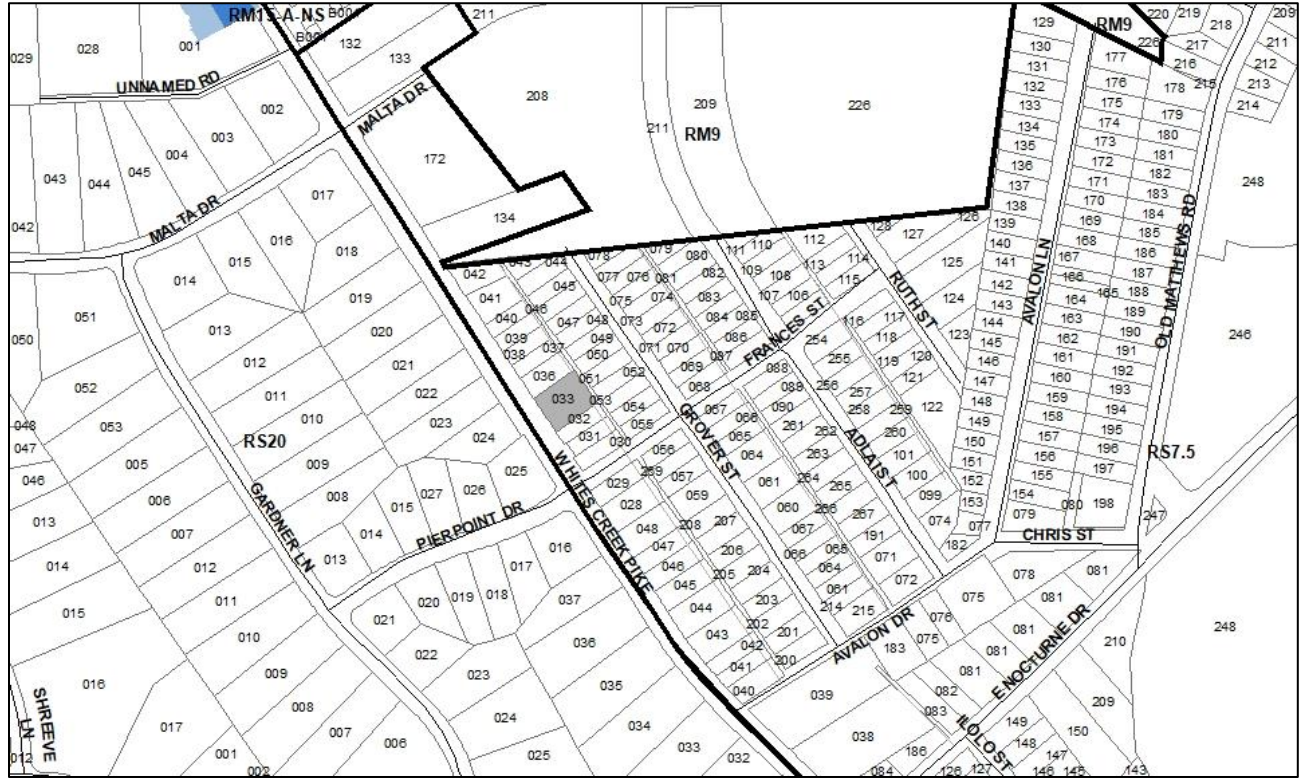
Given the potential mix of uses, it is premature to estimate student generation numbers. Students would attend McGavock Elementary School, Two Rivers Middle School, and McGavock High School. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 05/25/23



2023Z-035PR-001

Map 059-16, Parcel(s) 033

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyzonté Toombs)



Metro Planning Commission Meeting of 05/25/23

Item #25
Council District
School District
Requested by

Zone Change 2023Z-035PR-001
02 - Toombs
01 - Gentry
Cream City Development, applicant and Cream City Development, LLC, owner.

Deferrals

This item was deferred at the April 13, 2023, and April 27, 2023, and May 11, 2023 Planning Commission meetings. No public hearing was held.

Staff Reviewer
Staff Recommendation

Konigstein
Disapprove RM20-NS and approve RM15-A-NS.

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

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to Multi-Family Residential – No Short-Term Rentals (RM20-NS) for property located at 2505 Whites Creek Pike, approximately 120 feet north of Frances Street (0.3 acres).

Existing Zoning

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of 1 unit based on acreage alone.* Compliance with the metro subdivision regulations may result in fewer lots.

Proposed Zoning

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

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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

Supplemental Policy

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



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creative, innovative, and environmentally sensitive development techniques.

ANALYSIS

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

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

While T4 NM can support a variety of zoning districts, rezoning this single lot to RM20-NS would not be consistent with the context of the surrounding single-family development pattern. The lack of infrastructure to the north of Frances Street and unbuilt alley directly behind the property informs staff this area is not ready for increased density. Additionally, due to the mid-block location of this property and lack of a cohesive infrastructure network, staff has concerns about rezoning this site. Absent the inclusion of additional properties and assurances of an improved infrastructure network with future development, the proposed rezone request may not be appropriate.

Therefore, staff recommends disapproval of the proposed zoning district of RM20-NS and approval of a lower intensity zoning district of RM15-A-NS, which permits a maximum of 15 units per acre. Reducing the intensity at this site is appropriate given the lack of infrastructure and surrounding context. The addition of the “Alternative” designation would include standards that provide building placement and design standards intended to achieve an urban character and enhance the pedestrian realm.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.3	4.94 D	1 U	15	5	1

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

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

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

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



Metro Planning Commission Meeting of 05/25/23

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed RM20-NS district: 1 Elementary 0 Middle 0 High

The proposed RM20-NS zoning is expected to generate one more students than the existing RS7.5 zoning district. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends disapproval of RM20-NS and approval of RM15-A-NS.



Metro Planning Commission Meeting of 05/25/23

Item #26
Council District
School District
Requested by

Zone Change 2023Z-050PR-001
29 - Porterfield
07 - Player
TKC Architecture and Engineering LL, applicant; Nancy B. Nelms and CSJ & Associates, LLC, owners.

Deferrals

This item was deferred from the May 11, 2023, Planning Commission meeting. No public hearing was held.

Staff Reviewer

Marton

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from R20 to IWD.

Zone Change

A request to rezone from One and Two-Family Residential (R20) to Industrial Warehousing/Distribution (IWD) for property located at 2537 and 2541 Couchville Pike, approximately 675 feet west of Airpark Center East (4.36 acres).

Existing Zoning

One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25 percent duplex lots. *R20 would permit a maximum of 8 lots with 2 duplex lots for a total of 10 units.*

Proposed Zoning

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

ANTIOCH-PRIEST LAKE COMMUNITY PLAN

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

ANALYSIS

The application consists of two parcels (Map 121, Parcels 145, 260) totaling 4.36 acres, located 675 feet west of Airpark Center East. The property is currently vacant residential land while surrounding uses are industrial, and office. Surrounding properties are zoned IWD and R20.

The application proposes to rezone the property from R20 to IWD. The property is located within the D Employment Center (D EC) policy area. D EC policy is intended to enhance and create



Metro Planning Commission Meeting of 05/25/23

concentrations of employment that are often in a campus-like setting. These areas support a mixture of office, commercial and select light industrial uses. The proposed IWD district is appropriate given the D EC policy as it provides opportunities for wholesaling, warehousing, office use and bulk distribution uses. The current land use mix in the area is primarily industrial and office, and IWD would ensure compatible uses remain in the area.

Maximum Uses in Existing Zoning District: R20

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)	4.36	2.31 D	11 U	136	12	13

*Based on two-family lots

Maximum Uses in Proposed Zoning District: IWD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	4.36	0.8 F	151,937 SF	286	26	29

Traffic changes between maximum: R20 and IWD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+150	+14	+16

STAFF RECOMMENDATION

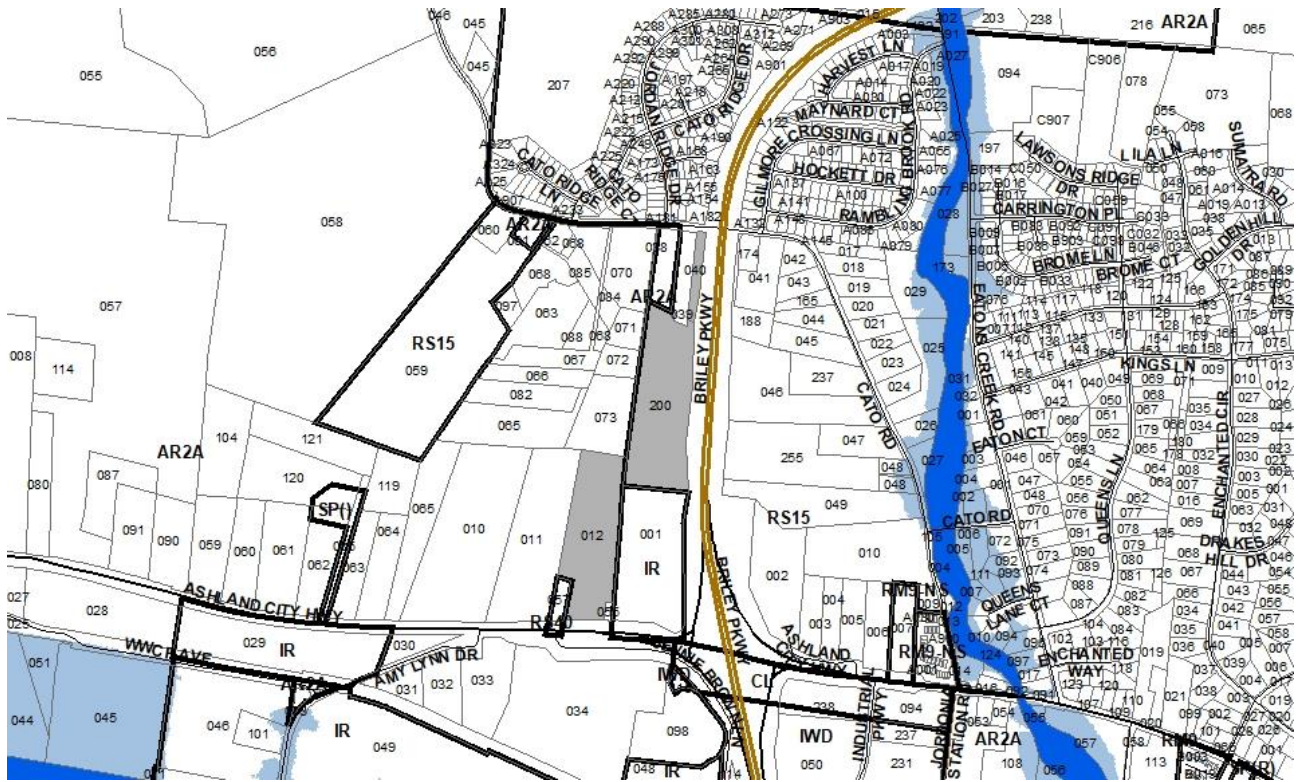
Staff's recommendation is to approve.



SEE NEXT PAGE



Metro Planning Commission Meeting of 05/25/23



2023Z-052PR-001

Map 058, Parcel(s) 040, 200

Map 068, Parcel(s) 012.01

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Jonathan Hall)



Metro Planning Commission Meeting of 05/25/23

Item #27
Council District
School District
Requested by

Zone Change 2023Z-052PR-001
01 – Hall
01 – Gentry
Thomas & Hutton, applicant; Eskimo Ashland and Church of the Living God, the Pillar and Ground of the Truth, Trustees, owners.

Deferrals This item was deferred from the May 11, 2023, Planning Commission meeting. No public hearing was held.

Staff Reviewer Swaggart
Staff Recommendation *Disapprove.*

APPLICANT REQUEST

Zone change from AR2a and RS15 to IR.

Zone Change

A request to rezone from Agricultural and Residential (AR2A) and Single-Family Residential (RS15) to Industrial Restrictive (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).

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 six lots with one duplex lots for a total of seven residential units.*

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 45 single-family units.*

Proposed Zoning

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

BORDEAUX – WHITES CREEK HAYNES TRINITY COMMUNITY PLAN

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

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



Metro Planning Commission Meeting of 05/25/23

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 AND CONTEXT

The request pertains to three parcels totaling 27.58 acres. The parcels are located on the north side of Ashland City Highway, northeast of the intersection of Ashland City Highway and Briley Parkway. Only one parcel has frontage on Ashland City Highway. The other two parcels are located behind it and are adjacent to Briley Parkway. Approximately 12.13 acres is zoned AR2a and the remaining 15.45 acres is zoned RS15. All three properties are vacant. The properties contain areas of steep slopes and a stream.

ANALYSIS

Staff recommends disapproval. Portions of the site are located within CO policy, recognizing areas of steep slope and streams with associated buffers that bisect the site. Most of the properties are within T2 RM policy which only supports residential uses that are rural in character. The proposed IR zoning permits non-residential uses, including industrial and manufacturing uses, that are incompatible with the goals of the applied policy. Given the inconsistency with policy, staff recommends disapproval.

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)	12.13	0.50 D	7 U	148	13	13

*Based on two-family lots

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)	15.45	2.47 D	45 U	396	29	37

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	27.58	0.6 F	720,830 SF	1,184	122	137



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Traffic changes between maximum: AR2a/RS15 and IR

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+640	+80	+87

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a/RS15 district: Elementary 6 Middle 6 High 5

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

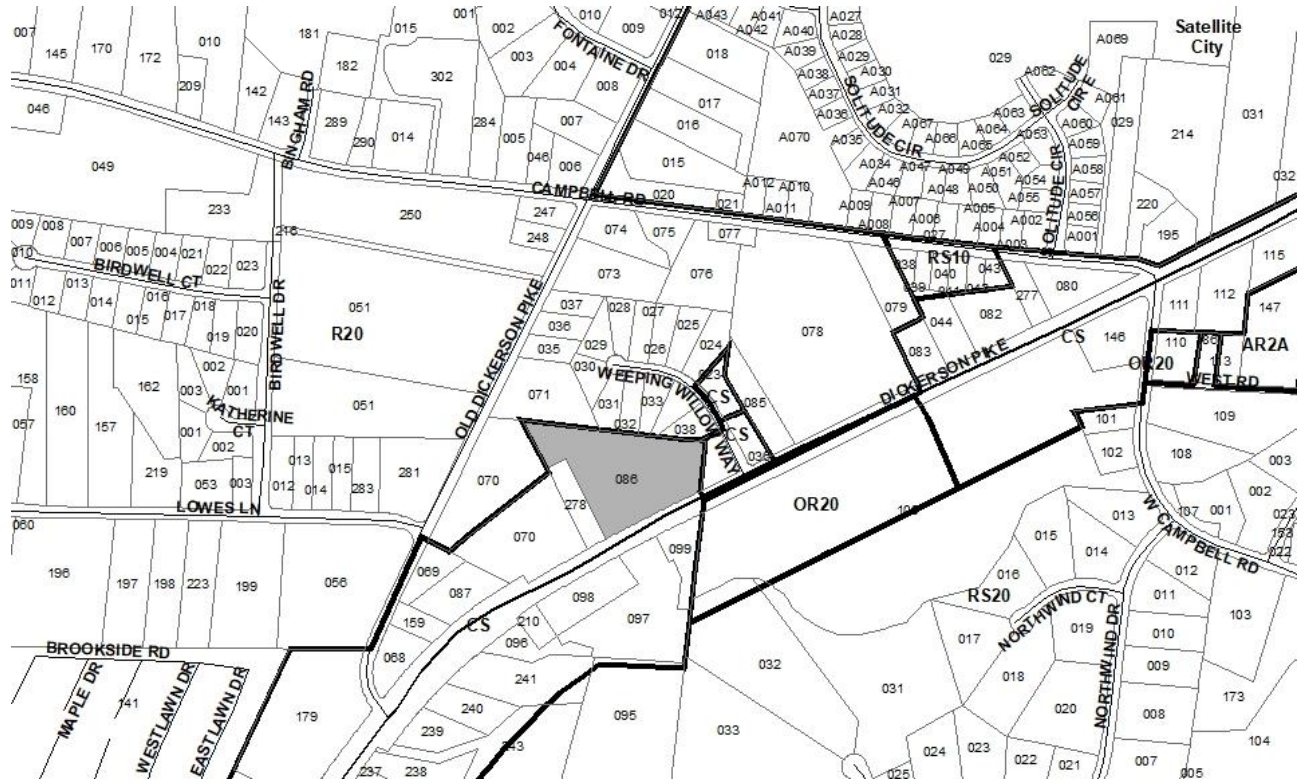
The proposed IR zoning is expected to generate no more students than the existing AR2a and RS15 zoning districts. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. There is additional capacity in all three schools. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends disapproval.



Metro Planning Commission Meeting of 05/25/23



2023Z-054PR-001
Map 033-10, Parcel(s) 086
02, Parkwood—Union Hill
03 (Jennifer Gamble)



Metro Planning Commission Meeting of 05/25/23

Item #28

Council District

School District

Requested by

Zone Change 2023Z-054PR-001

03 – Gamble

03 – Masters

Smith Gee Studio, applicant; Fred W. Hahn Jr., owner.

Staff Reviewer

Matravers

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from CS to MUN-A-NS.

Zone Change

A request to rezone from Commercial Service (CS) to Mixed Use Neighborhood-Alternative-Neighborhood Serving (MUN-A-NS) for property located at 1259 Dickerson Pike, south of the terminus of Weeping Willow Way (4.49 acres), to permit mixed-use development.

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 Neighborhood-Alternative-Neighborhood Serving (MUN-A-NS) 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.

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.

SITE AND CONTEXT

The 4.49-acre site is located on the north side of Dickerson Pike, south of the terminus of Weeping Willow Way. The site is currently occupied by a storage building retailer. Parcels to the north are zoned RS20 and occupied by single-family houses. The parcel to the east is zoned CS and occupied by a duplex. Parcels to the south across Dickerson Pike are zoned CS and occupied by auto-oriented uses. Parcels to the west are zoned RS20 and occupied by auto-oriented uses or vacant.

ANALYSIS

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. The request for MUN-A-NS is a zoning district that is appropriate for this policy because it allows for uses that the policy advocates



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for, while also providing improved access and limiting short term rentals (both owner occupied and non-owner occupied). For these reasons, staff supports the request and recommends approval.

FIRE MARSHAL RECOMMENDATION

Approve

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)	4.49	0.6 F	117,350 SF	4,430	110	447

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

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

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

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

Traffic changes between maximum: CS and MUN-A-NS

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

MUL-A-NS zoning includes a mix of uses which could vary and assumption of impact at this point is premature. Students would attend Old Center Elementary, Goodlettsville Middle School, and Hunters Lane High School. All three schools are identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

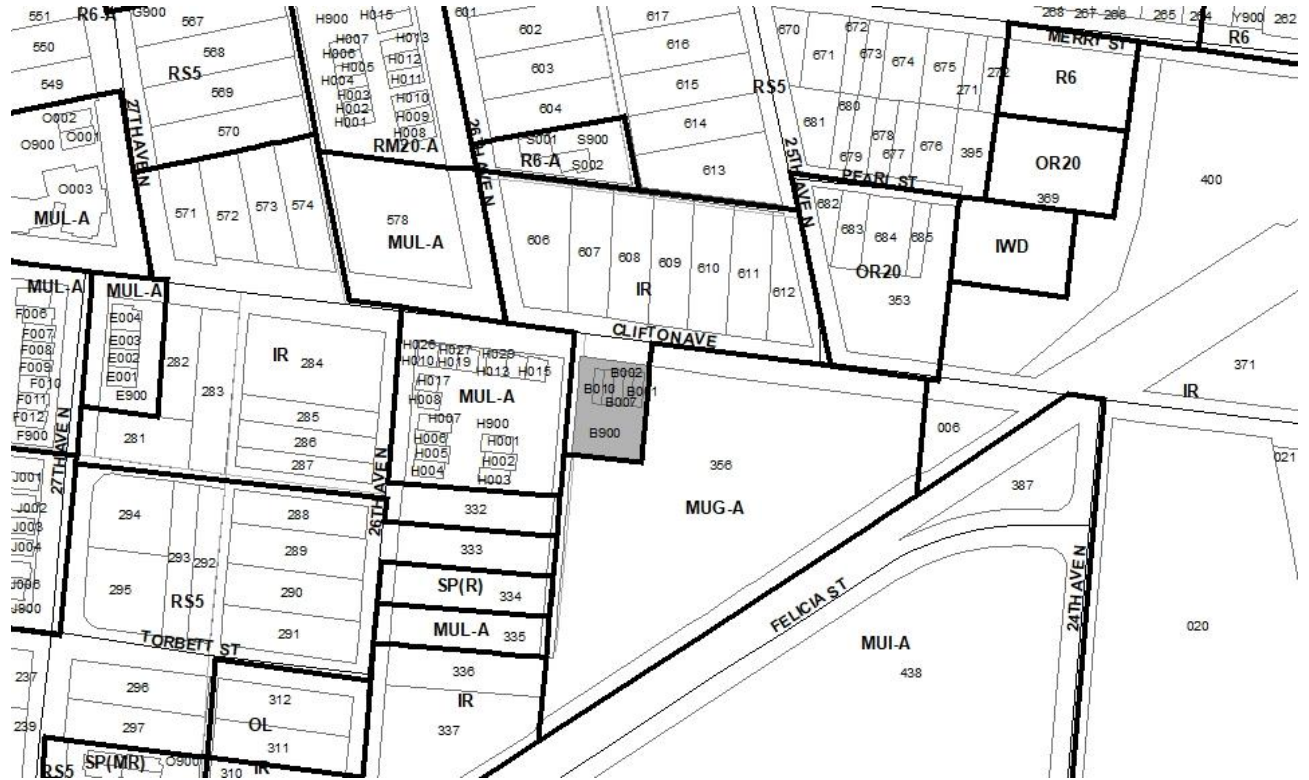
Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 05/25/23



2023Z-055PR-001

Map 092-10-0-B, Parcel(s) 001-010, 900
08, North Nashville
21 (Brandon Taylor)



Metro Planning Commission Meeting of 05/25/23

Item #29

Council District

School District

Requested by

Zone Change 2023Z-055PR-001

21 – Taylor

05 – Buggs

SoBro Law Group, PLLC, applicant; various owners.

Staff Reviewer

Shane

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from IR to OR20-A.

Zone Change

A request to rezone from Industrial Restrictive (IR) to Office/Residential-Alternative (OR20-A) for various properties located along Clifton Avenue, approximately 205 feet east of 26th Avenue North (0.24 acres).

Existing Zoning

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

Proposed Zoning

Office/Residential-Alternative is intended for office and/or multi-family residential units at up to 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *OR20-A would permit a maximum of 5 units.*

NORTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The application consists of eleven parcels (Map 092-10-0-B, Parcels 001-010, 900) totaling 0.24 acres in size and located at the southeastern corner of the intersection of Clifton Avenue and Alley 932. The property contains a multi-family residential building constructed in 1960. The building was remodeled in 2017 and received permits from the Codes department authorizing the Short term rental property (STRP)—Not owner occupied use in that year. The permits were issued in error, however, and they were revoked approximately five years later. Surrounding uses include multi-family residential to the west zoned MUL-A; vacant land and a parking lot to the north across Clifton Avenue zoned IR; and a parking and open storage area to the east and south zoned MUG-A. OR20 zoning existing one block to the east along Clifton Avenue.

The application proposes to rezone the property from IR to OR20–A. The property is within the T4 Urban Mixed-Use Corridor (T4 CM) policy area. T4 CM policy is intended to enhance



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neighborhoods by encouraging a greater mix of higher density residential and mixed-use development along corridors. Residential uses are to be given preference between intersections (26th Avenue North is one block to the west), which makes the existing IR zoning for this property incompatible with the policy guidance. The CCM lists OR20–A as an appropriate zoning under T4 CM policy. One of the stated goals of the policy is to create neighborhoods that feature high-density residential buildings. OR20–A would support this intent to a greater degree than conventional IR zoning.

The rezoning request is further supported by the fact that this property is within a transition area approximately 130 feet from a first-tier center as identified in NashvilleNext. OR20-A zoning legitimizes the existing use and ensures future development will more closely align with long-range planning efforts in the area. For these reasons, staff recommends approval of the rezoning.

Maximum Uses in Existing Zoning District: IR

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.24	0.6 F	6,272 SF	55	1	1

Maximum Uses in Proposed Zoning District: OR20

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	0.12	20 D	2 U	9	1	1

Maximum Uses in Proposed Zoning District: OR20

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.12	0.8 F	4,181 SF	68	8	10

Traffic changes between maximum: R10 and OR20

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+22	+8	+10

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed OR20-A district: 0 Elementary 0 Middle 0 High

The proposed OR20-A zoning is expected to generate no more students than the existing IR zoning districts. Students would attend Park Avenue Elementary School, McKissack Middle School, and Pearl-Cohn High School. All three schools are identified as having capacity for additional students. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.



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STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 05/25/23



2023Z-056PR-001
Map 105-03, Parcel(s) 020-022
11, South Nashville
17 (Colby Sledge)



Metro Planning Commission Meeting of 05/25/23

Item #30
Council District
School District
Requested by

Zone Change 2023Z-056PR-001
17 - Sledge
05 - Buggs
Openworks LLC, applicant; Red Clay QOZB LLC,
Owner.

Staff Reviewer
Staff Recommendation

Marton
Approve.

APPLICANT REQUEST

Zone change from SP to MUL-A-NS.

Zone Change

A request to rezone from Specific Plan (SP) to Mixed Use Limited-Alternative-No STRP (MUL-A-NS) for properties located at 1110, 1108, and 1114 4th Avenue South, approximately 100 feet southwest of Mildred Shute Avenue (0.41 acres).

Existing Zoning

Specific Plan-Mixed Industrial (SP-MI) 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 industrial uses and a mix of office, commercial, and/or residential uses.

Proposed Zoning

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

SOUTH NASHVILLE COMMUNITY PLAN

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

Wedgewood-Houston Chestnut Hill Supplemental Policy

The Wedgewood-Houston Chestnut Hill (WHCH) Planning Study is a supplement to and part of the South Nashville Community Plan of NashvilleNext. WHCH includes different Character Areas with 15 smaller subdistricts that address land use, transportation, and community design at the neighborhood scale. Each district is unique in terms of the recommended land use mix, intensity, and appropriate building types intended to guide future development of the neighborhoods.



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ANALYSIS

The application consists of three parcels (Map 105-03, Parcels 020-022) totaling 0.41 acres, located on 4th Avenue South just south of the intersection with Mildred Shute Avenue. The current zoning of the subject property, SP, was approved in 2020 and limits uses on the site to those conforming with IWD zoning. The SP removes several uses which include automobile sales, fuel storage, waste transfer, and others, while also increasing the maximum FAR to 1.0. The property consists of a one-story warehouse structure and vacant commercial land. Surrounding land uses are industrial, commercial, residential, office, and the Nashville City Cemetery is located across the street. Surround properties are zoned SP, CS, and MUL-A.

The application proposes to rezone the property from SP to MUL-A-NS. The property is located within the T4 Urban Mixed-Use policy which intends to maintain, enhance, and create urban mixed use neighborhoods. The policy is supportive of MUL-A districts as it is characterized by a diverse mix of residential, commercial, office, and light industrial land uses. The property is also located within Subdistrict 4b of the Wedgewood-Houston Chestnut Hill Supplemental Policy Area. Subdistrict 4b recognizes the area’s current “low slung” character and industrial uses and calls for the area to evolve into a mixed-use district that supports transit and walkable access to downtown in the longer term. According to Subdistrict 4b, the transition to more dense development may be appropriate when it improves a substantial portion of a block, reduces curb cuts, is close to future transit stops, incorporates urban industrial or artisan spaces, and provides a mix of uses within a building. If redeveloped under MUL-A-NS, the site would improve a significant portion of the block, would require access to be taken from the alley, and would have the opportunity to incorporate a mixture of uses within the site.

Several neighboring properties along 3rd Avenue South and 4th Avenue South have been rezoned to SP and MUL-A in recent years, beginning a transition to more dense development near the intersections with Chestnut Street. MUL-A-NS on the subject property would continue this movement to a more mixed-use neighborhood, allowing a mixture of residential, retail, office and artisan manufacturing which the T4 MU policy and Subdistrict 4b of the WHCH supplemental policy support. Additionally, the request has the potential to support goals of NashvilleNext by locating housing infill and services along mobility corridors to support walking and transit use. For these reasons staff recommends approval of MUL-A-NS.

FIRE 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
Warehousing (150)	0.41	1.0	17,859 SF	74	3	3

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	.21	1.0 F	9 U	47	3	5



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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)	.10	1.0 F	4,356 SF	164	5	17

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)	.10	1.0 F	4,356 SF	489	43	42

Traffic changes between maximum: **SP 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
-	-	-	-	+626	+48	+61

METRO SCHOOL BOARD REPORT

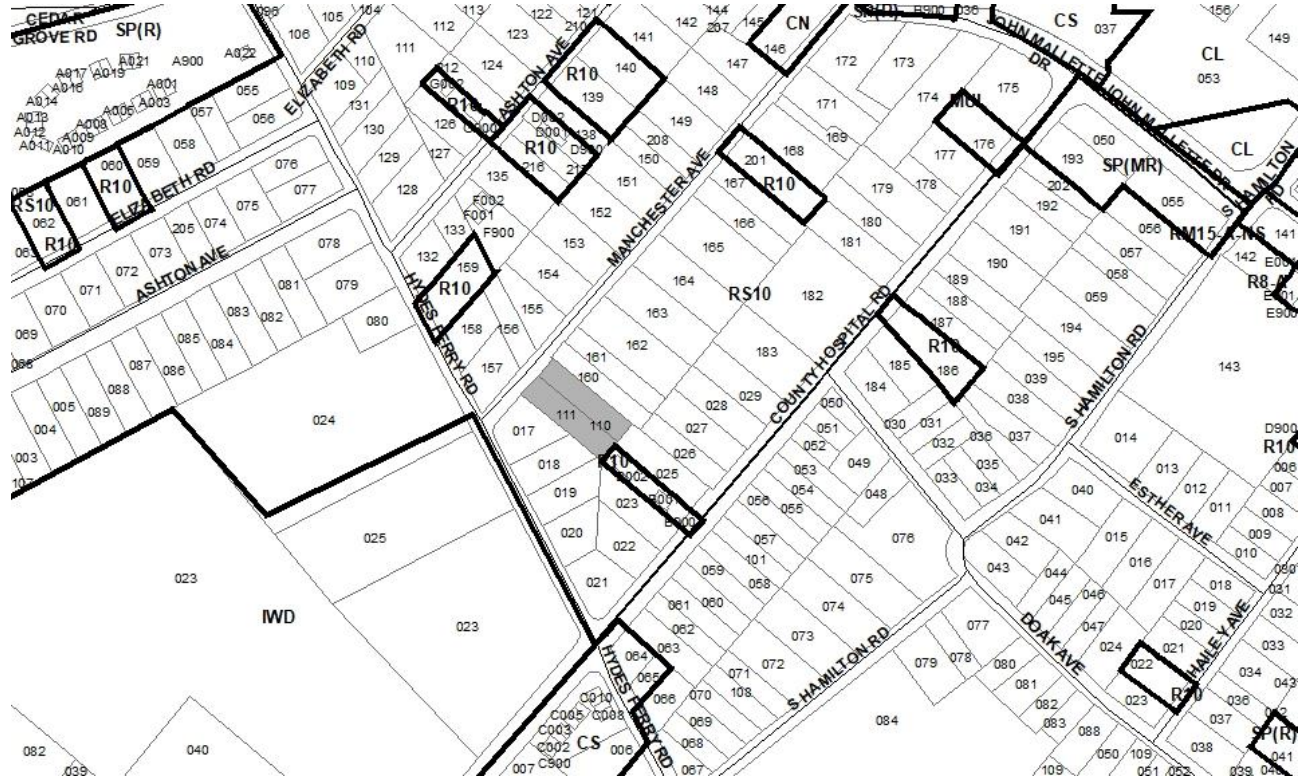
The mix of uses could vary and assumption of impact at this point is premature. Students would attend John B. Whitsitt Elementary School, Cameron College Prep Middle School, and Glencliff High School. Whitsitt and Glencliff are identified as having additional capacity, while Cameron MS is identified as overcapacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



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2023Z-057PR-001

Map 080-04, Parcel(s) 110, 111

03, Bordeaux - Whites Creek - Haynes Trinity

03 (Kyonzté Toombs)



Metro Planning Commission Meeting of 05/25/23

Item #31
Council District
School District
Requested by

Zone Change 2023Z-057PR-001
02 - Toombs
01 - Gentry
CRD Consulting, applicant; Michael Barnes, owner.

Staff Reviewer
Staff Recommendation

Konigstein
Approve.

APPLICANT REQUEST **Zone change from RS10 to R10.**

Zone Change

A request to rezone from Single-Family Residential (RS10) to One and Two-Family Residential (R10) for properties located at Manchester Avenue (unnumbered), approximately 100 feet east of Hydes Ferry Road (0.69 acres).

Existing Zoning

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

Proposed Zoning

One- and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 2 lots. Duplex eligibility will be determined by the Metro Codes Department.*

BORDEAUX – WHITES CREEK – HAYNES TRINITY 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

The application consists of two parcels totaling 0.69 acres and is located on Manchester Avenue, approximately 100 feet east of Hydes Ferry Road. The northernmost parcel (Parcel 08004011000) has a single-family home on it while the southernmost parcel (Parcel 08004011100) is vacant. Surrounding land use is primarily one- and two-family residential, with some commercial and community uses.



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

To balance the needs of the current residents and the existing infrastructure and to maintain the housing diversity called for in the policy, staff has analyzed an area bounded by John Mallette Drive to the north, Hydes Ferry Road to the west, the Cumberland River to the south, and Clarksville Pike to the east, which consists of 286 parcels. Since 2021, 48 parcels in the area have been rezoned. For the analysis, staff looked at the study area as if it were not developed and consisted of vacant land and zoned for one and two-family. Under this scenario, a subdivision that included 286 lots would be limited to 25% duplex lots. The 25% limit for duplex lots is dictated by current Zoning Code requirements and is intended to maintain a variety of housing options. The 25% limitation results in 71 lots being duplex eligible. This would allow for the rezoning of 23 additional parcels beyond this subject application. Staff recommends that when the 71-parcel mark is reached, further analysis regarding the land uses, infrastructure, and policy should occur.

The proposed R10 zoning district will incorporate additional intensity into the neighborhood in a manner that does not disrupt the suburban character of the neighborhood. It represents a modest increase in intensity, consistent with the surrounding context

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)	0.69	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)	0.69	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



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METRO SCHOOL BOARD REPORT

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

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

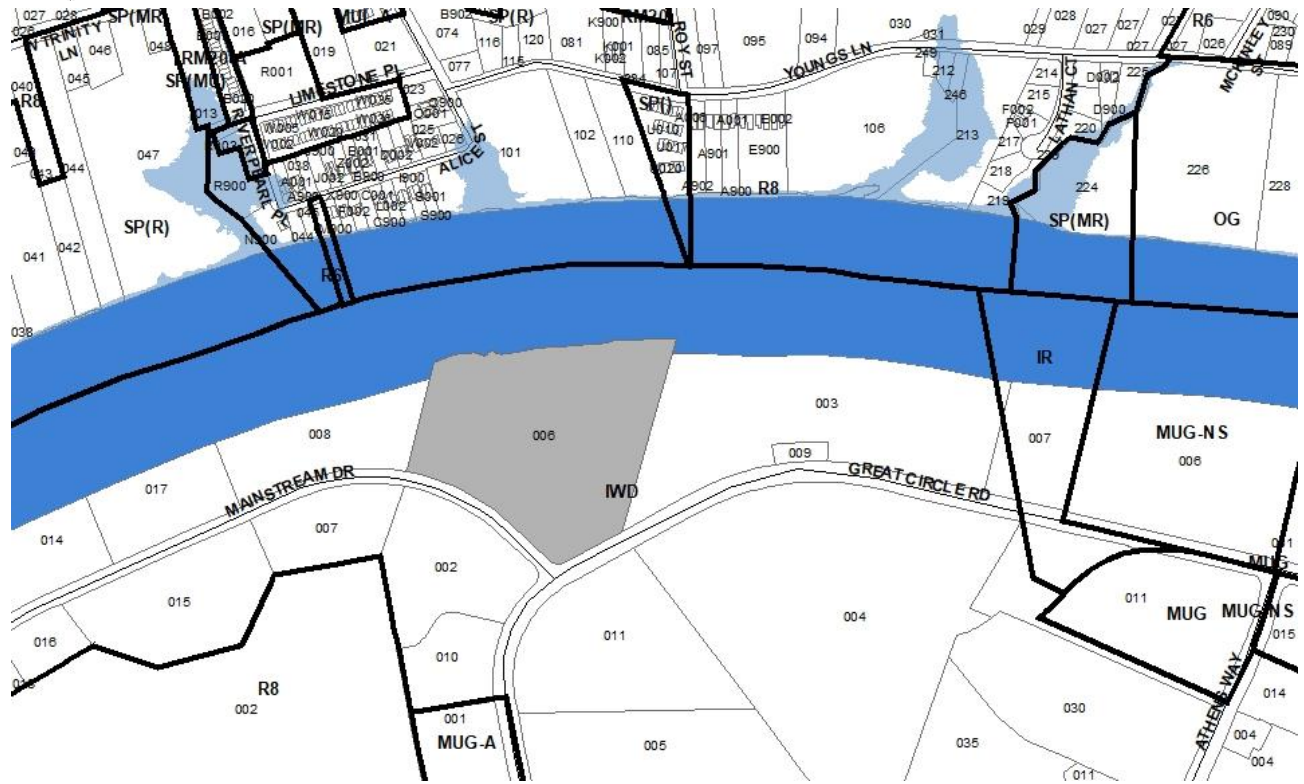
The proposed R10 zoning district is expected to generate no additional students than the existing RS10 zoning district. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. All three schools are identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 05/25/23



2023Z-058PR-001
Map 070-11, Parcel(s) 006
08, North Nashville
02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 05/25/23

Item #32
Council District
School District
Requested by

Zone Change 2023Z-058PR-001
02 - Toombs
05 - Buggs
Holland & Knight, applicant; CCP-Riverview, LLC,
owner.

Staff Reviewer
Staff Recommendation

Marton
Approve.

APPLICANT REQUEST

Zone change from IWD to MUG-NS.

Zone Change

A request to rezone from Industrial Warehousing/Distribution (IWD) to Mixed Use General-No STRP (MUG-NS) for property located at 501 Mainstream Drive, north of the terminus of Mainstream Drive and Great Circle Road (16.90 acres).

Existing Zoning

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

Proposed Zoning

Mixed Use General-No STRP (MUG-NS) is intended for a moderately high intensity mixture of residential, retail, and office uses. The -NS designation prohibits Short Term Rental Property – Owner Occupied and Short Term Rental Property – Not-Owner Occupied uses from the district.

NORTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The application consists of one parcel (Map 070-11, Parcel 006) totaling 16.9 acres, located just north of the terminus of Mainstream Drive and Great Circle Road. The property contains two, one-story office buildings. The property backs up to the Cumberland River and the Cumberland River Greenway. Surrounding land uses are office, industrial, commercial and park space, while surround properties are zoned IWD, R8, and MUG-A.

The application proposes to rezone the property from IWD to MUG-NS. The property is located within the D Employment Center policy as it is intended to enhance and create concentrations of employment that are often in a campus-like setting. A mixture of office and commercial uses are the primary uses in the policy area while retail, restaurants, services and medium to high density



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residential are also appropriate as secondary uses. Several properties along Great Circle Road, just west of the subject property, have been rezoned to MUG in recent years, however, much of the area is still zoned IR and IWD, holding office, industrial, and warehousing uses. There is a balance that must be struck in Employment Centers between employment and supporting residential, and it is critical to ensure that the balance is not tipping too heavily to residential uses. MUG-NS allows for retail, restaurants, and residential uses which are complementary and supportive of the primary function of a D-EC policy area to provide intense concentrations of jobs.

FIRE RECOMMENDATION

Approve.

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)	16.9	0.8 F	500,591 SF	836	86	95

Maximum Uses in Proposed Zoning District: **MUG-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)	8.5	3.0 F	1,111 U	6,053	362	447

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	4.2	3.0 F	548,856 SF	20,719	516	2,091

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	4.2	3.0 F	548,856 SF	61,571	5,456	5,363

Traffic changes between maximum: **IWD and MUG-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+87,507	+6,248	+7,806

METRO SCHOOL BOARD REPORT

The mix of uses could vary and assumption of impact at this point is premature. Students would attend Jones Paideia Elementary Magnet School, John Early Middle School, and Pearl-Cohn High School. All schools are identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.



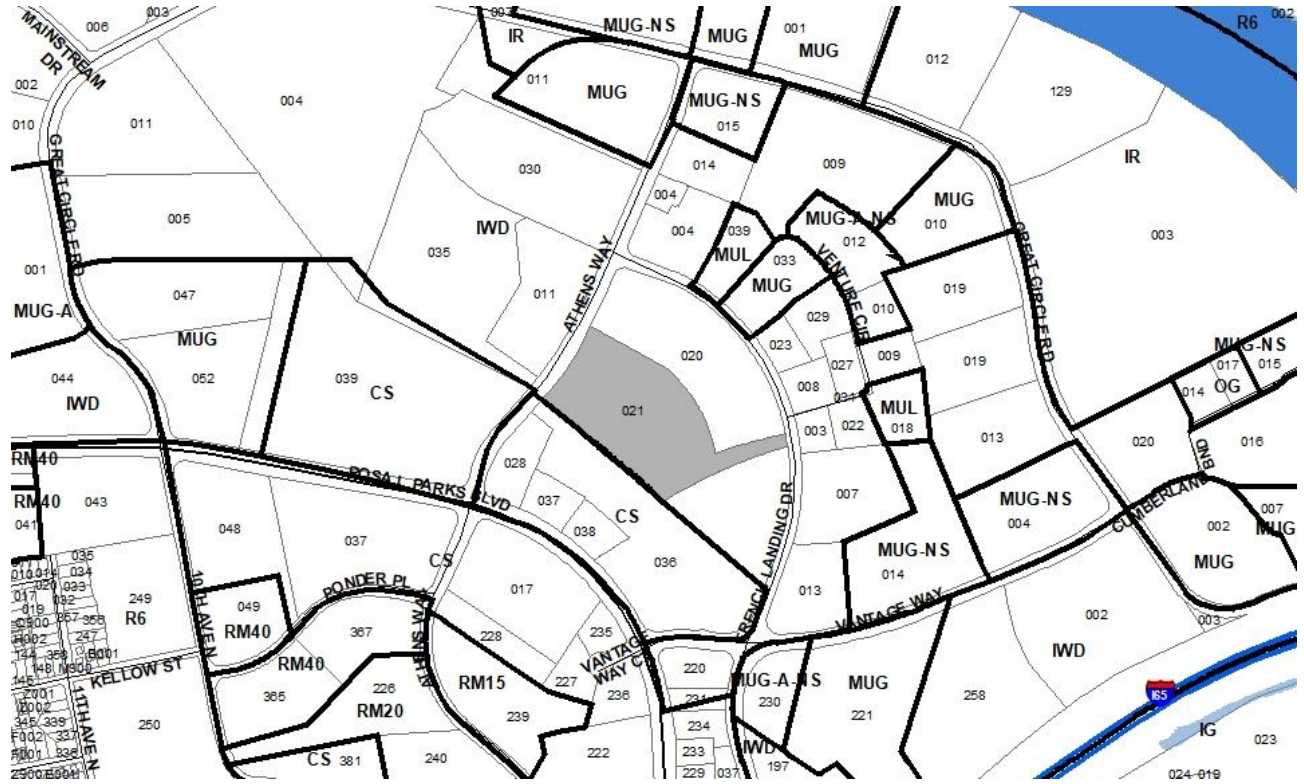
Metro Planning Commission Meeting of 05/25/23

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 05/25/23



2023Z-059PR-001
Map 070-16, Parcel(s) 021
08, North Nashville
02 (Kyontze Toombs)



Metro Planning Commission Meeting of 05/25/23

Item #33**Council District****School District****Requested by****Zone Change 2023Z-059PR-001**

02 – Toombs

05 – Buggs

Holland and Knight LLP, applicant; Forum Woodlawn, LLC, owner.

Staff Reviewer**Staff Recommendation**

Konigstein

*Approve.***APPLICANT REQUEST****Zone change from IWD to MUG-NS.**Zone Change

A request to rezone from Industrial/Warehousing/Distribution (IWD) to Mixed-Use General – No STRP (MUG-NS) for property located at 210 Athens way, approximately 550 feet north of Rosa Parks Boulevard (10.01 acres).

Existing Zoning

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

Proposed Zoning

Mixed Use General (MUG-NS) is intended for a moderately high intensity mixture of residential, retail, and office uses. The -NS designation prohibits Short Term Rental Property – Owner Occupied and Short Term Rental Property – Not-Owner Occupied uses from the district.

NORTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The site is located at 210 Athens Way, approximately 550 feet north of Rosa Parks Boulevard and a total of 10.01 acres. Surrounding zoning districts include Mixed-Use General (MUG), Mixed-Use Limited (MUL) and IWD. The surrounding properties include a mix of uses including multi-family, office, medical, and commercial.

The primary policy on the site is District Employment Center Policy (D-EC) policy. The intent of this policy is to provide a mix of commercial and industrial uses with residential as a supportive use, for housing options near employment opportunities. The proposed zoning is consistent with the D EC Policy. There is a balance that must be struck in Employment Centers between employment and supporting residential, and it is critical to ensure that the balance is not tipping too heavily to



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residential uses. MUG-NS allows for retail, restaurants, and residential uses which are complementary and supportive of the primary function of a D-EC policy area to provide intense concentrations of jobs.

Maximum Uses in Proposed Zoning District: MUG-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)	5	3.0 F	653 U	3,557	215	269

Maximum Uses in Proposed Zoning District: MUG-NS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	2.5	3.0 F	326,700 SF	12,333	307	1,244

Maximum Uses in Proposed Zoning District: MUG-NS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	2.5	3.0 F	326,700 SF	36,649	3,247	3,192

Traffic changes between maximum: IWD and MUG-NS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+51,942	+3,709	+4,639

METRO SCHOOL BOARD REPORT

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

STAFF RECOMMENDATION

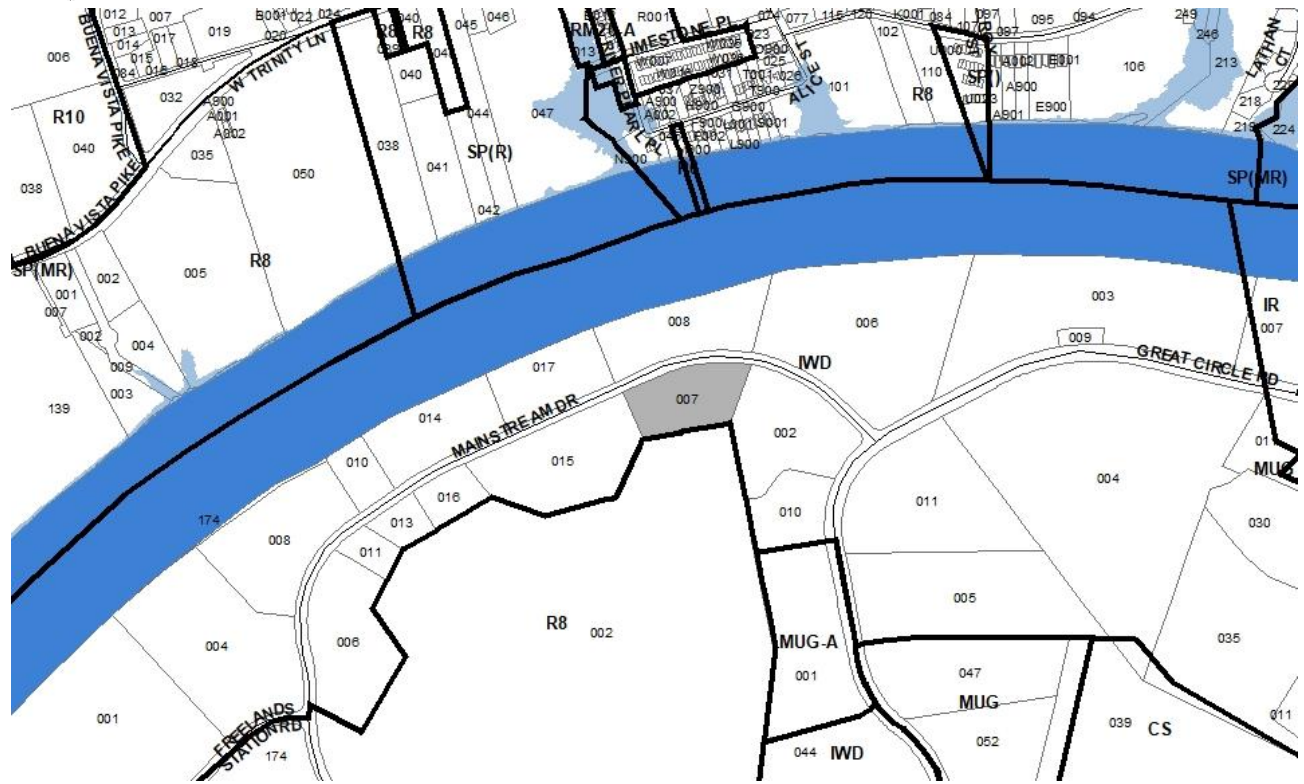
Staff recommends approval.



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Metro Planning Commission Meeting of 05/25/23



2023Z-060PR-001
Map 070-11, Parcel(s) 007
08, North Nashville
02 (Kyontzé Toombs)



Metro Planning Commission Meeting of 05/25/23

Item #34**Council District****School District****Requested by****Zone Change 2023Z-060PR-001**

02 - Toombs

05 - Buggs

Holland & Knight LLP, applicant; 501 Great Circle Propco, LLC, owner.

Staff Reviewer

Marton

Staff Recommendation*Approve.***APPLICANT REQUEST****Zone change from IWD to MUG-NS.**Zone Change

A request to rezone from Industrial Warehousing/Distribution (IWD) to Mixed Use General-No STRP (MUG-NS) for property located at 540 Mainstream Drive, approximately 660 feet west of Great Circle Road (3.66 acres).

Existing Zoning

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

Proposed Zoning

Mixed Use General-No STRP (MUG-NS) is intended for a moderately high intensity mixture of residential, retail, and office uses. The -NS designation prohibits Short Term Rental Property – Owner Occupied and Short Term Rental Property – Not-Owner Occupied uses from the district.

NORTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The application consists of one parcel (Map 070-11, Parcel 007) totaling 3.66 acres, located on the southern side of Mainstream Drive. The property is currently used as a surface parking lot. Surrounding land uses are office, industrial, commercial, and park space while surrounding properties are zoned IWD, R8 and MUG-A.

The application proposes to rezone the property from IWD to MUG-NS. The property is located within the D Employment Center policy as it is intended to enhance and create concentrations of employment that are often in a campus-like setting. A mixture of office and commercial uses are the primary uses in the policy area while retail, restaurants, services and medium to high density residential are also appropriate as secondary uses. Several properties along Great Circle Road, just



Metro Planning Commission Meeting of 05/25/23

west of the subject property, have been rezoned to MUG in recent years; however, much of the area is still zoned IR and IWD, holding office, industrial, and warehousing uses. There is a balance that must be struck in Employment Centers between employment and supporting residential, and it is critical to ensure that the balance is not tipping too heavily to residential uses. MUG-NS allows for retail, restaurants, and residential uses which are complementary and supportive of the primary function of a D-EC policy area to provide intense concentrations of jobs.

FIRE RECOMMENDATION

Approve.

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)	3.66	0.8 F	127,543 SF	247	22	25

Maximum Uses in Proposed Zoning District: **MUG-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)	1.84	3.0 F	240 U	1,306	81	103

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.92	3.0 F	120,225 SF	4,538	113	458

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.92	3.0 F	120,225 SF	13,487	1,195	1,174

Traffic changes between maximum: **IWD and MUG-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+19,084	+1,367	+1,710

METRO SCHOOL BOARD REPORT

The mix of uses could vary and assumption of impact at this point is premature. Students would attend Jones Paideia Elementary Magnet School, John Early Middle School, and Pearl-Cohn High School. All schools are identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.



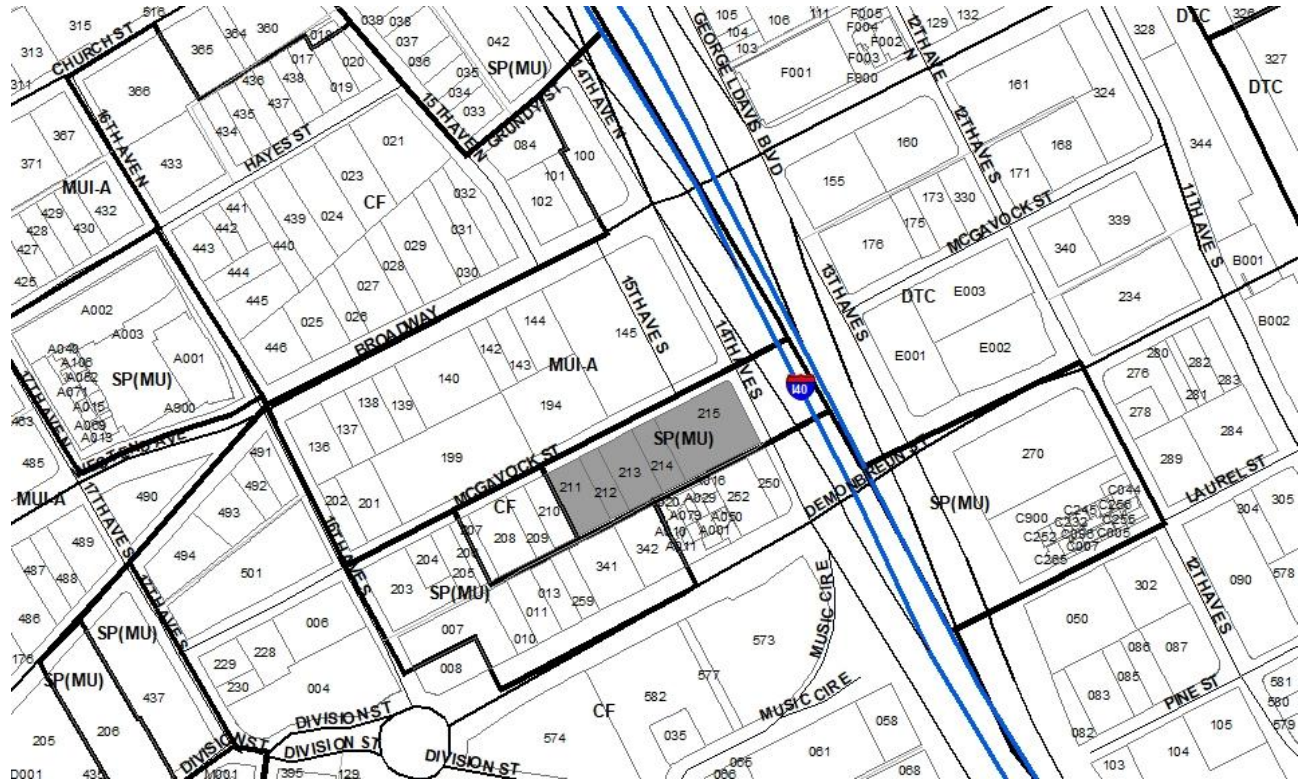
Metro Planning Commission Meeting of 05/25/23

STAFF RECOMMENDATION

Staff recommends approval.



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2001UD-002-014
MUSIC ROW UDO (CANCELLATION)
Map 093-09, Parcel(s) 211-215
10, Green Hills – Midtown
19 (Freddie O’Connell)



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Item #35

UDO Cancellation 2001UD-002-014

Project Name

Music Row UDO (Cancellation)

Council District

19 – O’Connell

School District

05 – Buggs

Requested by

Albion Residential, applicant; Lee Beaman, owner.

Staff Reviewer

Elliott

Staff Recommendation

Approve.

APPLICANT REQUEST

Cancel a portion of an Urban Design Overlay zoning district.

UDO Cancellation

A request to cancel a portion of an Urban Design Overlay District for properties located at 1503, 1509, 1511, 1515 and 1517 McGavock Street, at the southwest corner of 14th Ave. S. and McGavock Street, zoned Specific Plan (SP), located within the Music Row Urban Design Overlay District and Arts Center Redevelopment District (1.87 acres).

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/or commercial uses.

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.

GREEN HILLS - MIDTOWN COMMUNITY PLAN

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

MUSIC ROW VISION PLAN

The Music Row Vision Plan, adopted in December 2017, identifies the significance of and pressures facing Music Row. It contains a broad range of recommendations and action steps to pursue. The overarching theme of the Vision Plan is to ensure that Music Row continues to be a vital hub of music business and innovation and a unique creative cluster within Nashville. It is a



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planning document, but also a call to action for the public and private sectors, neighbors, and developers, and all those who support and strengthen the Row. The purpose of the Music Row Vision Plan is to guide and inform the preparation and consideration of implementation tools and development proposals. The subject site is in the Music Row North character area of the Vision Plan, which is intended to serve as a gateway to the Gulch, Midtown, and Downtown. It is intended to promote growth with high-rise development containing a mixture of uses and commercial activity. The area offers a high-energy urban experience, with towers activated by engaging and inviting ground-floor retail. A diverse mix of office, residential, retail, hotel, restaurants, and bars makes this area a center of activity around the clock.

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

ANALYSIS

The Music Row UDO that is applied to the property intends to ensure that rehabilitations, redevelopment, and new construction in the district will contribute to an emerging urban form that will provide a new focal point for the city and benefit area property owners, businesses, residents, and other stakeholders.

The subject properties were recently rezoned to Specific Plan zoning to permit a mixed-use development. The SP zoning regulates the development potential to ensure its consistent with the T5 MU policy, the Major and Collector Street Plan, and the surrounding context. The SP zoning regulates the streetscape, buildings, parking and other design elements to ensure an appropriate urban development is provided. Staff finds the SP zoning to better zoning tool to ensure policy consistency and high-quality design with future development and recommends canceling the UDO.

STAFF RECOMMENDATION

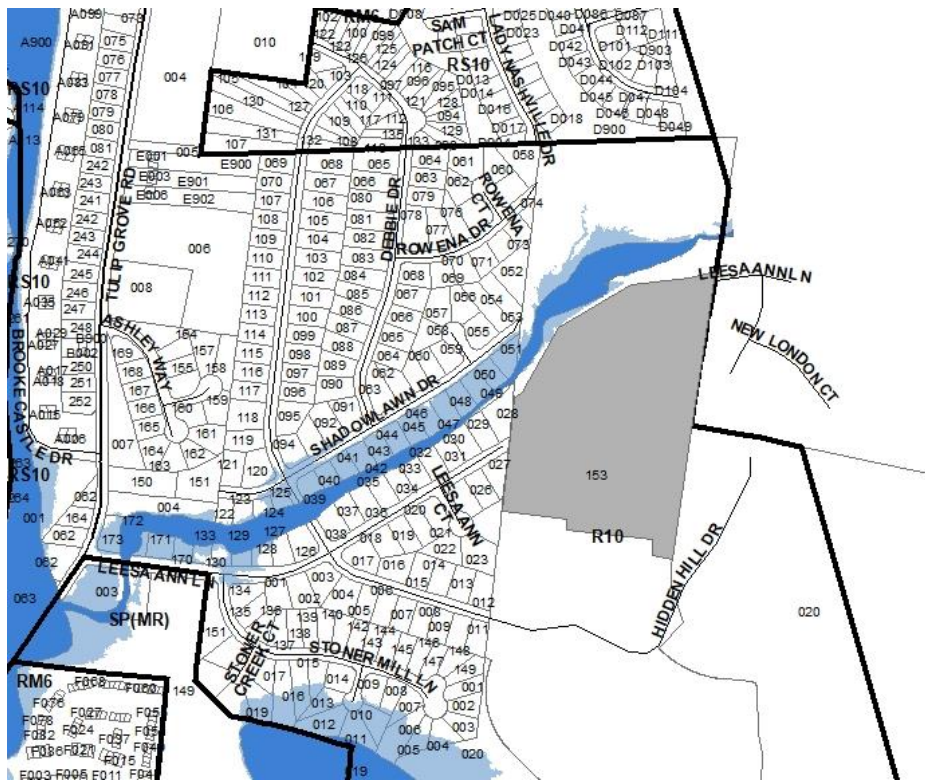
Staff recommends approval.



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2020S-207-003

CHANDLER RESERVE

Map 076, Part of Parcel(s) 153

14, Donelson – Hermitage – Old Hickory

11 (Larry Hagar)



Metro Planning Commission Meeting of 05/25/23

Item #36	Final Plat 2020S-207-003
Project Name	Chandler Reserve
Council District	11 – Hagar
School District	04 – Nabaa-McKinney
Requested by	Wilson & Associates, P.C., applicant; Meritage Homes of Tennessee Inc, owner.
Staff Reviewer	Shane
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Request for final plat approval to create 49 lots.

Final plat

A request for final plat approval to create 49 lots and dedicate right-of-way on a portion of property located at Chandler Road (unnumbered), north of Chandler Road, zoned One and Two-Family Residential (R10) (15.98 acres).

CASE HISTORY

The site is located on vacant residential land bordering the county line in Hermitage. The site has been zoned R10 since 1974. A concept plan approving 253 residential lots was approved at the December 10, 2020, Planning Commission meeting (Case No. 2020S-207-001). A final site plan has been approved (Case No. 2020S-207-002).

The proposed Phase 1 final plat application was filed in 2023. It includes 49 lots and is consistent with the concept and final plans.

SITE DATA AND CONTEXT

Location: The site is located at the current terminus of Leesa Ann Lane.

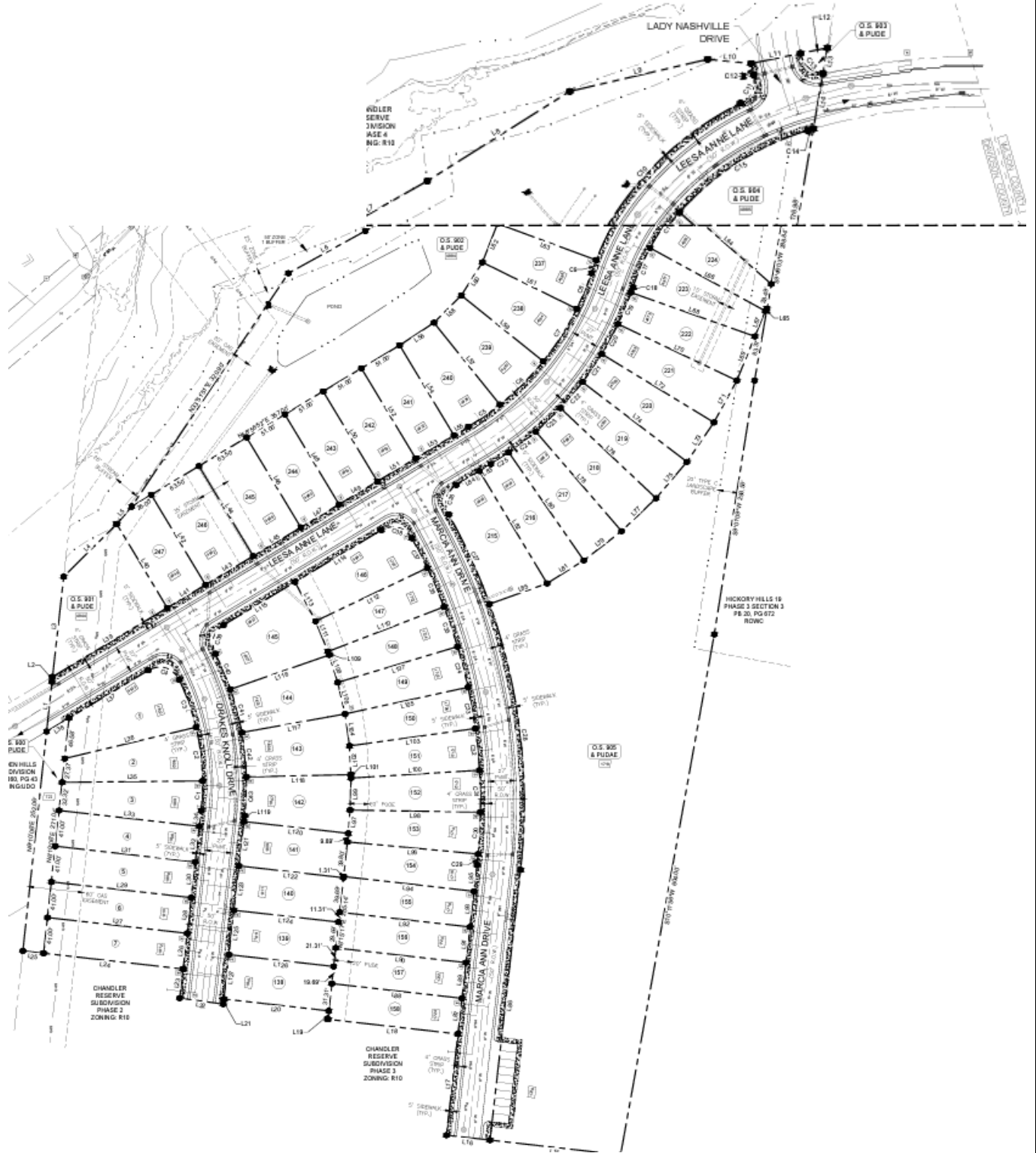
Street type: All street connections proposed are local streets. Leesa Ann Lane will serve as the main connection to the proposed subdivision. Leesa Ann Lane provides a connection to Tulip Grove Road, a Major Arterial Street.

Approximate Acreage: 15.98 acres or approximately 696,089 square feet.



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NUMBERS 1 THROUGH 100
NOT TO SCALE



Proposed Final Plat



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PROPOSAL DETAILS

This proposal is for final plat approval. The concept plan approved for the site utilized the by-right Cluster Lot Option standards of Section 17.12.090 of the Metro Zoning Code that were in effect at the time. The final plat matches the approved cluster lot concept plan with regard to maximum lot yield, open space requirements, alternative lot sizes, landscape buffer yard requirements, hillside development standards, floodplain development standards, and recreational facilities.

Subdivision Variances or Exceptions Requested: None

UPDATED FINAL PLAT RULES AND PROCEDURES

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

The subject site received preliminary plan approval in 2020 and final site plan approval in 2021. Although no changes have been made to the plat, approval by the MPC is now required because the plat contains more than 25 lots, requiring consideration by the MPC per amended TCA Sections 13-3-402 and 13-4-302 under Public Chapter 994.

APPLICABLE SUBDIVISION REGULATIONS

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

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT ROADS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- NET - see roads comments.
- From subdivision construction plans review



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- Explore the possibility of installation of traffic calming measures with the MPW Traffic Calming program, and address with revised plans. The streets to be explored are Leesa Ann Lane and Lady Nashville Drive.
- Prior to the first final plat, applicant is to re-furbish and lengthen the left turn lane striping on Leesa Anne Lane at the intersection with Tulip Grove Road, and on Lady Nashville Drive at the intersection with Lebanon Pike. The length of the storage and taper should be determined by the applicants traffic engineer and submitted to MPW for confirmation.
- The pavement markings at the intersections of Lebanon Pike at Tulip Grove Road and Big Horn Drive are to be refurbished with this development, submit plans with the construction plan submission.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Attached is a copy of the above-referenced subdivision (uploaded by Planning on January 25, 2023) on which we have noted our comments and recommend approval. Approval is contingent on construction and completion of MWS Project #'s 21SL0010 and 21WL0005. A bond amount of \$371,000.00 is assigned to 21SL0010 and an amount of \$392,000 is assigned to 21WL0005.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

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

RECOMMENDED ACTION

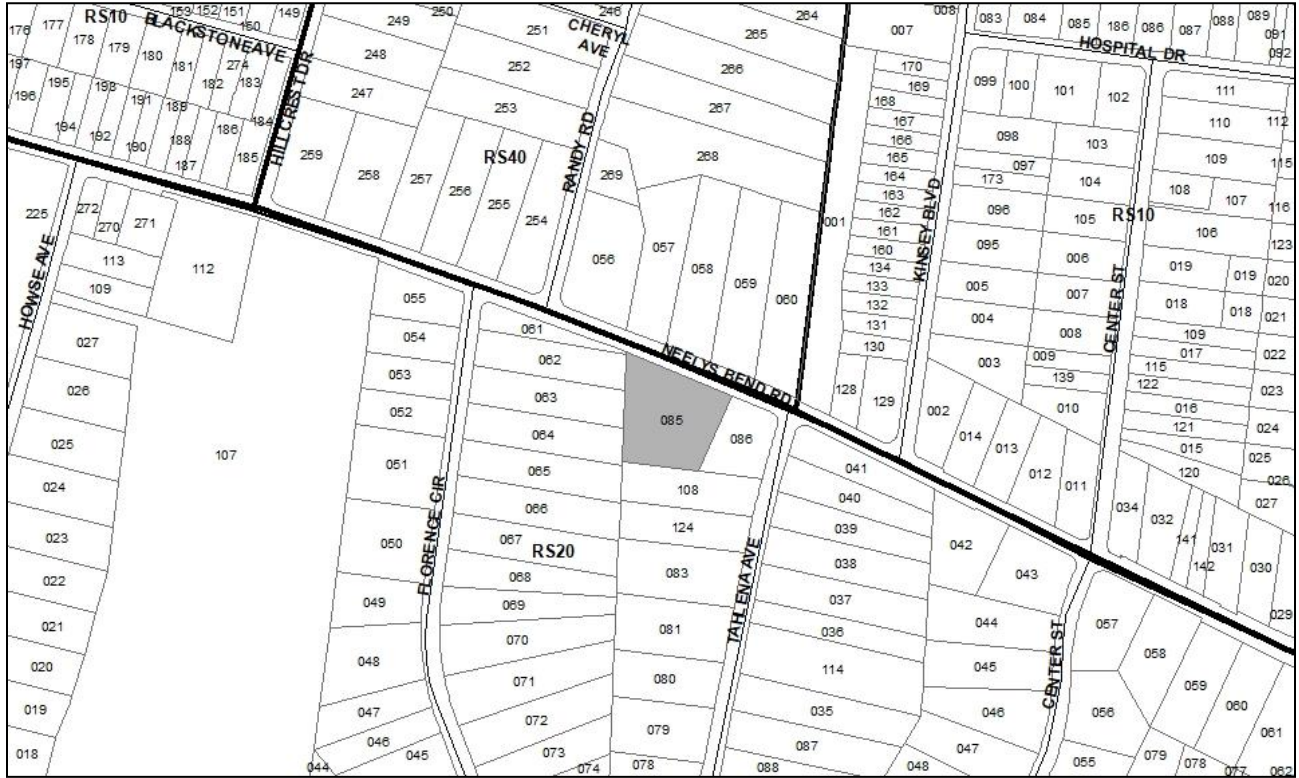
Motion to approve proposed subdivision Case No. 2020S-207-003 with conditions based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



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Metro Planning Commission Meeting of 05/25/23



2022S-253-001

FIRST REVISION LOT 1 RESUB LOTS 76 & 77 MADISON HEIGHTS

Map 052-06, Parcel(s) 085

04, Madison

09 (Tonya Hancock)



Metro Planning Commission Meeting of 05/25/23

Item #37

Final Plat 2022S-253-001

Project Name

First Revision Lot 1 Resub Lots 76 & 77 Madison Heights

Council District

09 – Hancock

School District

03 – Masters

Requested by

Todd Bollinger, applicant; Rose Lyn Noland, owner.

Deferrals

This item was deferred at the March 9, 2023, March 23, 2023, April 13, 2023, April 27, 2023, and May 11, 2023, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Lewis

Staff Recommendation

Defer to the June 8, 2023, Planning Commission meeting.

APPLICANT REQUEST

Request for final plat approval to create two lots.

Final Plat

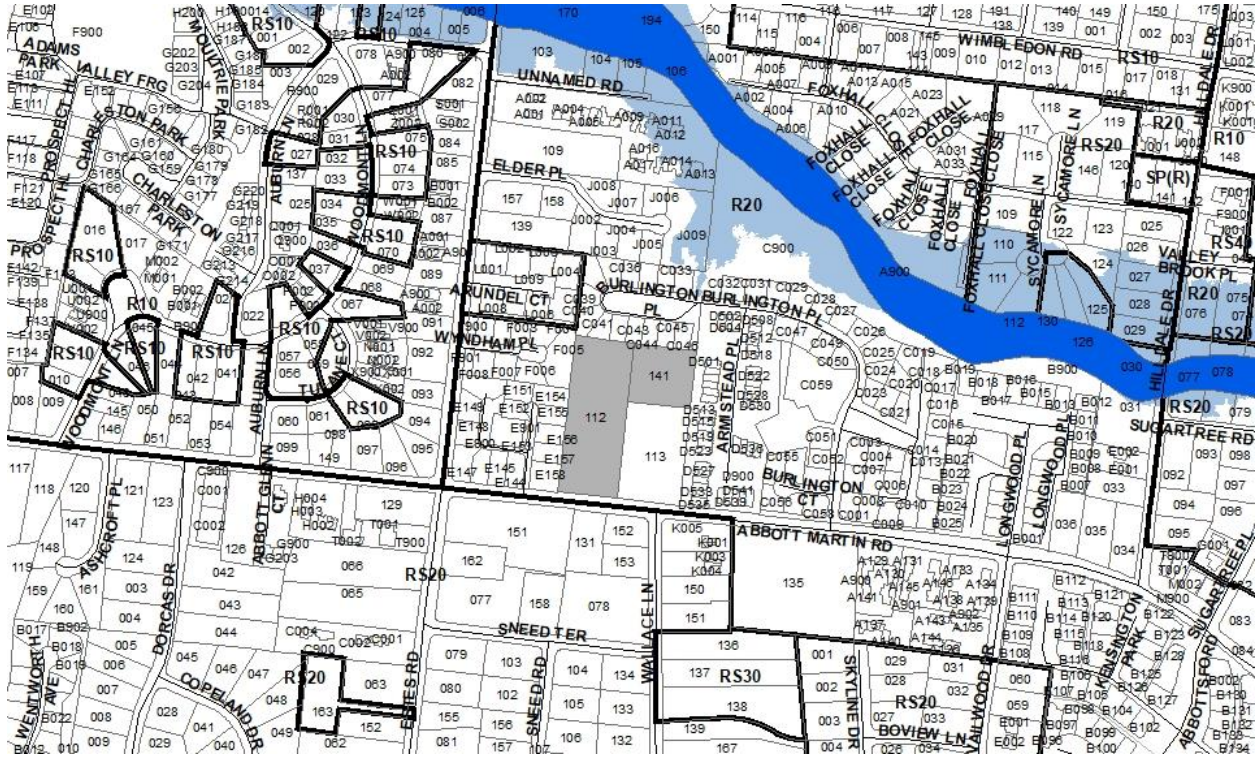
A request for final plat approval to create two lots on property located at 828 Neelys Bend Road approximately 194 feet west of Tahlena Avenue, zoned Single-Family Residential (RS20) (1.5 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the June 8, 2023, Planning Commission meeting.



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2023S-026-001

MARTIN RESERVE SUBDIVISION

Map 116-12, Parcel(s) 112, 141

10, Green Hills – Midtown

25 (Russ Pulley)



Metro Planning Commission Meeting of 05/25/23

Item #38

Project Name

Council District

School District

Requested by

Concept Plan 2023S-026-001

Martin Reserve Subdivision

25 – Pulley

08 – O’Hara Block

Stephen Vander Horst, applicant; Abbott Land 3600 LLC, owner.

Staff Reviewer

Shane

Staff Recommendation

Defer to the June 8, 2023, Planning Commission meeting

APPLICANT REQUEST

Concept plan to create 7 lots.

Concept Plan

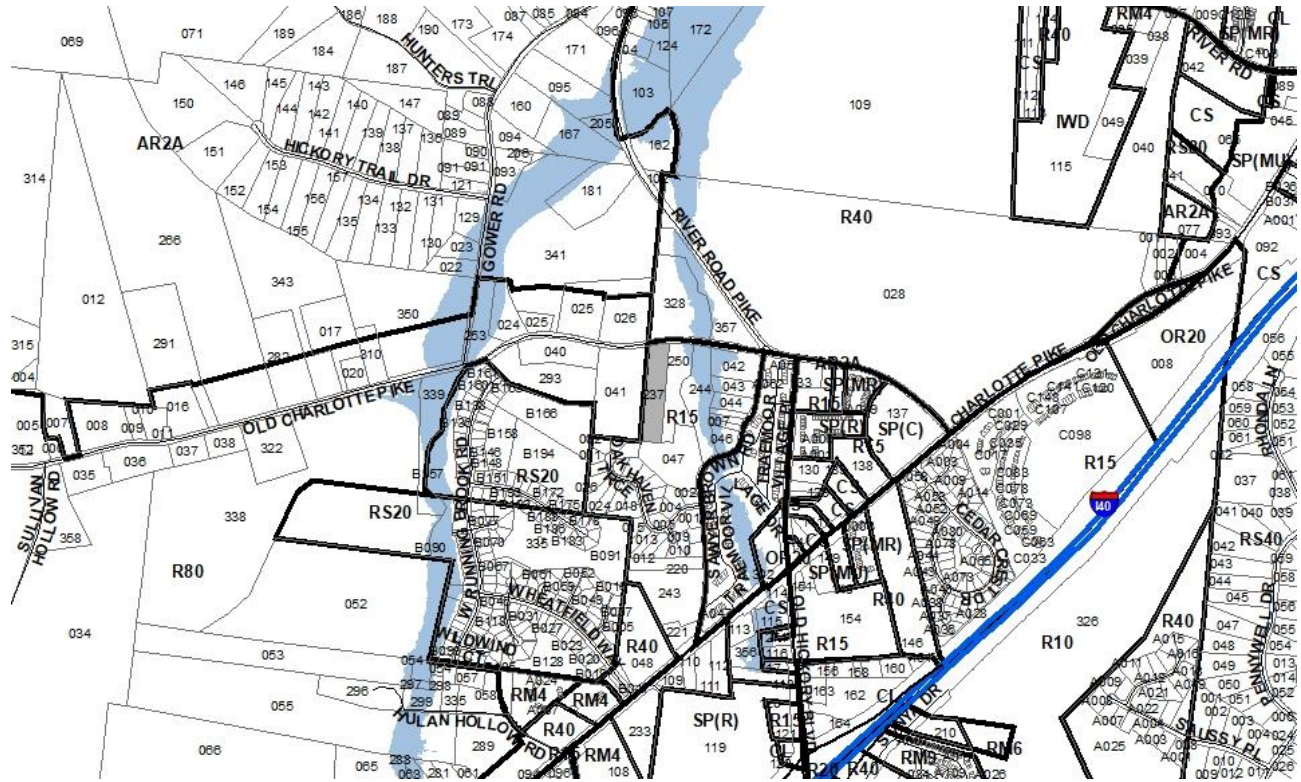
A request for concept plan approval to create 7 lots and dedicate right-of-way on properties located at 3600 Abbott Martin Road, approximately 100 feet south of Burlington Place, zoned One and Two-Family Residential (R20) (4.29 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the June 8, 2023, Planning Commission meeting.



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



Metro Planning Commission Meeting of 05/25/23

Item #39	Final Plat 2023S-045-001
Project Name	Temple Heights
Council District	22 – Hausser
School District	09 – Tylor
Requested by	Dewey Engineering, applicant; Vidya Bethi, owner

Deferrals This item was deferred from the March 23, 2023; April 13, 2023; and May 11, 2023; Planning Commission meetings.

Staff Reviewer	Matravers
Staff Recommendation	<i>Approve with conditions, including a variance to the standards of 3-8.1.</i>

APPLICANT REQUEST

Concept plan approval to create 6 residential lots.

Concept Plan

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

SITE DATA AND CONTEXT

Location: The site is located on Old Charlotte Pike, approximately 800 feet west of Sawyer Brown Road.

Street Type: The site has frontage on Old Charlotte Pike, which is a residential collector arterial.

Approximate Acreage: The proposed area for subdivision is approximately 4 acres or 174,122 square feet.

Parcel/Site History: This site is comprised of one lot that was platted in its current configuration in 1973.

Zoning History: The property is zoned R15 and this zoning has existed since 1974.

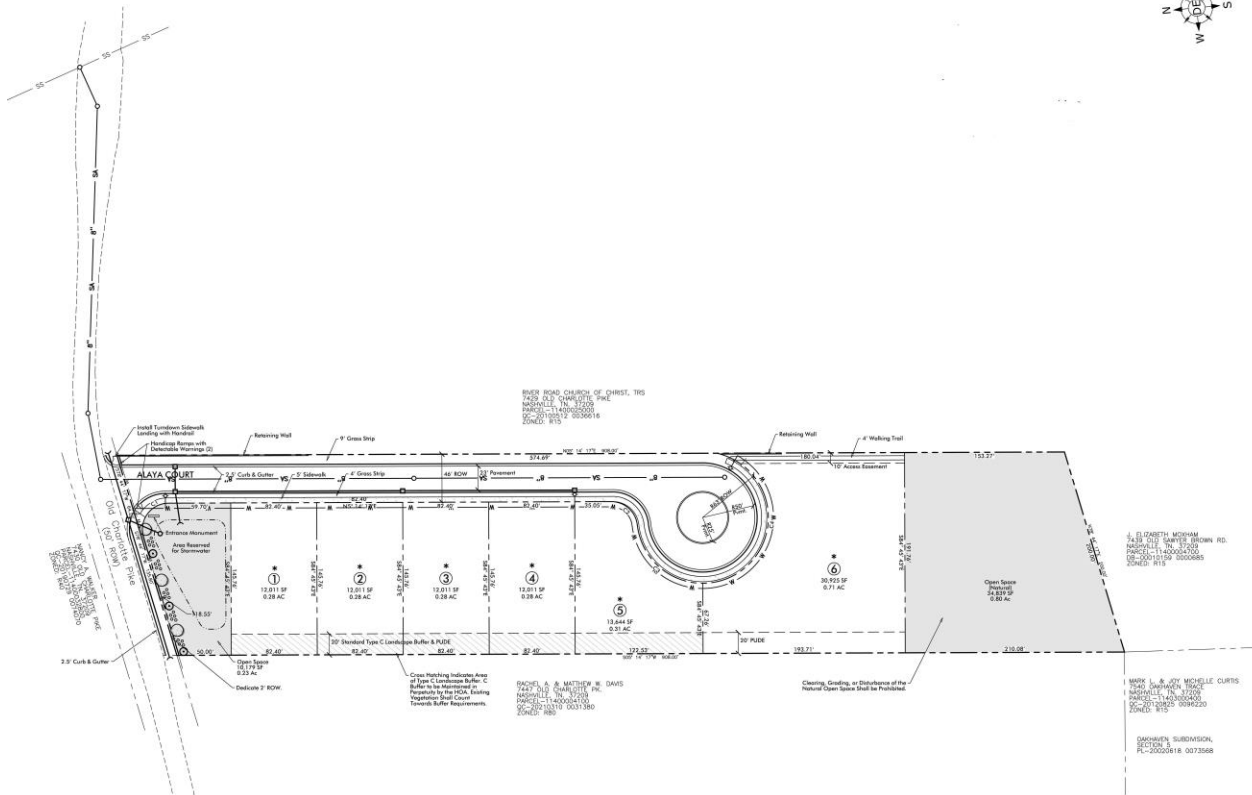
Existing land use and configuration: The site is currently vacant.

Surrounding land use/zoning:

North: Residential/One and Two-Family Residential (R40 and R80)

South and East: Residential/One and Two-Family Residential (R15)

West: Residential/One and Two-Family Residential (R80)



Proposed Concept Plan

Zoning: One and Two-Family Residential (R15)

- Min. lot size: 15,000 square feet
- Max. height: 3 stories
- Min. front setback: 20'
- Min. rear setback: 20'
- Min. side setback: 10'
- Maximum Building Coverage: 0.35

PROPOSAL DETAILS

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

Number of lots: 6 lots (6 single-family, 0 duplex).

Lot sizes: Lot sizes range from 0.28 acres (12,011 square feet) to 0.71 acres (30,925 square feet). Conservation Development Standards grant a percentage reduction in lot size relative to the amount of natural area being preserved. The proposal sets aside 20% of the site for undisturbed natural area, therefore the minimum lot size of 15,000 square feet may be reduced by 20% to 12,000 square feet (see Conservation Development Standards below).



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Access: The proposal would create a new public street, Alaya Court, along Old Charlotte Pike. The six lots proposed would all front onto Alaya Court with individual driveways.

Conservation Development Standards (17.12.090)

- A. *Purpose and Intent.* Conservation development is a set of standards that shall be utilized in the design of subdivisions as provided in this section. The purpose of these standards is to:
1. *Preserve unique or sensitive natural resources such as steep slopes; hillsides; streams, wetlands, floodways, and floodplains; problem soils; archaeological resources; and native forests or unique vegetation through the creation of natural open space.*
 2. *Encourage the creation of lots on less environmentally sensitive areas of the site.*
 3. *Provide flexibility in design of subdivisions within existing zoning districts to promote environmental resource protection.*
- B. *Applicability.* Subdivisions proposed in the R/R-A and RS/RS-A zoning districts that meet both of the following standards shall utilize the provisions of this section.
1. *Minimum Site Area.* The minimum site area of no less than ten times the minimum lot area for the base zoning district as established by Table 17.12.020A. For example, in the R10 district the minimum area for the subdivision would be one hundred thousand square feet. (Ten thousand square feet minimum lot size times ten).
Complies. The site is zoned R15 with a total area that is 11.6 times the minimum lot area (4.00 acres or 174,240 square feet).
 2. *Minimum Natural Area.* A minimum of ten percent of the site contains any, or a combination of, the following:
 - a. *Areas shown on FEMA maps as part of the 100-year floodplain or identified in local studies as confirmed by Metro Stormwater;*
 - b. *All perennial and intermittent streams, floodways, and associated buffers, as determined by Metro Stormwater or the State;*
 - c. *Areas of natural slopes of twenty percent or greater of at least ten thousand square foot contiguous area;*
 - d. *Areas containing problem soils as established by Section 17.28.050; wetlands, as determined by metro stormwater;*
 - e. *Known habitat for federally or state listed or proposed rare, threatened, or endangered species;*
 - f. *Areas containing a protected Cedar Glade plant species as established by Section 17.28.060;*
 - g. *Archaeological or historic sites, cemeteries, and burial grounds; or*
 - h. *Protected, heritage and historic and specimen trees, as defined by Section 17.40.450 of the Metro Zoning Code.*

The site contains features described in parts c and h.
- C. *Maximum Lot Yield.* The determination of the maximum lot yield shall be based on assigning twenty percent of the gross acreage of the site to open space and infrastructure. The remaining eighty percent of the gross acreage shall be divided by the minimum lot size of the base zoning district to determine the maximum yield. Yield shall not be based on the



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minimum lot size as described in Section D Lot Size Flexibility.

Complies. Total site area is 4.00 acres or 174,240 square feet. 80% of gross acreage is 3.2 acres or 139,392 square feet. The maximum lot yield is 9 lots based on a minimum of 15,000 square feet for an R15 residential lot.

- D. Conservation and Design Flexibility. In order to accomplish the purposes of this section, flexibility in lot sizes may be proposed in exchange for protection of the natural areas present on the site in natural open space according to the following standards:*

Complies. The proposal sets aside 20% of the site for undisturbed natural area (0.8 acres), therefore the minimum lot size of 15,000 square feet has been reduced by 20% to 12,000 square feet. Additional open space, including areas for stormwater management, total 0.23 acres.

The concept plan notes that a number of trees outside the protected Natural Open Space are to be removed. Tree preservation or removal proposed in a conservation development shall follow the standards of Section 17.28.065. If the tree or natural area preservation required in that section is greater than the area required here, then the requirements of that section shall prevail. In no case shall the required natural area preservation be less than that required in this section. A tree removal permit is also required prior to any removal of existing trees.

- E. Natural Open Space. Open space provided for the purposes of protecting natural areas and in exchange for flexibility of design, as described above, shall be called natural open space and subject to the standards below. These standards are not applicable to common areas or open spaces that may be provided for other purposes.*

Complies. Protected Natural Open Space is identified at the rear southern portion of the site and is accessible by a 4 foot walking trail from Alaya Court. Clearing, grading, or disturbances of the Natural Open Space is noted as being prohibited. A homeowners association will be responsible for management and maintenance of open spaces and landscape buffers.

- F. Application Requirements*

The concept plan clearly indicates that a conservation development is proposed. A site analysis map identifies natural areas, and a preliminary grading plan demonstrates the limits of disturbance and overall impacts to natural areas.

Hillside Development Standards (Section 17.28.030)

The hillside development standards apply to new construction on land in an undeveloped state where natural slopes are of fifteen percent or greater. The concept plan has designated all six residential lots as critical. Natural slopes in excess of twenty-five percent are to be maintained in designated Natural Areas per the Conservation Development Standards.

APPLICABLE SUBDIVISION REGULATIONS

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



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

SUBDIVISION REGULATIONS – CHAPTER 3

3-1 General Requirements

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

3-2 Monument Requirements

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

3-3 Suitability of the Land

The property includes natural areas as defined by the Conservation Development Standards in the zoning code. There are slopes in excess of 25% in the southern portion. The property is also heavily wooded with many specimen and heritage trees. The standards are intended to address these environmental factors therefore staff finds that the land is suitable for development consistent with this section.

3-4 Lot Requirements

All proposed lots comply with the minimum lot size of the zoning code.

3-5 Infill Subdivisions

Not applicable. New residential lots in this subdivision will front onto a new local street.

3-6 Blocks

Alaya Court is consistent with the standards of this section.

3-7 Improvements

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

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

The proposed subdivision includes one new public street, Alaya Court, which is consistent with Metro local street standards with one variance. A sidewalk was not provided on the eastern side of Alaya Court due to challenges and safety concerns related to the adjacent retaining walls on the edge of the property. See below for variance analysis.

3-9 Requirements for Streets

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



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3-10 Requirements for Dedication, Reservations, or Improvements

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

3-11 Inspections During Construction

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

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

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

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

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

3-14 Drainage and Storm Sewers

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

3-15 Public Water Facilities

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

3-16 Sewerage Facilities

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

3-17 Underground Utilities

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

1-11 Variances

1. General. If the Planning Commission finds that extraordinary hardships or practical difficulties may result from strict compliance with these regulations, a variance from these regulations may be granted, provided that such variance shall not have the effect of nullifying the intent and purpose of these regulations. The Planning Commission shall make findings based upon the evidence presented to it in each specific case that:

- a. The granting of the variance shall not be detrimental to the public safety, health, or welfare or injurious to other property or improvements in the neighborhood in which the property is located.*
- b. The conditions upon which the request for a variance is based are unique to the property for which the variance is sought and are not applicable generally to other property.*
- c. Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations were carried out.*



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- d. *The variance shall not in any manner vary from the provisions of the adopted General Plan, including its constituent elements, the Major Street Plan, or the Zoning Code for Metropolitan Nashville and Davidson County (Zoning Code).*

Subdivision Variances or Exceptions Requested: Yes. Variance to the standards of 3-8.1 to provide sidewalks along the eastern length of the proposed public street.

Staff finds that this variance is appropriate given the configuration of the dead end road. A sidewalk is provided along the frontage of each lot which allows for the needed pedestrian network.

PLANNING STAFF COMMENTS

Staff finds the proposed subdivision consistent with the intent of Chapter 3 of the Subdivision Regulations and the standards of the Metro Zoning Code. This segment along Old Charlotte Pike is perceived to be a blind curve, and while a traffic study was not required nor is crash rate data available at this time, the applicant should work closely with Planning and NDOT staff on warning signage and/or other possible traffic calming methods prior to final site plan submittal. Staff recommends approval with conditions, including a variance to the standards of 3-8.1.

POLICY CONSIDERATIONS

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

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

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

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve with conditions



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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- NDOT approves of the concept plan with Alaya Court being a public street. New road should follow subdivision street design standards and specifications.
- Retaining wall is to be outside of the Old Charlotte Pike ROW.
- With ADA compliant crossing at intersection have a concrete landing pad after ramp on east side of Alaya Court.

TRAFFIC AND PARKING RECOMMENDATION

Approve

METRO WATER SERVICES RECOMMENDATION

Not Applicable – served by Harpeth Valley Utility District

HARPETH VALLEY UTILITY DISTRICT RECOMMENDATION

HVUD has reviewed and determined there is sufficient capacity for the proposal.

STAFF RECOMMENDATION

Staff recommends approval with conditions, including a variance to the standards of 3-8.1.

CONDITIONS

1. Comply with all conditions and requirements of Metro agencies.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. Pursuant to 2-2.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.
4. Pursuant to 2-2.5.f of the Metro Subdivision Regulations, the approval of a concept plan shall be effective for four years from the date of Planning Commission approval to the recording of the final plat or a phase of the plat as described in Section 2-2.5.g.
5. Applicant shall work with Planning and NDOT staff on warning signage and/or other possible traffic calming methods prior to final site plan submittal.

RECOMMENDED ACTION

Motion to approve with conditions proposed subdivision Case No. 2023S-045-001, including a variance to the standards of 3-8.1.