

Metropolitan Planning Commission



Staff Reports

May 11, 2023



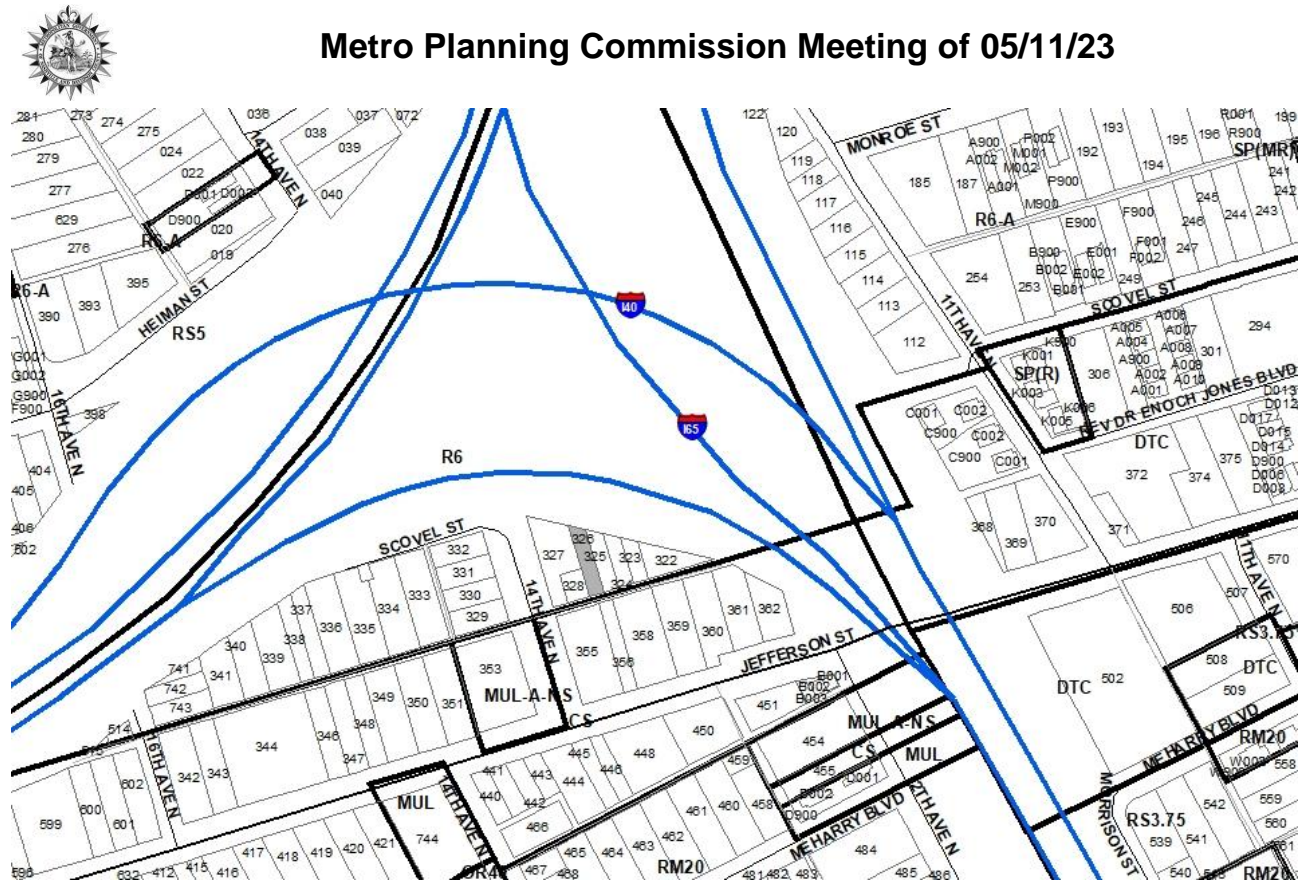
Metro Planning Commission Meeting of 05/11/23

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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2023Z-044PR-001
Map 081-16, Parcel(s) 326
08, North Nashville
19 (Freddie O'Connell)



Metro Planning Commission Meeting of 05/11/23

Item No.#1
Council District
School District
Requested by

Zone Change 2023Z-044PR-001
19 – O’Connell
05 – Buggs
Jin H. Shen, applicant and owner.

Staff Reviewer
Staff Recommendation

Shane
Withdraw.

APPLICANT REQUEST
Zone change from R6 to CS.

Zone Change

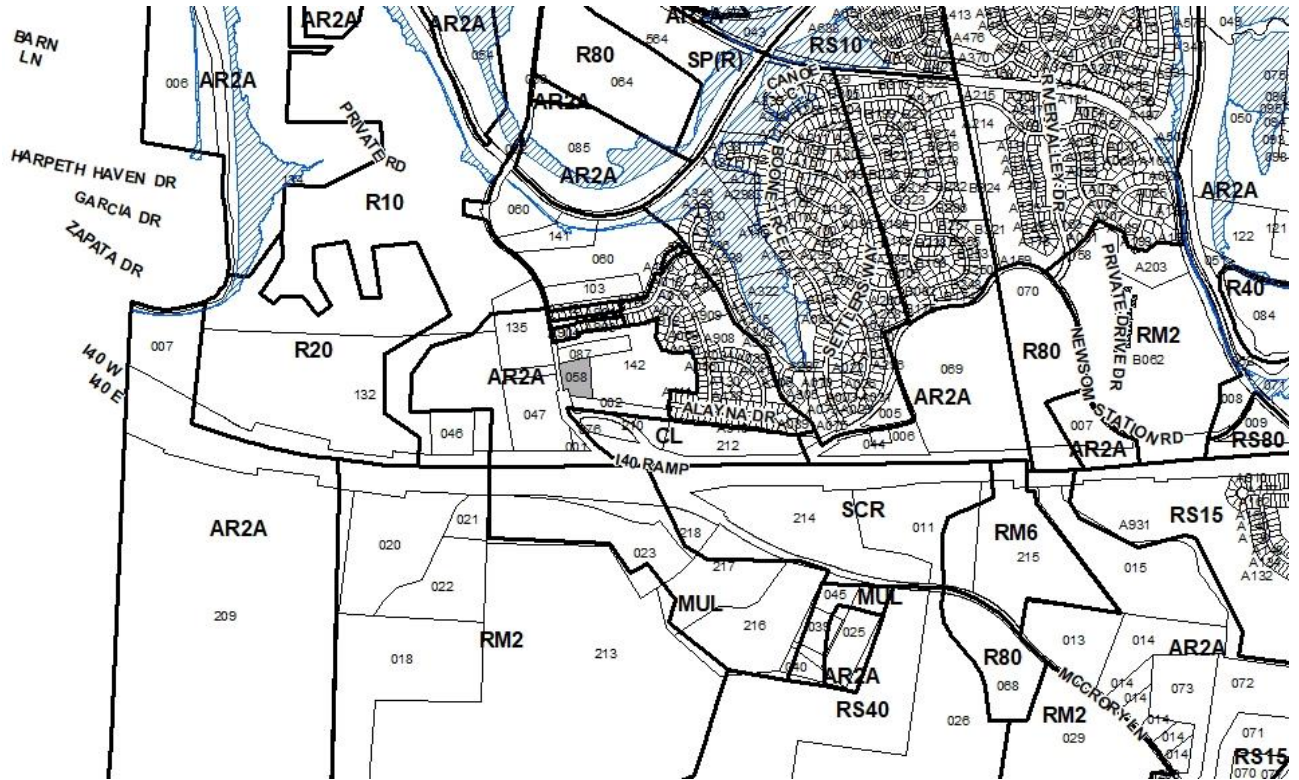
A request to rezone from One and Two-Family Residential (R6) to Commercial Services (CS) for property located at 1217 Scovel Street, approximately 100 feet east of 14th Avenue North and Scovel Street intersection and located in the Jefferson Street Redevelopment District (0.07 acres), requested by Jin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

STAFF RECOMMENDATION

Staff recommends withdrawal at the request of the applicant.



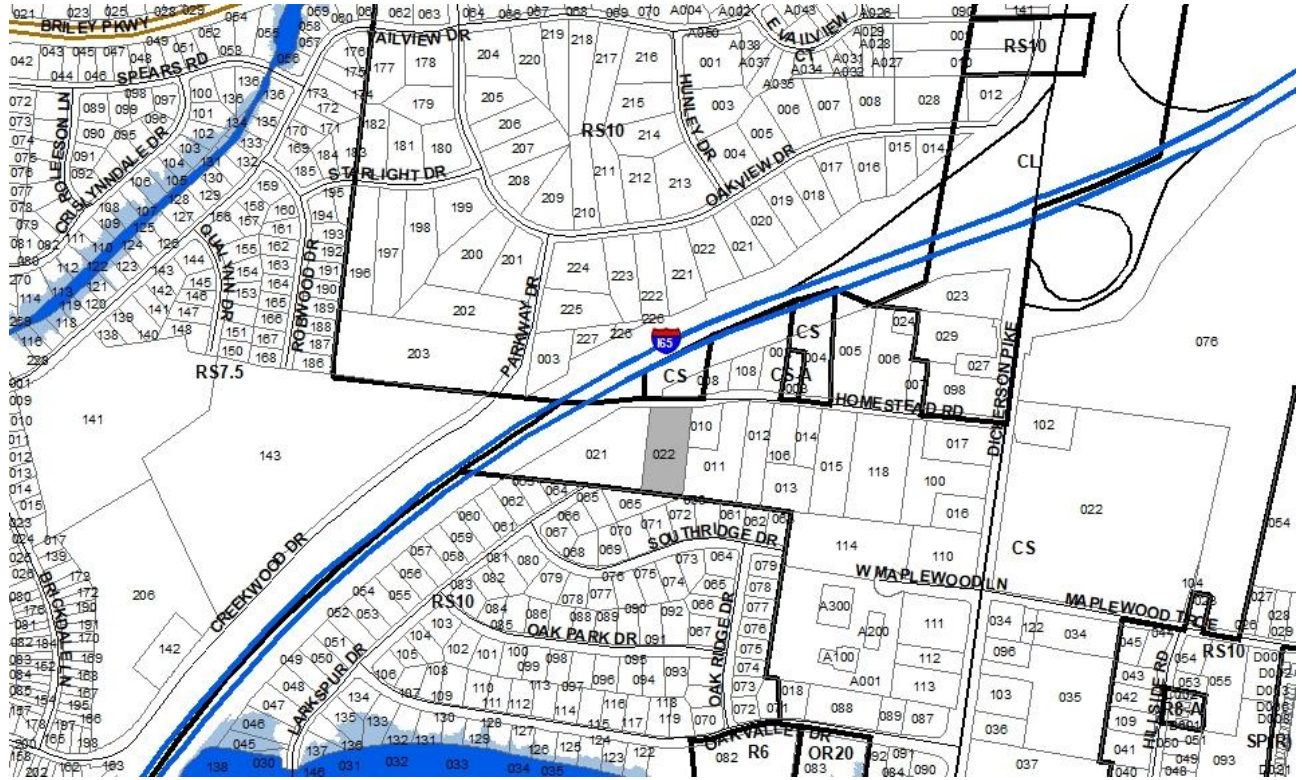
Metro Planning Commission Meeting of 05/11/23



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



Metro Planning Commission Meeting of 05/11/23



2023SP-032-001

316 HOMESTEAD PRELIMINARY SP

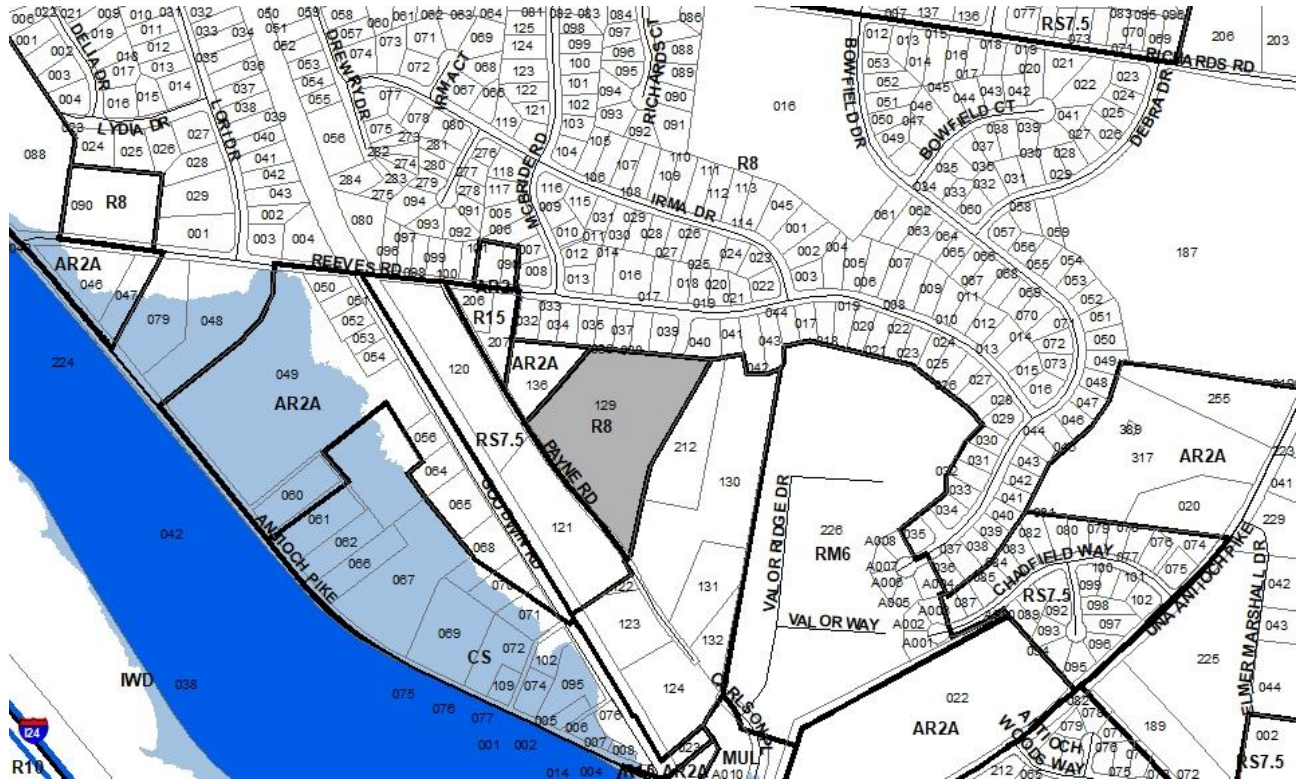
Map 060-03, Parcel(s) 022

05, East Nashville

02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 05/11/23



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



Metro Planning Commission Meeting of 05/11/23

Item #4	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, Planning Commission meeting. No public hearing was held.

Staff Reviewer Swaggart
Staff Recommendation *Defer to the May 25, 2023, Planning Commission meeting.*

APPLICANT REQUEST

Concept plan to permit 19 single-family lots.

Concept Plan

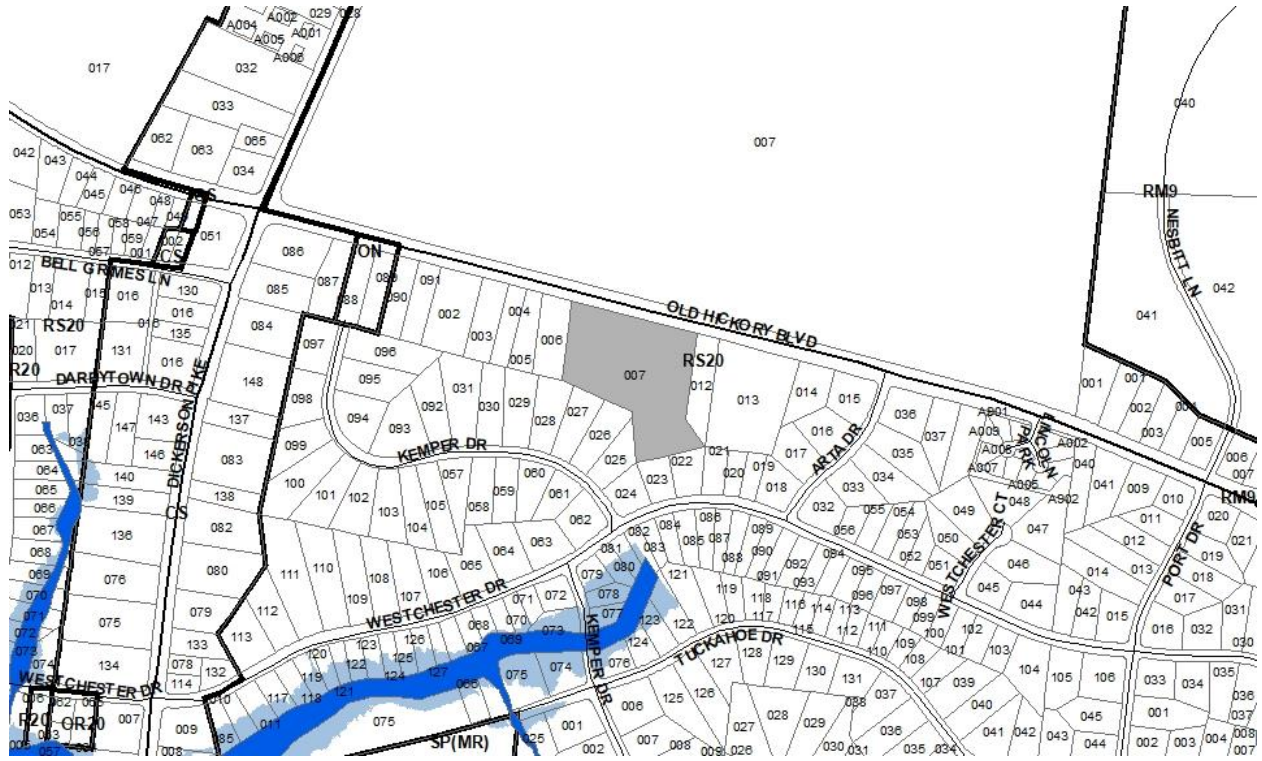
A request for concept plan approval to create 19 single family lots on property located at 4830 Payne Road, approximately 200 feet south of Reeves Road and within the Payne Road Residential Urban Design Overlay, zoned One and Two-Family Residential (R8), (5.5 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the May 25, 2023, Planning Commission meeting.



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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 05/11/23

Item #5
Project Name Final Plat 2023S-042-001
Council District St. Luke Presbyterian Church
School District 08 – VanReece
Requested by 01 – Gentry
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, and April 27, 2023, Planning Commission meeting. No public hearing was held.

Staff Reviewer Elliott
Staff Recommendation *Defer to the May 25, 2023, Planning Commission meeting.*

APPLICANT REQUEST

Final plat to create three single-family residential lots.

Final Plat

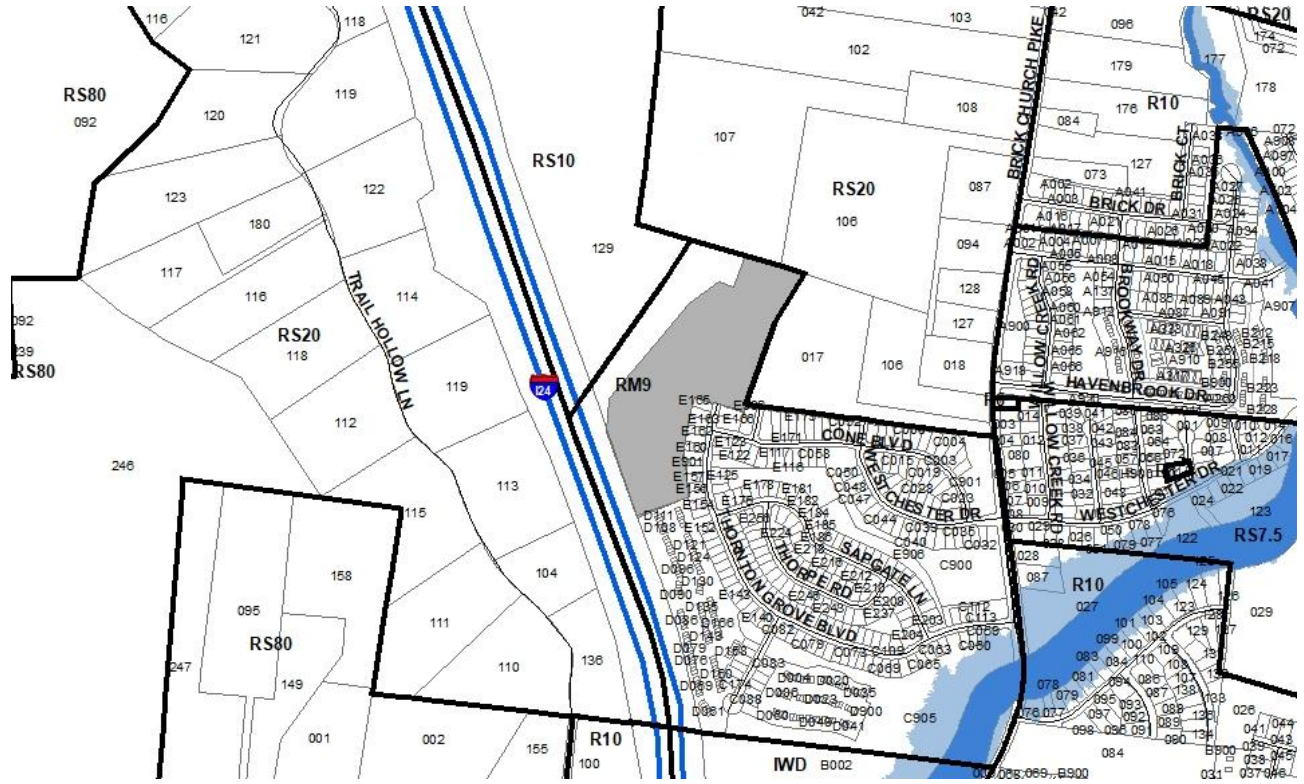
A request for final plat approval to create three lots on property located at 903 Old Hickory Boulevard, approximately 1,380 feet east of the corner of Dickerson Pike and Old Hickory Boulevard, zoned Single-Family Residential (RS20) (6.3 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the May 25, 2023, Planning Commission meeting.



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



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Item #6
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, Planning Commission meeting. No public hearing was held.

Staff Reviewer
Staff Recommendation

Anthony
Defer to the May 25, 2023, Planning Commission meeting.

APPLICANT REQUEST

Request for final plat approval to create 29 lots.

Final Plat

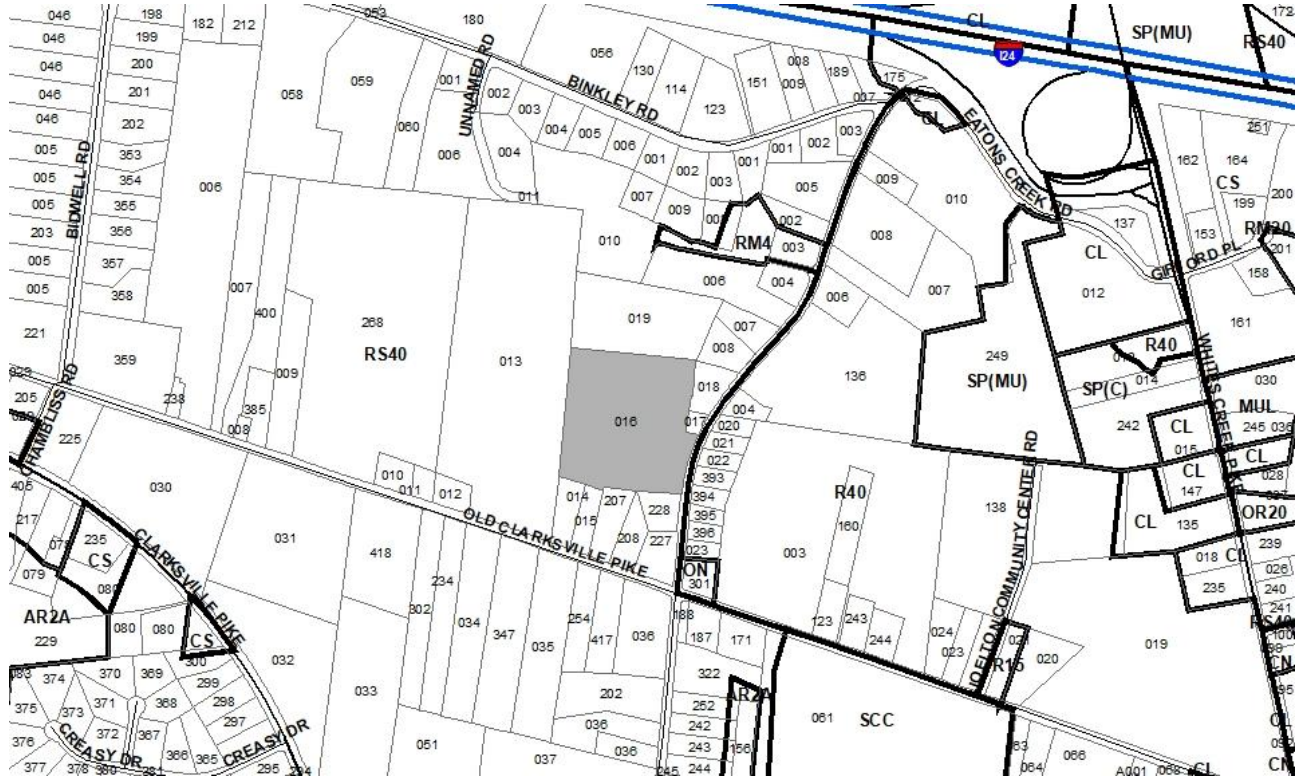
A request for final plat approval to create 29 lots and dedicate right-of-way on a portion of property located at 3500 Brick Church Pike, at the southern terminus of Thornton Grove Boulevard, zoned Multi-Family Residential (RM9) and within a Planned Unit Development Overlay District (PUD) (14.81 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the May 25, 2023, Planning Commission meeting.



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2023SP-019-001
THE MEADOWS
Map 021, Parcel(s) 016
01, Joelton
01 (Jonathan Hall)



Metro Planning Commission Meeting of 05/11/23

Item #7	Specific Plan 2023SP-019-001
Project Name	The Meadows
Council District	01 – Hall
School District	01 – Gentry
Requested by	Land Solutions Company, applicant; Joelton TC Ventures, LLC, owners.
Deferrals	The item was deferred at the March 9, 2023, and May 11, 2023, Planning Commission meetings. No public hearing was held.
Staff Reviewer	Lewis
Staff Recommendation	<i>Defer to the June 8, 2023, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit 42 multi-family residential units.

Zone Change

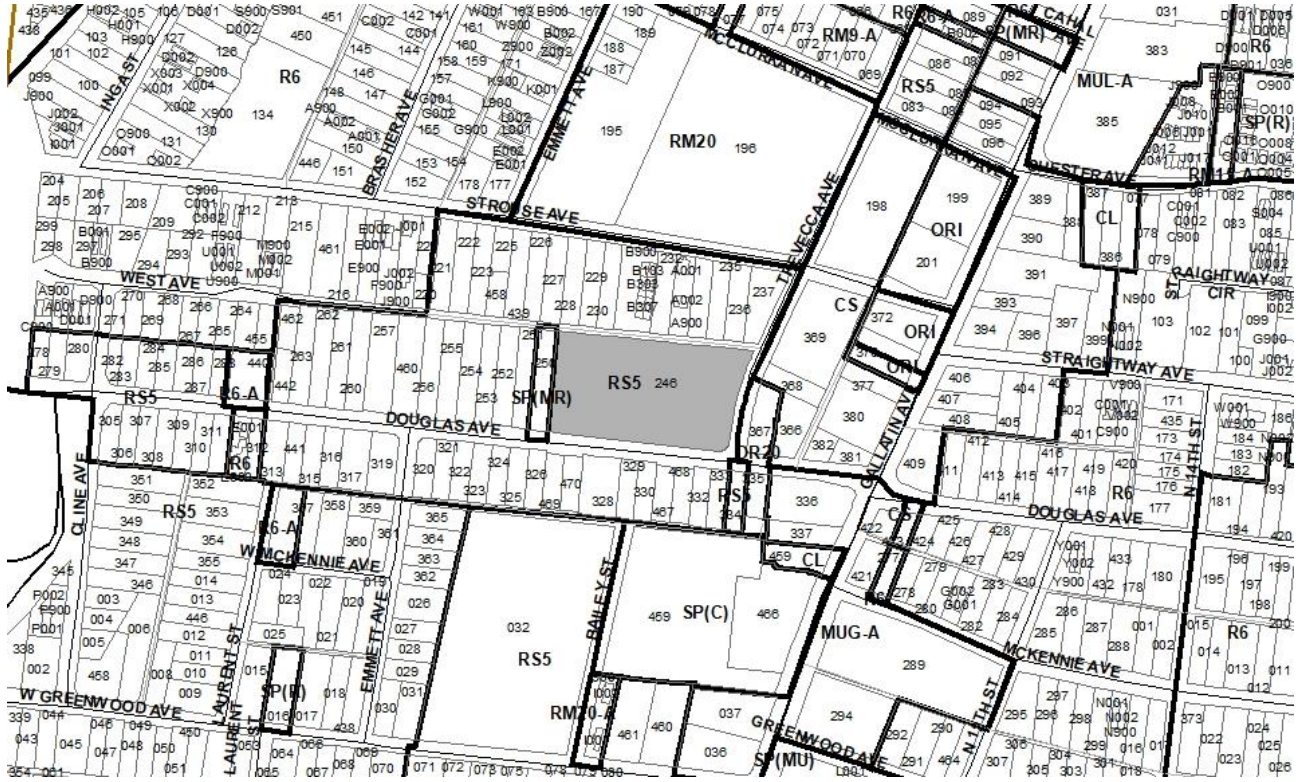
A request to rezone from Single-Family Residential (RS40) to Specific Plan (SP) zoning for property located at 6289 Eatons Creek Road, south of Binkley Road (11.77 acres), to permit 42 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends this item be deferred to the June 8, 2023, Planning Commission meeting at the request of the applicant.



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



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Item #8
Project Name Specific Plan 2023SP-033-001
Council District 1003 Douglas Ave. Multifamily
School District 5 – Parker
Requested by 01 – Gentry
Catalyst Design Group, applicant; East Nashville, LLC,
owner.

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

Staff Reviewer Elliott
Staff Recommendation *Defer to the May 25, 2023, Planning Commission meeting.*

APPLICANT REQUEST

Preliminary SP to permit a multi-family residential development.

Preliminary SP

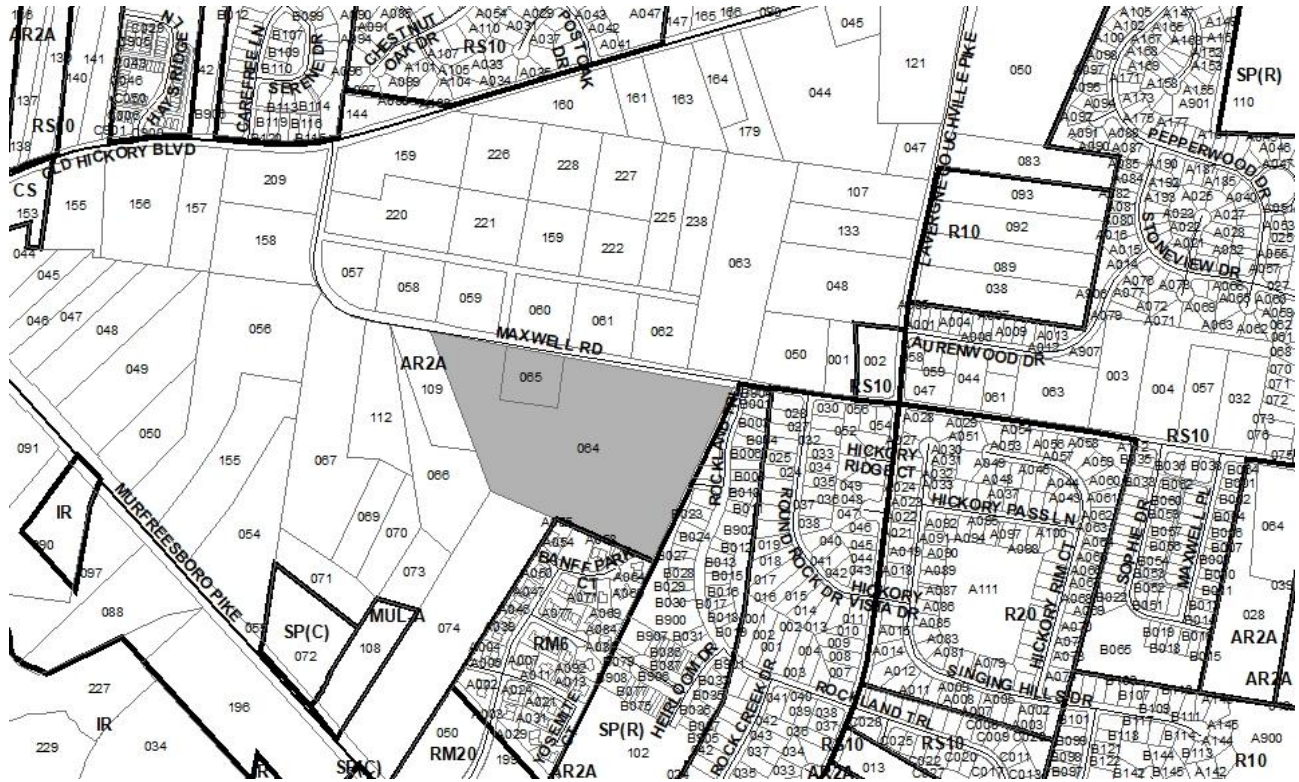
A request to rezone from Single-Family Residential (RS5) to Specific Plan (SP) zoning for property located at 1003 Douglas Avenue, at the northwestern corner of Douglas Avenue and Trevecca Avenue, located within the Nashville Auto Diesel College Institutional Overlay (3.18 acres), to permit a maximum of 300 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the May 25, 2023, Planning Commission meeting.



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



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Item #9	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.
Staff Reviewer	Anthony
Staff Recommendation	<i>Defer to the May 25, 2023, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit 78 single-family residential units.

Preliminary SP

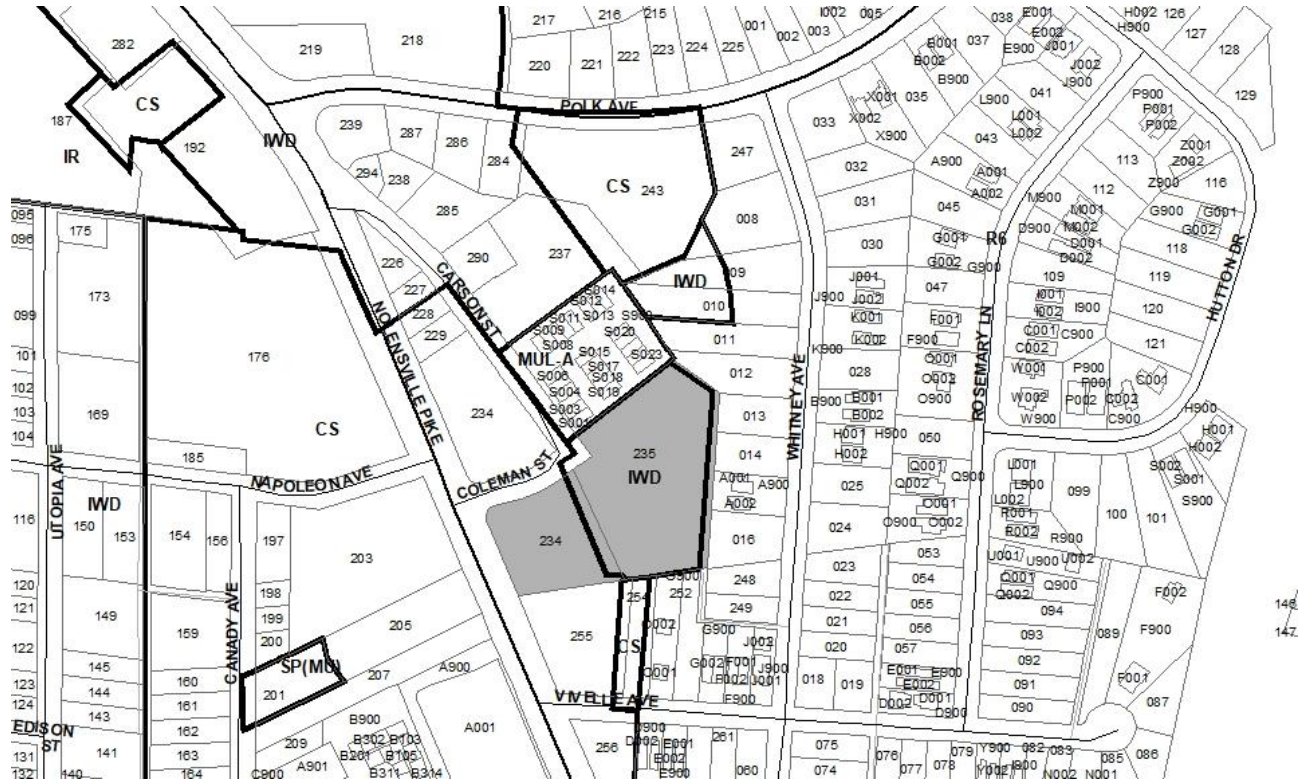
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) for properties located at 4057 Maxwell Road and Maxwell Road (unnumbered), approximately 760 feet west of Lavergne Couchville Pike (20.88 acres), to permit 78 single-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the May 25, 2023, Planning Commission meeting.



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



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Item #10

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.

Staff Reviewer

Swaggart

Staff Recommendation

Defer to the May 25, 2023, Planning Commission meeting.

APPLICANT REQUEST

SP to permit a mixed-use development.

Zone Change

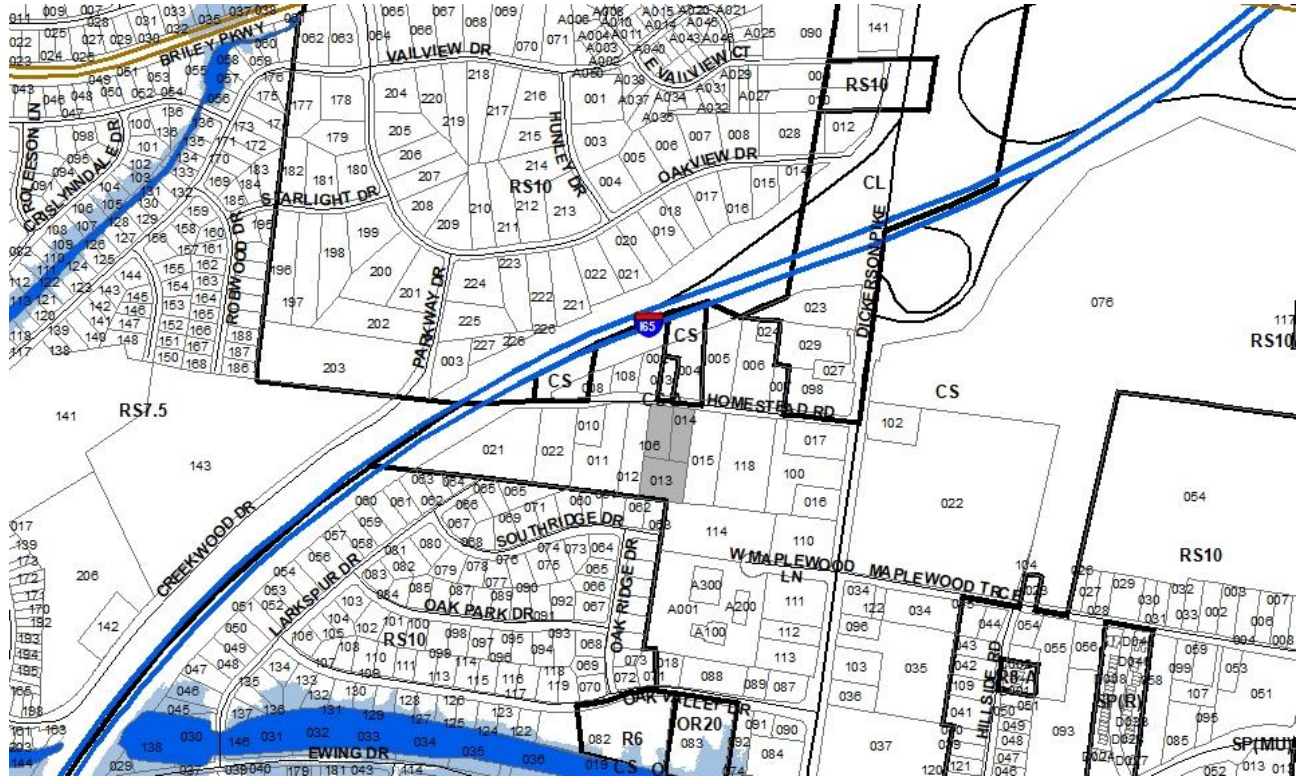
A request to rezone from Commercial Services (CS), Industrial Warehousing Distribution (IWD) and One and Two-Family Residential (R6) to Specific Plan (SP) zoning for properties located at 2180 Nolensville Pike and 2182 Carson Street, at the southeastern corner of Coleman Street and Carson Street (3.01 acres), to permit a mixed-use development with multi-family residential uses.

STAFF RECOMMENDATION

Staff recommends deferral to the May 25, 2023, Planning Commission meeting.



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2023SP-041-001

330 and 332 HOMESTEAD ROAD
Map 060-04, Parcel(s) 013-014, 106
05, East Nashville
02 (Kyonzté Toombs)



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Item #11
Project No.
Council District
School District
Requested by

Specific Plan 2023SP-041-001
330 and 332 Homestead Road
02 – Toombs
01 – Gentry
Catalyst Design Group, applicant; Roger and Joan West,
owner.

Staff Reviewer
Staff Recommendation

Shane
Defer to the May 25, 2023, Planning Commission meeting.

APPLICANT REQUEST
Zone change from CS to SP.

Zone Change

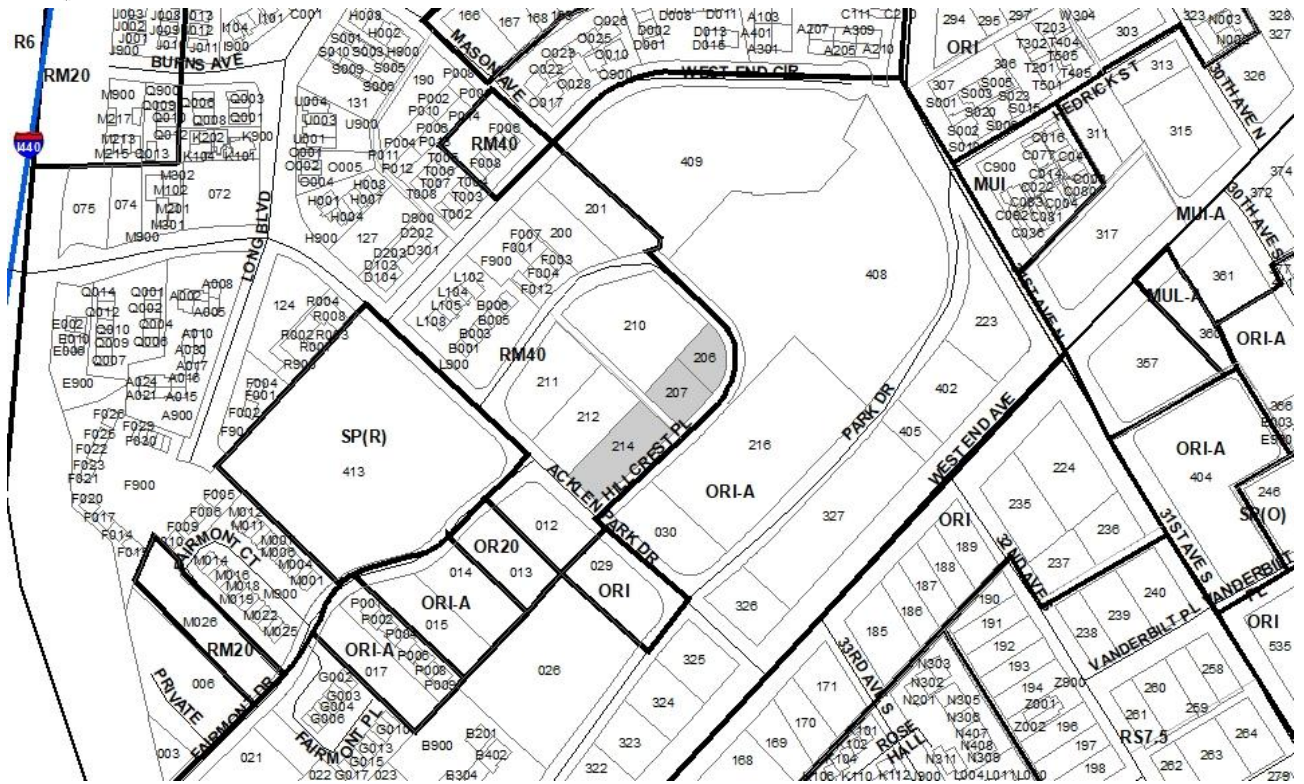
A request to rezone from Commercial Services (CS) to Specific Plan (SP) zoning for properties located at 330 and 332 Homestead Road, approximately 745 feet west of Dickerson Pike (2.24 acres), to permit all uses of the MUL-A zoning district except for those uses specifically excluded on the plan.

STAFF RECOMMENDATION

Staff recommends deferral to the May 25, 2023, Planning Commission meeting.



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



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Item #12
Project Name
Council District
School District
Requested by

Specific Plan 2019SP-053-001
Acklen Park Residential SP
21 – Taylor
8 – Block
Catalyst Design Group, applicant; various property owners.

Deferrals

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

Staff Reviewer
Staff Recommendation

Swaggart
Defer to the May 25, 2023, Planning Commission meeting.

APPLICANT REQUEST
SP to permit up to 100 residential units.

Zone Change

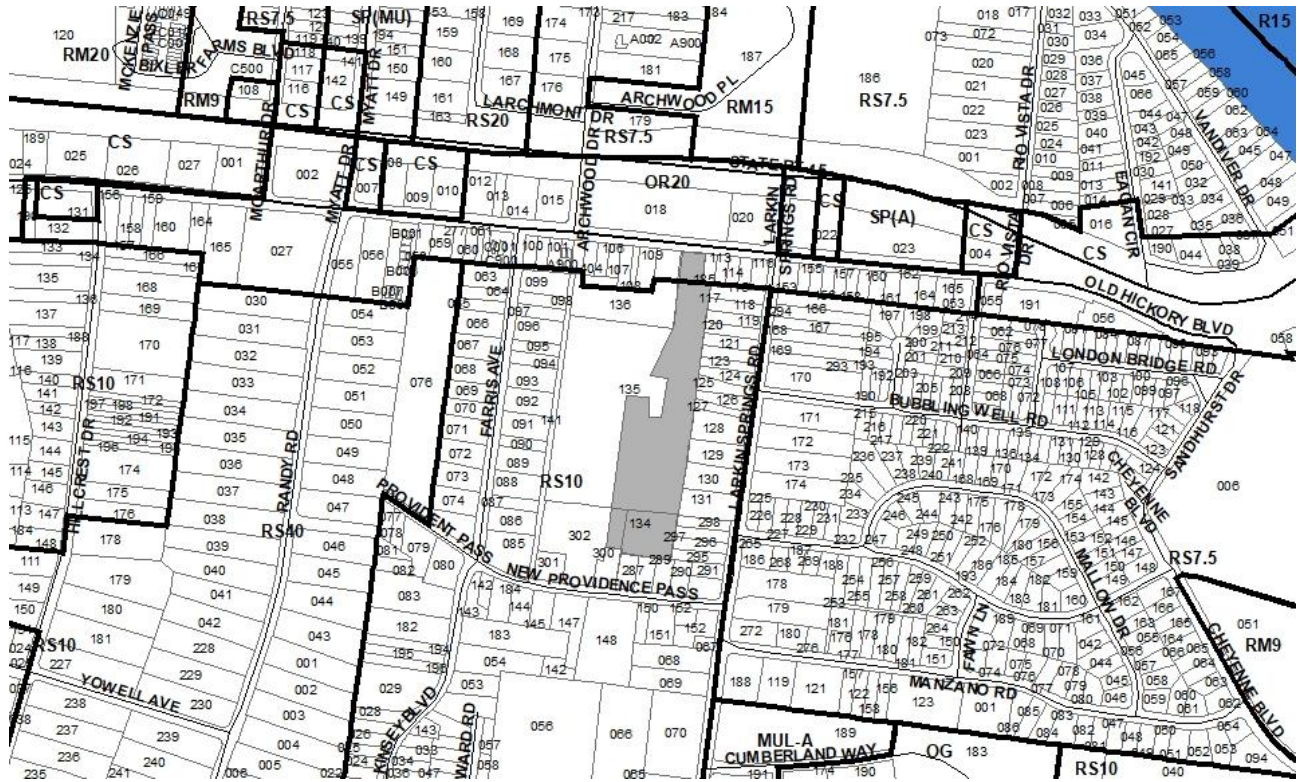
A request to rezone from Multi-Family Residential (RM40) to Specific Plan-Residential (SP-R) zoning for properties located at 106 Acklen Park Drive and Hillcrest Place (unnumbered), at the northeast corner of Hillcrest Place and Acklen Park Drive and within the 31st and Long Boulevard Urban Design Overlay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

STAFF RECOMMENDATION

Staff recommends deferral to the May 25, 2023, Planning Commission meeting.



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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 05/11/23

Item #13

Final Plat 2018S-059-003

Project Name

Orchards Phase 3

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, and April 27, 2023, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Matravers

Staff Recommendation

Defer to May 25, 2023, Planning Commission meeting.

APPLICANT REQUEST

Request for final plat approval to create 26 lots.

Final plat

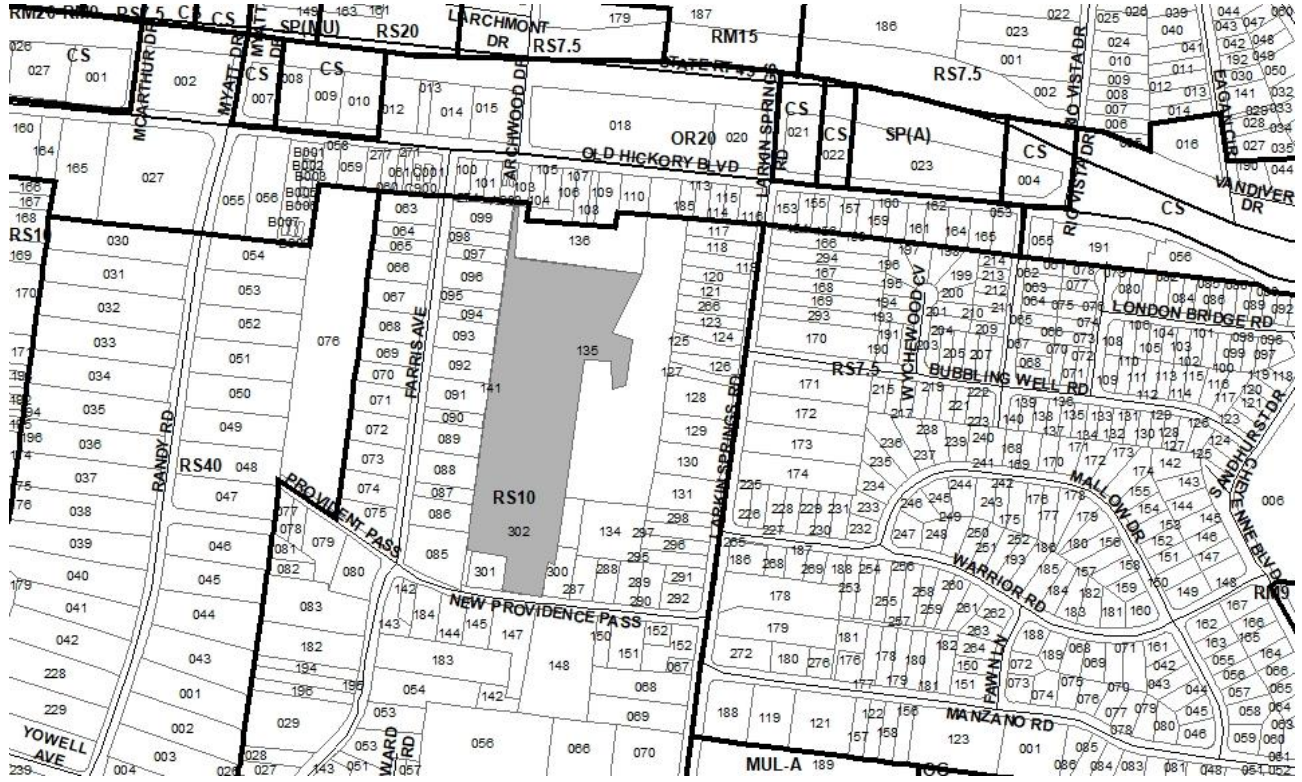
A request for final plat approval to create 26 lots on portions of properties located at 1020 C Old Hickory Boulevard, Old Hickory Boulevard (unnumbered), and New Providence Pass (unnumbered), approximately 270 feet west of Larkin Springs Road, zoned Office/Residential (OR20) and Single-Family Residential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

STAFF RECOMMENDATION

Staff recommends deferral to the May 25, 2023, Planning Commission meeting



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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)



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Item #14
Project Name
Council District
School District
Requested by

Final Plat 2018S-059-004
Orchards Phase 2
09 – Hancock
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, and April 27, 2023, Planning Commission meetings. No public hearing was held.

Staff Reviewer
Staff Recommendation

Matravers
Defer to the May 25, 2023, Planning Commission meeting.

APPLICANT REQUEST

Request for final plat approval to create 28 lots.

Final plat

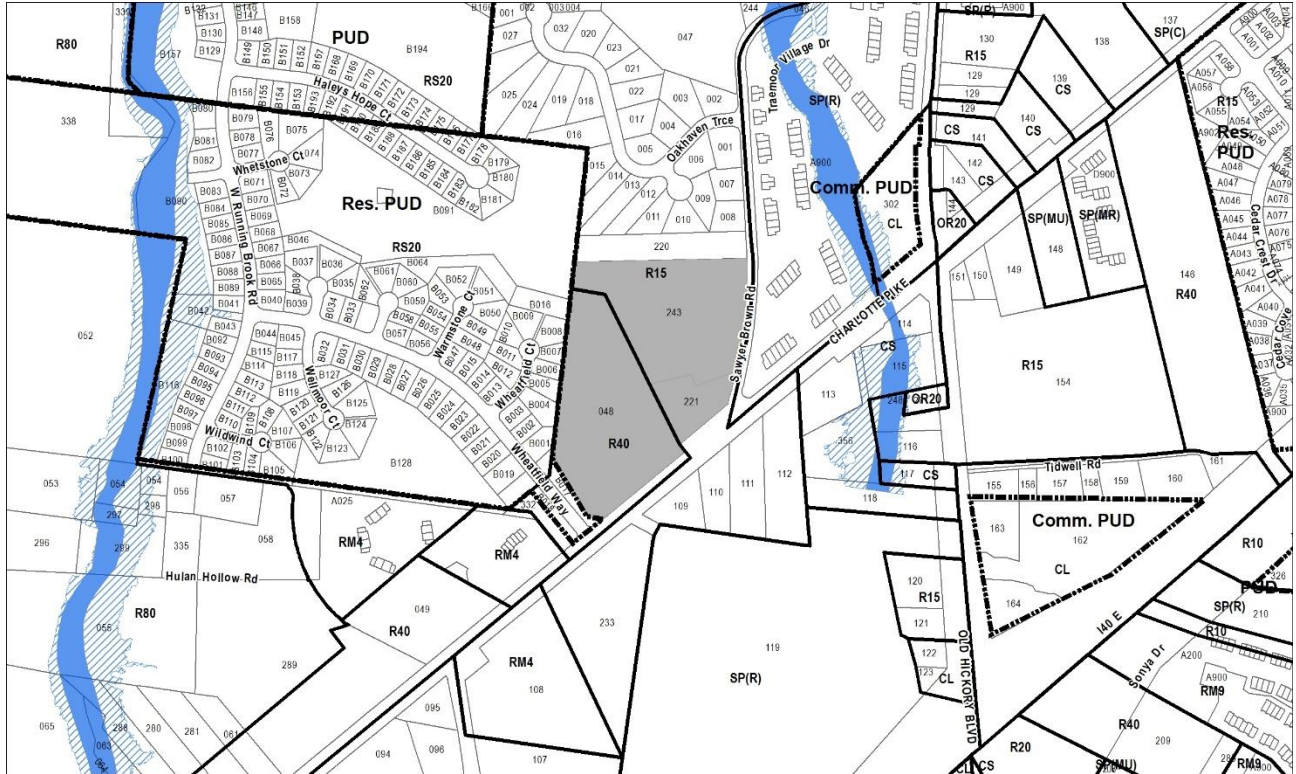
A request for final plat approval to create 28 lots on portions of properties located at 1020 C Old Hickory Boulevard and New Providence Pass (unnumbered), approximately 270 feet west of Larkin Springs Road, zoned Single-Family Residential (RS10) (8.2 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the May 25, 2023, Planning Commission meeting.



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2021SP-075-001

VT CHARLOTTE PIKE DEVELOPMENT

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

06, Bellevue

22 (Gloria Hausser)



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Item #15
Project Name
Council District
School District
Requested by

Specific Plan 2021SP-075-001
VT Charlotte Pike Development
22 - Hausser
09 - Tylor
Dale and Associates, applicant; Jui-Lien Chou Ho & VT Enterprises, owners.

Deferrals

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

Staff Reviewer
Staff Recommendation

Elliott
Defer to the May 25, 2023, Planning Commission meeting.

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.

STAFF RECOMMENDATION

Staff recommends deferral to the May 25, 2023, Planning Commission meeting at the request of the applicant.



NO SKETCH



Metro Planning Commission Meeting of 05/11/23

Item #16

Project Name

Council District

School District

Requested by

Text Amendment 2023Z-004TX-001

Access Management Studies

Countywide

Countywide

NDOT and Metro Planning Department, applicants.

Staff Reviewer

Shane

Staff Recommendation

Approve.

APPLICANT REQUEST

Amend the Zoning Code regarding access management studies.

PROPOSED AMENDMENTS TO TITLE 17

The bill as filed would amend Section 17.20.140 of the Zoning Code regarding access management studies. The amendments reflect proposed changes to the Nashville Department of Transportation's (NDOT) access management study guidelines and update the code requirements to encompass the multimodal nature of the transportation system. Timelines for review are also established.

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

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

- A. The purpose of a multimodal transportation analysis is to evaluate the impact of a proposed development on the safety, operations, and condition of the adjacent transportation network, and to identify what transportation mitigations, if any, are necessary to offset the impact caused by additional trips generated by the proposed development.
 - 1. Elements of the adjacent transportation network to be evaluated may include intersection operational performance, multimodal connectivity, and safety of the transportation network for all road users.
 - 2. Transportation mitigations may include, but are not limited to, the provision of roadway traffic operations and capacity facilities; modifications to the roadway network that increase safety; micromobility enhancements; the addition or enhancement of bicycle, pedestrian, and transit facilities; and/or development of programs to encourage an appropriate mix of travel modes and complete streets where appropriate.

- B. Requirements for a multimodal transportation analysis. A multimodal transportation analysis shall be required by the Planning Department for applications to the Metropolitan Planning Commission (MPC) or the Nashville Department of Transportation and Multimodal Infrastructure (NDOT) for all other development which contains:
 - 1. Residential developments with more than seventy-five dwelling units; or
 - 2. Nonresidential developments of more than fifty thousand square feet; or



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3. Combinations of residential and nonresidential uses expected to generate seven hundred fifty trips or more per day, or one hundred or more peak-hour trips; or
 4. In the opinion of NDOT, a multimodal transportation analysis is needed for developments not meeting the above thresholds.
 5. NDOT shall set requirements for the level of analysis, modes considered, and analysis methodology for applicants meeting any of the above thresholds.
- C. Levels of multimodal transportation analysis required.
1. Level 1. A level 1 multimodal transportation analysis is required for smaller scale projects that are not anticipated to have a significant impact on the overall transportation system but will have impacts at the site access.
 - a. A Level 1 multimodal transportation analysis shall be required in cases where the proposed development will create a through connection between collector roadways and/or roadways of greater functional classification based on Metro classification.
 - b. The project access points to public roadways, public alleys, private driveways, and joint access easements will be evaluated, and this includes those locations that the Planning Department or NDOT feels are necessary to provide for an adequate review of the proposed project's impact.
 - c. The multimodal infrastructure and the safety of all modes in the vicinity of the project will also be analyzed.
 2. Level 2. A level 2 multimodal transportation analysis evaluates impacts at site access points and appropriate nearby intersections as well as impacts to the multimodal network and safety for all modes.
 - a. The study parameters include an analysis of the project's access points, an analysis of all roadways serving the project, an analysis of all intersections up to the first collector roadway or the first roadway of higher functional classification, and the intersections of these roadways with arterial roadways based on Metro classification.
 - b. Elements that may be considered by NDOT during review of a level 2 multimodal transportation analysis request include, but are not limited to, parking supply, existing or planned multimodal infrastructure adjacent to the development, proximity to transit, population density of the area adjacent to the development, and traffic congestion.
 - c. The study area includes intersections and transportation facilities that the Planning Department and NDOT feel are necessary to provide for an adequate review of the proposed project's impacts.
- D. Rezoning Analysis. The purpose of a rezoning analysis is to analyze the capacity of the existing transportation system to accommodate potential new development in the absence of mitigation measures.



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1. A rezoning analysis compares the typical and maximum potential trip generation of representative uses permitted in the existing zoning with the typical and maximum representative uses permitted under the requested zoning or through design-based districts.
2. Completing a rezoning analysis does not preclude the need to complete a more thorough multimodal transportation analysis upon submission of development plans for the subject property(s) and/or requests for the issuance of permits for construction.
3. Specific mitigation measures will be identified through the detailed multimodal transportation analysis process.

E. Phased Development.

1. If a development is phased, the sequence and timing of a development shall be incorporated into the multimodal transportation analysis.
2. An overall multimodal transportation analysis may be required with additional analysis for individual phases of construction.
3. Completing a multimodal transportation analysis for one phase of development does not preclude the need to complete additional analysis upon submission of development plans for the subject property(s) and/or requests for the issuance of permits for construction.

F. Waiver of a multimodal transportation analysis. A property owner or their representative who demonstrates that a development will not have a significant impact on the transportation system may request a waiver of a multimodal transportation analysis.

1. A request to waive a multimodal transportation analysis shall be made by a property owner or their representative in writing to NDOT and for applications to the planning commission, the planning department. Sufficient documentation shall be included that supports the waiver request.
2. A copy of the request to waive a multimodal transportation analysis shall concurrently be sent by the property owner or their representative to the member(s) of the metropolitan council in whose district(s) the development is located.
3. NDOT will make a decision on the waiver request within fifteen business days, and for applications to the planning commission, will consider a recommendation from the planning department.

G. Approval of multimodal transportation analysis.

1. If a multimodal transportation analysis is required for a submitted planning application, the planning department may recommend deferral as a staff recommendation to the planning commission for applications without an approved multimodal transportation analysis.



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2. The multimodal transportation analysis shall be approved by NDOT and, for applications to the planning commission, the planning department, with all applicable performance requirements incorporated into any site and building plans.
 3. NDOT shall review and provide comments or approval of a submitted multimodal transportation analysis within twenty business days of submittal.
- H. Applicability of a multimodal transportation analysis. A previously approved multimodal transportation analysis may require revision if the following criteria are met:
1. Zoning approval or permit approval not obtained within 60 months (five years) of multimodal transportation analysis approval; or
 2. Changes in access points from proposed development are made from site plan submitted as part of approved multimodal transportation analysis; or
 3. Increase in daily or peak hour trips resulting from a change in proposed land use types or intensities,
 4. Developments meeting the above criteria shall revise and resubmit a multimodal transportation analysis. If a multimodal transportation analysis is required for a submitted planning application, the planning department may recommend deferral as a staff recommendation to the planning commission for applications with a multimodal transportation analysis meeting any of the above criteria without approval from NDOT.
- I. Implementation of multimodal transportation analysis recommendations.
1. The multimodal transportation analysis may consider the Capital Improvements Budget and improvements for which council has adopted a resolution appropriating funds.
 2. Any required improvements which have not been funded or otherwise completed by the metropolitan government shall be completed by the developer prior to the issuance of a use and occupancy permit by the zoning administrator.
 3. When it can be demonstrated that a development will only partially contribute to the need for additional off-site improvements, NDOT or planning department (as applicable) may require a pro-rata contribution.

BACKGROUND

The Zoning Code currently requires applications to the Metropolitan Planning Commission (MPC) that meet certain thresholds of development to submit a “traffic impact study.” These studies focus on the vehicular traffic impacts to an area that occur when development intensity is increased, particularly roadway level of service. In response to these predicted effects, the Code allows the MPC to impose conditions on the project’s approval, which typically include under the current framework provision of traffic signals, turning lanes, or road widenings. The Code sections in question work in tandem with NDOT’s Traffic Study Requirements, which were published in 2004.

Since that time, a shift in priorities from considering primarily vehicular traffic to considering the transportation system in its totality, under all the various modes, has occurred. NDOT has initiated an overhaul of its access management studies guidelines (renamed Guidelines for Multimodal



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Transportation Analysis). The proposed text amendment updates the relevant sections of Code with this new emphasis.

ANALYSIS

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

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

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

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

ZONING ADMINISTRATOR RECOMMENDATION

No exception taken.

FISCAL IMPACT RECOMMENDATION

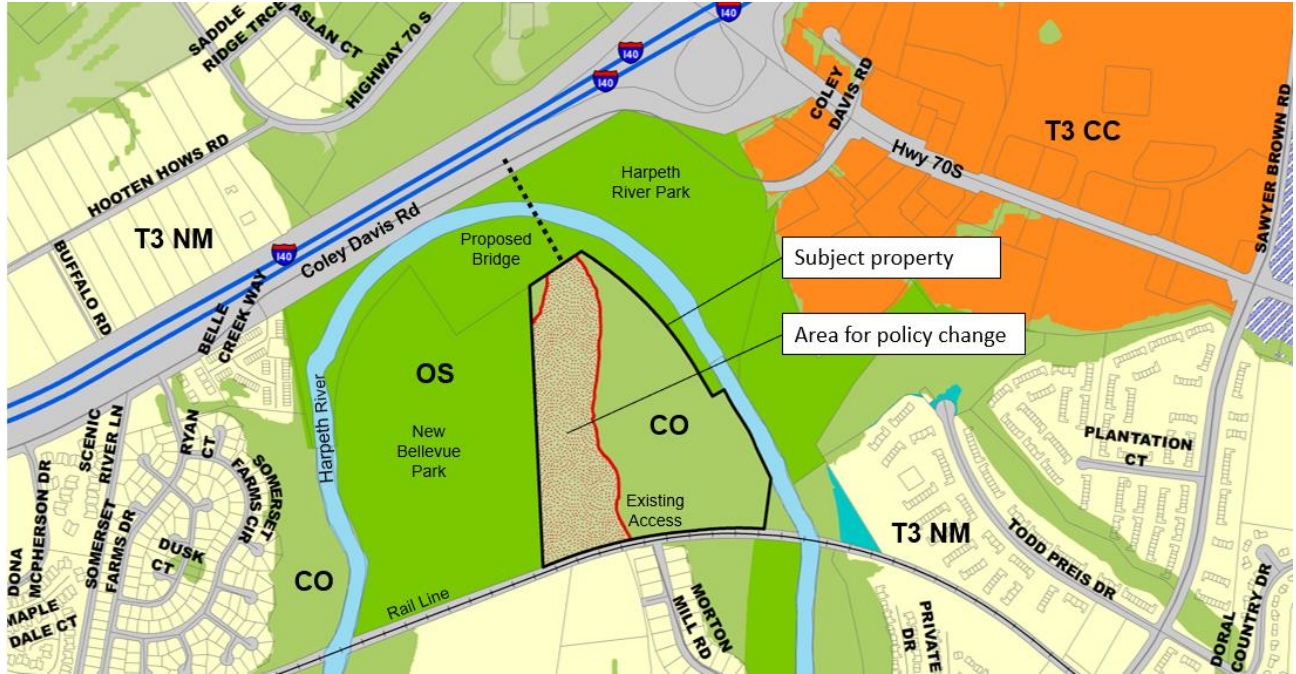
The Codes Department anticipates the proposed amendment to be revenue neutral.

STAFF RECOMMENDATION

Staff recommends approval of the proposed change to Title 17.



Metro Planning Commission Meeting of 05/11/23



2021CP-006-001

BELLEVUE COMMUNITY PLAN AMENDMENT

Map 141, Parcel(s) 017

06, Bellevue

35 (Dave Rosenberg)



Metro Planning Commission Meeting of 05/11/23

Item # 17a

Major Plan Amendment 2021CP-006-001

Project Name

Bellevue Community Plan Amendment

Associated Case

2021SP-061-001

Council District

35 – Rosenberg

School District

9 – Tylor

Requested by

Ragan-Smith and Associates, Inc., applicant; Dr. James E. Fussell, owner.

Deferrals

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

Staff Reviewer

McCaig

Staff Recommendation

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

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 05/11/23

BACKGROUND

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

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

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



Figure 1. Policy Amendment Location

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



Metro Planning Commission Meeting of 05/11/23

COMMUNITY PARTICIPATION

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

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

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

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

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

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

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

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



Metro Planning Commission Meeting of 05/11/23

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

In addition, the applicant team undertook the following outreach:

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

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

ANALYSIS OF SUBURBAN NEIGHBORHOOD EVOLVING POLICY

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

NashvilleNext Growth & Preservation Concept Map

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



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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.



Metro Planning Commission Meeting of 05/11/23

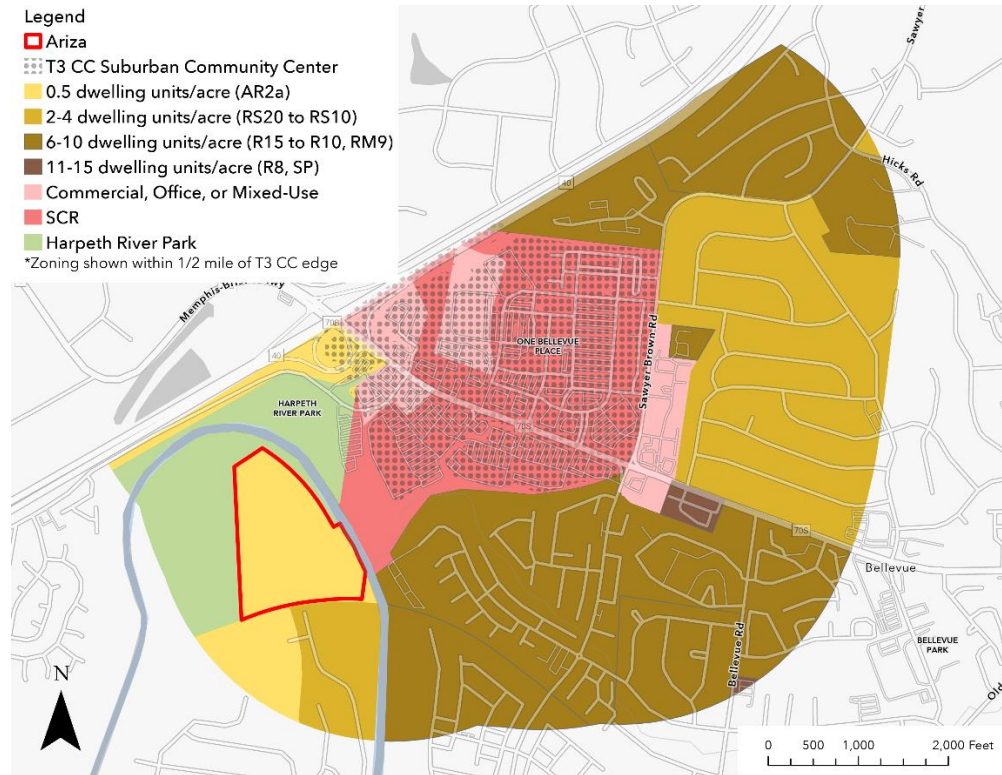


Figure 2. Bellevue Development Context - Existing

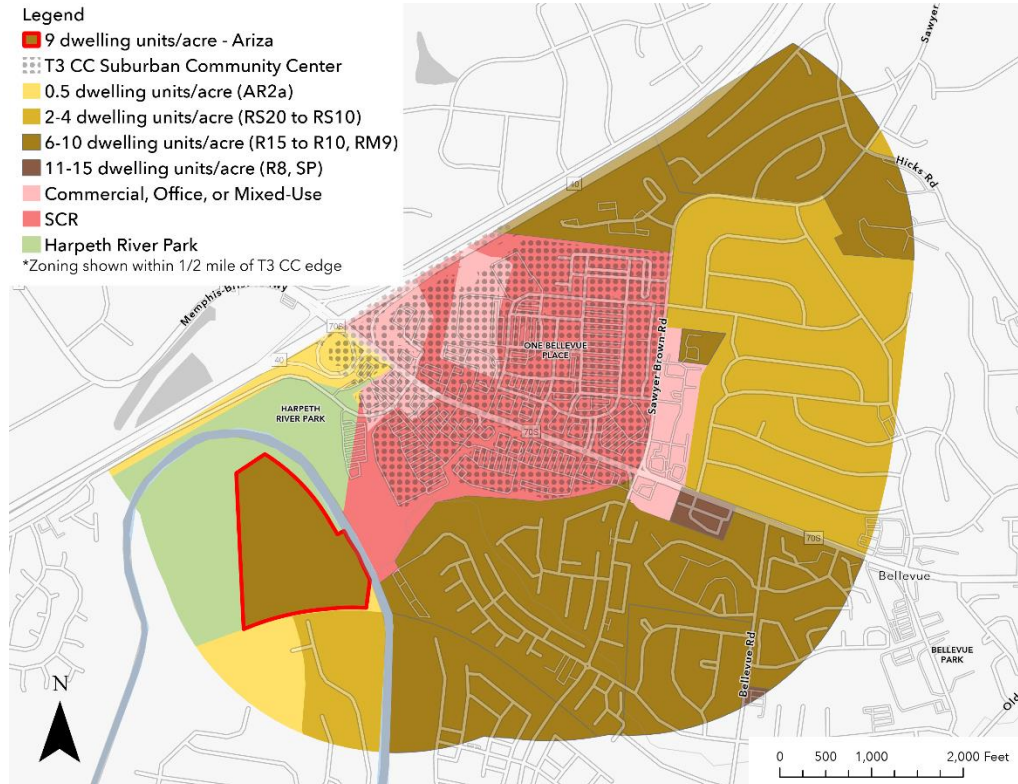


Figure 3. Bellevue Development Context - Proposed



Metro Planning Commission Meeting of 05/11/23

Public Benefits – Multimodal Transportation, Connectivity, and Open Space

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

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

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

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

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



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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:

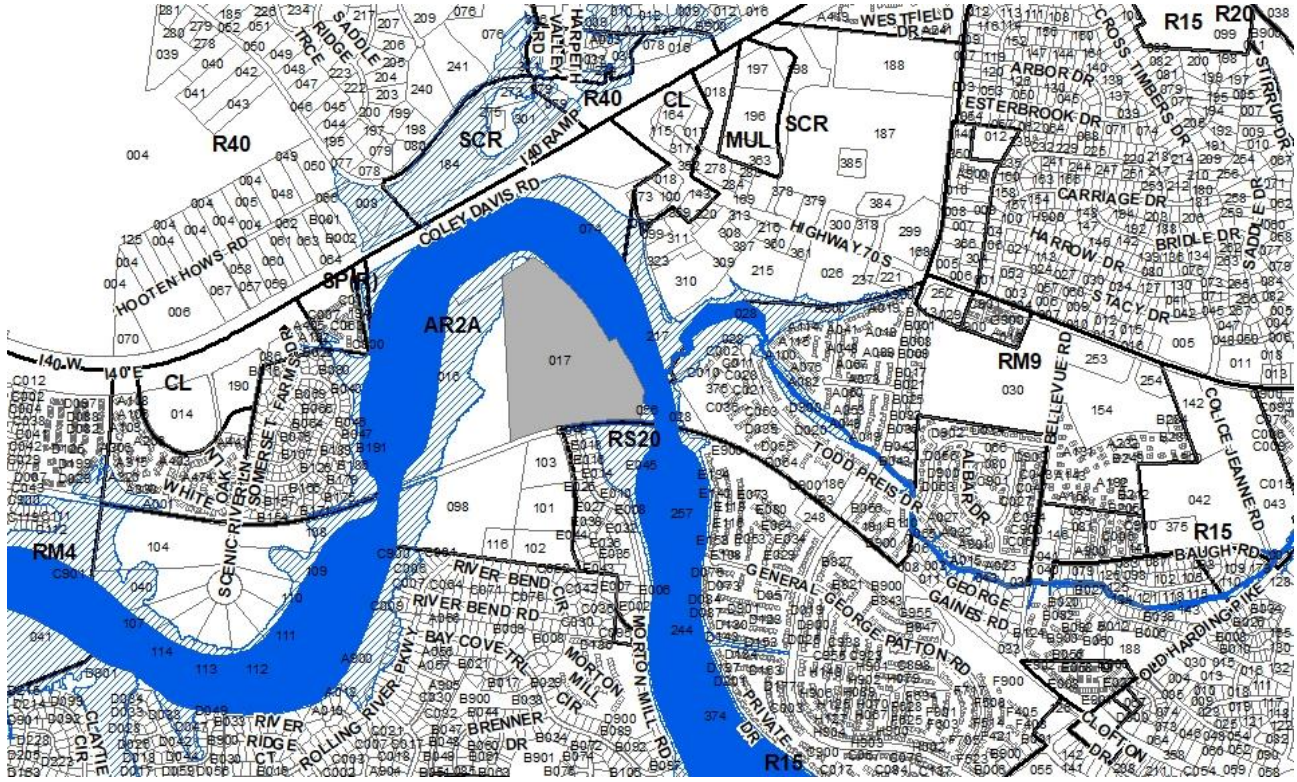
- The proposed development will construct a greenway along the Harpeth River connecting two existing greenway segments. The development is also constructing a greenway segment from the Harpeth River Greenway to the existing park land, providing additional access when open and programmed.
- The proposed 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 from Rural Maintenance (T2 RM) policy to Suburban Neighborhood Evolving (T3 NE) policy for the non-floodplain portion of the property.



Metro Planning Commission Meeting of 05/11/23



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



Metro Planning Commission Meeting of 05/11/23

Item #17b
Project Name
Associated case
Council District
School District
Requested by

Specific Plan 2021SP-061-001
Bend at Bellevue (Ariza) SP
2021CP-006-001
35 – Rosenberg
09 – Tylor
Ragan Smith Associates, applicant; Dr. James E. Fussell, owner.

Deferrals

This item was deferred at the February 9, 2023, March 9, 2023, and April 13, 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

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

APPLICANT REQUEST

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

Preliminary SP

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

Existing Zoning

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

Proposed Zoning

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

BELLEVUE COMMUNITY PLAN

Existing Policy

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



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

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

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

Proposed Policy (Conservation Policy to remain)

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



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

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

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

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

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



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

ANALYSIS

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

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

The proposed SP zoning also improves the vehicular connectivity of this area during severe rain events by raising the elevation of Coley Davis Road to be above the 500-year floodplain. The plan is sensitive to the Conservation Policy areas by concentrating the development outside of the floodplain and floodway and by preserving these areas in their natural condition.

Update Following March 9, 2023, Public Hearing

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

- 1. Have representatives of Metro Stormwater and NDOT attend 5/11 MPC meeting for questions.*
Representatives of Metro Stormwater and NDOT will be attendance of the 5/11 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.



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

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

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

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

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

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

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

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



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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 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



Metro Planning Commission Meeting of 05/11/23

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.
- 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.



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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.
- 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.



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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 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.



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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 3-10 (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 additional 395 units in the SP is expected to generate 41 additional students than what is typically generated under the existing AR2a zoning district. Students would attend Harpeth Valley Elementary School, Bellevue Middle School, and Hillwood High School. All three schools are identified as having capacity for additional students. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

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

CONDITIONS

1. Permitted uses include a maximum of 417 multi-family residential units. Short term rental property, owner occupied and short term rental property, not owner occupied shall be prohibited.
2. The construction of the bridge from Coley Davis Road to the subject site is a requirement of the first phase of development.
3. The Harpeth River Greenway extension across the railroad and along the Harpeth River is a required improvement for this project. The final design of the greenway extension shall be coordinated with Metro Parks, Planning and CSX.
4. Coley Davis Road shall be raised out of the 500-year floodplain and improved to the cross-section required by NDOT with the first phase of development.
5. Comply with all conditions and requirements of Metro reviewing agencies.



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6. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
7. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
8. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association
9. The final site plan shall depict any required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
10. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
11. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
12. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

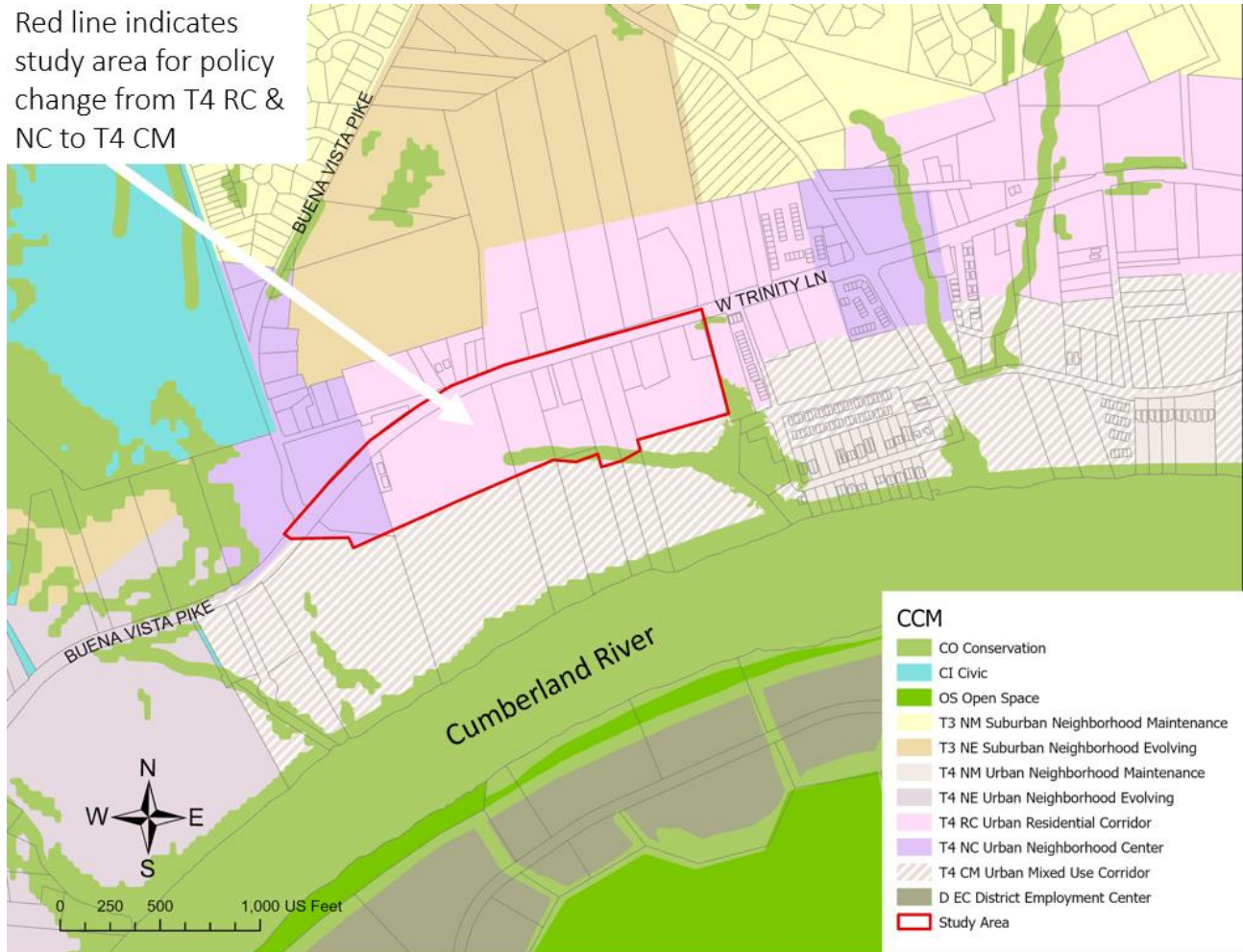


SEE NEXT PAGE



Metro Planning Commission Meeting of 05/11/23

Red line indicates study area for policy change from T4 RC & NC to T4 CM



2022CP-003-001

BORDEAUX-WHITES CREEK-HAYNES TRINITY COMMUNITY PLAN AMENDMENT

Map 70, various parcels

03 Bordeaux-Whites Creek-Haynes Trinity

02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 05/11/23

Item #18a	Major Plan Amendment 2022CP-003-001
Project Name	Bordeaux-Whites Creek-Haynes Trinity Community Plan Amendment
Associated Case(s)	2022SP-029-001, 68-85P-003
Council District	02 – Toombs
School District	01 – Gentry
Requested by	SOM, applicant; Cumberland Development Partners, LLC, owner.
Staff Reviewer	Ranseen
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

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

Major Plan Amendment

A request to amend the Bordeaux-Whites Creek-Haynes Trinity Community Plan by changing from Urban Residential Corridor (T4 RC) and Urban Neighborhood Center (T4 NC) to Urban Mixed Use Corridor (T4 CM) for various properties along W. Trinity Lane, west of Old Buena Vista Road, zoned R8 and SP (approximately 25 acres). Conservation (CO) policy remains in place.

BORDEAUX-WHITES CREEK-HAYNES TRINITY COMMUNITY PLAN

Current Policy

Urban Residential Corridor (T4 RC) policy is intended to maintain, enhance, and create residential corridors that support predominately residential land uses. T4 RC areas are located along prominent arterials and collectors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive, and comfortable access and travel for all users.

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

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

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

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

BACKGROUND

The study area is located along W. Trinity Lane and includes 16 properties. Of the 16 properties, almost all are undeveloped, except for one that contains a single-family home. The study area is



Metro Planning Commission Meeting of 05/11/23

south of the Buena Vista Pike and W. Trinity Lane intersection. A church, vacant land, and single-family homes are directly to the north of the study area, and the Cumberland River is to the south.

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

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

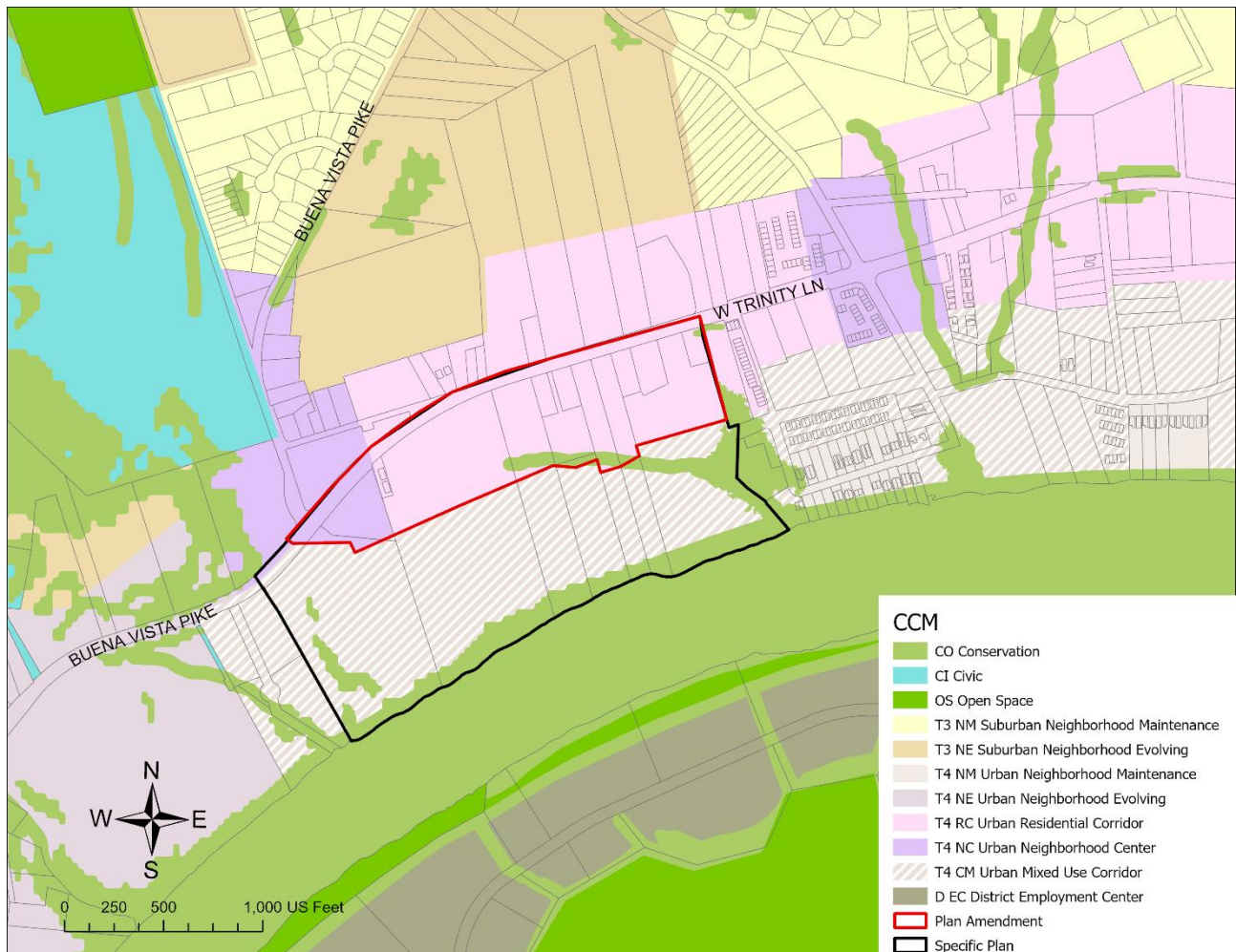


Figure 1: Study area for policy change (red outline; 25 acres); Specific Plan request (black outline; 65 acres including study area)



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COMMUNITY PARTICIPATION

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

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

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

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

ANALYSIS OF T4 URBAN MIXED USE CORRIDOR POLICY

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

Consistency with surrounding policy.

- Currently, several of the properties found within the SP are bifurcated by two policies – T4 RC and T4 CM. Unlike T4 CM, T4 RC policy only allows for residential uses, and, therefore, a mix of uses is limited to the southern half of the Specific Plan properties. When the Haynes Trinity Small Area Plan was adopted in 2017, the policies were applied in this manner to emphasize the area along the Cumberland River as the more intense corridor for development. In this case, the applicant has acquired a larger area and is proposing a mixed use development across their site, stepping down in intensity at their northern edge along W. Trinity Lane.
- T4 NC policy, applied to a small parcel (1.7 acres) at the western edge of the study area, is surrounded by T4 RC, T4 NC, and T4 CM policies. Applying T4 CM to this parcel



Metro Planning Commission Meeting of 05/11/23

continues to support a mix of uses while aligning with the additional intensity allowed in the surrounding T4 CM policy.

- T4 RC policy is applied north and east of the study area. The proposed policy application permits more services and jobs to locate near policy that supports denser housing.

Alignment with Haynes Trinity Small Area Plan.

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

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

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

STAFF RECOMMENDATION

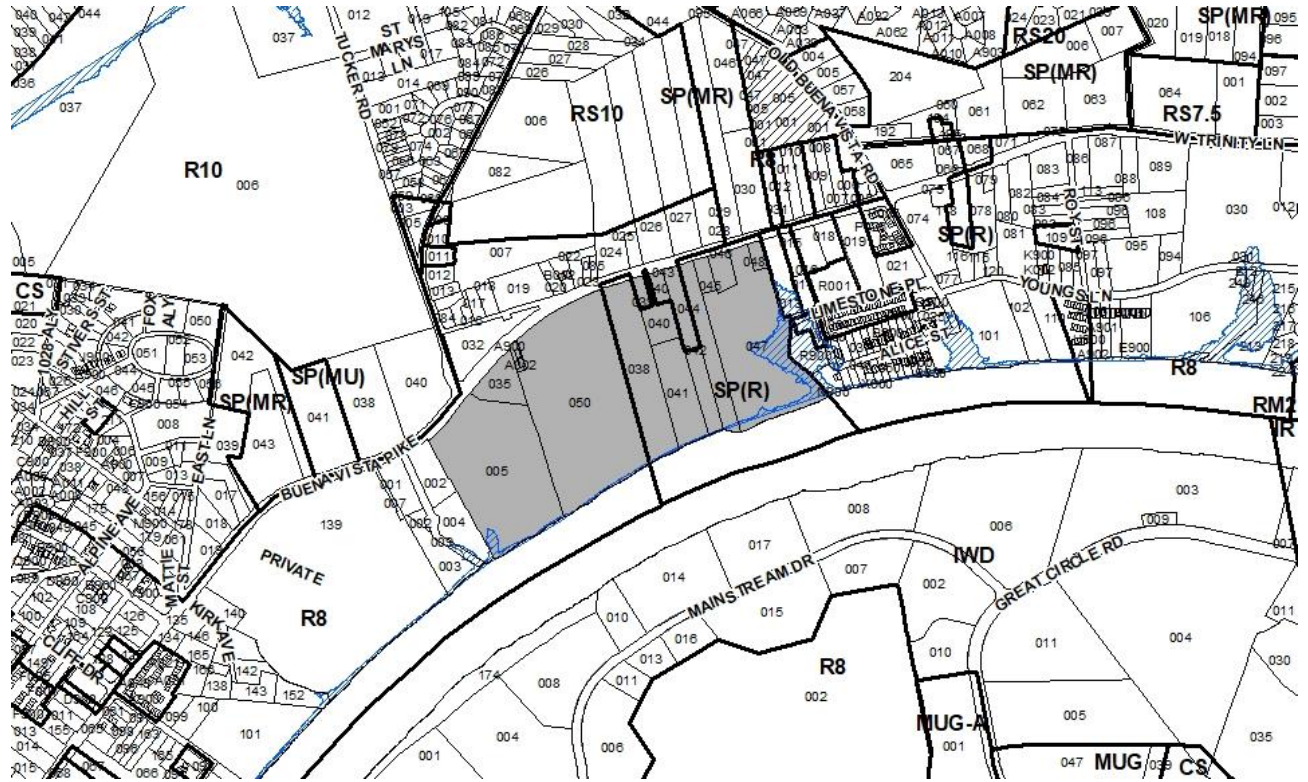
Staff recommends approval of extending T4 Urban Mixed Use Corridor (T4 CM) policy to the study area.



SEE NEXT PAGE



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2022SP-029-001

THE RIVERSIDE

Map 070-06, Parcel(s) 035, 040.01, 038-048, 050

Map 070-06-0-A, Parcel(s) 001-002

Map 070-07-0-R, Parcel(s) 900

Map 070-10, Parcel(s) 005

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyontzé Toombs)



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Item #18b

Specific Plan 2022SP-029-001

Project Name

The Riverside

Associated Cases

2022CP-003-001

68-85P-003

Council District

02 – Toombs

School District

1 – Gentry

Requested by

SOM, applicant; Cumberland Development Partners, LLC, owner.

Staff Reviewer

Elliott

Staff Recommendation

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

APPLICANT REQUEST

Preliminary SP to permit a mixed-use development.

Preliminary SP

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

Existing Zoning

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

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

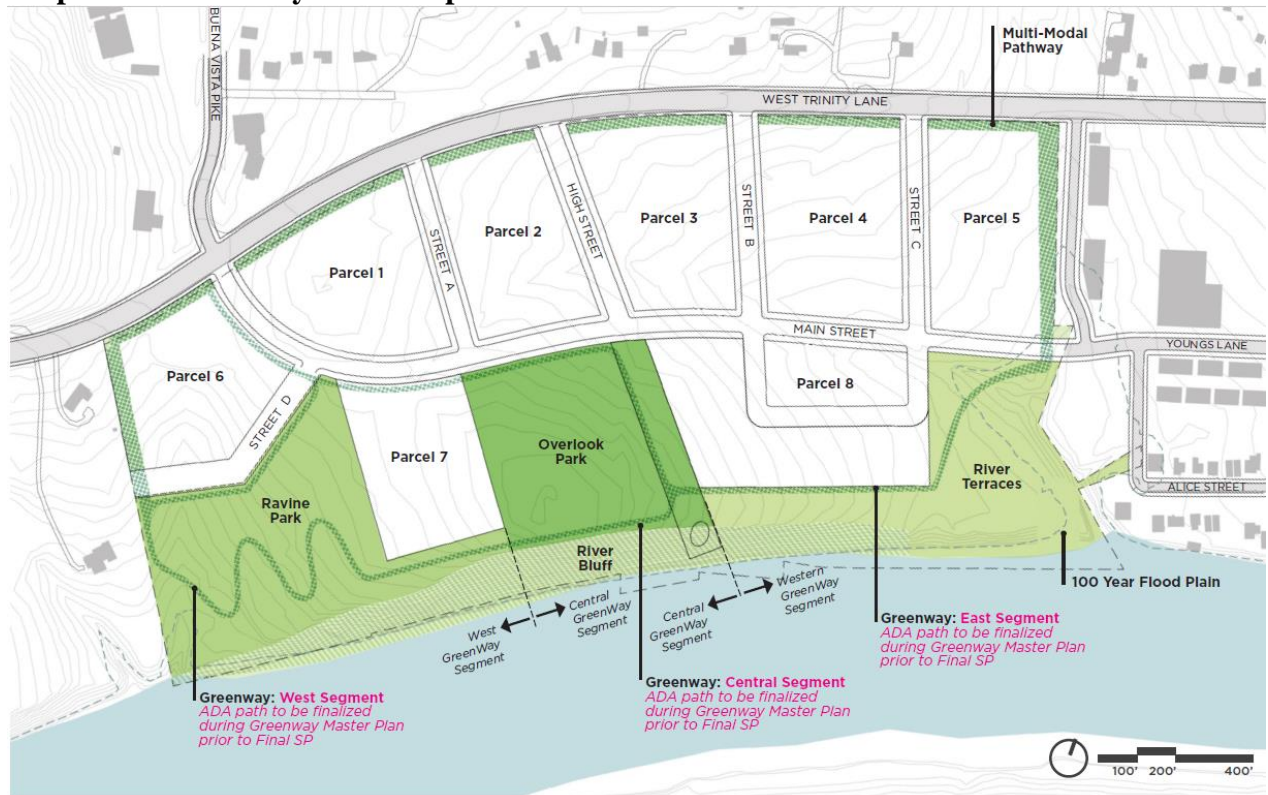
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of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



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Proposed Preliminary SP – Site plan



Proposed Preliminary SP – Open Space plan



Metro Planning Commission Meeting of 05/11/23

Proposed Zoning

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

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

Existing Policy

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

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

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

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

Haynes Trinity Supplemental Policy (HTSP)

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

Proposed Policy (Conservation Policy and Supplemental Policy to remain)

T4 Urban Mixed Use Corridor (T4 CM) is intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections with residential uses between intersections;



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creating buildings that are compatible with the general character of urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

SITE CONTEXT

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

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

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

PLAN DETAILS

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

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

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



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

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

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

NDOT Report on the Regional Transportation Assessment

As part of the Riverside SP submittal, the development team was required to complete a Regional Transportation Assessment that analyzed the potential transportation impacts of the proposed SP and policy change. The study evaluated three development scenarios for the entire Haynes Trinity planning area, not just the SP property. The scenarios included an evaluation of the following: (1) maximum redevelopment under the existing T4 policy, (2) maximum redevelopment under the existing T4 policy plus redevelopment at a more intense level (T5 policy) for the subject site only, and (3) maximum redevelopment at a more intense level (T5 policy) for the entire study area. Metro Planning worked with the development team and NDOT to identify appropriate development levels to be studied for each scenario. The study of T5 policy was based on conversations around the appropriate policy for the site.

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

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



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

ANALYSIS

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

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

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

PARKS RECOMMENDATION

Approve with conditions

- Add “a greenway,” after “scaled sidewalks” on page 4.
- Provide the following note on page 11 under phasing considerations: The easement for parks and greenways will be perpetual. See Greenway Design Considerations and Requirements below. Parks suggests the initial easement for the parks and greenways include all area potentially to be used for same from west property line (west of parcel 6) to east property line (east of parcel 5). The easement can be tailored once all design work is complete to better fit the actual space required for these uses once the project(s) are complete, if necessary.
- Remove “network” from the second sentence of the third bullet point under Phasing Considerations on page 11 and replace it with “framework.”
- Add “greenway” to the title so that it reads “Greenway and Bicycle Network. Add “and greenway” to the end of the second sentence under Pedestrian Movement on page 14.
- Remove “park trail” from the third sentence under Pedestrian Movement on page 14 and replace it with “greenway trail.”
- Delete the fourth sentence under Pedestrian Movement on page 14 in its entirety.



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- Delete “future trail” from the fifth sentence under Pedestrian Movement on page 14 and replace it with “greenway trail.”
- Delete the second and third sentences under Bicycle Movement on page 14 in their entirety and replace them with:
- “Two conceptual greenway routes are shown as 2 and 3. The actual route, which may differ from the two conceptual routes, must be finalized prior to and will be part of the first final SP approval. Design considerations and requirements are below.
- The greenway should provide a “park-like” experience serving as recreational space and maximizing health benefits and the conservation of natural resources.
- The greenway and greenway trail must be a linear component of the overall onsite open space system traversing and linking Ravine Park, Overlook Park, and the River Terraces with appropriate connections to walking and biking infrastructure along W Trinity Lane, the interior of The Riverside, abutting properties to the east and west and a future greenway extension north along Buena Vista Pike connecting to Hartman Park and Community Center.
- The greenway and greenway trail must be placed in a Conservation Greenway Easement the extent of which will be delineated and noted on the project plans. The greenway easement must be dedicated and memorialized in a Metro Parks’ Conservation Greenway Easement Agreement with exhibits providing a legal description and boundary survey of the easement. The Easement Agreement must be approved by Metro Parks Board and Metro Council and be recorded with property deed after Metro Council approval and prior to the use and occupancy or the issuance of a letter regarding same of the first building built on the SP parcel.
- The greenway to be designed, constructed, and maintained by developer, per Metro Parks design standards and approved by Metro Parks Greenways staff. Minimum greenway trail width to be 14’. Lighting and site furniture to be included per Metro Greenway design standards. All to be memorialized in a Participation Agreements with covenants that travel with the property. The Participation Agreement to be recorded with the Conservation Greenway Easement Agreement and property deed after Metro Park Board and Metro Council approval and prior to issuance of Use and Occupancy permit.
- The greenway must be open to the public 365 days a year during regular Metro greenway operating hours.
- The greenway trail, where it is adjacent to a street, must be separated by a broad width of green space between the paved trail and the adjacent street to the greatest extent reasonably possible, to allow the various uses low stress movement away from vehicles.
- Greenway trailheads and appropriate wayfinding and rule signage to be designed and constructed per Metro Parks Greenway standards.”
- The greenway trail must comply in full with the ADA.
- Provide the following note on page 15, Service and Parking: Trailheads must be provided at locations approved by Metro Parks. Trailheads must provide adequate parking for greenway users, and standard trailhead kiosks, signage, and furniture. Trailheads must be open and accessible to the public 365 days a year during normal Metro greenway operating hours.
- Amend the text inside the parenthesis on page 18, Illustrative Street Sections by adding, “; if applicable per the approved final SP” after “Greenway.”



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- [THE FOLLOWING COMMENTS REGARD TEXT ON PAGE 26 AS IDENTIFIED ON A SHEET LABELED “UPDATED: MAY 4, 2023.” THIS WAS PAGE 25 IN THE MAY 3, 2023 UPDATE. THIS NEEDS TO BE RECTIFIED].
 - Amend the text of the first bullet point under Subarea A deleting in its entirety and replacing it with, Ravine Park: to be completed prior to the issuance of a letter for use and occupancy for a building within Subarea A that would result in the total cumulative floor area in Subarea A to be over 400,000 SF, including buildings in parcels 1, 6, and/or 7.
 - Amend the second bullet point under Subarea A by deleting “ern” from “Western” and adding “all required greenway trail and related greenway improvements to be located in Subarea A” before “to be completed...”
 - Provide the following note on page 26 Sub Area A: All related multimodal streets necessary to provide a complete loop from West Segment of the greenway around W Trinity Multimodal Path to be completed with the construction of Ravine Park.
 - Amend the text of the first bullet point under Subarea B by deleting in its entirety and replacing it with, Overlook Park: to be completed prior to the issuance of a letter for use and occupancy for a building within Subarea B that would result in the total cumulative floor area in Subarea B to be over 400,000 SF, including buildings in parcels 2 and/or 3.
 - Amend the second bullet point under Subarea B by adding “all required greenway trail and related greenway improvements to be located in Subarea B” before “to be completed...”
 - Provide the following note on page 26 Sub Area B: All related multimodal streets necessary to provide a complete loop from Central Segment of the greenway around W Trinity Multimodal Path to be completed with the construction of Overlook Park.
 - Amend the text of the first bullet point under Subarea C by deleting in its entirety and replacing it with, River Terraces: to be completed prior to the issuance of a letter for use and occupancy for a building within Subarea C that would result in the total cumulative floor area in Subarea C to be over 400,000 SF, including buildings in parcels 4, 5 and/or 8.
 - Amend the second bullet point under Subarea C by adding “all required greenway trail and related greenway improvements to be located in Subarea B” before “to be completed...”
 - Provide the following note on page 26 Sub Area C: All related multimodal streets necessary to provide a complete loop from Central Segment of the greenway around W Trinity Multimodal Path to be completed with the construction of Overlook Park.
 - Provide the following note on page 26 after the Subarea C: In any case, regardless of development phasing and any existing greenway development, once the total floor area within the SP zone district is => 1,800,000 SF or there exists 1,000,000 SF or more of floor area and a building permit, for a building with a minimum of 10,000 SF floor area, has not issued within five years since the last building permit issued for a building with a minimum of 10,000 SF and the building having been built, the entire required greenway trail and related greenway improvements to be located in the SP district are to be and completed, including connections to all related multimodal streets (at a minimum two) to provide a complete loop from the greenway trail around the W Trinity Multimodal Path. The completion of the



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

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

STORMWATER RECOMMENDATION

Approve with conditions

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

WEGO RECOMMENDATION

Approve with conditions

- Proposed new bus stop between Buena Vista Pike and Street A
Below condition is preferred to the bus stop offered in the SP:
Developer to provide a pair of far-side local service shelter stops at the intersection of W Trinity Lane & Street C, serviced by crosswalks over all legs of that intersection.
Developer shall obtain agreement from WeGo and refer to WeGo Transit Design Guidelines to achieve this condition.
- West Trinity Lane at Whites Creek Pike / Baptist World Center Drive
If this intersection is modified by this development:
 - Intersection modifications shall include the developer moving and improving the existing bus stop at this intersection.



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

METRO WATER SERVICES RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Prior to the approval of the first Final SP, additional analysis may be needed. Additional mitigations may be required.



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

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Prior to the approval of the first Final SP, additional analysis may be needed. Additional mitigations may be required.
- Additional traffic analysis may be required with the submittal of each Final SP. If the land uses change and the trip generation is impacted, a revised traffic study may be required.
- Finalize the cross sections of the internal streets with NDOT prior to the submittal of the roadway construction plans of the first phase. Minor modification to the cross sections may be needed.
- With Phase 1, an enhanced transit hub shall be provided along property frontage per WeGo's specs.
- The signal at Buena Vista Pike and West Trinity Lane shall have full pedestrian infrastructure including signal heads, push buttons, ADA compliant curb ramps, detectable warning mats, and crosswalks. These things shall be provided with Phase 1.
- Based on the findings of the Regional Mobility Study, additional ROW may be required. This shall be determined prior to the approval of the Final SP of the first phase.
- With the construction of Parcel 6, Street D should be fully built out to the parcel line.



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- With all future phases, coordinate with NDOT on completing full signal warrant analyses for development connections to W Trinity Lane and intersections internal to the development site. If/when a signal is warranted, it shall be constructed with corresponding phase.
- Additional transit stops (per WeGo standards) may be required along property frontage with future phases. Coordination with WeGo is required.
- Safety improvements may be constructed and/or contributed towards along the Buena Vista/W Trinity Lane corridor with Phase 1. Additional information/study may be required to determine what is specifically needed. Coordinate with NDOT prior to Final SP submittal.
- Based on the findings of the Regional Transportation Assessment, the developer shall make a financial contribution to NDOT for more detailed transportation/infrastructure studies and/or capital infrastructure improvements. These improvements may include the widening of existing roadways, intersection improvements, transit enhancements, sidewalk & bikeway construction, traffic signal modifications, and the possible construction of a new bridge. The contribution amount, as driven by the impact of the development, and the timing of the contribution shall be determined with subsequent development phases beyond Phase 1.

Maximum Uses in Existing Zoning District: R8

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

Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	27.7	-	248 U	1,350	84	106

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	-	-	2,557 U	13,934	820	995

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	-	-	1,416,000 SF	13,876	1,357	1,412

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	-	-	471,000 SF	17,780	442	1,794



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Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	-	-	45,000 SF	5,048	447	440

Traffic changes between maximum: R8, SP and SP

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

METRO SCHOOL BOARD REPORT

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

The proposed SP is expected to generate 1,279 additional students than what is typically generated under the existing R8 and SP zoning district. Students would attend Alex Green Elementary School, Haynes Middle School, and Whites Creek High School. All three schools are identified as having capacity for additional students. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

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



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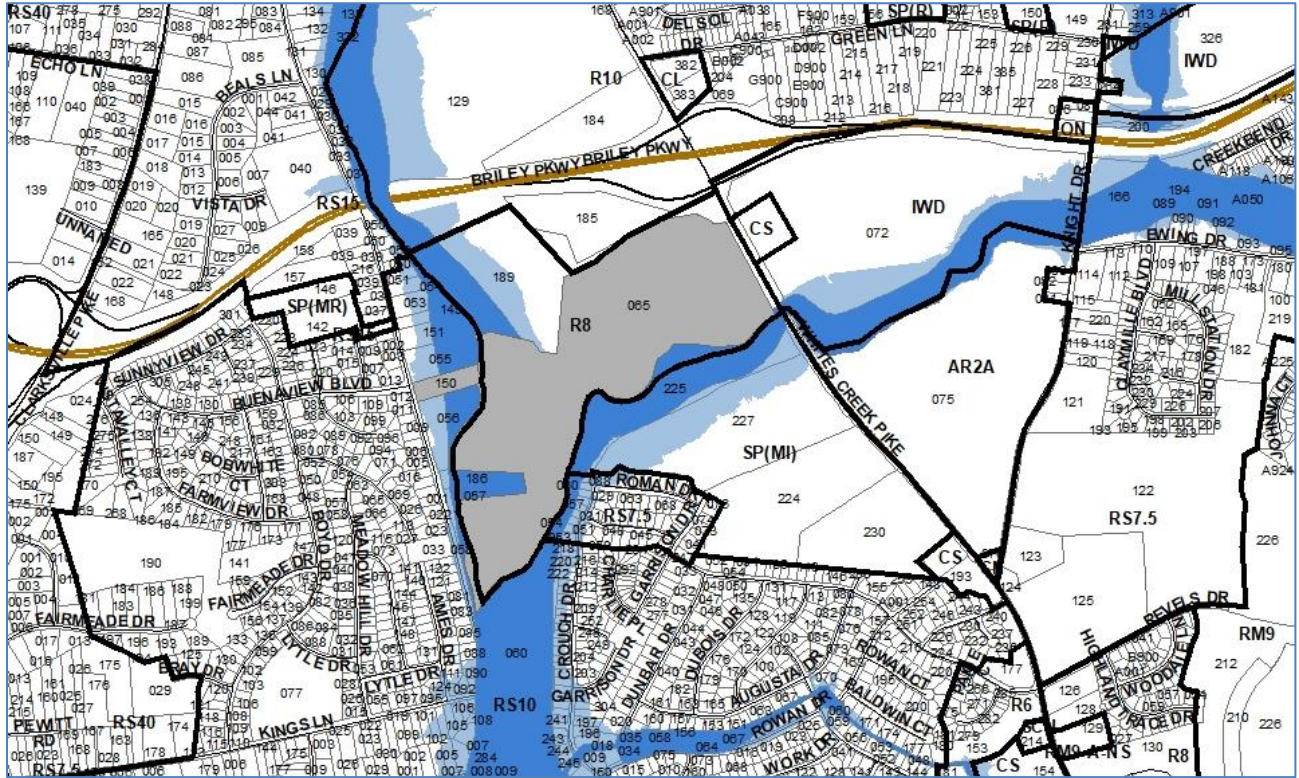
9. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUG-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
10. The final site plan shall depict any required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
11. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



SEE NEXT PAGE



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2023CP-000-002

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

Map 059, Parcel 065

Map 059, Parcel 150

03, Bordeaux - Whites Creek - Haynes Trinity

03 (Jennifer Gamble)



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Item #19a	MCSP Amendment 2023CP-000-002
Project Name	Ewing Drive Extension Removal
Associated Case	2023SP-026-001
Council District	03 - Gamble
School District	01 - Gentry
Requested by	Thomas & Hutton, applicant; Mary Baltz & Cecilia Halpin ETAL, owners.

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

Staff Reviewer	Dunnivant
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

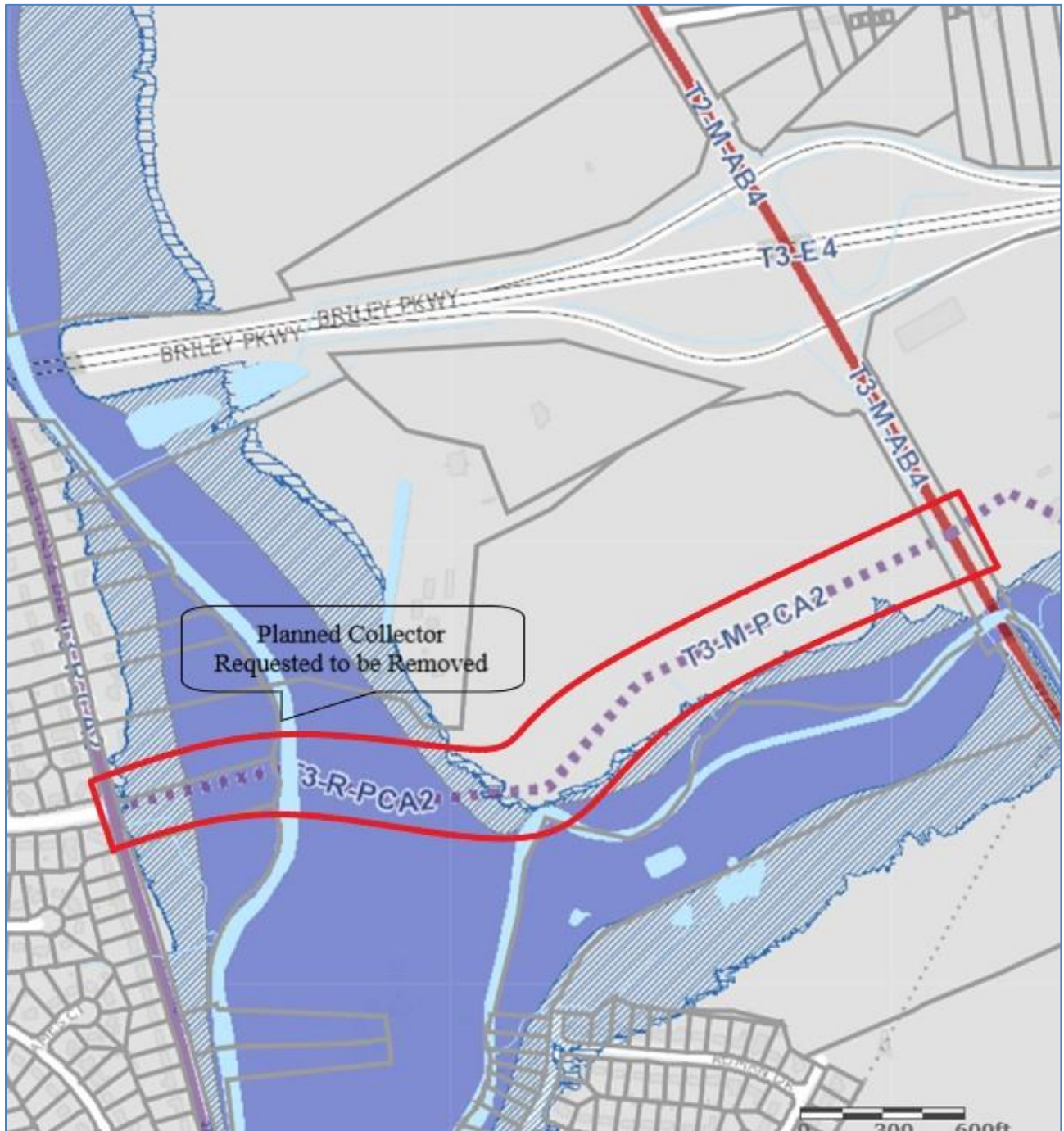
The request is to remove a portion of a planned collector (Ewing Drive Extension) from Buena Vista Pike, eastward and terminating at Whites Creek Pike. *It is important to note that no changes are proposed to the overall structure of NashvilleNext with this MCSP amendment.*

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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



Metro Planning Commission Meeting of 05/11/23



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.



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SITE AND CONTEXT

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

ANALYSIS

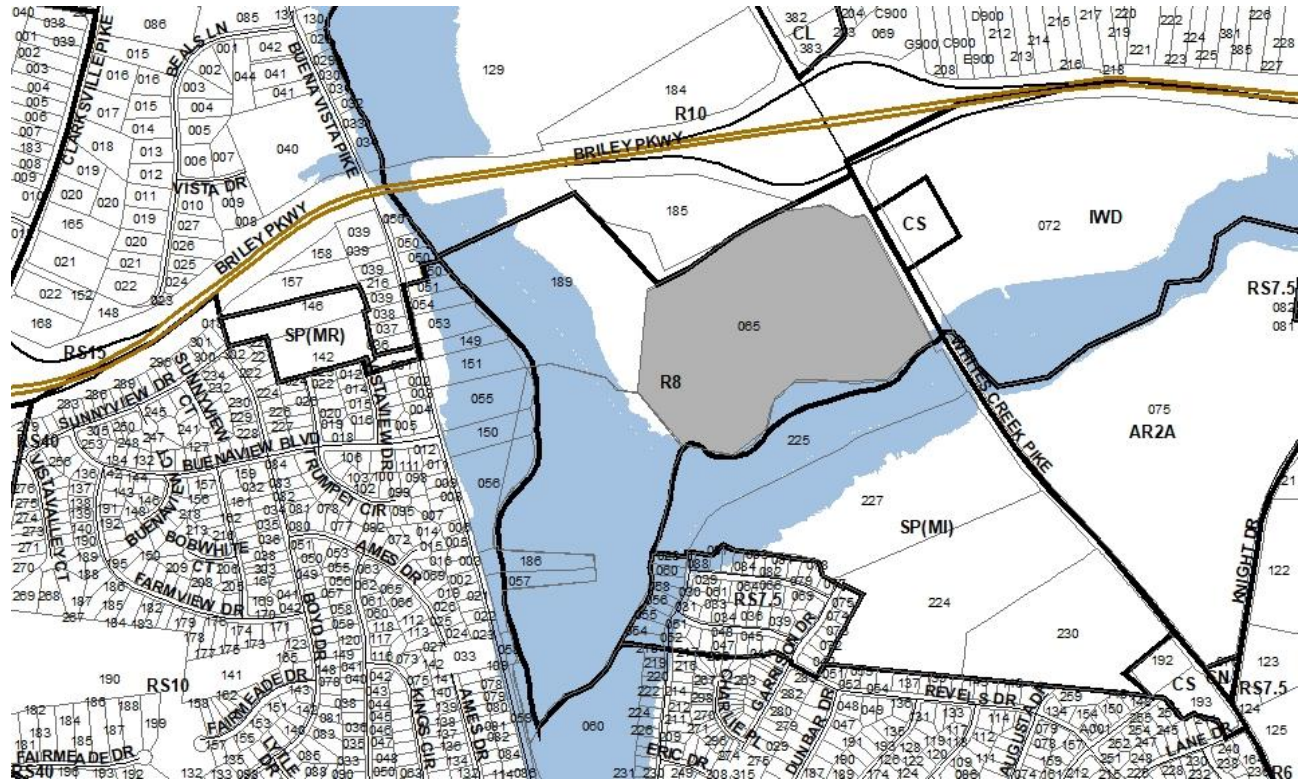
Staff finds the removal of the planned Collector consistent with policy as much of this site is Conservation policy due to the two creeks on the site (Whites Creek and Ewing Creek). Following an extensive review by NDOT and Metro Water, it was determined that this connection is not feasible due to the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

STAFF RECOMMENDATION

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



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



Metro Planning Commission Meeting of 05/11/23

Item #19b
Project Name
Associated Case
Council District
School District
Requested by

Specific Plan 2023SP-026-001
Production Row SP
2023CP-000-002
03 - Gamble
1 – Gentry
Thomas & Hutton, applicant; Mary Baltz & Cecilia Halpin ETAL, owners.

Deferrals

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

Staff Reviewer
Staff Recommendation

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

APPLICANT REQUEST

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

Preliminary SP

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

Existing Zoning

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

Proposed Zoning

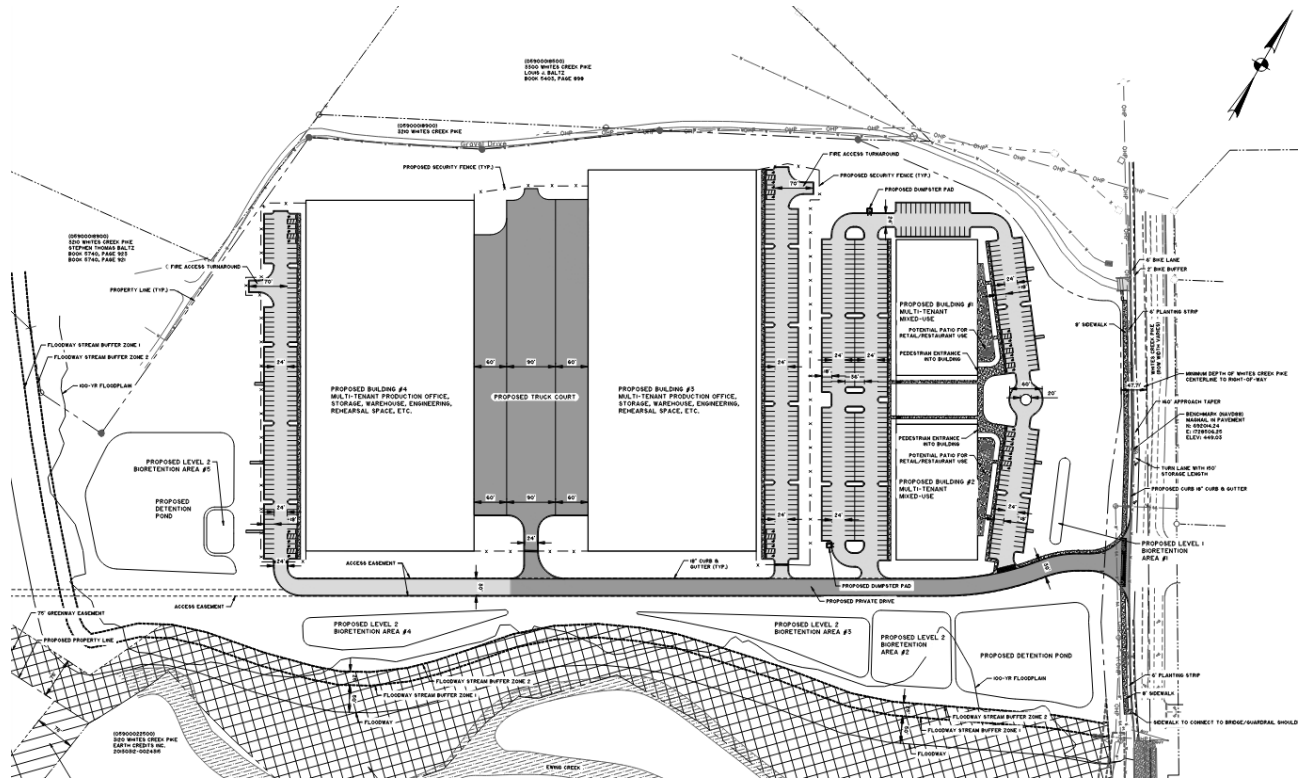
Specific Plan-Mixed Non-Residential (SP-MNR) is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes a mixture of nonresidential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

BORDEAUX - WHITES CREEK - HAYNES TRINITY COMMUNITY PLAN

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



Metro Planning Commission Meeting of 05/11/23



Proposed Site Plan



Metro Planning Commission Meeting of 05/11/23

surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

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

SITE

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

PLAN DETAILS

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

ANALYSIS

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

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



Metro Planning Commission Meeting of 05/11/23

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

METRO HISTORIC STAFF RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

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



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TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Final parking ratio/total is to be determined at Final SP.
- Extend the outside Southbound lane on Whites Creek Pike down to the main access and have it terminate into the proposed right turn lane. Additional ROW may be required to accommodate the Right turn lane/existing outside Southbound lane extension.
- The applicant shall coordinate with NDOT to determine appropriate pro-rata share contribution to the construction of signal(s) at Briley Parkway ramps.
- The bike lane width on Whites Creek Pike shall be placed in the grass-strip, all other MCSP requirements shall be shown along the development frontage.
- Provide truck turning exhibit to reduce ramp width off Whites Creek Pike.
- Modifications to the above conditions may be required as this development's phase(s) progress but further analysis will need to be conducted to justify said modifications.
- Comply with Roads comments.

Maximum Uses in Existing Zoning District: R8

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

Maximum Uses in Proposed Zoning District: SP

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

Maximum Uses in Proposed Zoning District: SP

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

Traffic changes between maximum: R8 and SP

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

METRO SCHOOL BOARD REPORT

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

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

The proposed SP-MNR zoning is expected to generate 89 fewer students than the existing R8 zoning district. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. All three schools are identified as having additional capacity. This



Metro Planning Commission Meeting of 05/11/23

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

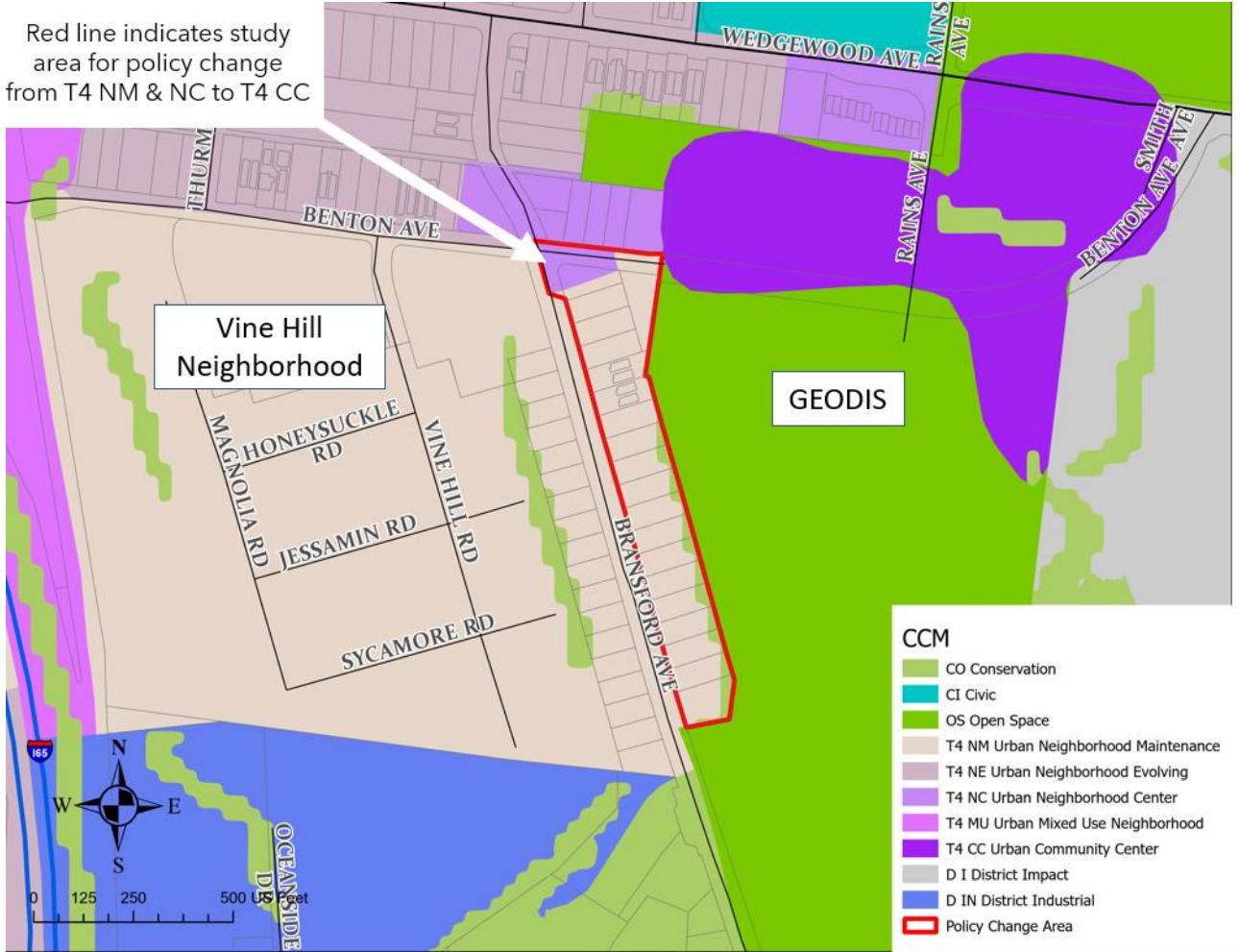


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Metro Planning Commission Meeting of 05/11/23

Red line indicates study area for policy change from T4 NM & NC to T4 CC



2023CP-011-001

SOUTH NASHVILLE COMMUNITY PLAN AMENDMENT

Map 51, various parcels

11 South Nashville

17 (Colby Sledge)



Metro Planning Commission Meeting of 05/11/23

Item #20a

Project Name

Associated Case

Council District

School District

Requested by

Major Plan Amendment 2023CP-011-001

South Nashville Community Plan Amendment

2023SP-037-001

17 – Sledge

05 – Buggs

Kimley-Horn & Associates, applicant; Bransford Avenue Owner, LLC, owner.

Staff Reviewer

Ranseen

Staff Recommendation

Approve.

APPLICANT REQUEST

Amend South Nashville Community Plan to change the policy.

Major Plan Amendment

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

SOUTH NASHVILLE COMMUNITY PLAN

Current Policy

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

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

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

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

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



Metro Planning Commission Meeting of 05/11/23

BACKGROUND

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

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

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

COMMUNITY PARTICIPATION

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

During the meeting, the following topics were discussed:

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

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



Metro Planning Commission Meeting of 05/11/23

There was also interest in T4 CC being applied to both sides of Bransford Avenue to create consistent street character and opportunity for current property owners to enjoy increased development potential. A policy change extension could be studied in the future, but at this time, the study area is limited to the west side of Bransford Avenue to determine how the study area achieves T4 CC policy while serving as a transition to the residential area to the west.

ANALYSIS OF T4 URBAN COMMUNITY CENTER POLICY

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

Aligns with surrounding policy.

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

Proximity to major public investments.

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

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

- Within half a mile of the study area are townhouses, single-family homes, and an apartment building (Vine Hill Apartments). The Fairgrounds Mixed Use SP is under construction and less than 400 feet from the northernmost property in the study area. This development includes 335 apartments (120 reserved for residents earning 60 percent or below the area median income). These existing and planned residential uses can support the additional services permitted under T4 CC policy.
- The study area is located along Bransford Avenue, which is classified as a two-lane collector avenue by the Major & Collector Street Plan. The associated development includes roadway improvements, specifically a continuous turn lane that enhances vehicular circulation along Bransford Avenue.



Metro Planning Commission Meeting of 05/11/23

- The associated development creates activated pedestrian zones along Bransford Avenue, Benton Avenue, and the western Geodis Park Promenade. These enhancements further build on the pedestrian connectivity included in the Fairgrounds Mixed Use development.
- Currently, Bransford Avenue does not include biking infrastructure. The associated development creates a dedicated bike lane that improves cycling safety and enhances multimodal connectivity within the area, complementing the Fairground Mixed Use SP and the surrounding urban neighborhood.
- There is an existing bus stop directly across Bransford Avenue (close to the Bransford Avenue and Benton Avenue intersection), which offers a frequent route to downtown. T4 CC policy application could lead to higher ridership and additional support of public transit. Additionally, the associated development includes improvements to the current bus stop.

Analysis Summary

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

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

STAFF RECOMMENDATION

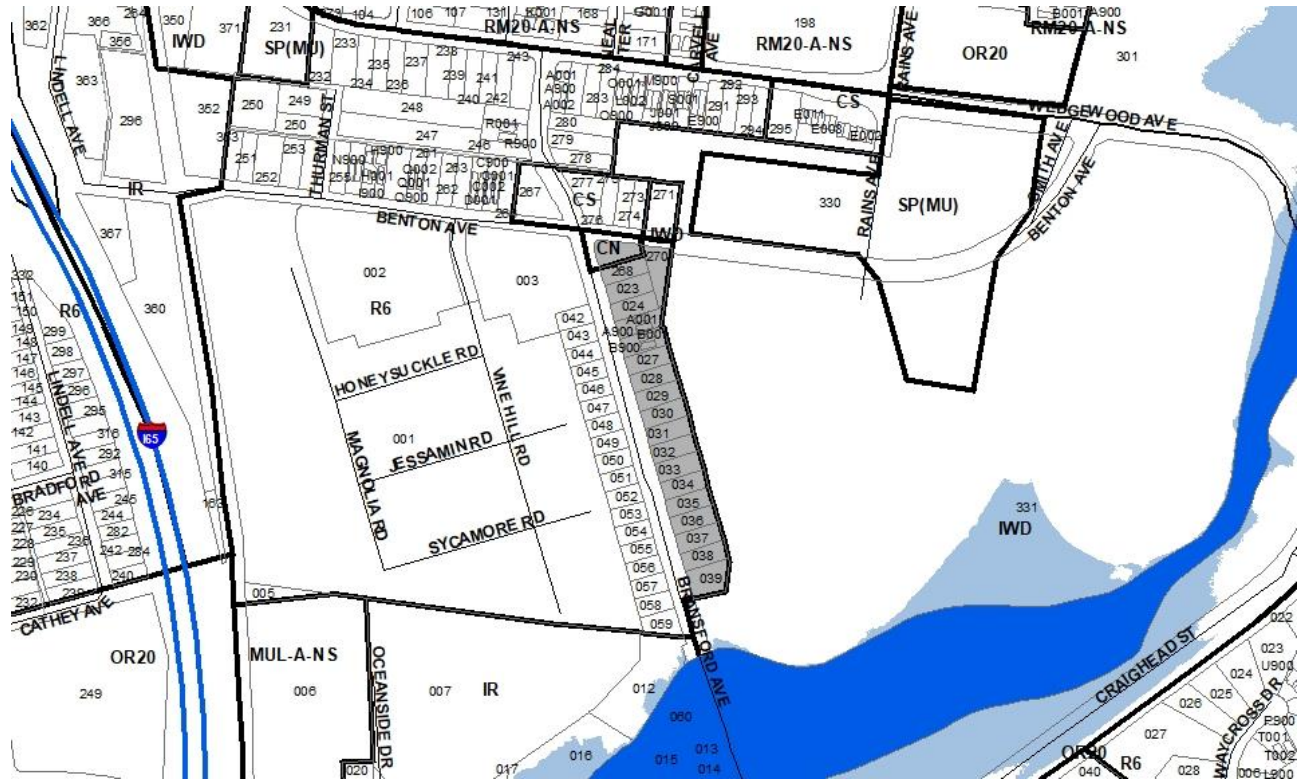
Staff recommends approval of applying T4 Urban Community Center (T4 CC) policy to the study area.



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2023SP-037-001
BRANSFORD AVENUE MIXED USE SP
Maps 105-11 and 105-15, Various Parcels
11, South Nashville
17 (Colby Sledge)



Metro Planning Commission Meeting of 05/11/23

Item #20b

Project Name

Associated Case

Council District

School District

Requested by

Specific Plan 2023SP-037-001

Bransford Avenue Mixed Use

2023CP-011-001

17 – Sledge

05 – Buggs

Kimley-Horn & Associates, applicant; Bransford Avenue Owner, LLC, O.I.C. Homes at 2116 & 2118 Bransford Av, and O.I.C. Homes at 2120 & 2122 Bransford Av, owners.

Staff Reviewer

Anthony

Staff Recommendation

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

APPLICANT REQUEST

Preliminary SP to permit a mixed use development.

Preliminary SP

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

Existing Zoning

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

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

Proposed Zoning

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

SOUTH NASHVILLE COMMUNITY PLAN

Existing Policy

T4 Urban Neighborhood Maintenance (T4 NM) is intended to maintain the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T4 NM areas are served by high levels of



Metro Planning Commission Meeting of 05/11/23

connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

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

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

Proposed Policy

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



Metro Planning Commission Meeting of 05/11/23



North ▲

Proposed Regulatory SP

Regulations		
Site Area	4.22 Acres	
Uses	Per MUG-A Base Zoning	
FAR	4.0 (Excludes parking structure and liner area)	
ISR	1.0	
Maximum Height ¹	General - 6 stories within 90' Plaza Zone - 8 stories within 118'	
Building Setbacks	(Along public roadway frontages)	6 stories or less - 0' Buildings over 6 stories - 15' above 6th floor Buildings in the Plaza Zone - 0'
Build-to-Zone	80% within 10 feet, except corner of Bransford & Benton	
Side / Rear Setback	0'	
Glazing ²	Residential	20% min.
	Commercial	50% Ground Floor 30% Upper Floors
Raised Foundations ⁴	Residential	6" min. to 36" max.
	Residential Amenity	0" min. to 36" max.
	Commercial & Live/Work	0" min. to 36" max.

- Overall building height in feet shall be measured from building finished floor to the top of roof deck or eave of building with in required street build-to-zones; A maximum sky exposure plane of 1:1 (vertical to horiz.) shall be required for any provided sloped roof forms, rooftop mechanical equipment, stair bulkheads, rooftop amenities and internal parking structures; Parking Structure levels within the sky exposure plane may exceed the maximum # of stories within each district. Mezzanines shall not be considered a story for the purposes of calculating overall # of stories.
- 80% of the front facade built to within 10 feet of public side-walk or open space; Access drives, open spaces, pedestrian passages, and dining areas are excluded from this calculation. Exceptions may be made by MPC staff for outdoor dining, plazas, open spaces, additional pedestrian facilities or other approved conditions.
- Minimum glazing requirements shall be required on building facades facing streets and publicly programmed open spaces. The first floor transparent glazing area calculation shall be measured from the finished grade at the setback to the finished floor elevation of the second floor, or to a height of sixteen feet, whichever is less. Upper floor glazing calculations shall be measured from floor to floor.
- With the exception of accessible units, visitable units, and topographically challenged units; challenging site topography may result in raised/lowered foundations at strategic locations. Screening is required when raised foundations exceed 36" along public streets and open spaces.



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Architectural Standards:

1. Buildings shall provide a principal entry onto the street/sidewalk network or other public space to promote activity at the street level. Residential uses along the western GEODIS Park pedestrian promenade shall include stoops or articulation that engages the pedestrian environment.
2. Active use priority zones as identified on the concept plan are priority locations required to be occupied by retail, restaurant, hotel, residential amenity, services, and live/work units, or other Metro Planning staff approved active uses. Overall, 65% of street frontage within the identified active use priority zone shall be occupied by active uses (excluding vehicular drives, garage entries, open spaces, setback and service and loading facilities where permitted).
3. The building massing along Bransford Avenue shall provide for one 55-foot-wide opening above the second floor and/or parking structure for public access and park space between Bransford Avenue and the western GEODIS Park pedestrian promenade.
4. Vinyl siding and untreated wood shall not be permitted.
5. Refuse collection, recycling, and mechanical equipment shall be fully screened from public view by the combination of architectural cladding, walls, roll-up door, or landscaping.
6. Windows shall be vertically oriented at a ratio of 1.5:1 or greater. Planning Staff may allow modifications to this standard for dormers, decorative windows, clerestory windows, egress windows, storefront windows, curtain walls and other special conditions.

Plaza Zone:

The Plaza Zone is intended to promote higher density development that is strategically located near the western gateway to the GEODIS Park entry plaza along Benton Avenue and at the intersection of Benton Avenue and Bransford Avenue. The Plaza Zone occupies the full site depth and the length shall not exceed 350 feet from the intersection of Benton Avenue and Bransford Avenue.

Landscape Standards

1. The developer of this project shall comply with the requirements of the SP and adopted tree ordinance (Metro Code Chapter 17.24).
2. Street trees shall be provided in 4' minimum grass strips or tree grates in hardscape. Street trees shall be irrigated and maintained by the owner along all streets and public open space areas at a minimum spacing average of 40 linear feet. All street trees placed within the ROW shall count towards required tree density units outlined in Metro Zoning Code 17.24.
3. No buffer requirements of Metro Zoning Code 17.24 shall apply to the project site.

Proposed Regulatory SP

SITE CONTEXT

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

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



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PLAN DETAILS

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

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

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

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

Prohibited Uses

- Boarding House
- Owner-Occupied Short-Term Rental Property
- Non-Owner-Occupied Short-Term Rental Property
- Dormitory
- Fraternity/Sorority House
- Cash Advance
- Check Cashing
- Title Loan
- Medical Appliance Sales
- Outpatient Clinic
- Rehabilitation Services
- Auction House
- Automobile Convenience
- Automobile Service
- Beer and Cigarette Market
- Car Wash
- Funeral Home
- Mobile Storage Unit
- Pawnshop
- Helistop
- Waste-Water Treatment
- Water Treatment Plant
- Medical Waste
- Recycling Collection Center
- Country Club
- Cemetery

ANALYSIS

The proposed SP is consistent with the T4 CC and Conservation policies. The T4 CC policy supports intense mixed use development that meets the needs of the larger surrounding urban area. The proposed SP would include commercial and residential uses; further, the development could provide an additional parking opportunity for visitors to Geodis Park, which serves as a regional attraction. Additionally, the SP application shows right-of-way dedication on Benton Avenue, which would allow for designated on-street parking. Eight-foot wide sidewalks would be installed along both the Bransford Avenue and Benton Avenue street frontages, increasing pedestrian



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connectivity in the area. The preliminary layout included in the proposed SP application shows no development in the Conservation policy area. Because the regulations proposed in the preliminary SP are consistent with both the T4 CC and Conservation policies, staff recommends approval.

FIRE MARSHAL RECOMMENDATION

Approve

PARKS/GREENWAYS RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve with conditions

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

METRO WATER SERVICES RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

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



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TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

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

WEGO RECOMMENDATION

Approve with conditions

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

Maximum Uses in Existing Zoning District: CN

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

Maximum Uses in Existing Zoning District: R6

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (week7day)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	4	7.71 D	36 U	406	31	38

*Based on two-family lots

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	-	-	735 U	4,004	242	300



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

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

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

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

METRO SCHOOL BOARD REPORT

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

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

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

STAFF RECOMMENDATION

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

CONDITIONS

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

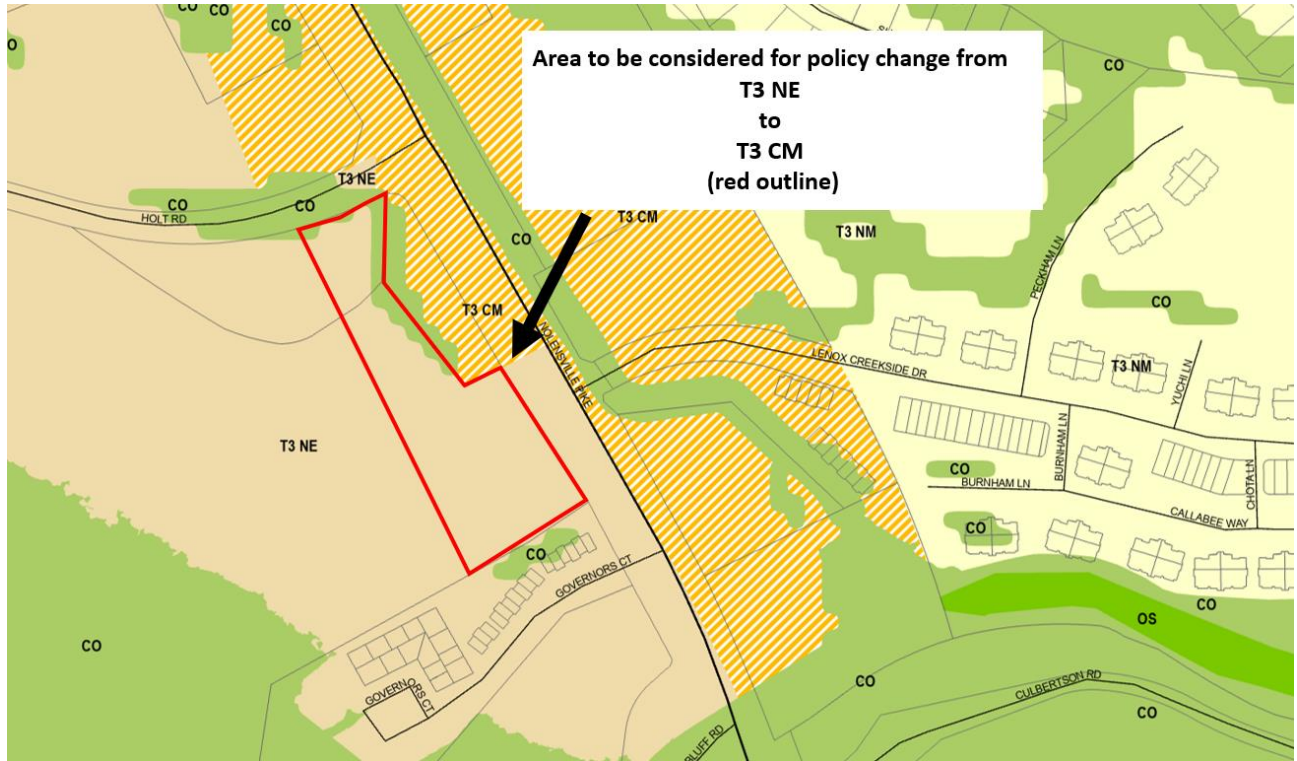


Metro Planning Commission Meeting of 05/11/23

7. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUG-A-NS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
8. The final site plan shall label all internal driveways as “Private Driveways.” A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association
9. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
10. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
11. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
12. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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2023CP-012-001

SOUTHEAST NASHVILLE COMMUNITY PLAN AMENDMENT

Map 181, Parcel(s) portion of 94

Map 181, Parcel(s) portion of 92

12, Southeast

4 (Robert Swope)



Metro Planning Commission Meeting of 05/11/23

Item # 21a	Minor Plan Amendment 2023CP-012-001
Project Name	Southeast Community Plan Amendment
Associated Case	2016SP-028-003
Council District	4 – Swope
School District	02 –Elrod
Requested by	Anderson, Delk, Epps & Associates, Inc., applicant; Various owners.

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

Staff Reviewer	Barbour
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend Community Plan to change Community Character Policy.

Minor Plan Amendment

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

SOUTHEAST COMMUNITY PLAN

Current Policy

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

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

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

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

BACKGROUND

The properties are at 6415 and 6419 Holt Road, located west along Nolensville Pike and south along Holt Road in an area with residential and mixed used commercial. The plan amendment was



Metro Planning Commission Meeting of 05/11/23

requested in conjunction with zone change request 2016SP-028-001 to permit a mixed use development with nonresidential uses and 153 multifamily residential units.

COMMUNITY PARTICIPATION

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

- Traffic and Safety
- Zoning

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

ANALYSIS OF T3 NE AND T3 CM SUBURBAN POLICIES

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

NashvilleNext Growth & Preservation Concept Map

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

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

Key Finding

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



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Community Character Policy Application

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

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

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

Key Findings

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

Transportation and Connectivity

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

The Major and Collector Street Plan (MCSP) is a comprehensive plan and implementation tool for guiding public and private investment in the major streets (arterial-boulevards, arterial-parkways, and collector-avenues) that make up the backbone of the city's transportation system. In the MCSP, Nolensville Pike is classified as an Arterial Boulevard and Holt Road is classified as a Collector Avenue. In the policy amendment area, Nolensville Pike is currently three lanes and Holt Road is two lanes. There are future plans for a bike lane along Nolensville Pike however no sidewalks.



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Currently, WeGo does not provide transit service to this area. The nearest bus route is 52A that circulates at Nolensville Pike and Old Hickory Boulevard.

Key Finding

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

Relationship to Surrounding Policies

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

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

Key Finding

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

Analysis Summary

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

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

STAFF RECOMMENDATION

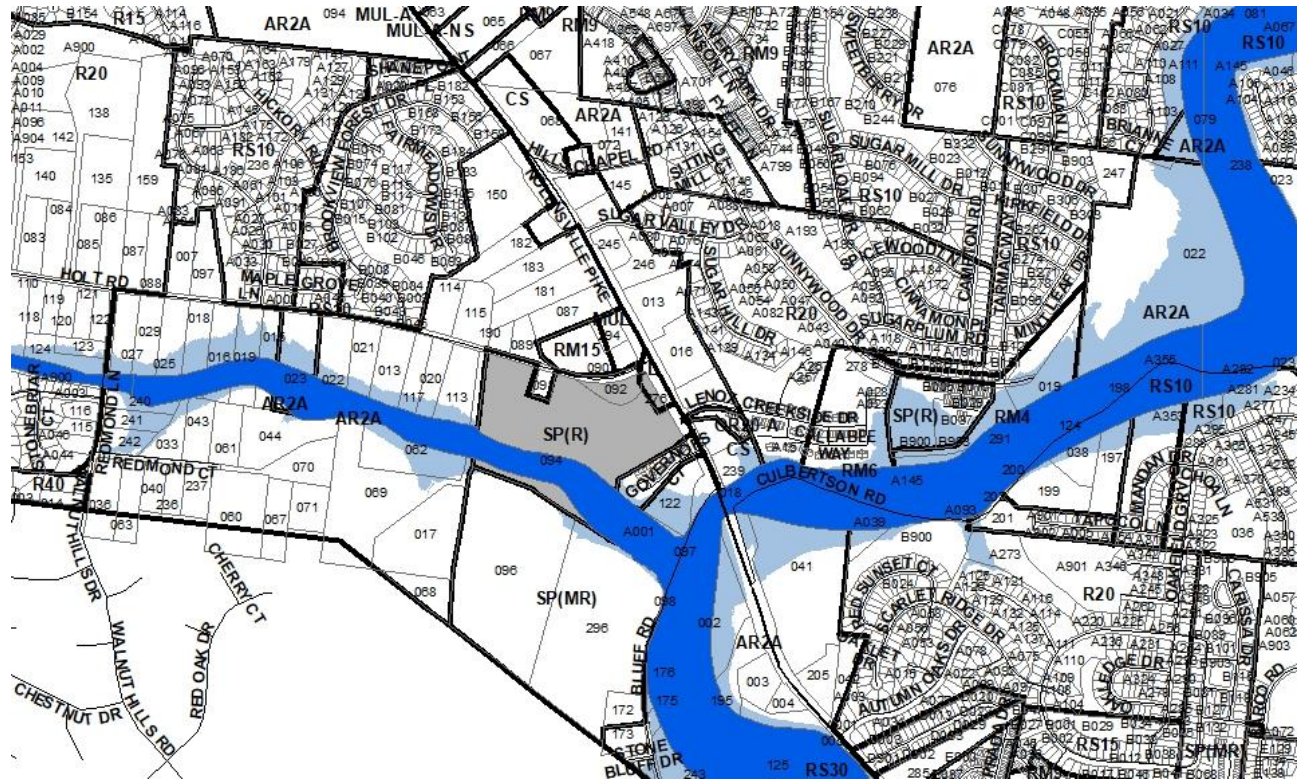
Staff recommends approval of the policy change from Suburban Neighborhood Evolving (T3 NE) policy to Suburban Mixed Use Corridor (T3 CM) policy.



SEE NEXT PAGE



Metro Planning Commission Meeting of 05/11/23



2016SP-028-003

WILLIAMS MILL SP (AMENDMENT)

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

12, Southeast

04 (Robert Swope)



Metro Planning Commission Meeting of 05/11/23

Item #21b

Specific Plan 2016SP-028-003

Project Name

Williams Mill SP (Amendment)

Associated Case

2023CP-012-001

Council District

04 – Swope

School District

02 – Elrod

Requested by

Anderson, Delk, Epps & Associates, applicant;
Mohammad Nazemi, 6401 Nolensville Road, LLC, owner.

Deferrals

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

Staff Reviewer

Anthony

Staff Recommendation

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

APPLICANT REQUEST

SP amendment to permit a mixed use development.

SP Amendment

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

Existing Zoning

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

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

Proposed Zoning

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

SOUTHEAST COMMUNITY PLAN

Existing Policy

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular



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

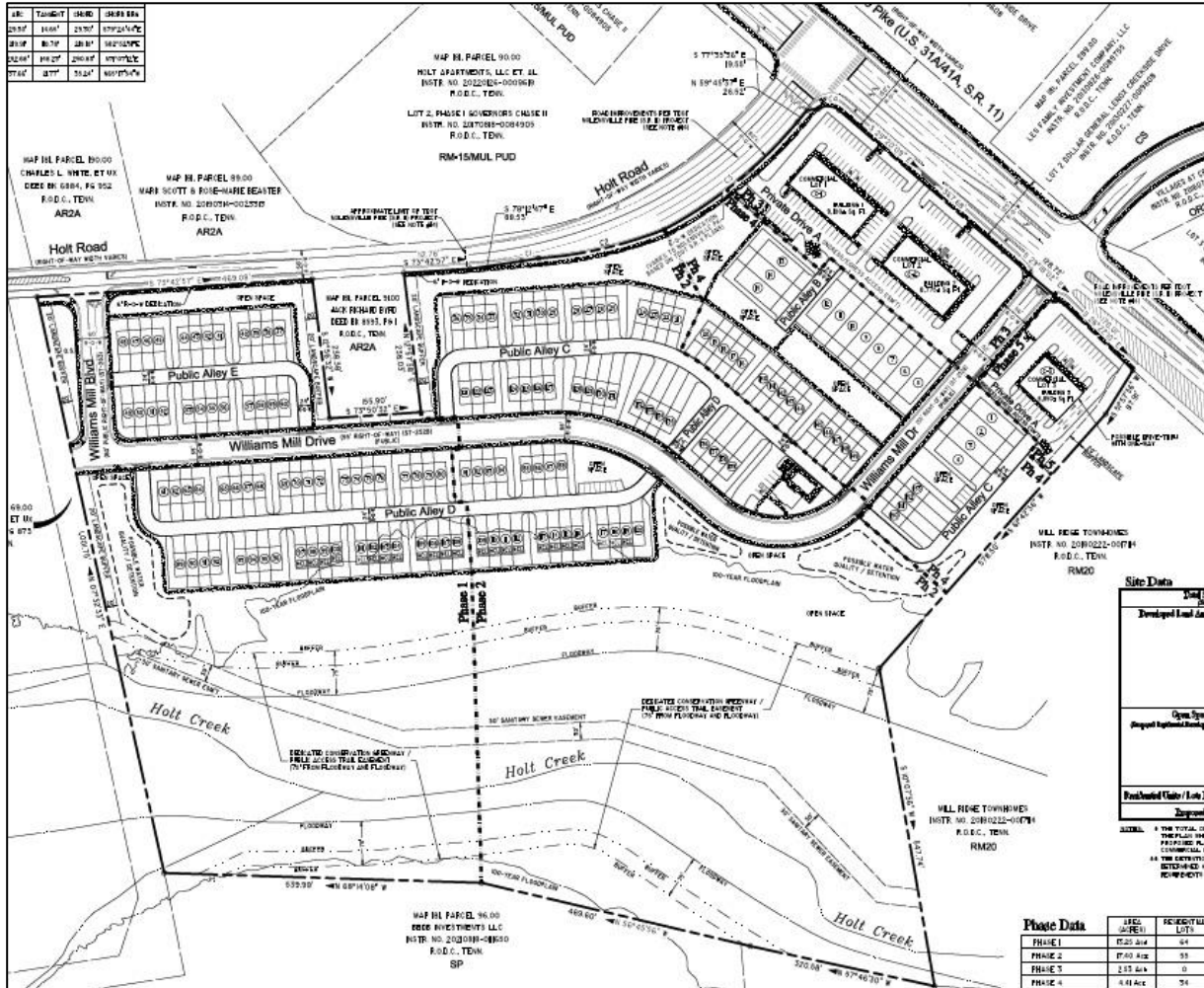
Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited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

Proposed Policy (Note: CO Policy to remain)

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



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North ▲

Proposed SP Amendment

SITE CONTEXT AND PLAN DETAILS

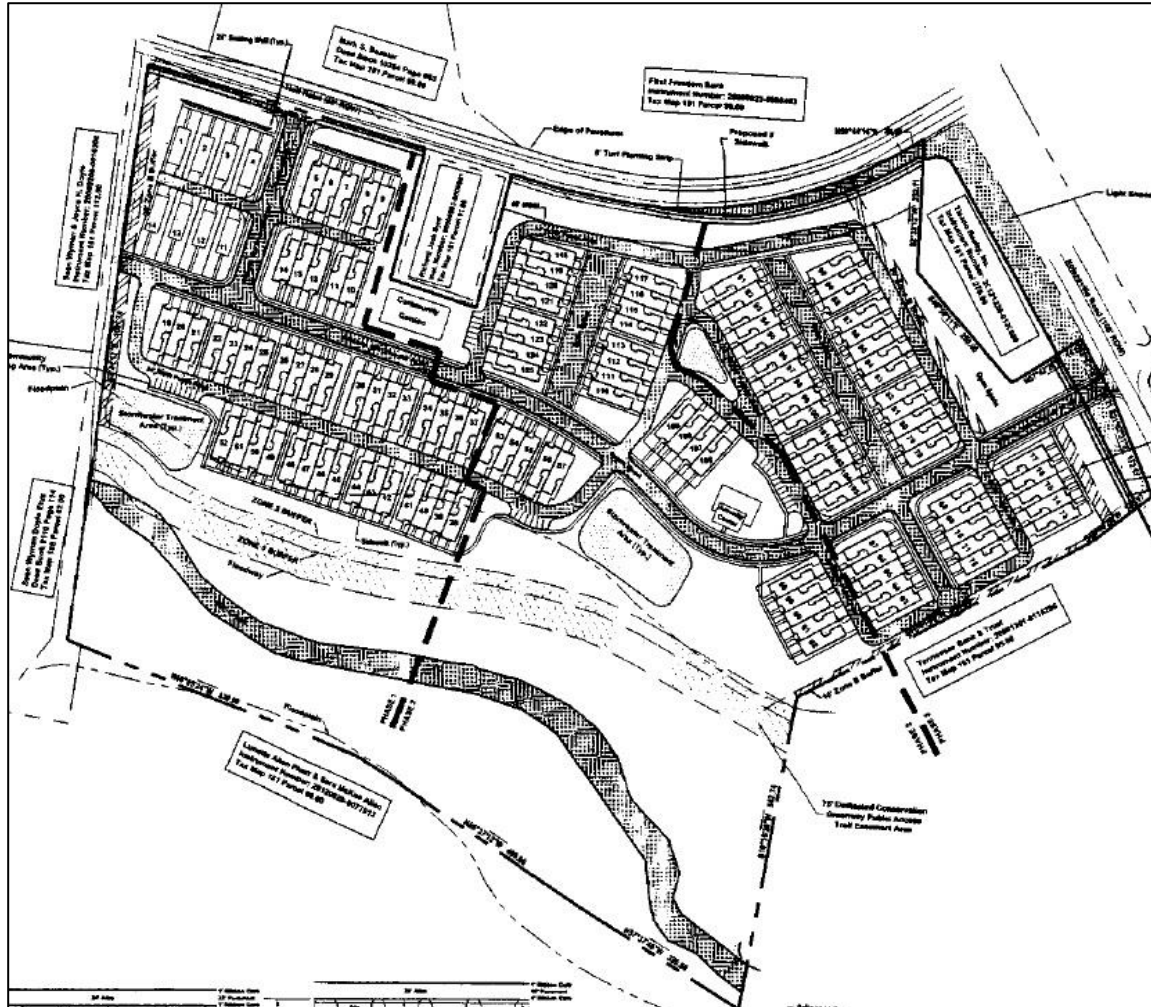
The subject property consists of three parcels totaling 37.11 acres located at the southwestern corner of Nolensville Pike and Holt Road. Two of the parcels (located at 6415 and 6419 Holt Road and totaling 36.11 acres) are currently zoned SP. The remaining parcel (located at 6401 Nolensville Pike and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

The Williams Mill SP was approved in 2016 (BL2016-371) and included the two parcels having frontage on Holt Road and totaling 36.11 acres. The approved SP permitted 125 attached residential units. An amendment added at Council required the recording of a restriction requiring the units to be age-restricted (55 and older). Of the 125 units, 117 were to be grouped into sets of attached



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townhouses, and eight were to be single-family detached units. Each unit—including the townhouses—would be situated on its own lot and have an alley-loaded, two-car garage. Permitted building height was limited to two stories in 35 feet. The previously-approved SP is shown below.



North ▲

Approved SP

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

- Increase total acreage to 37.11 acres by adding a one-acre parcel located at 6401 Nolensville Pike to the SP;
- Increase the number of attached residential units to 153;
- Eliminate the single-family detached lots included in the approved SP;
- Increase maximum building height to three stories in 45 feet; and
- Add 23,725 square feet of nonresidential floor area across three commercial buildings with frontage on Nolensville Pike.



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

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

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

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

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

ANALYSIS

The T3 NE policy is characterized in part by: moderate-density residential development; lots accessed from local streets or alleys; moderate to high levels of connectivity; and a diverse housing mix. Buildings in the T3 NE policy area are typically one to three stories in height. The residential portion of the proposed SP consists of 125 age-restricted townhouses on 35 acres; the proposed density is 3.57 units per acre. Each residential unit would be accessed from an alley or a shared



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private drive. The development would include an internal network of sidewalks, and new sidewalks would be constructed along Holt Road and Nolensville Pike. The proposed building height of three stories would fall within the range supported by the T3 NE policy. The residential portion of the proposed SP is generally consistent with the T3 NE policy's emphases on density, access, connectivity, and building height.

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

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

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

PARKS RECOMMENDATION

Approve with conditions

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



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STORMWATER RECOMMENDATION

Approve with conditions

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

METRO WATER SERVICES RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

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

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

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

Maximum Uses in Existing Zoning District: SP

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



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	-	-	153 U	1,120	71	86

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

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1,101	+34	+104

STAFF RECOMMENDATION

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

CONDITIONS

1. Permitted uses shall be limited to 153 single-family attached residential units and nonresidential uses allowed in the MUL district in areas specified in the Preliminary SP plan.
2. Maximum building height shall be limited to 3 stories in 45 feet as measured from finished floor elevation to midpoint of eave and ridge of roof.
3. Building elevations submitted with final SP shall have building design—including massing, glazing, building materials, and façade articulation—that is substantially similar to the elevations approved with the preliminary SP.
4. Replace all references to “single-family residential” with “single-family attached residential.” This includes General Note 1 on the layout sheet and in various places throughout the program book.
5. Revise note 16 to indicate that residential units 5-15 shall not be constructed prior to commercial buildings 1 and 2.
6. During subdivision review and approval process, lot area table on page 1 of the SP amendment shall determine minimum area for each lot.
7. Comply with all conditions and requirements of Metro reviewing agencies.
8. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
9. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM6 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.

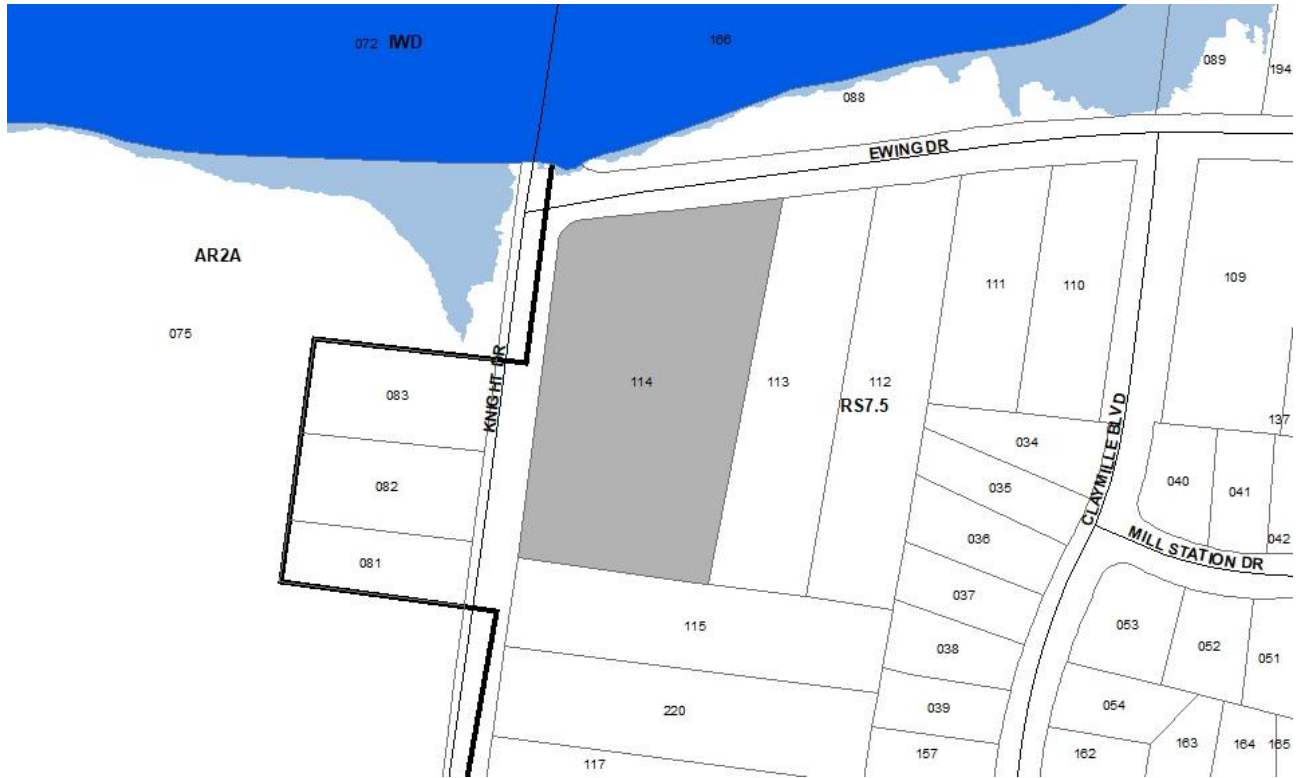


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10. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association
11. The final site plan shall depict the required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



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2022Z-109PR-001

Map 059, Parcel(s) 114

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyontzé Toombs)



Metro Planning Commission Meeting of 05/11/23

Item #22
Council District
School District
Requested by

Zone Change 2022Z-109PR-001
02 – Toombs
01 – Gentry
Scott Davis, applicant; Stratus Construction, Inc., owner.

Deferrals

This item was deferred from the April 13, 2023, and April 27, 2023, Planning Commission meetings. A public hearing was held at the April 27, 2023, Planning Commission meeting and closed.

Staff Reviewer
Staff Recommendation

Anthony
Approve.

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

Zone Change

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

Existing Zoning

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of 12 units*

Proposed Zoning

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

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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



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SITE AND CONTEXT

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

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

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

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

UPDATED BACKGROUND INFORMATION

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



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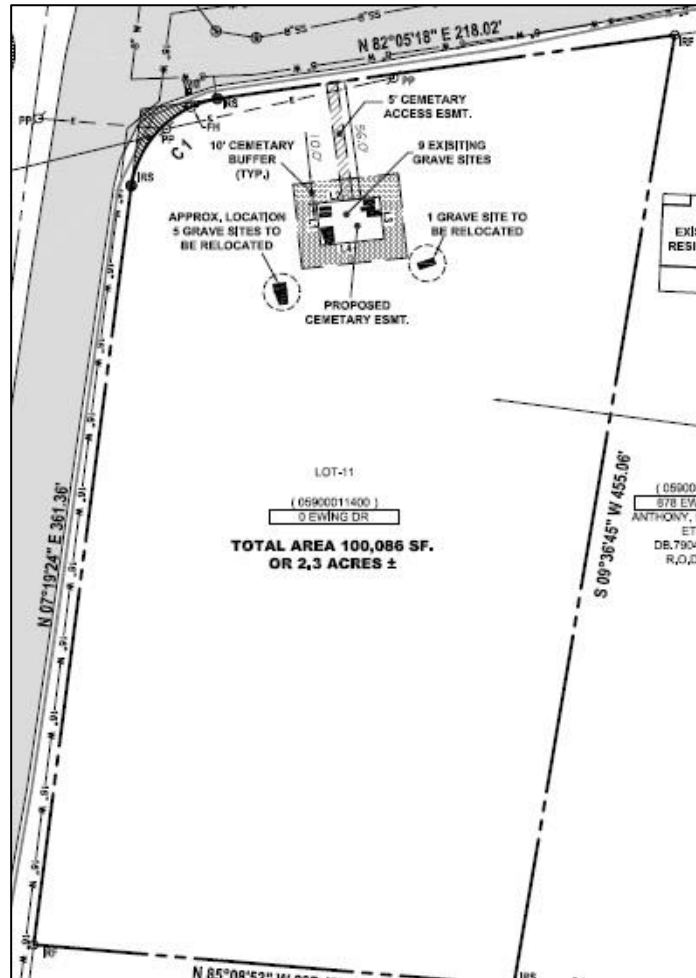


Exhibit showing burial sites on subject property

ANALYSIS

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

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

The proposed RM20-A zoning is consistent with the T3 NE policy. RM20-A zoning on the subject property would support: moderate residential density of up to 20 units per acre; connectivity via two collectors (Ewing Drive and Knight Avenue) and close proximity to Briley Parkway and Whites



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Creek Pike; moderate lot coverage via a maximum impervious surface ratio of 0.70; building entrances oriented toward the build-to zone; and a mix of building types. Further, the RM20-A zoning district would provide a transition between the single-family residential neighborhoods on the east and the industrial uses on the west. Because the proposed RM20-A zoning is consistent with the T3 NE policy, staff recommends approval of the rezoning request.

Maximum Uses in Existing Zoning District: RS7.5

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	2.54	4.94 D	14 U	170	15	16

Maximum Uses in Proposed Zoning District: RM20-A

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

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

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

METRO SCHOOL BOARD REPORT

Projected student generation existing R8 district: 2 Elementary 1 Middle 2 High

Projected student generation proposed R6 district: 15 Elementary 8 Middle 7 High

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

STAFF RECOMMENDATION

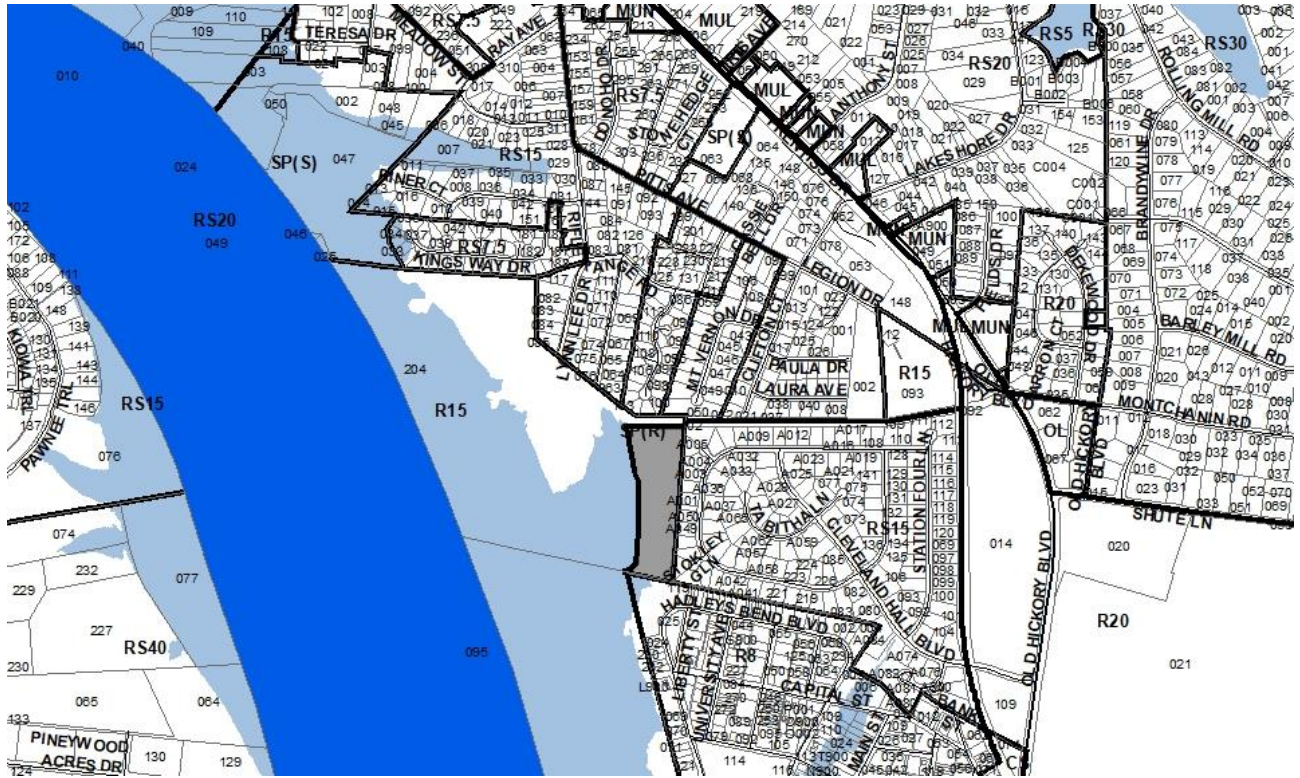
Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 05/11/23



2014SP-073-003

HERMITAGE GOLF COURSE VILLAS SP (AMENDMENT)

Map 063, Parcel(s) 204

14, Donelson – Hermitage – Old Hickory

11 (Larry Hagar)



Metro Planning Commission Meeting of 05/11/23

Item #23

Specific Plan 2014SP-073-003

Project Name

Hermitage Golf Course Villas SP (Amendment)

Council District

11 – Hagar

School District

04 – Nabaa-McKinney

Requested by

Ingram Civil Engineering Group, applicant; Danner-Eller Golf Properties, Inc., owner.

Staff Reviewer

Anthony

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

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

SP Amendment

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

Existing Zoning

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

Proposed Zoning

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

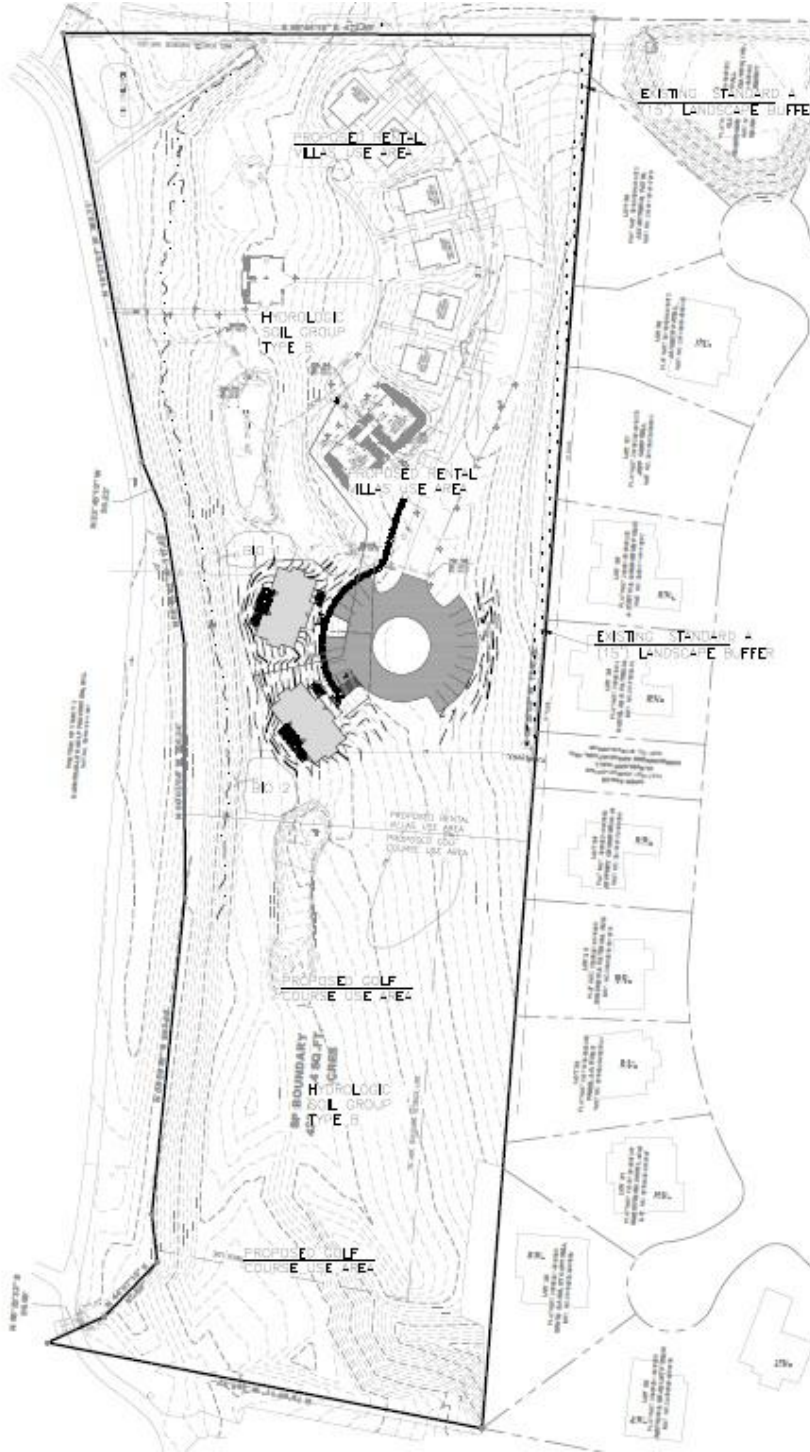
DONELSON – HERMITAGE – OLD HICKORY COMMUNITY PLAN

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

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



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▲North

Proposed SP Amendment



Metro Planning Commission Meeting of 05/11/23

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. *The Conservation policy area on the subject property applies to portions along the western and southern boundaries of the property where slopes exceed 20 percent.*

SITE CONTEXT AND PLAN DETAILS

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

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

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

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

Building height was a particular concern when the SP was initially approved in 2014. The maximum height of the rental villas was limited to one story in 30 feet. This limitation helped ensure that the rental villas would be compatible with surrounding neighborhoods; it also protected existing viewsheds for neighboring properties to the east. The proposed maximum height of the two



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new rental villas would be three stories in 44 feet on the west side; however, this height would be mitigated by existing slopes.

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



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

ANALYSIS

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

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



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

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve with conditions

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

METRO WATER SERVICES RECOMMENDATION

Approve with conditions

- Approval does not apply to private water and sewer line design. Plans for these must be submitted and approved through a separate review process with Metro Water Permits before their construction may begin.

NASHVILLE DOT RECOMMENDATION

Approve with conditions

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

TRAFFIC & PARKING RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Hotel* (310)	-	-	32	-66	10	-2

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

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Hotel (310)	-	-	32	-66	10	-2



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

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

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

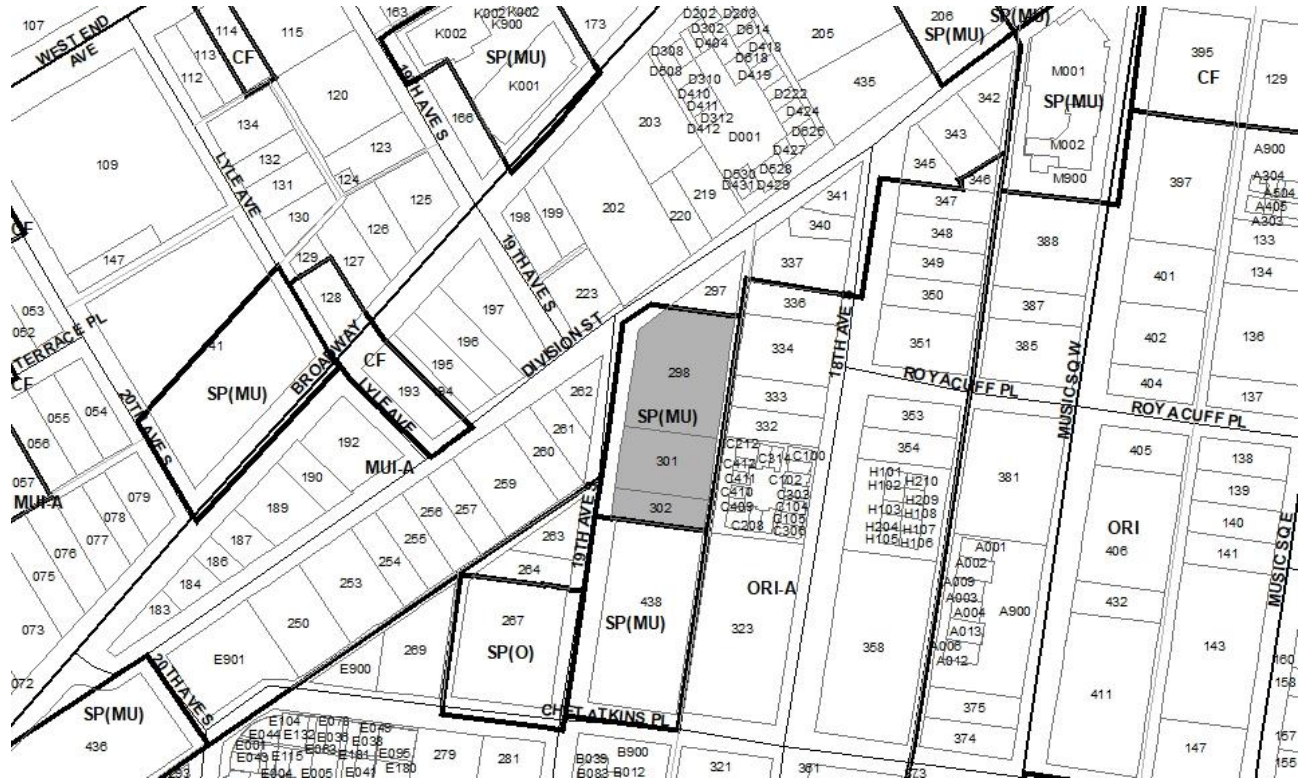
1. Permitted uses shall be limited to eight two-bedroom rental villas, two eight-bedroom rental villas, and an extension of the Hermitage Golf Course, as shown on the preliminary SP.
2. Maximum building height shall not exceed that of elevations included in the preliminary SP.
3. Building elevations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



SEE NEXT PAGE



Metro Planning Commission Meeting of 05/11/23



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 05/11/23

Item #24 **Specific Plan 2017SP-091-004**
Project Name **Kenect Nashville (Amendment)**
Council District 19 – O’Connell
School District 5 – Buggs
Requested by Holland & Knight LLP, applicant; AP 1815 Division Nashville Property, LLC, owner.

Deferrals This item was deferred from the April 27, 2023, Planning Commission meeting.

Staff Reviewer Matravers
Staff Recommendation *Disapprove.*

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 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.

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,



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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.

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



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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

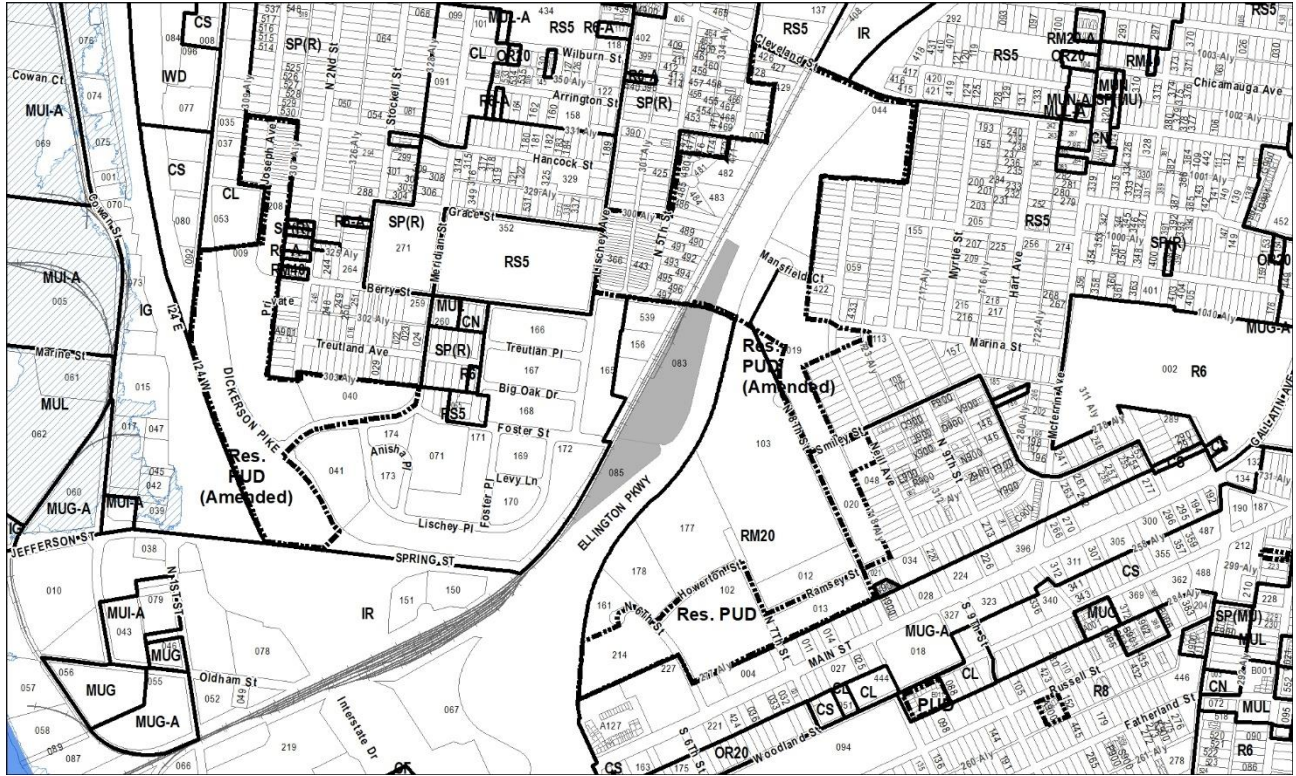
- Provide a traffic memo showing the change in uses and trip generation. Identify how loading/drop-off/pick-up will function for the new use. Additional off-site improvements may be needed to improve multimodal infrastructure.

STAFF RECOMMENDATION

Staff recommends disapproval.



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2020SP-021-003
FOSTER STREET SP (AMENDMENT)
Map 082-11, Parcel(s) 083, 085
05, East Nashville
05 (Sean Parker)



Metro Planning Commission Meeting of 05/11/23

Item #25	Specific Plan 2020SP-021-003
Project Name	Foster Street SP (Amendment)
Council District	05 – Parker
School District	5 – Buggs
Requested by	Barge Civil Associates, applicant; Foster Street Partners, LLC, owner.
Staff Reviewer	Elliott
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

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

Specific Plan

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

Existing Zoning

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

Proposed Zoning

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

EAST NASHVILLE COMMUNITY PLAN

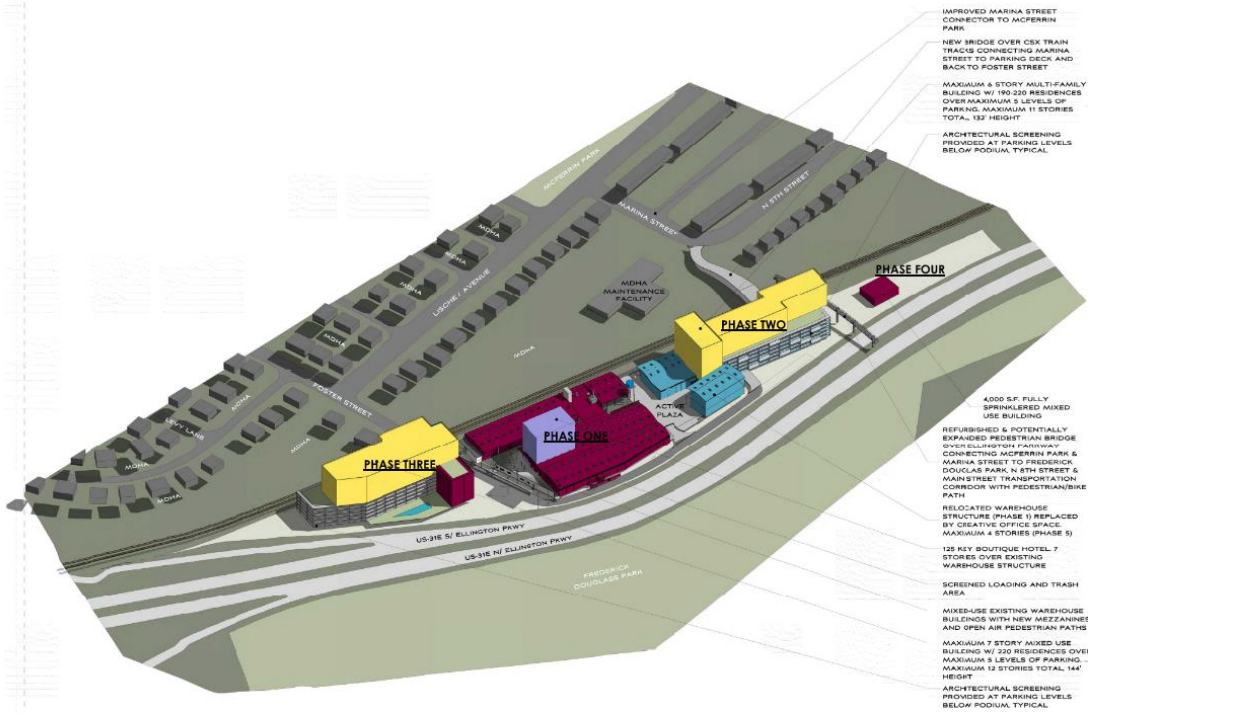
T4 Urban Community Center (T4 CC) is intended to maintain, enhance and create urban community centers that contain commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T4 Urban Community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

Supplemental Policy

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



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Currently Approved Site Plan

ARCHITECTURAL PRECEDENT IMAGERY



GARAGE SCREENING PRECEDENT IMAGERY

ARCHITECTURAL SCREENING PROVIDED TO COMPLEMENT BUILDING DESIGN AT PARKING LEVELS BELOW PODIUM TYPICAL

ORDINANCE 812020-446

Summary	Gross SF	No. of Units/Keys
Multi-Family (1 & 2 BR)		490
Hotel		175
Mixed Use	82,000 *	
Creation Office	123,000	

UPDATED AREAS (03/29/2023)

Summary	Gross SF	No. of Units/Keys
Multi-Family (1 & 2 BR)		490
Hotel		100
Mixed Use	72,485	
Creation Office	72,000	

* Total Mixed Use square footages were incorrectly transcribed in Ordinance 812020-446. The table below shows the correct square footages for the updated areas. The ordinance change reference attachment A-23 (3/16/2023) Please correct the info sent for the IP amendment.



Proposed Site Plan



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SITE CONTEXT AND PLAN DETAILS

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

Updates to the Permitted Land Uses.

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

Existing Site Plan to Remain with SP amendment

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

The project is broken down into four phases:

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

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

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



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

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

ANALYSIS

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

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

HISTORIC ZONING STAFF RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- MWS recommends approval, on the following condition: Approval does not apply to private water and sewer line design. Plans for these must be submitted and approved through a separate review process with Metro Water Permits before their construction may begin. 100% W&S Capacity Paid.



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NASHVILLE DOT RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	-	-	490 U	2,669	162	203

Maximum Uses in Existing Zoning District: SP

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

Maximum Uses in Existing Zoning District: SP

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

Maximum Uses in Existing Zoning District: SP

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



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	-	-	490 U	2,669	162	203

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	-	-	72,465 SF	2,736	68	277

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Hotel (310)	-	-	160 R	1,379	162	203

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	-	-	72,610 SF	778	94	84

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+271	+67	+122

METRO SCHOOL BOARD REPORT

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

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to 490 multi-family units, 160 hotel rooms, 72,610 square feet of office space, and 72,465 square feet of mixed use commercial space. Non-residential land uses shall be limited to a maximum of 250,000 square feet. The permitted commercial and office uses for this project are identified on the plans. Short term rental property – owner occupied and short term rental property – not owner occupied shall be prohibited in the entire development.
2. All conditions of BL2020-446 shall apply unless specifically modified by the plans or conditions associated with this application.



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



Metro Planning Commission Meeting of 05/11/23



2021SP-087-003
2306 BRICK CHURCH PIKE (AMENDMENT)
Map 071-02, Parcel(s) 202
03, Bordeaux – Whites Creek – Haynes Trinity
02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 05/11/23

Item #26	Specific Plan 2021SP-087-003
Project Name	2306 Brick Church Pike (Amendment)
Council District	02 - Toombs
School District	01 - Gentry
Requested by	Clay Adkisson, applicant; Brick Church Property, LLC & et al.
Staff Reviewer	Marton
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

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

Preliminary SP

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

Existing Zoning

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

Proposed Zoning

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

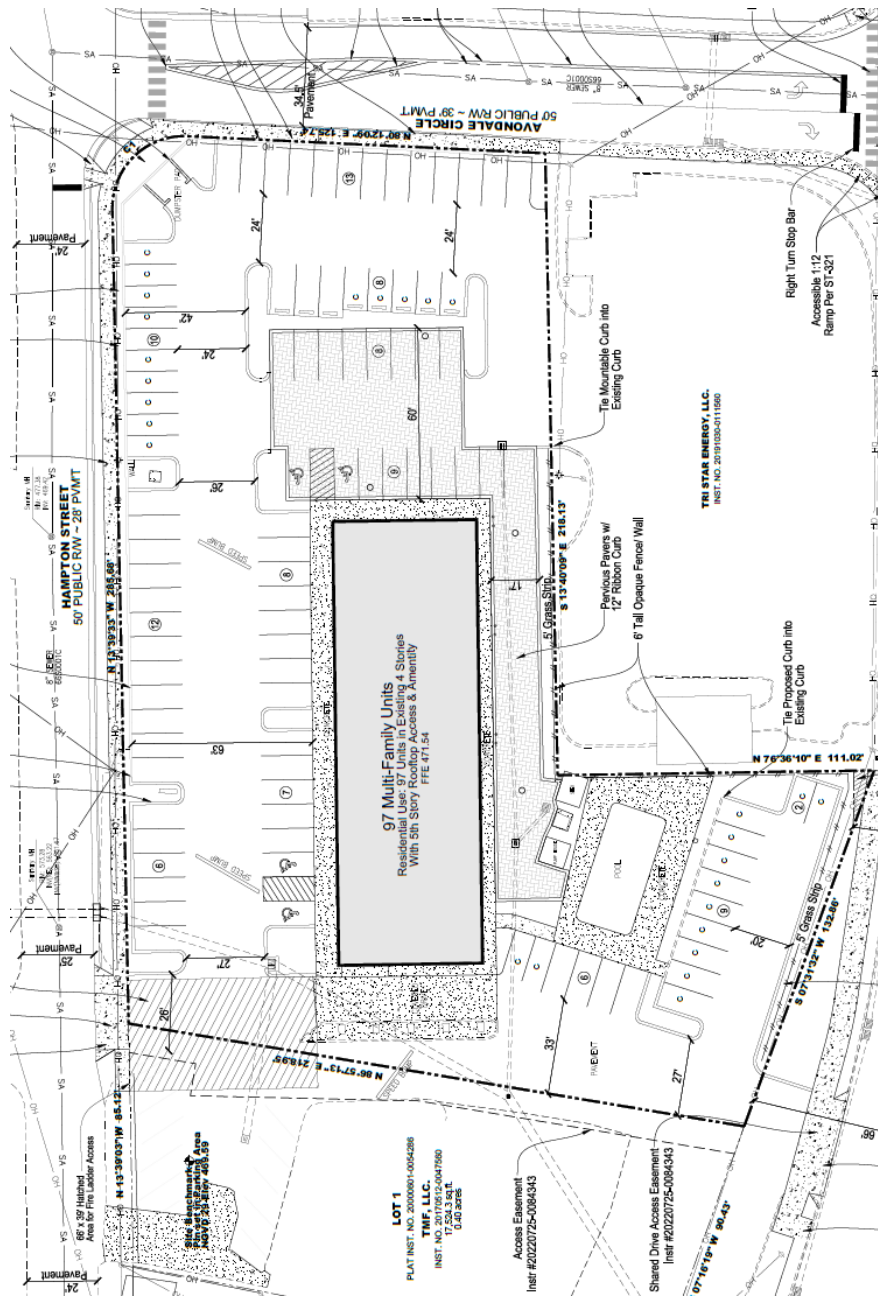
BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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

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



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Proposed Site Plan



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Supplemental Policy

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

SITE CONTEXT AND PLAN DETAILS

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

Site plan

The revised plan proposes to convert the existing hotel structure into a 97-unit multi-family development. Space for the two additional units was discovered during interior renovation and will fill in areas of a former lobby. The overall layout for the site will remain mostly unchanged, with only site improvements proposed. Vehicular access for the site would not change with the proposal, with existing drives on Hampton Street, Avondale Circle, and Brick Church Pike remaining, but one driveway along Brick Church Pike being removed. Parking for the site will consist of on-site, surface parking, with a total of 97 spaces and the existing lot will be brought into compliance with the current landscaping requirements. Sidewalks along all road frontages have been provided consistent with code requirements.

ANALYSIS

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

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve with conditions.

- See SWGR 2022038128.



Metro Planning Commission Meeting of 05/11/23

WATER SERVICES RECOMMENDATION

Approve with conditions.

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions.

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. There to be no vertical utility poles in new sidewalks. In general, on final: Callout roadway sections, ramps, sidewalks, curb & gutter, etc. per NDOT detail standards. Provide detail sections in plan set. A private hauler will be required for waste disposal. Call out curb cut/access ramp to be closed off Avondale. Comply w/ NDOT approval traffic conditions.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions.

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	-	-	95 U	516	32	42

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	-	-	97 U	527	34	43

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+11	+2	+1



Metro Planning Commission Meeting of 05/11/23

METRO SCHOOL BOARD REPORT

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

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

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

STAFF RECOMMENDATION

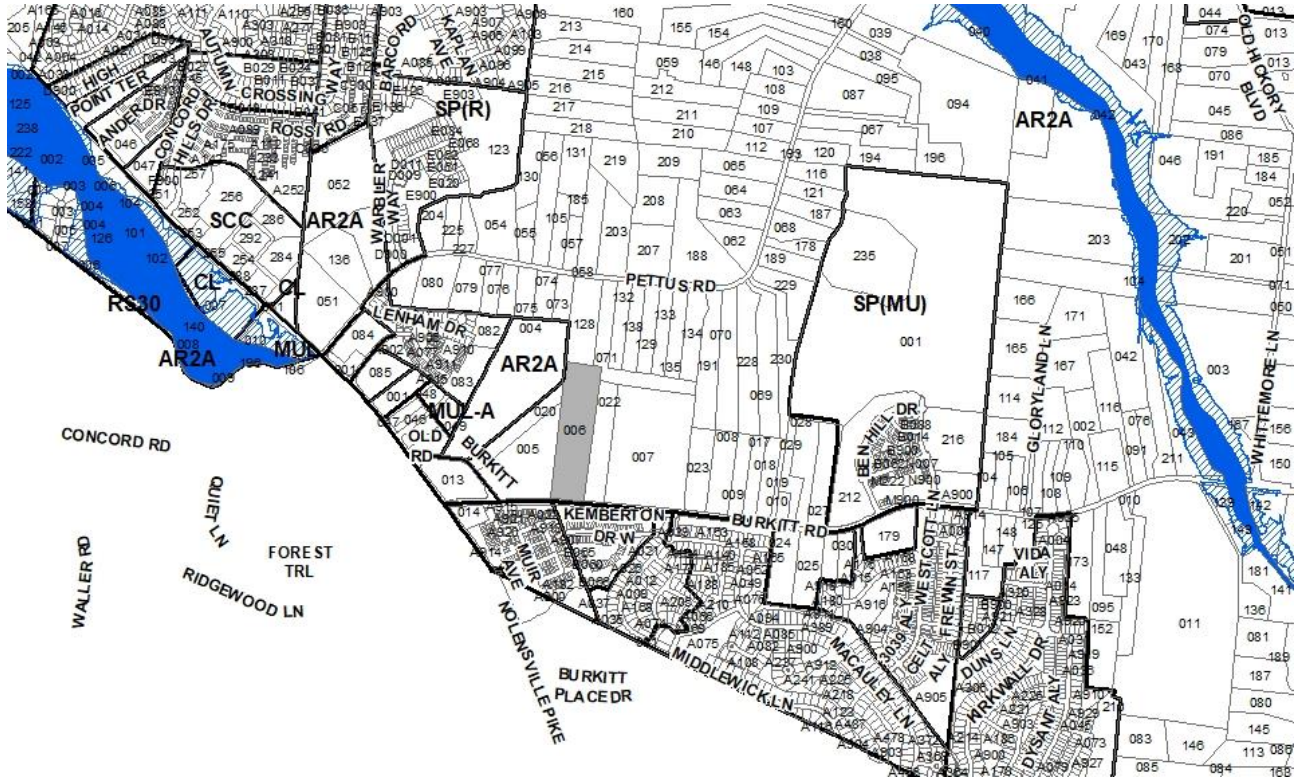
Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

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



Metro Planning Commission Meeting of 05/11/23



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



Metro Planning Commission Meeting of 05/11/23

Item #27	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, and April 13, 2023, Planning Commission meetings. No public hearing was held.

Staff Reviewer Elliott
Staff Recommendation *Defer to the May 25, 2023, Planning Commission meeting.*

APPLICANT REQUEST

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

Zone Change

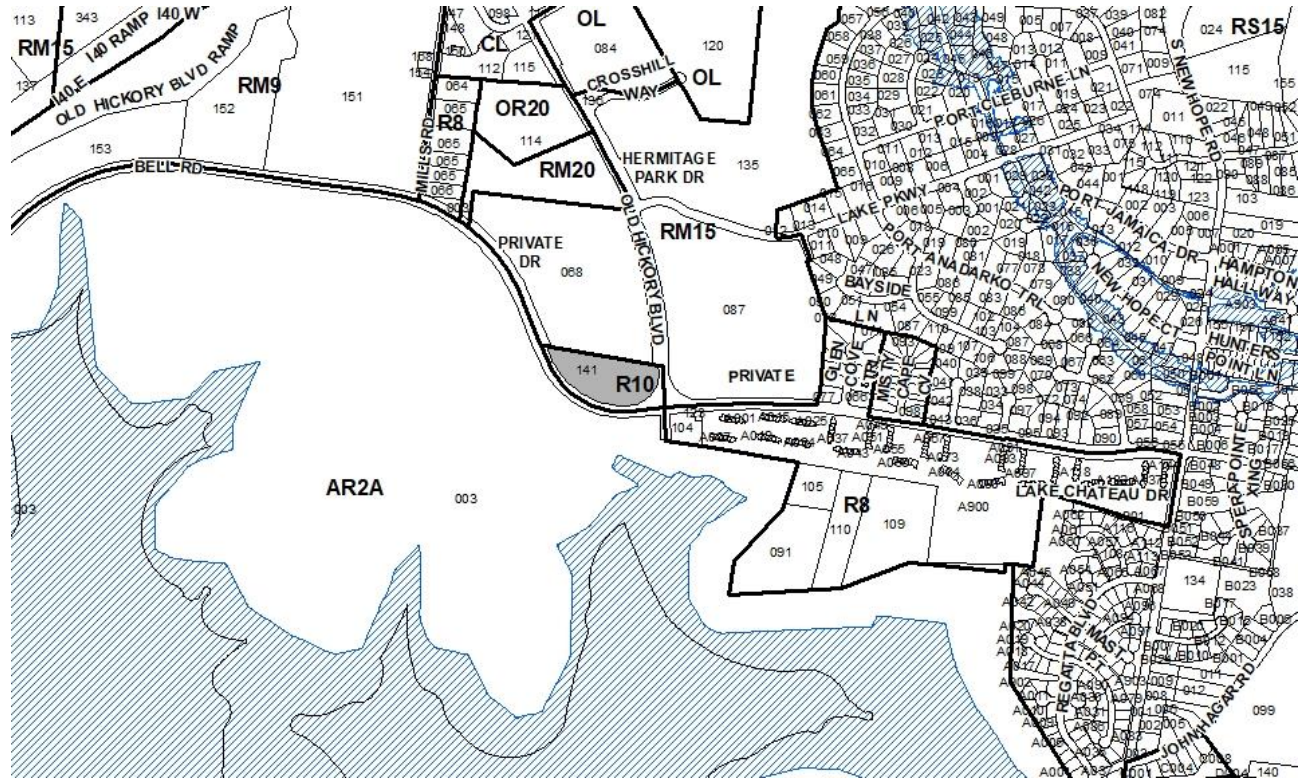
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for property located at 7088 Burkitt Rd, approximately 550 feet east of Old Burkitt Rd, (11.4 acres), to permit up to 129 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the May 25, 2023, Planning Commission meeting.



Metro Planning Commission Meeting of 05/11/23



2022SP-033-001
SHOREVIEW SP
Map 097, Parcel 141
14, Donelson – Hermitage – Old Hickory
14 (Kevin Rhoten)



Metro Planning Commission Meeting of 05/11/23

Item #28

Specific Plan 2022SP-033-001

Project Name

Shoreview SP

Council District

14 – Rhoten

School District

4 – Nabaa-McKinney

Requested by

Dale & Associates, applicant; Platinum Invest LLC, owner.

Staff Reviewer

Matravers

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

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

Preliminary Plan

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

Existing Zoning

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

Proposed Zoning

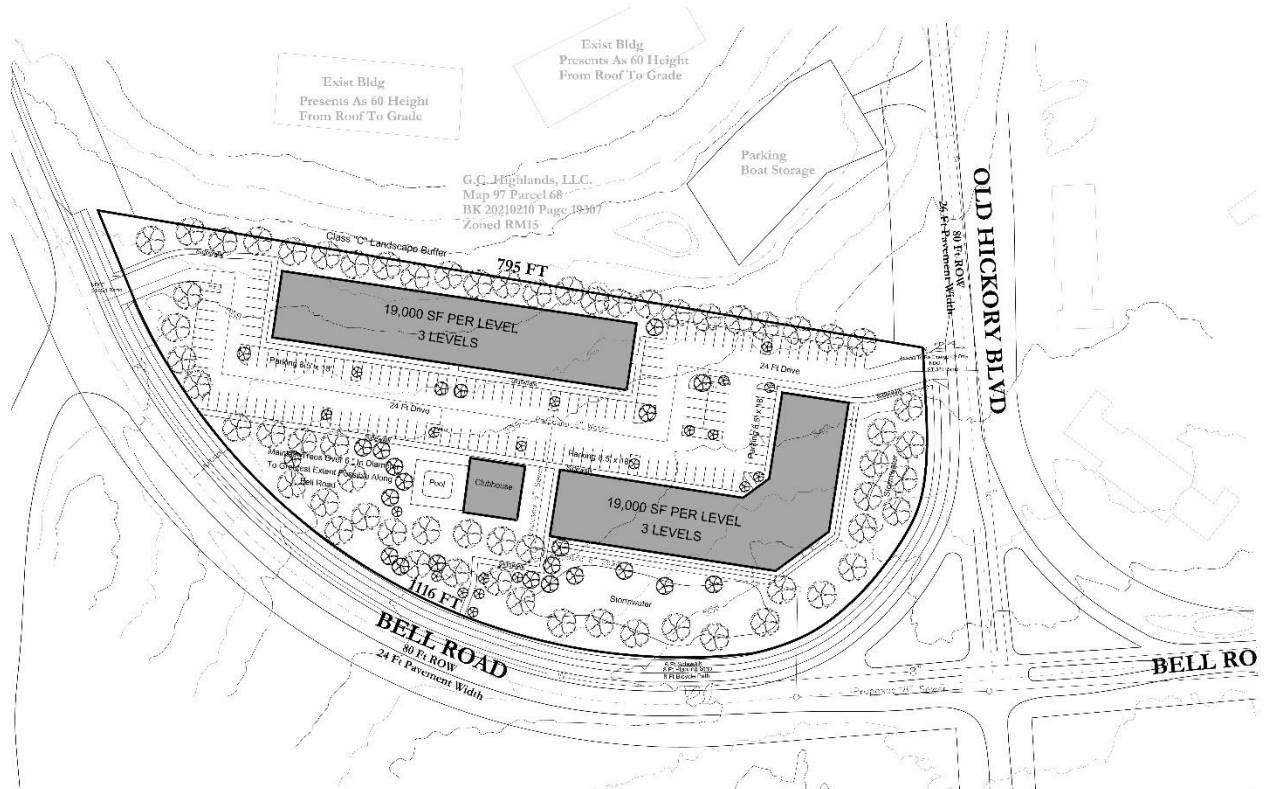
Specific Plan-Residential (SP) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building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

DONELSON–HERMITAGE–OLD HICKORY COMMUNITY PLAN

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



Metro Planning Commission Meeting of 05/11/23



Proposed Site Plan



Metro Planning Commission Meeting of 05/11/23

SITE

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

PLAN DETAILS

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

ANALYSIS

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

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

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



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STORMWATER RECOMMENDATION

Approve with conditions

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

Nashville DOT RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	4.42	4.63 D	23 U	269	21	25

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	-	-	112 U	609	38	49

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

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

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.



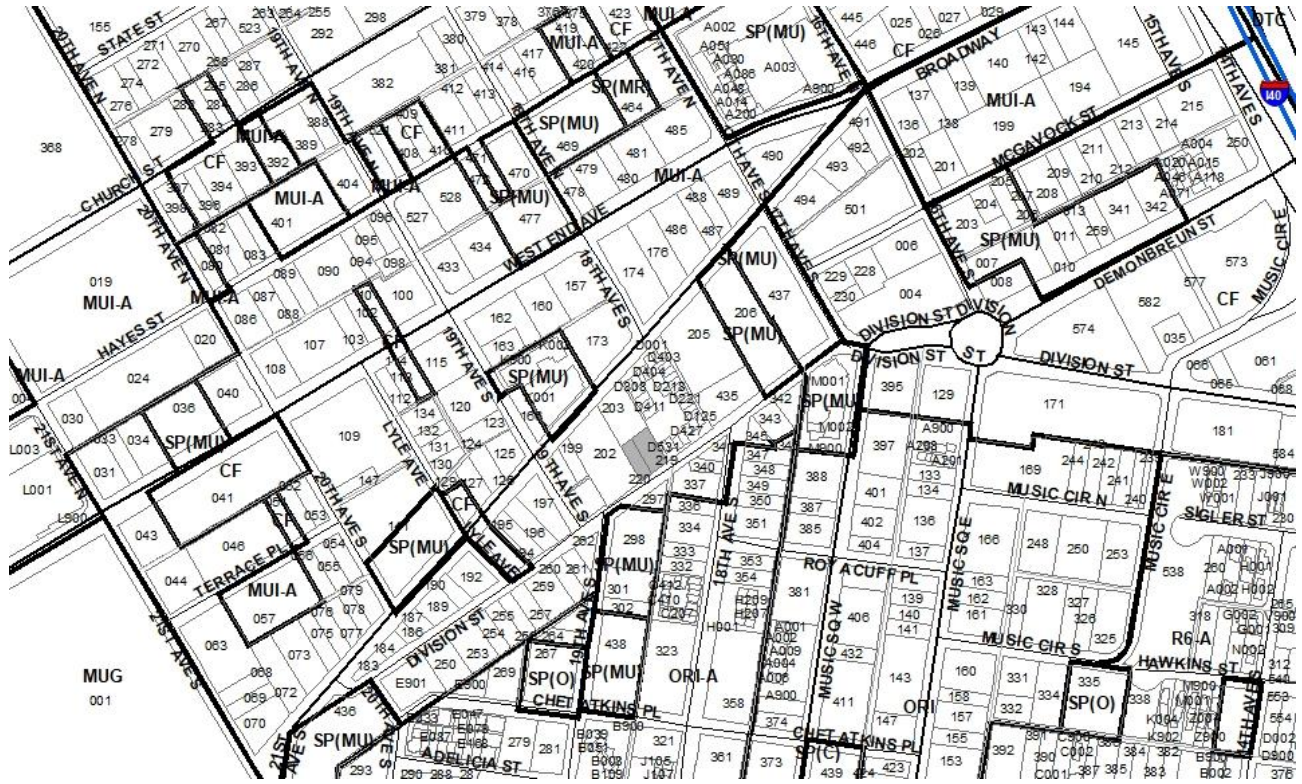
Metro Planning Commission Meeting of 05/11/23

CONDITIONS

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



Metro Planning Commission Meeting of 05/11/23



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 05/11/23

Item #29

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, and the April 27, 2023, Planning Commission Meetings. No public hearing was held.

Staff Reviewer

Swaggart

Staff Recommendation

Disapprove.

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 05/11/23

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



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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



Metro Planning Commission Meeting of 05/11/23

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

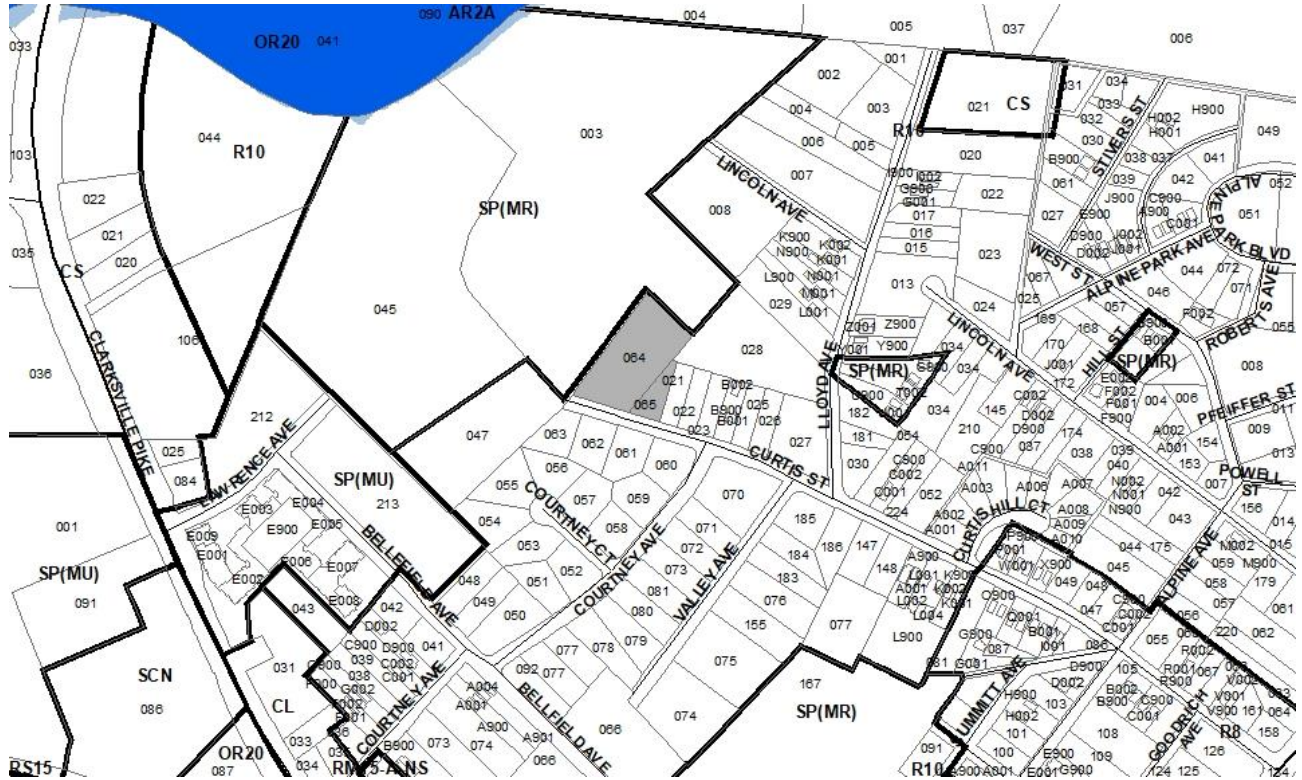
Given the nature of this proposal, and the lack of information regarding the number of residential units, student generation for this project cannot be determined at this time.

STAFF RECOMMENDATION

Staff recommends disapproval.



Metro Planning Commission Meeting of 05/11/23



2023SP-035-001

3320 CURTIS ST. MULTIFAMILY

Map 069-12, Parcel(s) 064-065

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyonzte Toombs)



Metro Planning Commission Meeting of 05/11/23

Item #30	Specific Plan 2023SP-035-001
Project Name	3320 Curtis St. Multifamily
Council District	02 – Toombs
School District	01 – Gentry
Requested by	Catalyst Design Group, applicant; 3320 Curtis St. LLC., owner.
Deferrals	This item was deferred from the April 27, 2023, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST
SP to permit 28 multifamily residential units.

Zone Change

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

Existing Zoning

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

Proposed Zoning

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

SITE CONTEXT AND PLAN DETAILS

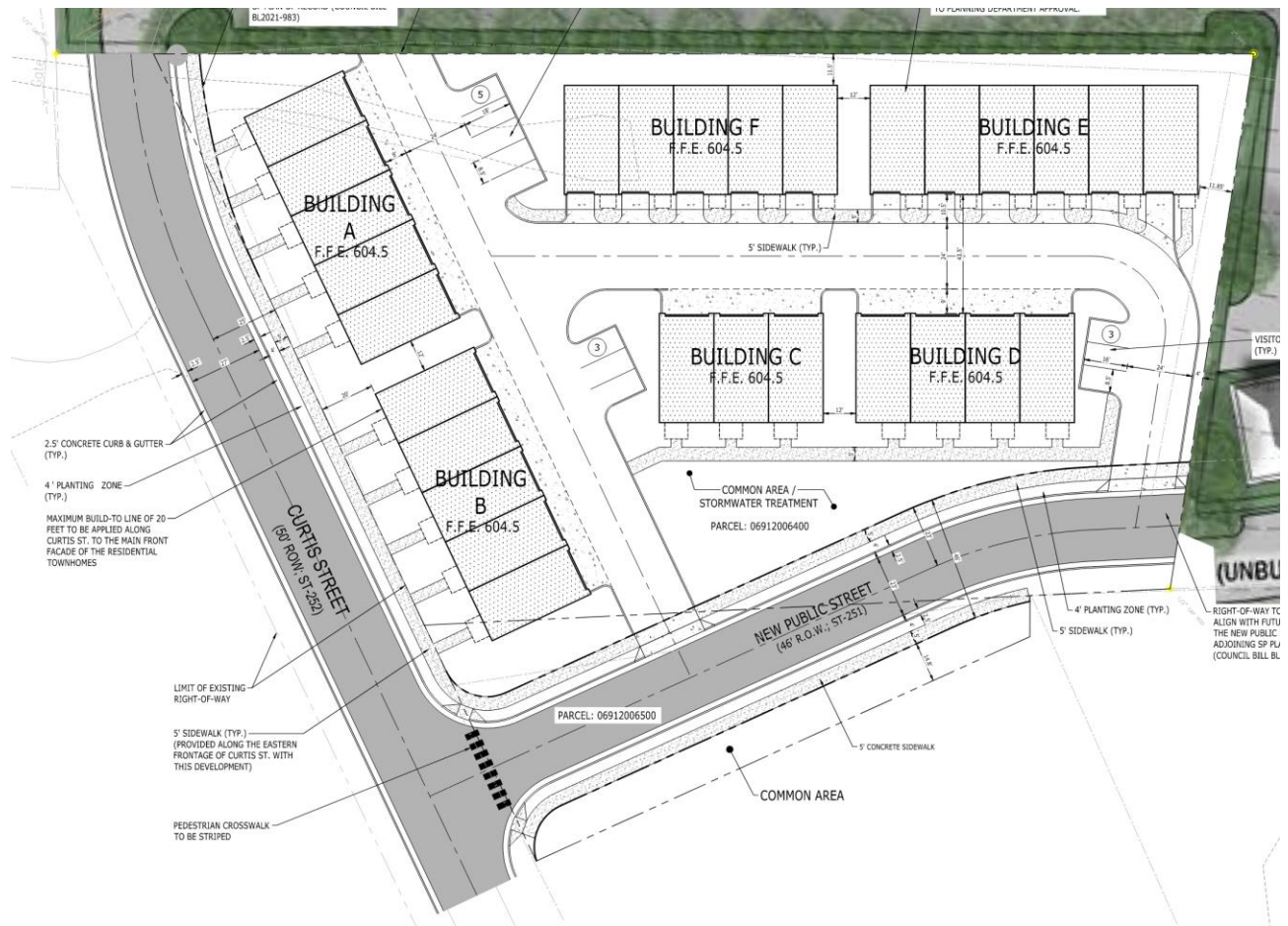
The approximately two-acre project site is located on the west side of Curtis Street. Curtis Street also terminates at the site. There is an existing single-family home on the site. The site slopes downward from west to east. Curtis Street is a local street. Surrounding zoning is SP and R10. The SP abuts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

Site Plan

The plan includes 28 attached multifamily units. Units are grouped into six clusters. Units are limited to three stories in 45 feet. The plan includes architectural standards pertaining to, but are not limited to, orientation, entry ways, glazing and materials. All units have a one or two car



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Proposed site plan



Metro Planning Commission Meeting of 05/11/23

garage. The plan includes a new public street and there are units oriented to the new public street as well as to Curtis Street. The proposed new public street includes sidewalks per the local street standard and private sidewalks are provided internally. The proposed public street is intended to provide a public street connection to a previously approved SP adjacent to this site.

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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

ANALYSIS

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

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approved with conditions

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



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NASHVILLE DOT RECOMMENDATION

Approve with conditions

- With a final: Include proposed public roadway construction drawings (profiles, grades, drainage). Roadway construction drawings shall comply with NDOT Subdivision Street Design Standards. Callout roadway sections, (access and ADA) ramps, sidewalks, curb & gutter, etc. per NDOT detail standards. Show 'Now Entering Private Drive' signage where applicable off public roads. Provide stop control at intersections. Provide stopping sight distance exhibits at any relevant intersections and accesses Dimension ROW pavement widths for clarity. Note: A private hauler will be required for waste/recycle disposal. Comply w/ NDOT traffic comments.
- Provide 20 ft. minimum temporary turning easements into private drives at public stub road terminus.
- In anticipation of on-street parking along Curtis occurring, provide bulb-in parking w/ curbside sidewalks or if planning will require grass strip along all of Curtis frontage, provide additional ROW dedication beyond 50 ft. to accommodate bulb-in, on-street parking.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	1.93	4.63 D	10 U	125	12	11

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	-	-	28 U	151	10	13

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

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

METRO SCHOOL BOARD REPORT

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

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

The proposed SP zoning is expected to generate six additional students than the existing R10 zoning district. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites



Metro Planning Commission Meeting of 05/11/23

Creek High School. There is additional capacity in all three schools. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

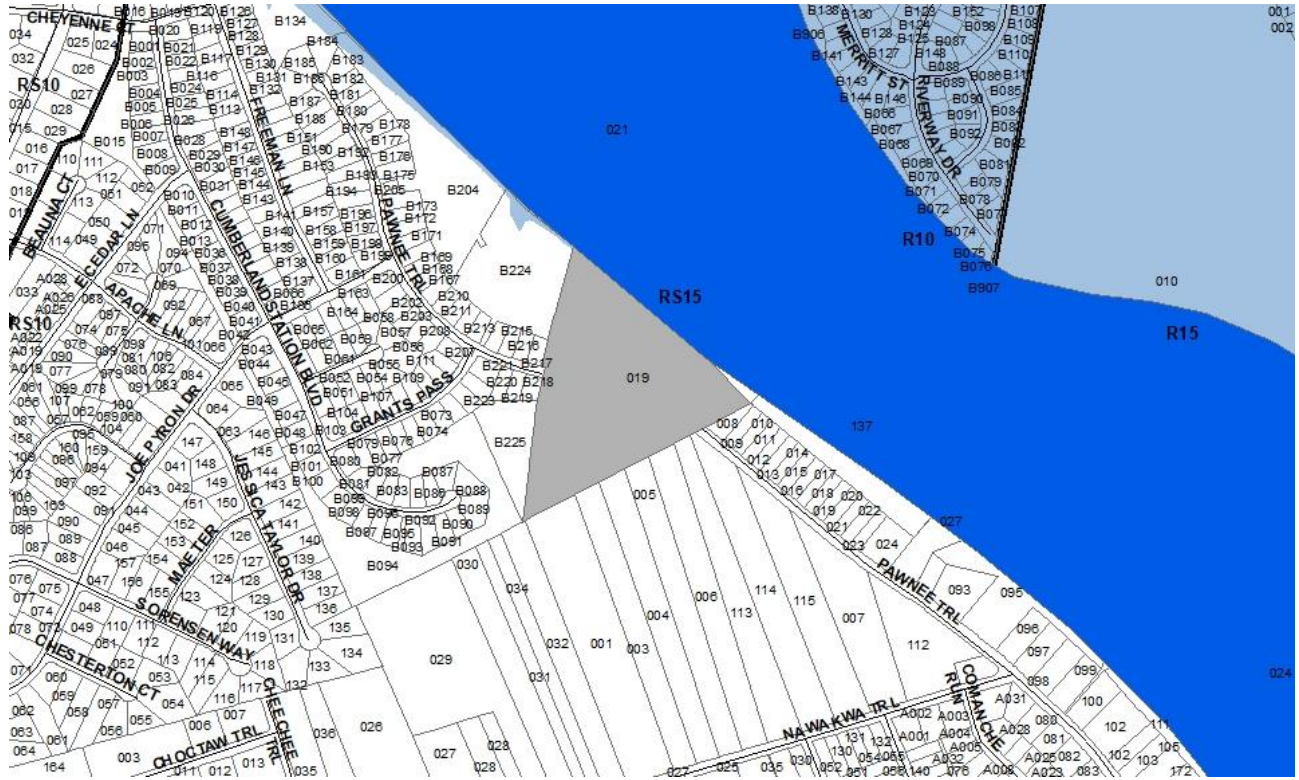
Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

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



Metro Planning Commission Meeting of 05/11/23



2023SP-036-001
PAWNEE TRAIL RESIDENTIAL SP
Map 053, Parcel(s) 019
04, Madison
09 (Tonya Hancock)



Metro Planning Commission Meeting of 05/11/23

Item #31	Specific Plan 2023SP-036-001
Project Name	Pawnee Trail Residential
Council District	09 – Hancock
School District	03 – Masters
Requested by	Catalyst Design Group, applicant; Pawnee Trail Developers, LLC, owner.

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

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

APPLICANT REQUEST

Preliminary SP to permit a multi-family residential development.

Preliminary SP

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

Existing Zoning

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

Proposed Zoning

Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes 36 multi-family units.*

MADISON COMMUNITY PLAN

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

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



Metro Planning Commission Meeting of 05/11/23



North

Proposed Preliminary SP

The Conservation policy applies to slopes of 20 percent or greater on the western and northern portions of the property and a stream buffer along the eastern side of the property.

SITE CONTEXT

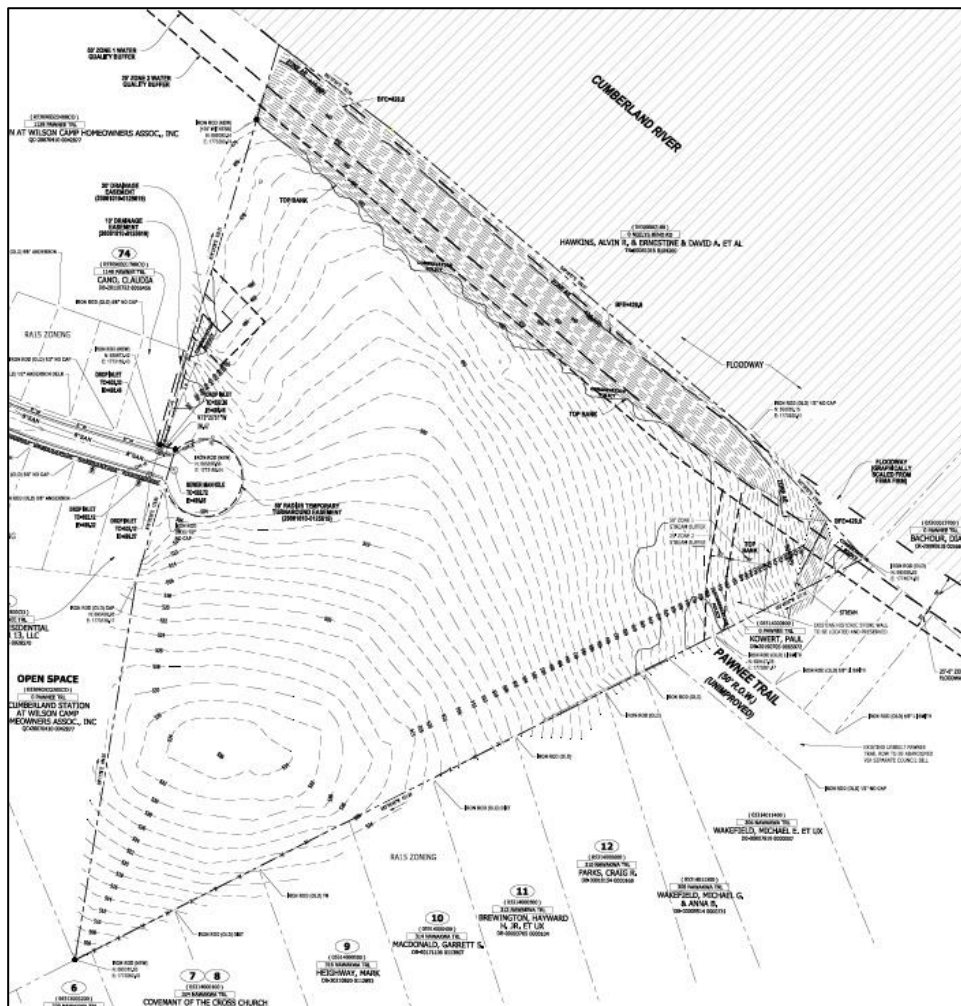
The subject property is a 12.8-acre lot located along Pawnee Trail. Currently, the right-of-way for Pawnee Trail terminates on both the east and west sides of the subject property, creating a gap in the right-of-way of approximately 725 feet. The property is currently zoned RS15 and could accommodate a maximum of 37 single-family residential units based on one unit per 15,000 square



Metro Planning Commission Meeting of 05/11/23

feet; the maximum number of units could be lower based on right-of-way dedication and/or application of the conservation development standards set forth in Section 17.12.090 of the Zoning Code. All adjacent properties are zoned RS15. Adjacent land uses include single-family residential on the west and south and vacant property on the north and east. The Cumberland River lies approximately 700 feet to the north/northeast of the subject property.

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



PLAN DETAILS

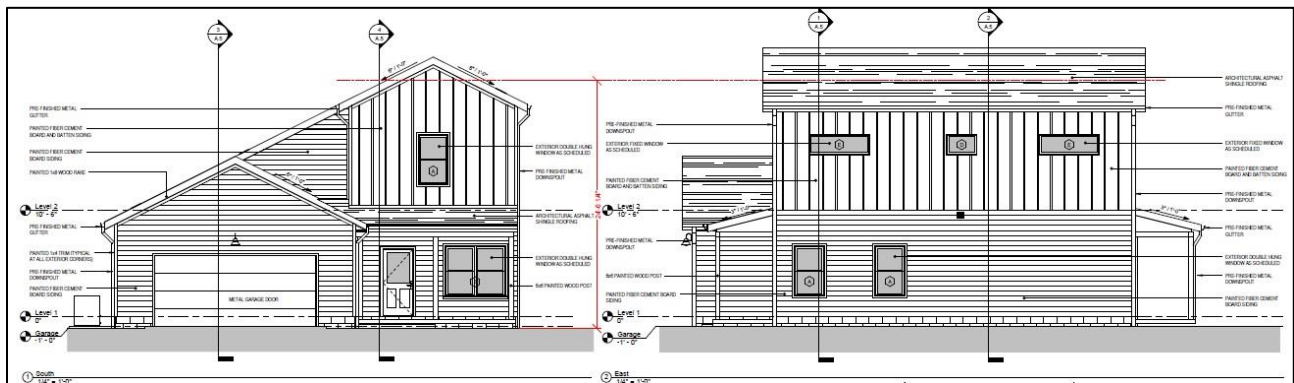
The preliminary SP application is for 36 multi-family residential units, giving the proposed development a density of 2.81 units per acre. Pawnee Trail—which currently terminates as a public



Metro Planning Commission Meeting of 05/11/23

right-of-way at the western edge of the property—would transition to a private loop road at the entrance to the proposed subdivision. A pending mandatory referral request (2023M-001AB-001) would terminate the Pawnee Trail right-of-way on the eastern side of the property as well; Metro Council approval is required for the right-of-way termination request.

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



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

ANALYSIS

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

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



Metro Planning Commission Meeting of 05/11/23

buffer. Vacant residential lots with areas of approximately 0.2 acres lie adjacent to the subject property on the east; these lots are zoned RS15, and front setbacks would be contextual. The houses in the proposed SP would be located a minimum of 400 feet from these lots. Existing houses in close proximity to the subject property have heights of one to two stories; likewise, the proposed SP would include houses with heights of up to two stories.

The proposed SP would permit 36 detached residential units on a single lot. The proposed density of 2.81 residential units per acre is consistent with the T3 NM policy's guidance on density. Detached house is the only building type proposed with this SP. Each house would be limited to two stories in height, which falls within the T3 NM policy's range of one to three stories.

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

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

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

FIRE MARSHAL RECOMMENDATION

Approve

PARKS/GREENWAYS RECOMMENDATION

Approve with conditions

- Comply with all Metro Parks requirements regarding greenway easement dedication.
- Continue to coordinate with Metro Parks Greenways staff to determine extent of the Greenway easement. Easement to be finalized prior to Final SP approval.
- Greenway Easement to be dedicated and memorialized utilizing Metro Parks' standard template for Conservation Greenway Easement Agreement with exhibits providing a legal description and boundary survey of the easement.
- Easement agreement must be approved by Metro Parks Board and Metro Council . Coordinate with Metro Parks Greenway staff on approval process.
- Conservation Greenway Easement Agreement must be recorded with property deed after Metro Council approval and prior to issuance of Use and Occupancy permit.



Metro Planning Commission Meeting of 05/11/23

- Any future greenway trail construction by Metro must be open to the public during standard operating hours, unless temporarily closed for maintenance.
- Any future connection proposed by the HOA to the greenway trail from the proposed development must be open to the public during standard operating hours and location and design must be approved by Metro Parks Greenways staff and meet ADA requirements and regulations prior to construction.

STORMWATER RECOMMENDATION

Approve with conditions

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

METRO WATER SERVICES RECOMMENDATION

Approve with conditions

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

MADISON SUBURBAN UTILITY DISTRICT RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Unit 5 access location of drive should be located outside of 25' from other private drive access locations on the public road.
- NDOT is generally fine with the revised preliminary SP plan received. Check road network plan/ coordinate with the planning department regarding future connectivity to existing road network/ existing public rights of way.
- Dedicate ROW per plat at the permanent circular turn around. A bond will be required prior to plat recordation.
- The developer's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.



Metro Planning Commission Meeting of 05/11/23

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

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

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

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

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

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

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

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

METRO SCHOOL BOARD REPORT

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

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

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

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be 36 detached multi-family residential units. Short term rental property, owner occupied, and short term rental property, not owner occupied, shall be prohibited.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. Maximum building height shall not exceed that of elevations included in the preliminary SP.
4. Building elevations submitted with final SP shall have building design—including massing, glazing, building materials, and façade articulation—that is substantially similar to the elevations approved with the preliminary SP.
5. Retaining wall details shall be provided with final SP. Retaining walls shall satisfy all Metro standards.



Metro Planning Commission Meeting of 05/11/23

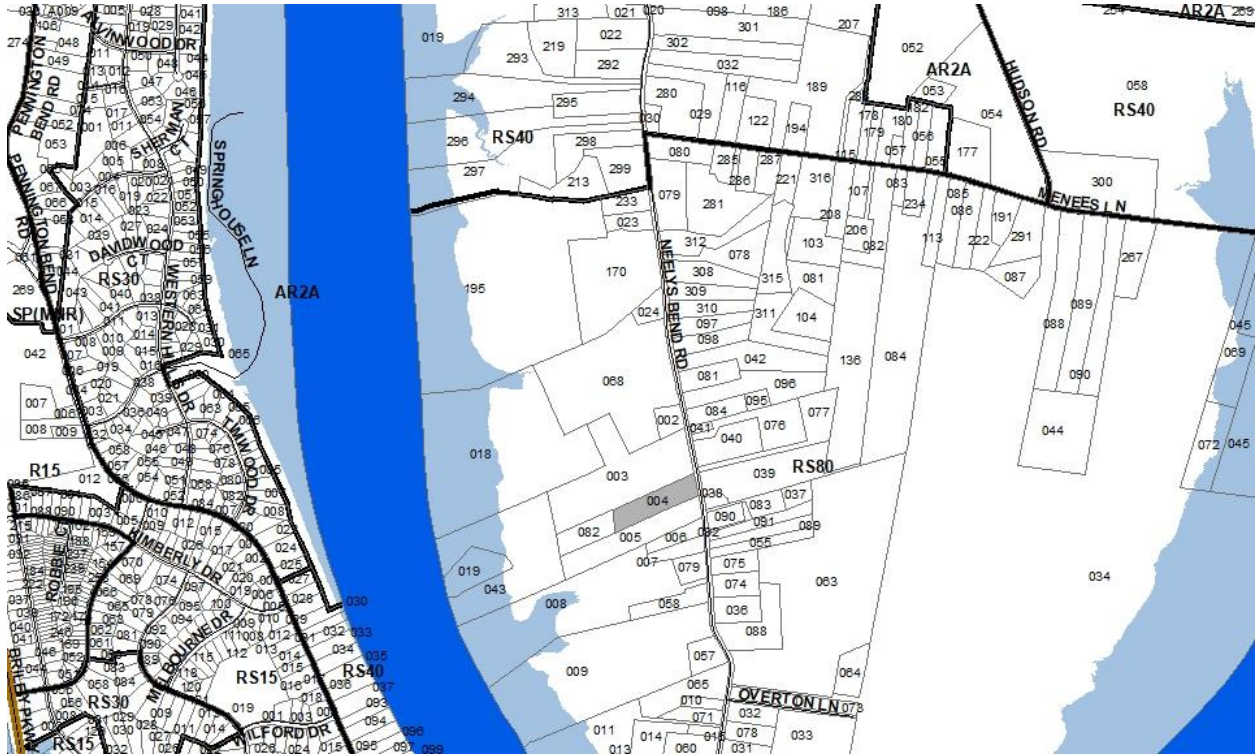
6. At final SP, submit a detailed grading sheet showing Conservation area (slopes of 20 percent or greater and stream and associated stream buffer) remaining undisturbed.
7. At final SP, submit a tree survey identifying all protected, heritage, and specimen trees. These trees shall be preserved in accordance with Section 17.12.090 of the Metro Zoning Code.
8. If associated mandatory referral for the closure of Pawnee Trail right-of-way (2023M-001AB-001) does not receive Metro Council approval, revision of the preliminary SP may be required. Staff will make this determination upon Metro Council's decision on the mandatory referral.
9. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
11. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association
12. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
13. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
14. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
15. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 05/11/23



2023SP-038-001

1938 NEELY'S BEND

Map 074, Parcel(s) 004

04, Madison

09 (Tonya Hancock)



Metro Planning Commission Meeting of 05/11/23

Item #32	Specific Plan 2023SP-038-001
Project Name	1938 Neely's Bend
Council District	09 – Hancock
School District	03 – Masters
Requested by	Jamie & Andrew Frazier, applicants and owners.
Staff Reviewer	Shane
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit 2 residential units.

Zone Change

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

Existing Zoning

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

Proposed Zoning

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

MADISON COMMUNITY PLAN

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



Metro Planning Commission Meeting of 05/11/23

1938 Neelys Bend Specific Plan (SP)

DEVELOPMENT SUMMARY

SP Name	1938 Neelys Bend
SP Number	Case No. 2023SP-038-001
Council District	9
Council Member	Tonya Hancock: One Public Square, Suite 204 Nashville, TN 37201 Office (615) 432-1309
Property Owner	Andrew Frazier: 1938 Neelys Bend Rd. Madison, TN 37115 Cell (615) 445-0623

SITE DATA TABLE

Site Data	4.78 Acres
Existing Zoning	RS80 (Fallback zoning)
Proposed Zoning	SP-R
Allowable Land Uses	Up to two single family detached dwelling units.



1

1938 Neely's Bend Regulatory SP

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



Metro Planning Commission Meeting of 05/11/23

SITE CONTEXT AND PLAN DETAILS

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

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

ANALYSIS

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

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

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

WATER SERVICES RECOMMENDATION

Approve with conditions

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



Metro Planning Commission Meeting of 05/11/23

NASHVILLE DOT RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	5.26	.46 D	2 U	15	5	1

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

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

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

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

METRO SCHOOL BOARD REPORT

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

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

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.



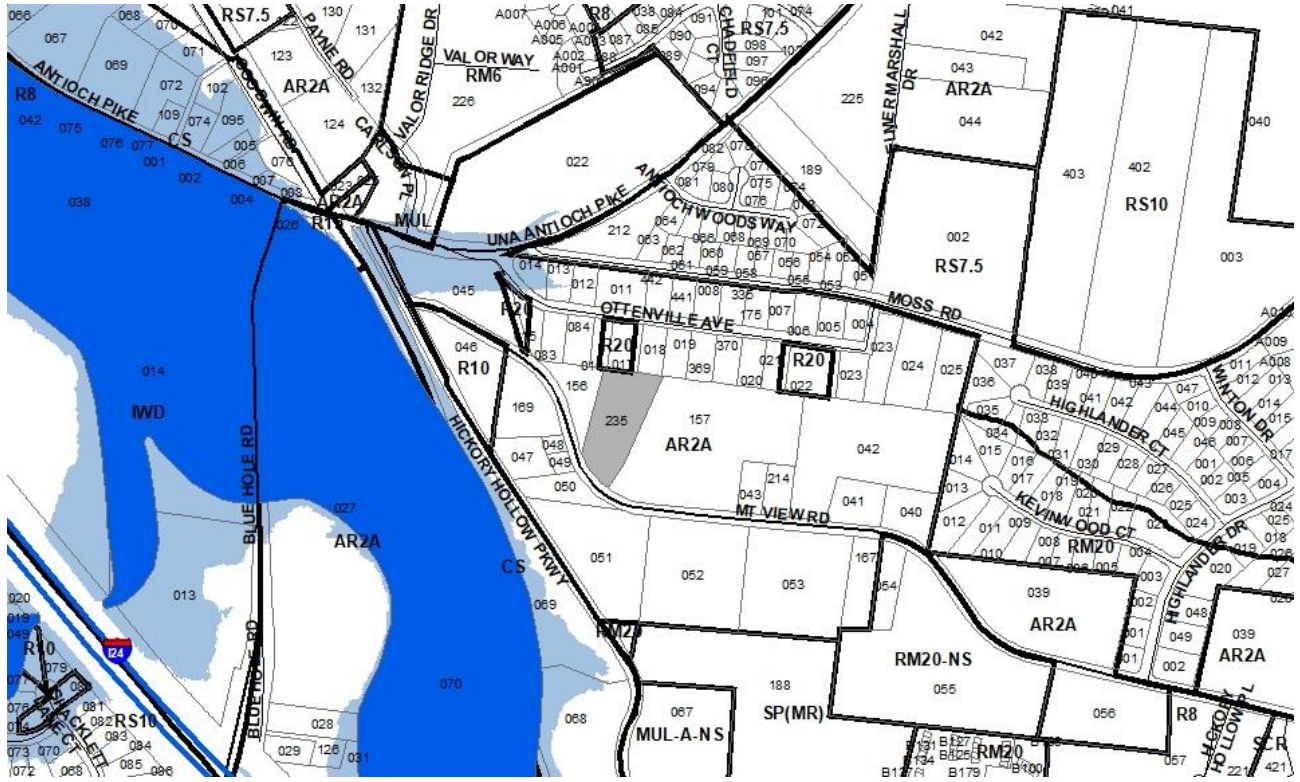
Metro Planning Commission Meeting of 05/11/23

CONDITIONS

1. Permitted uses shall be limited to 2 residential units. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RS80 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. The Final SP plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
6. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
7. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 05/11/23



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 05/11/23

Item #33	Specific Plan 2023SP-042-001
Project Name	5043 Mt. View Preliminary SP
Council District	28 - Vercher
School District	6 – Mayes
Requested by	Catalyst Design Group applicant; Mt. View Development LLC, owner.
Staff Reviewer	Elliott
Staff Recommendation	<i>Defer to the May 25, 2023, Planning Commission meeting.</i>

APPLICANT REQUEST

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

Zone Change

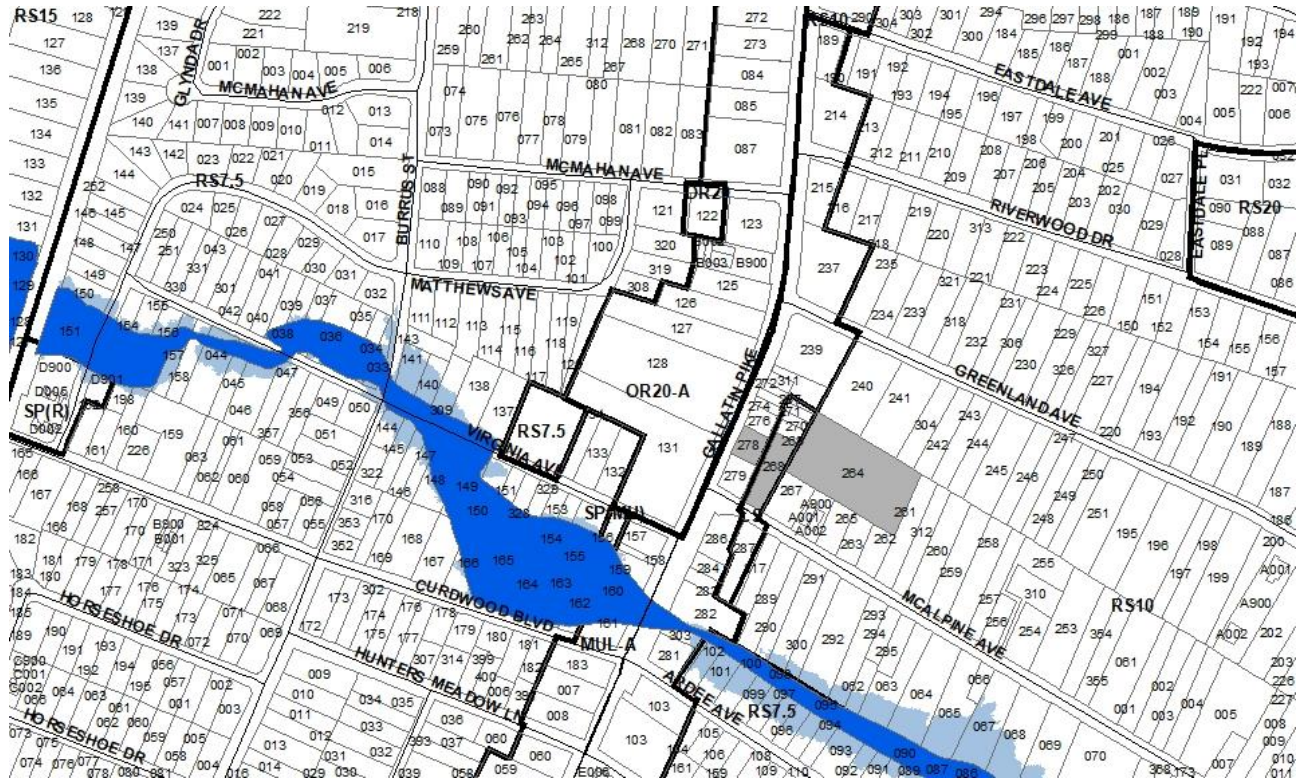
A request to rezone from Agricultural/ Residential (AR2a) to Specific Plan (SP) zoning for property located at 5043 Mt. View Road, approximately 1000 feet southeast of the intersection of Mt. View Road and Hickory Hollow Parkway (2.03 acres), to permit 20 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the May 25, 2023, Planning Commission meeting.



Metro Planning Commission Meeting of 05/11/23



2023SP-047-001

MCALPINE SP

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

05, East Nashville

07 (Emily Benedict)



Metro Planning Commission Meeting of 05/11/23

Item #34

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.

Staff Reviewer

Lewis

Staff Recommendation

Approve with conditions and disapprove without all conditions.

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.

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. *Approximately 2.48 acres of the site is zoned RS10, which would permit a maximum of 10 lots and 10 units based on acreage alone. This does not account for compliance with the Metro Subdivision Regulations.*

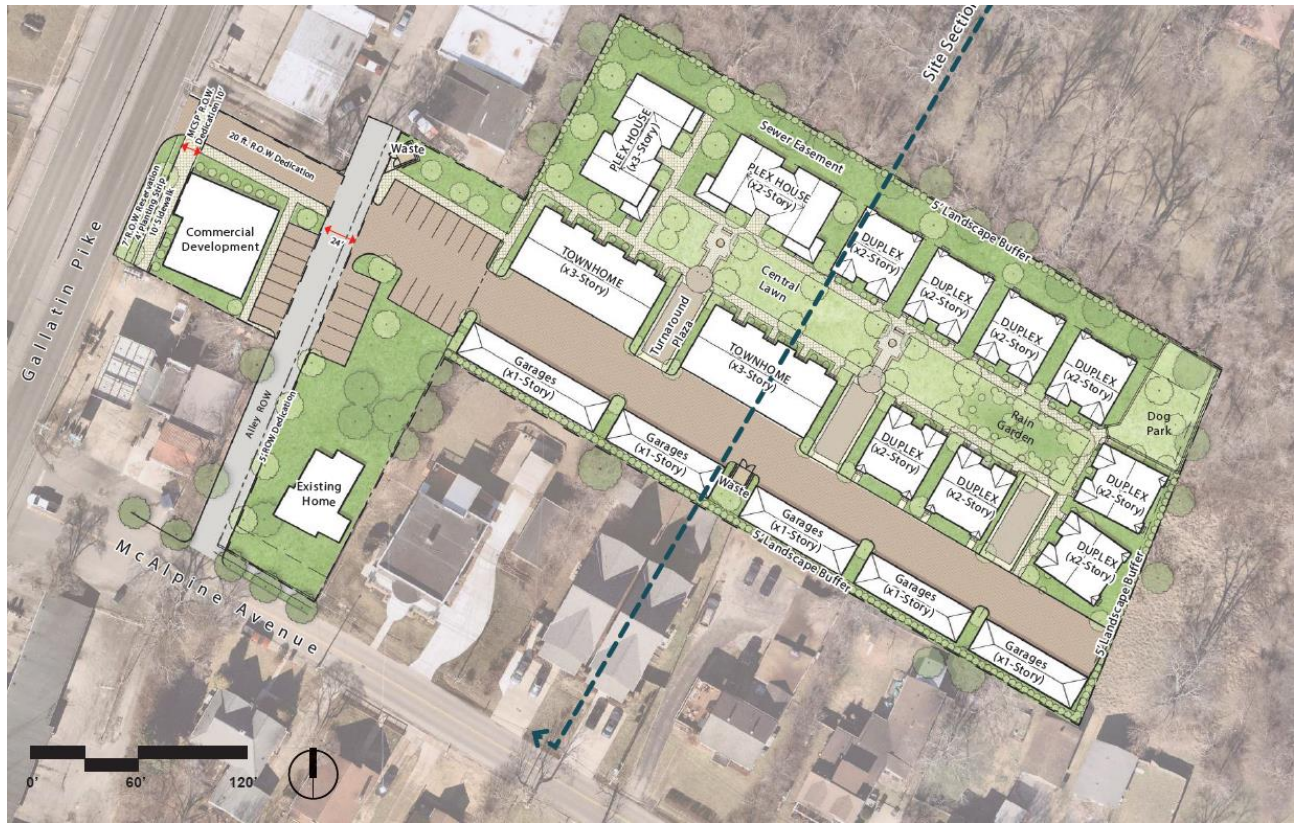
Commercial Service (CS) is intended for retail, consumer service, financial, restaurant, office, self-storage, light manufacturing and small warehouse uses.

Mixed Use Limited-Alternative (MUL-A) 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.

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.



Metro Planning Commission Meeting of 05/11/23



Proposed Preliminary SP



Metro Planning Commission Meeting of 05/11/23

Proposed Zoning

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

EAST NASHVILLE COMMUNITY PLAN

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

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.

PLAN DETAILS

The 2.7 acre site is comprised of three contiguous parcels, located north of the intersection of Gallatin Pike and McAlpine Avenue. One parcel has frontage along Gallatin Pike, one parcel has frontage along McAlpine, and located towards the rear of these parcels is an existing landlocked parcel with no road frontage. The properties along McAlpine and Greenland Avenue, to north and east of the subject site are zoned RS10 and developed with single-family and two-family uses. The properties along Gallatin Pike are zoned MUL-A, Office/Residential (OR20-A) and have been developed with non-residential uses.

Site Plan

The proposed site plan includes a mix of uses and building types across the site. The proposed site plan defines three subdistrict areas. The first subdistrict is comprised of one commercial structure proposed along Gallatin Pike, the second subdistrict includes retaining the existing single-family structure along McAlpine Avenue, and the third subdistrict includes several multi-family structures behind the commercial structure.

Within District 1, the commercial structure is limited to a maximum of 15,000 square feet and all of uses of the MUG-A zoning district. The maximum height for this structure is 3 stories in 50 feet. At this time, no residential development is envisioned in this district. District 2 includes the existing structure along McAlpine Avenue. District 2 is currently comprised of a single-family residential development. This structure maintains the existing pattern of development along McAlpine. The conditions of approval include changing the fallback standards of this district to RS10 which is more consistent with the existing development along McAlpine than the proposed fallback zoning of RM20.



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District 3 is the main residential component of the development. The proposed development is a maximum of 38 multi-family units. The multi-family units are within 12 detached structures within the eastern portion of the site, centered around a central lawn feature. Three building typologies are proposed within this portion of the site including three story town home units, two-story duplexes, and two-story plex houses. The maximum building height for structures in districts 2 and 3 is limited to 3 stories in 45 feet.

The site is located within the Urban Zoning Overlay (UZO), which by Code does not require parking. The development has proposed a total of 74 spaces to serve the residential and commercial uses. This includes 26 surface parking spaces, 32 garage spaces, and 16 spaces in rear loaded garages for the townhome units. Single-story garages line the southern property line, located behind the rear of the RS10 properties along McAlpine Avenue. Vehicular access is proposed at two points on the site. The first is from a curb cut north of the commercial structure on Gallatin Pike, which is a proposed 20 foot wide drive to be dedicated as public right of way. This would connect into the right of way for the existing alley that runs behind the proposed commercial structure. The second access point is from McAlpine Avenue, which is from an existing alley = which is proposed to remain as public right-of-way and provides access into the larger residential portion of the site.

ANALYSIS

There are two policies on the site, the first is Urban Mixed Use Corridor (T4 CM) and the second is Urban Neighborhood Maintenance (T4 NM).

The T4 CM policy is applied to the parcel located along Gallatin Pike, or the area within District 1. This policy area is intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor. Gallatin Pike is classified as an arterial-boulevard in the Major and Collector Street Plan (MCSP). The proposed development is consistent with the intent of the policy to provide high density mixed-use development along a corridor.

The remaining portion of the site is within the T4 NM policy, which is intended to maintain urban neighborhoods as characterized by their moderate- to high-density residential development pattern, building form/types, setbacks, and building rhythm along the street. The proposal to maintain the existing structure along McAlpine Avenue is critical to maintaining the character and building rhythm along the street. The site is unique in that a large part of the site is landlocked, with no relationship to either the Gallatin Pike corridor or the McAlpine Avenue frontage. In discussions with the community plans team on how the T4 NM policy would be applied in this location, the guidance under Higher Intensity and Transitioning sections of policy would apply. According to this section, allowing for higher-intensity residential building types in such locations will add value to neighborhoods, growing the market and demand for consumer services and the demand for transit. Additionally, areas with adequate infrastructure, access, and the ability to form transitions and support existing or planned mass transit and the viability of consumer businesses are most appropriate for higher density. The proposed development is more intense than may be considered in other areas of T4 NM policy, and contains a greater mix of unit typologies than other areas of T4 NM policy. However, given the adjacency to the corridor, adequate infrastructure, and the design considerations such as height transitions and buffers in the site plan, make this site appropriate for both higher density and alternative building typologies.



Metro Planning Commission Meeting of 05/11/23

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Turnaround plaza's will be required as part of the FD access.

STORMWATER RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- With the final: Include proposed public roadway construction drawings (profiles, grades, drainage).
- Roadway construction drawings shall comply with NDOT Subdivision Street Design Standards. Callout roadway sections or alleys, (access and ADA) ramps, sidewalks, curb & gutter, etc. per NDOT detail standards.
- If necessary, 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.
- Label assumed truck and bus routes around and/or through the site-internal or along ROW frontage(s). Provide a loading/unloading plan for each aspect of the development. Provide any truck turning exhibits relevant to loading/unloading activities-at intersections, site access points.
- There shall be no vertical obstructions in new public sidewalks or roadways. Relocate obstructions as necessary.
- Note: A private hauler will be required for waste/recycle disposal.
- Comply w/ NDOT traffic comments.
- Re-align ramp CL for Multi-family w/ 20 ft. proposed public alley stub street CL off Gallatin.
- Alley ROW stub street is to be designed to NDOT alley standards, per ST-263.



Metro Planning Commission Meeting of 05/11/23

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- A traffic access study will be required for this development. This shall be scoped and finalized with NDOT prior to Final SP submittal.
- Transit improvements and safety improvements shall be done by this development. Specific safety concerns at Ardee Avenue & Gallatin Pike. Coordinate with NDOT on this.
- Gallatin Pike access needs to be shared with the neighboring parcel to the north (access easement) and be dedicated as public ROW.
- Pedestrian infrastructure shall be per NDOT standards. ADA compliance, detectable warning mats, etc. Pedestrian connectivity through the site out to Gallatin Pike shall be provided.

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)	2.7	3.7 D	10 U	125	12	11

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)	-	-	38 U	205	13	18

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)	-	-	15,000 SF	566	14	57

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+28 U	+646	+15	+64

METRO SCHOOL BOARD REPORT

Projected student generation existing zoning districts: 2 Elementary 2 Middle 1 High
Projected student generation proposed SP-MU district: 5 Elementary 3 Middle 2 High

The proposed SP-MU zoning is expected to generate five more students than the existing AR2a and R10 zoning districts. Students would attend Dan Mills Elementary School, Litton Middle School, and Stratford High School. All three schools are identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.



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STAFF RECOMMENDATION

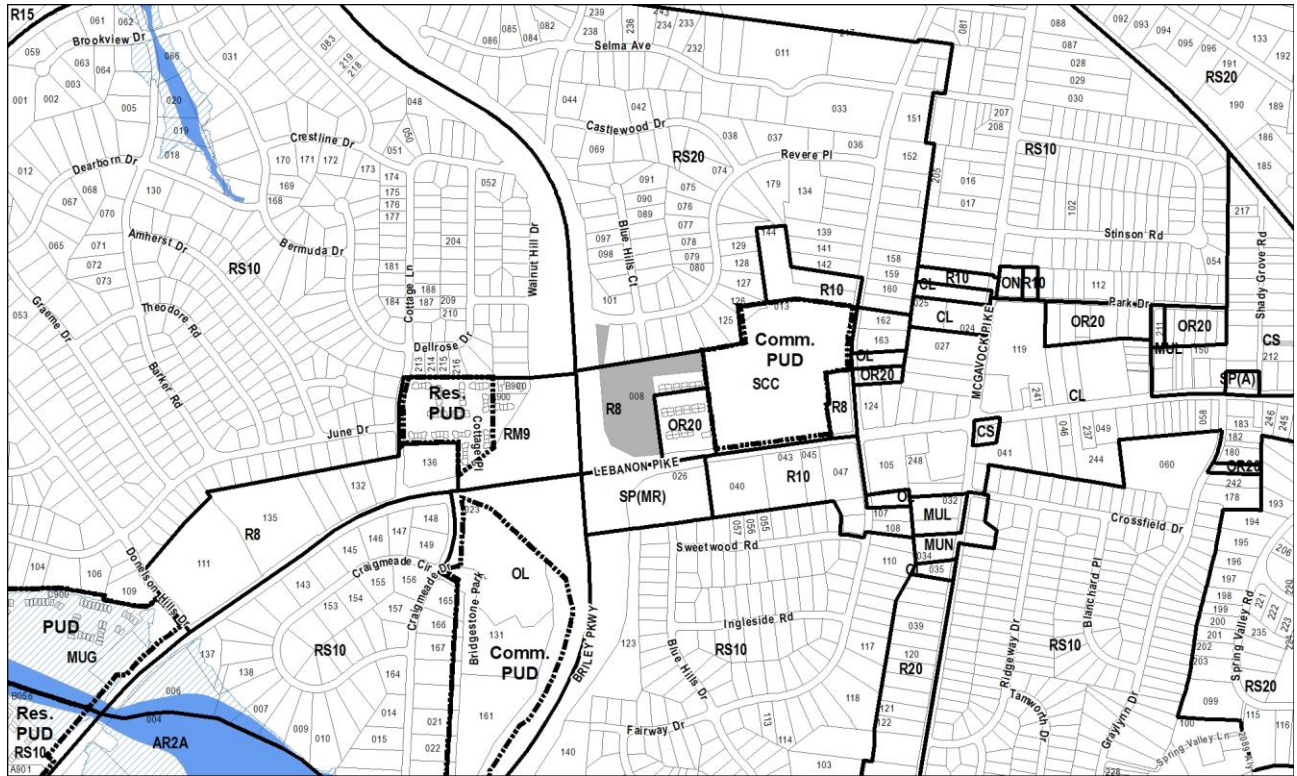
Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to all uses of MUL-A with the exception of hospital, automobile service, and park and ride lot, which shall be prohibited within Subdistrict 1, and a combined 38 multi-family dwelling units within subdistricts 2 and 3. Short term rental property, owner occupied and short term rental property, not owner occupied uses are prohibited in the entire development.
2. If the existing detached unit along McAlpine Avenue is demolished, any new structure shall be similar in bulk and massing and maintain orientation towards McAlpine.
3. At the time of final, the multi-family structures internal to the site shall provide a consistent height transition to the surrounding properties.
4. At the time of final, elevations consistent with the renderings included with the preliminary SP shall be submitted.
5. On the corrected copy, the fallback zoning districts should be updated in accordance with the council bill.
6. On the corrected copy, note number 1 under the bulk standards table shall be removed. Height shall be measured from the average elevation at finished grade to the midpoint of the primary roof pitch, if sloped roof, or to the top of the parapet, if structure is built with a flat roof.
7. With the submittal of the final site plan, a tree preservation plan shall be submitted.
8. 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.
9. 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.
10. 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.
11. Comply with all conditions and requirements of Metro reviewing agencies.
12. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUG-A zoning district for subdistrict 1, the RS10 zoning district for subdistrict 2, and the RM20-A zoning district for subdistrict 3 as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
13. 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.
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.



Metro Planning Commission Meeting of 05/11/23



2017NHL-002-004
BELAIR MANSION (AMENDMENT)
Map 095-03, Parcel(s) 008
14, Donelson - Hermitage – Old Hickory
15 (Jeff Syracuse)



Metro Planning Commission Meeting of 05/11/23

Item #35	Neighborhood Landmark 2017NHL-002-004
Project Name	Belair Mansion (Amendment)
Council District	15 – Syracuse
School District	04 – Nabaa-McKinney
Requested by	Dewey Engineering, applicant; Lewis and Connie James, owners.
Deferrals	This item was deferred from the March 27, 2023, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

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

Neighborhood Landmark Overlay District

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

Existing Zoning

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

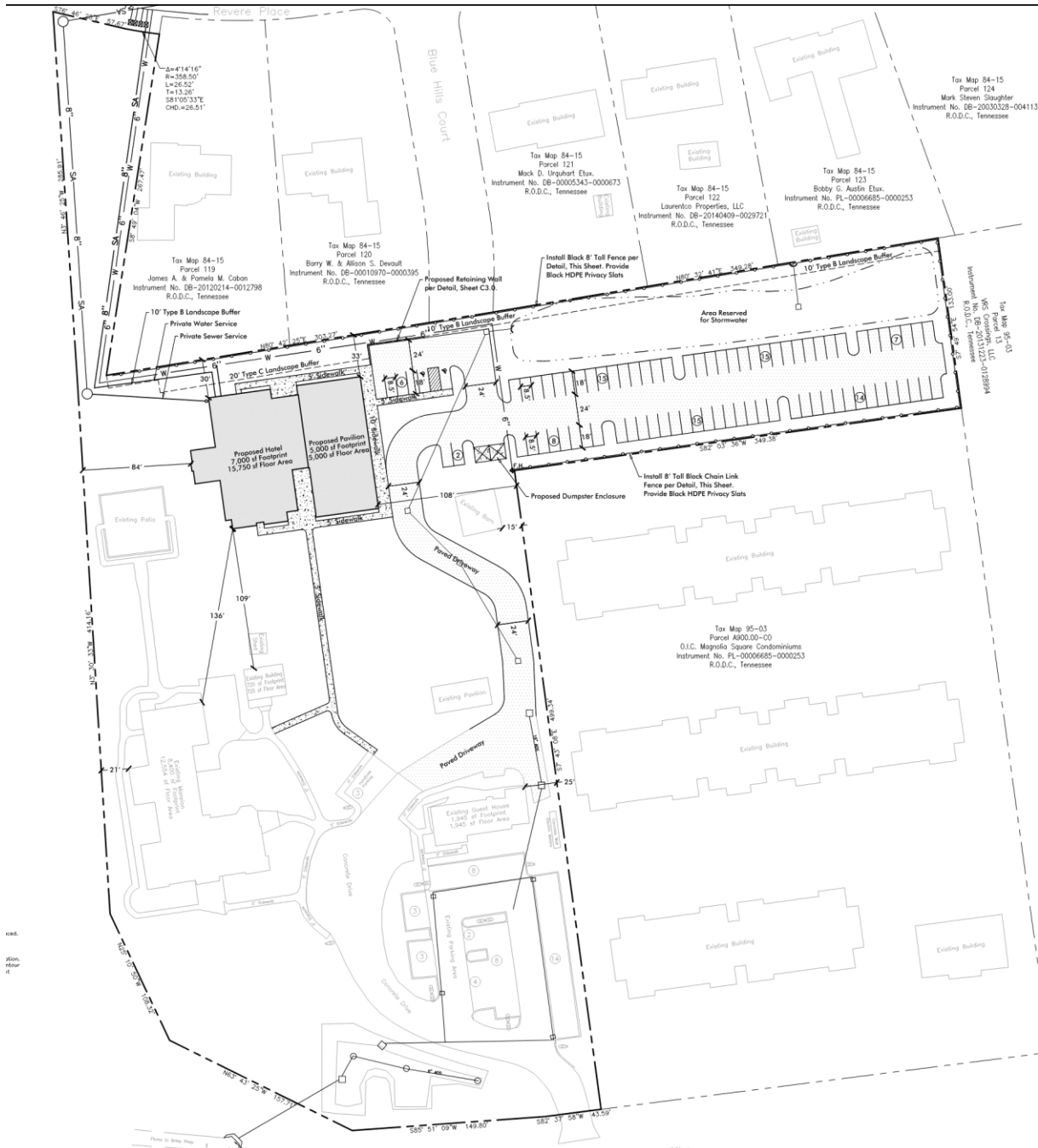
One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots.

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

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



Metro Planning Commission Meeting of 05/11/23



Proposed Plan



Metro Planning Commission Meeting of 05/11/23

HISTORY

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

PLAN DETAILS

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

Site Plan

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

ANALYSIS

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

Staff finds the proposed hotel and special events uses are compatible with uses that are currently permitted in the NLOD. The proposed uses are also consistent with other commercial uses permitted along Lebanon Pike, which is a busy mixed-use corridor. The proposed hotel, pavilion and parking area are located at the rear of the historic mansion. This location minimizes the impact to the character of the historic mansion and grounds. To minimize any impact to the adjacent residential properties, the plan includes landscape buffer yards along the northern property boundary. The plan also limits the hours of operation for special events. The proposed time limits will further lessen any impact of the NLOD to adjacent residential properties. It is important to note that the original application/plan called for commercial amusement, inside as a permitted use. Staff



Metro Planning Commission Meeting of 05/11/23

determined that the use does not provide adequate standards to limit impact to the surrounding residential properties so staff had the applicant revise the use to special events. As defined, special events is more restrictive than commercial amusement, inside and should lessen any impact to the surrounding residential properties. Staff's recommendation includes a condition that only permits hotel and special events.

STORMWATER RECOMMENDATION

Approve with conditions

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

FIRE MARSHAL RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

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

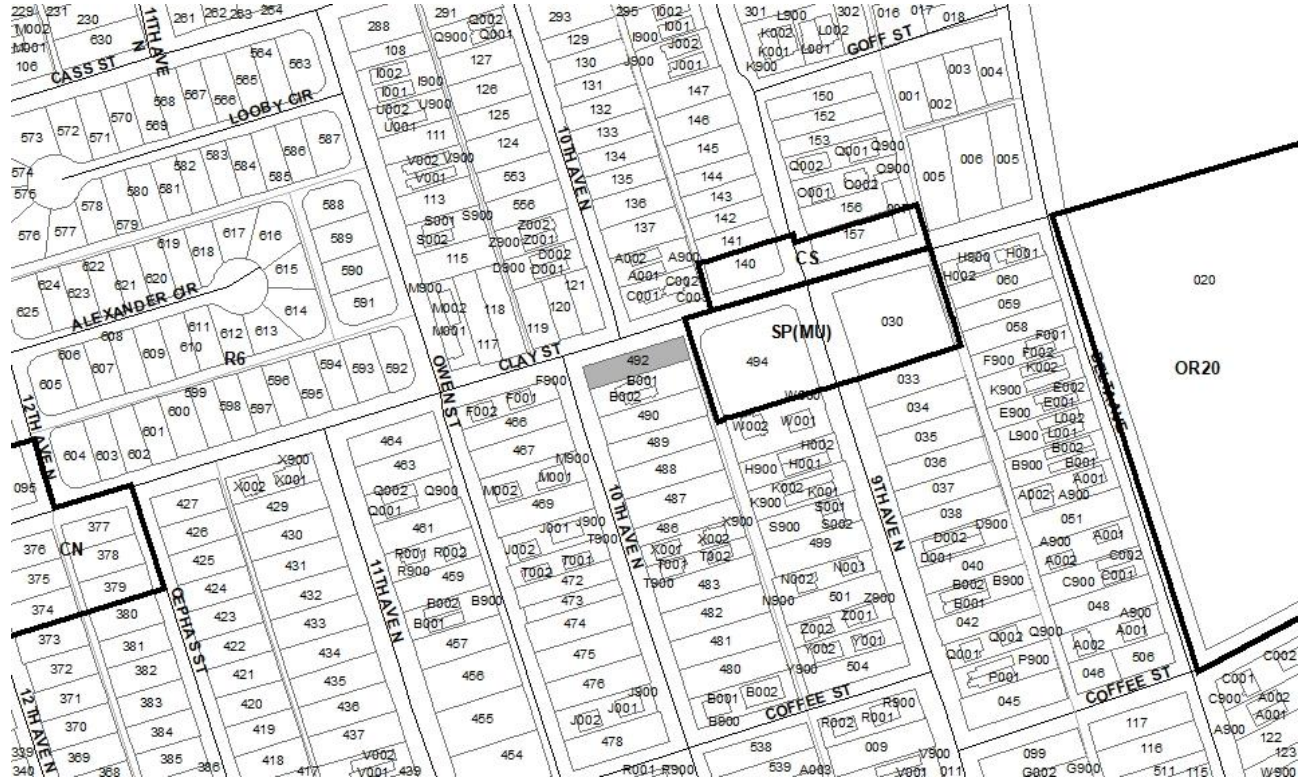


Metro Planning Commission Meeting of 05/11/23

4. The building permit plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.



Metro Planning Commission Meeting of 05/11/23



2022HL-004-001

1926 10th AVENUE N HISTORIC LANDMARK OVERLAY

Map 081-07, Parcel(s) 492

08, North Nashville

21 (Brandon Taylor)



Metro Planning Commission Meeting of 05/11/23

Item #36a	Historic Landmark Overlay 2022HL-004-001
Project Name	1926 10th Ave N Historic Landmark Overlay
Associated Case	2022NL-003-001
Council District	21 – Taylor
School District	01 - Gentry
Requested by	G&M Properties, applicant and owner.
Staff Reviewer	Lewis
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Apply a Historic Landmark Overlay District.

Historic Landmark Overlay

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

Existing Zoning

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

Proposed Overlay

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

NORTH NASHVILLE COMMUNITY PLAN

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

REQUEST DETAILS

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

Background: The building is part of Historic Nashville, Inc’s Sacred Sites Survey Project. Clay Street Church began in a white neighborhood as a white church and transitioned into an



Metro Planning Commission Meeting of 05/11/23

African American church in a Black neighborhood. The neighborhood is once again in transition.

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

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

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

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

METRO HISTORIC ZONING COMMISSION RECOMMENDATION

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

STAFF RECOMMENDATION

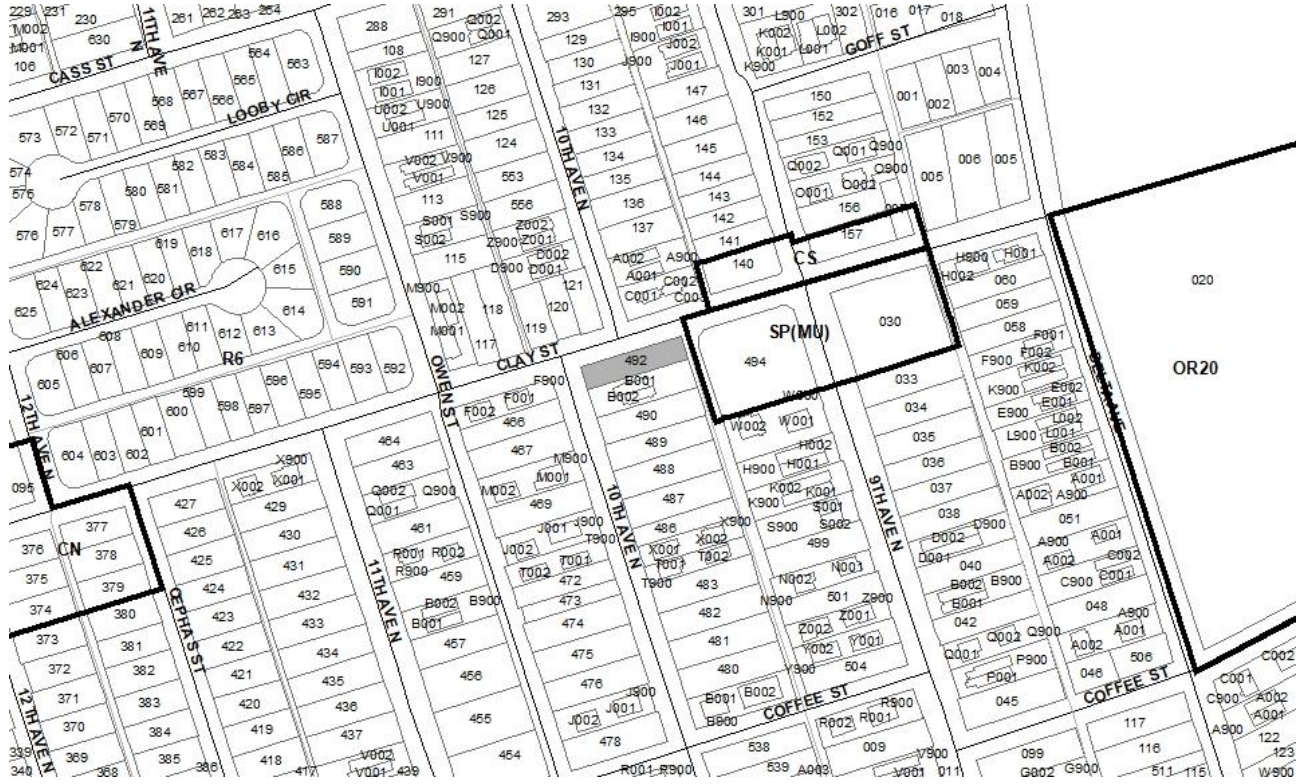
The proposed Historic Landmark Overlay District is intended to preserve the historic structures on the property through the implementation of development guidelines by the Metro Historic Zoning Commission and Staff. Staff recommends approval of the Historic Landmark Overlay District.



SEE NEXT PAGE



Metro Planning Commission Meeting of 05/11/23



2022NL-003-001

1926 10th AVENUE N NEIGHBORHOOD LANDMARK OVERLAY

Map 081-07, Parcel(s) 492

08, North Nashville

21 (Brandon Taylor)



Metro Planning Commission Meeting of 05/11/23

Item #36b

**Neighborhood Landmark Overlay
2022NL-003-001**

Project Name

**1926 10th Ave N Neighborhood Landmark
Overlay**

Associated Case

2022HL-004-001

Council District

21 – Taylor

School District

01 - Gentry

Requested by

G&M Properties, applicant and owner.

Staff Reviewer

Lewis

Staff Recommendation

Approve with conditions.

APPLICANT REQUEST

Apply a Neighborhood Landmark Overlay District.

Neighborhood Landmark Overlay

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

Existing Zoning

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

Proposed Overlay

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

NORTH NASHVILLE COMMUNITY PLAN

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



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

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

Analysis

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

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

- a. The feature is a critical component of the neighborhood context and structure
- b. The retention of the feature is necessary to preserve and enhance the character of the neighborhood
- c. That adaptive reuse, as described in the development plan, will facilitate protection and preservation of the identified feature
- d. That the proposed use(s) in the development plan is compatible with and sensitive to abutting properties and the overall neighborhood fabric and appropriate to preserve and maintain the district.

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

METRO HISTORIC ZONING COMMISSION

Approve

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

FIRE MARSHALL RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION



Metro Planning Commission Meeting of 05/11/23

Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- Private hauler is required for onsite solid waste disposal.
- Provide paving, per ST-263 within extent alley ROW from property line to alley CL, 10 FT. along alley frontage.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Comply with NDOT Roads conditions.

STORMWATER RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval with conditions.

Conditions

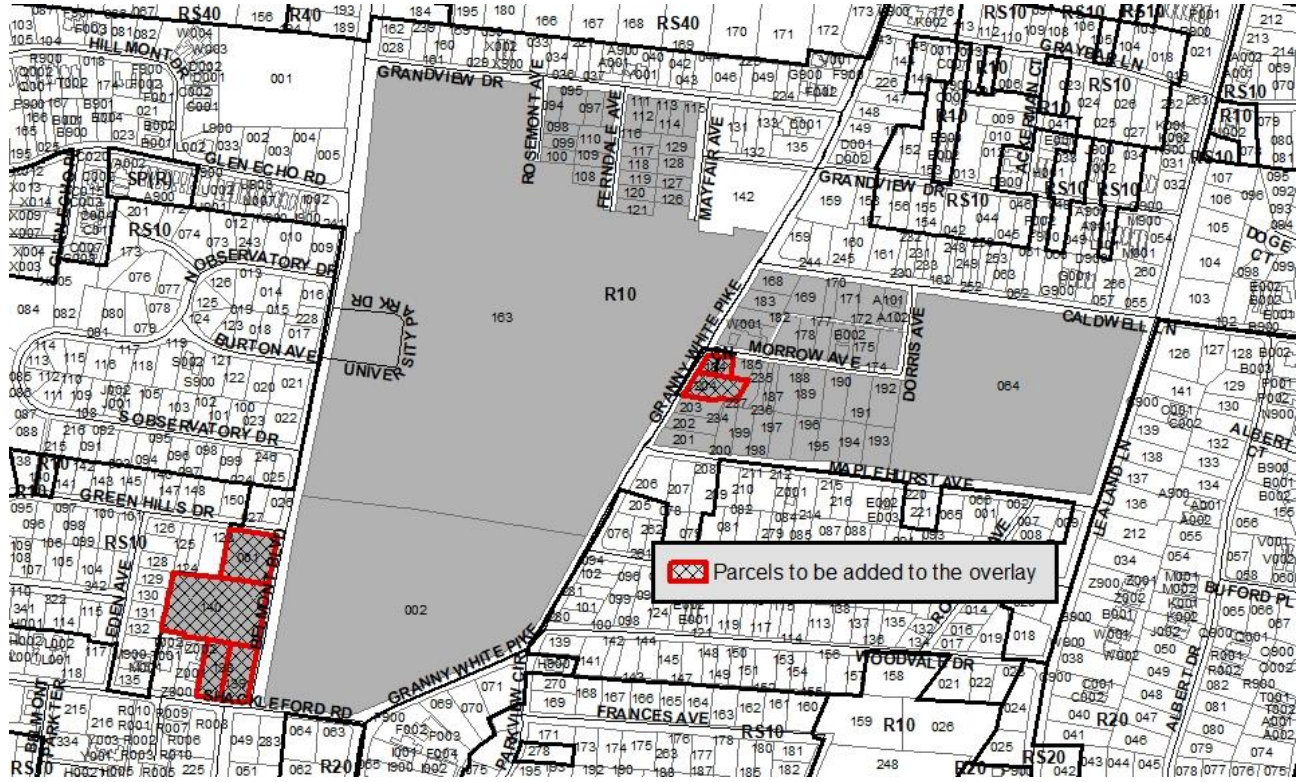
1. Permitted uses shall be limited to general office uses.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. Should the applicant choose to modify the landmark in the future to add more uses, an amendment will be necessary and Council approval required.



SEE NEXT PAGE



Metro Planning Commission Meeting of 05/11/23



2006IN-001-013

LIPSCOMB UNIVERSITY INSTITUTIONAL OVERLAY (AMENDMENT)

Various Parcels

10, Green Hills – Midtown

25 (Russ Pulley)



Metro Planning Commission Meeting of 05/11/23

Item #37
Project Name

Institutional Amendment 2006IN-001-013
Lipscomb University Institutional Overlay
(Amendment)

Council District
School District
Requested by

25 - Pulley
6 – Mayes
Anecdote Architectural Experiences, applicant, Lipscomb University & various property owners.

Staff Reviewer
Staff Recommendation

Elliott
Approve.

APPLICANT REQUEST

Amend an Institutional Overlay District Master Development Plan

Zone Change

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

Existing Zoning

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

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

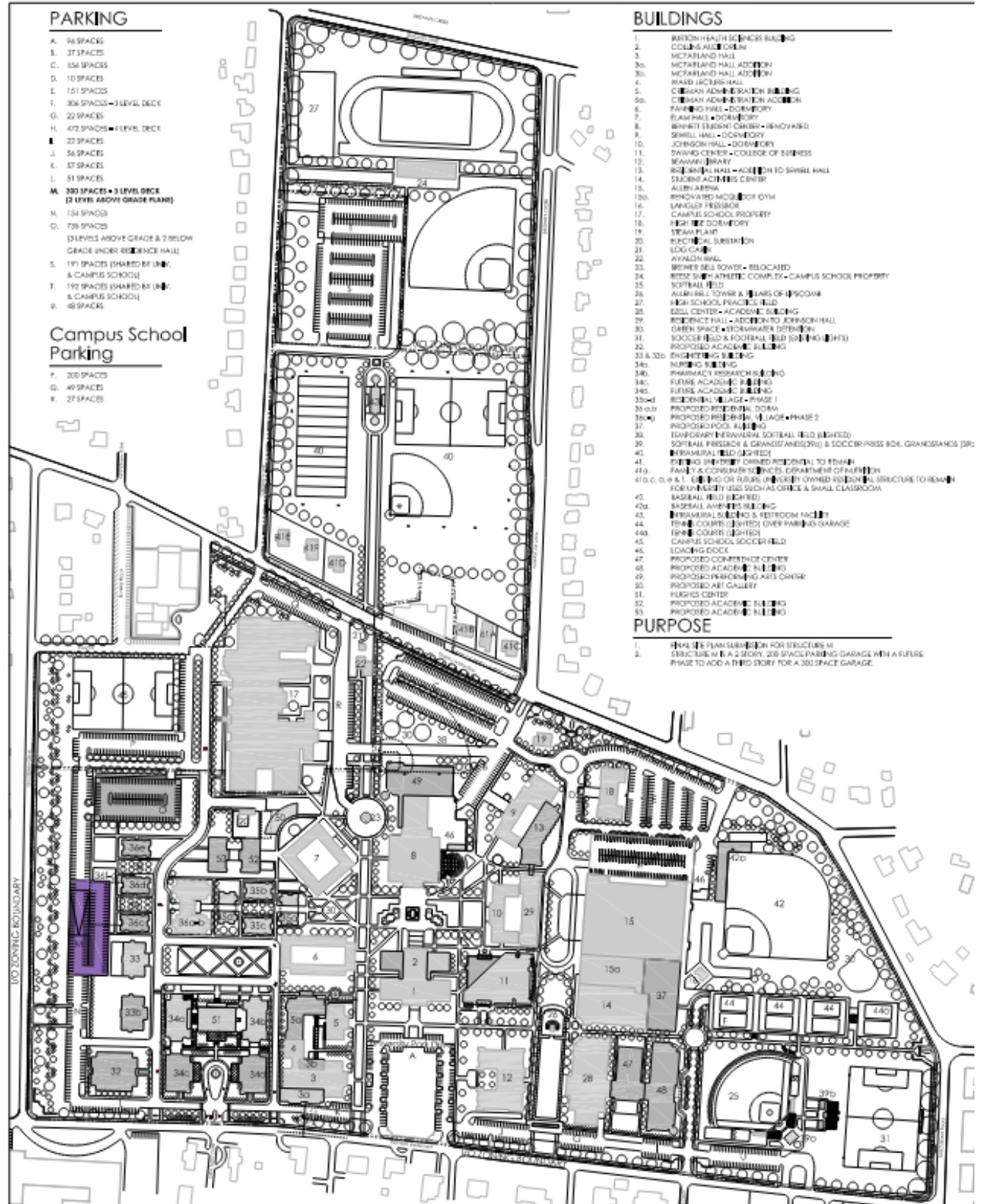
Institutional Overlay District provides a means by which colleges and universities situated wholly or partially within areas of the community designated as residential by the general plan may continue to function and grow in a sensitive and planned manner that preserves the integrity and long-term viability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

GREEN HILLS - MIDTOWN COMMUNITY PLAN

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



Metro Planning Commission Meeting of 05/11/23



PARKING

- A. 94 SPACES
- B. 37 SPACES
- C. 156 SPACES
- D. 10 SPACES
- E. 151 SPACES
- F. 306 SPACES - 3 LEVEL DECK
- G. 22 SPACES
- H. 472 SPACES - 11 LEVEL DECK
- I. 22 SPACES
- J. 56 SPACES
- K. 37 SPACES
- L. 51 SPACES
- M. 330 SPACES - 3 LEVEL DECK (2 LEVEL ABOVE GRADE PLANS)
- N. 154 SPACES
- O. 728 SPACES (3 LEVELS ABOVE GRADE & 2 BELOW GRADE UNDER RESIDENCE HALL)
- P. 191 SPACES (SHARED BY UNIV. & CAMPUS SCHOOL)
- Q. 192 SPACES (SHARED BY UNIV. & CAMPUS SCHOOL)
- R. 48 SPACES

Campus School Parking

- F. 300 SPACES
- G. 49 SPACES
- H. 27 SPACES

BUILDINGS

- 1. ARTS HEALTH SCIENCES BUILDING
- 2. COLLEGE ADMINISTRATION
- 3. MCFARLAND HALL
- 3a. MCFARLAND HALL ADDITION
- 3b. MCFARLAND HALL ADDITION
- 4. RAYBURN LIBRARY HALL
- 5. CAMPUS ADMINISTRATION BUILDING
- 6. CAMPUS ADMINISTRATION BUILDING
- 7. FARMING HALL - DORMITORY
- 8. BLAIR HALL - DORMITORY
- 9. BONNETT ELEGANT CENTER - RENOVATED
- 9. SEMILL HALL - DORMITORY
- 10. JOHNSON HALL - DORMITORY
- 11. SWANSON CENTER - COLLEGE OF BUSINESS
- 12. BEAMAN HALL
- 13. BEAMAN HALL - ADDITION TO SEMILL HALL
- 14. STUDENT ACTIVITIES CENTER
- 15. ALLEN ARINA
- 15a. RENOVATED FACILITY - BOYS GYM
- 16. SANGLER PRESSBOX
- 17. CAMPUS SCHOOL PROPERTY
- 18. FUTURE DORMITORY
- 19. STEAM PLANT
- 20. RECREATIONAL SUBSTATION
- 21. LOG CABIN
- 22. AVIATION HALL
- 23. BREWER HILL ROWERS - RELOCATED
- 24. REESE SOUTH ATHLETIC COMPLEX - CAMPUS SCHOOL PROPERTY
- 25. SOFTBALL FIELD
- 26. ALLEN HILL TOWER & PLAINS OF 1900s
- 27. CAMPUS SCHOOL SOCCER FIELD
- 28. SOCCER CENTER - ACADEMIC BUILDING
- 29. RESIDENCE HALL - ADDITION TO JOHNSON HALL
- 30. GREEN SPACE - TOWNSHIPS DISTRICT
- 31. SOCCER FIELD & FOOTBALL FIELD (SHARED USE)
- 32. PROPOSED ACADEMIC BUILDING
- 33 & 33b. ENGINEERING BUILDING
- 34a. NURSING BUILDING
- 34b. PHARMACY RESEARCH BUILDING
- 34c. FUTURE ACADEMIC BUILDING
- 34d. FUTURE ACADEMIC BUILDING
- 35a-d. RESIDENTIAL WALKING - PHASE 1
- 35a-d. PROPOSED RESIDENTIAL TOWER
- 36a-d. PROPOSED RESIDENTIAL WALKING - PHASE 2
- 37. PROPOSED POOL BUILDING
- 38. TEMPORARY RECREATIONAL SOFTBALL FIELD (RIGHT)
- 39. SOFTBALL FIELDS & GRANDSTANDS (300) & SOCCER PRESS BOX, GRANDSTANDS (300)
- 40. RECREATIONAL FIELD (RIGHT)
- 41. SOFTBALL FIELD (RIGHT)
- 41. SOFTBALL FIELD (RIGHT)
- 41a. PARK & CONSUMERS SERVICES, DEPARTMENT OFFICE
- 41a, b, c, d, e, f. 100,000 SQ. FT. FUTURE OWNED HOUSING STRUCTURE TO BE USED FOR UNIVERSITY USES SUCH AS OFFICE & SMALL CLASSROOM
- 42. BASEBALL FIELD (RIGHT)
- 42a. BASEBALL ACADEMY BUILDING
- 43. RECREATIONAL BUILDING & YETTER ROOM FACILITY
- 44. TENNIS COURTS (RIGHT) OVER PARKING GARAGE
- 44a. TENNIS COURTS (RIGHT)
- 44b. TENNIS COURTS (RIGHT)
- 45. CAMPUS SCHOOL SOCCER FIELD
- 46. LIVING DECK
- 47. PROPOSED CONFERENCE CENTER
- 48. PROPOSED ACADEMIC BUILDING
- 49. PROPOSED PERFORMANCE ARTS CENTER
- 50. PROPOSED ART GALLERY
- 51. HUGHES CENTER
- 52. PROPOSED ACADEMIC BUILDING
- 53. PROPOSED ACADEMIC BUILDING

PURPOSE

- 1. FINAL SITE PLAN SUBMISSION FOR STRUCTURES M
- 2. STRUCTURE M IS A 2 STORY, 208 SPACE PARKING GARAGE WITH A FUTURE PHASE TO ADD A THIRD STORY FOR A 300 SPACE GARAGE.

Existing Master Development Plan



Metro Planning Commission Meeting of 05/11/23





Metro Planning Commission Meeting of 05/11/23

Proposed Master Development Plan

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

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

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

SITE

The subject site includes multiple parcels comprising approximately 116.27 acres. Lipscomb University either owns or intends to own at some point in the future the properties in the Institutional Overlay District. The underlying zoning of the subject properties applies unless owned by Lipscomb University and developed as a component of the institution's campus. The Institutional Overlay currently covers the property east of Belmont Boulevard from Grandview Drive to Shackleford Road, west of Granny White Pike from Shackleford Road to Caldwell Lane, west of Mayfair Avenue, and south of Grandview Drive. The application proposes to apply the overlay to the Parkwood Terrace apartments on the western side of Belmont Boulevard and the abutting parcels to include the complete eastern end of this block between Green Hills Drive and Shackleford Road. Additionally, the Institutional Overlay currently applies to the entire block of Granny White Pike, Caldwell Lane, Lealand Lane, and Maplehurst Avenue with the exception of the commercially zoned properties on Granny White Pike and these commercially zoned parcels are now being proposed to be included within the overlay. The subject properties are zoned R10 and CN zoning and is surrounded by a mixture of single and two-family residential zoning districts.

PLAN DETAILS

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



Metro Planning Commission Meeting of 05/11/23

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

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

ANALYSIS

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

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

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

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



Metro Planning Commission Meeting of 05/11/23

STAFF RECOMMENDATION

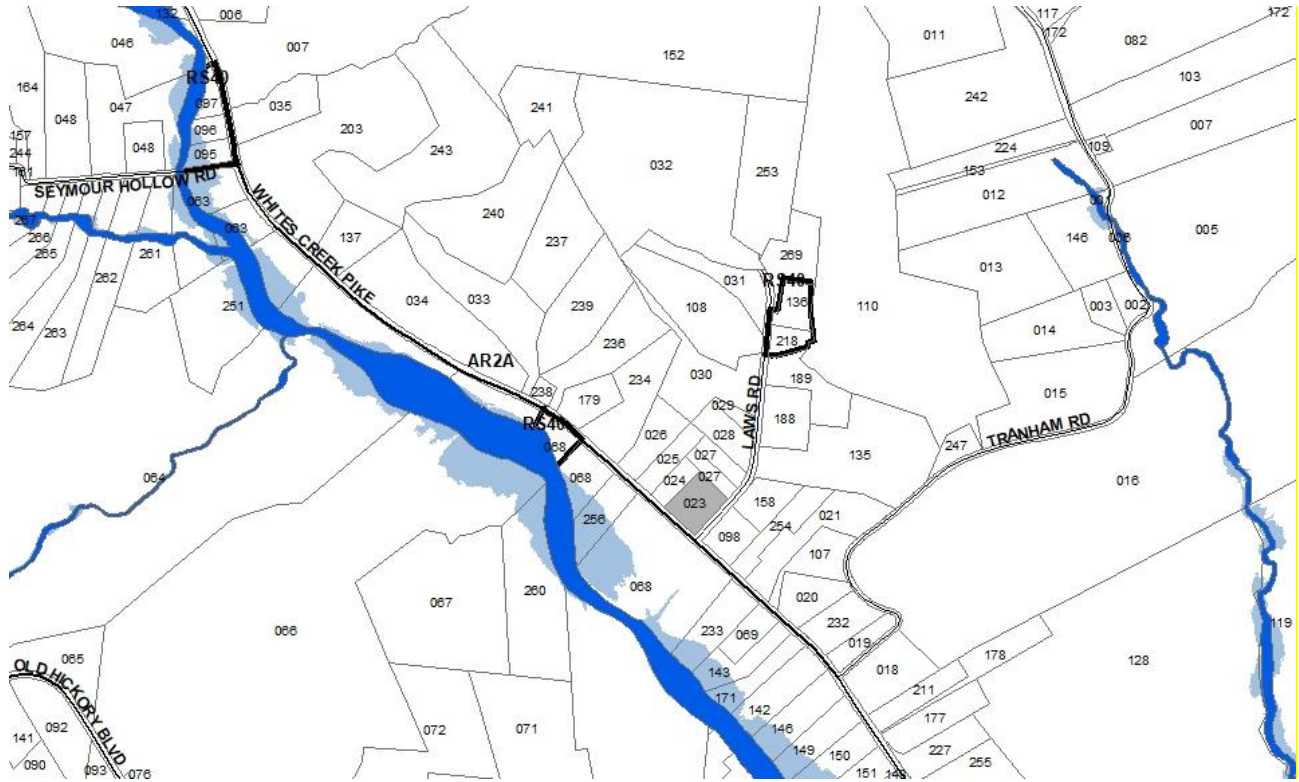
Staff recommends approval.



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Metro Planning Commission Meeting of 05/11/23



2023Z-043PR-001

Map 030, Parcel(s) 023

03, Bordeaux - Whites Creek - Haynes Trinity

03 (Jennifer Gamble)



Metro Planning Commission Meeting of 05/11/23

Item #38
Council District
School District
Requested by

Zone Change 2023Z-043PR-001
3 - Gamble
3 - Gentry
Jeffrey Rodriguez, applicant and owner.

Staff Reviewer
Staff Recommendation

Konigstein
Approve.

APPLICANT REQUEST

Zone change from AR2a to RS30.

Zone Change

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

Existing Zoning

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

Proposed Zoning

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

BORDEAUX – WHITES CREEK – HAYNES TRINITY PLAN

T2 Rural Countryside (T2 RCS) is intended to maintain rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RCS areas have an established development pattern of very low-density residential development, secondary agricultural uses, and institutional land uses. The primary purpose is to maintain the area’s rural landscape.

SITE AND CONTEXT

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

ANALYSIS

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



Metro Planning Commission Meeting of 05/11/23

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

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

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

Maximum Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	1.8	0.50 D	2 U	28	7	2

*Based on two-family lots

Maximum Uses in Proposed Zoning District: RS30

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

Traffic changes between maximum: AR2a and RS30

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

METRO SCHOOL BOARD REPORT

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

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

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

STAFF RECOMMENDATION

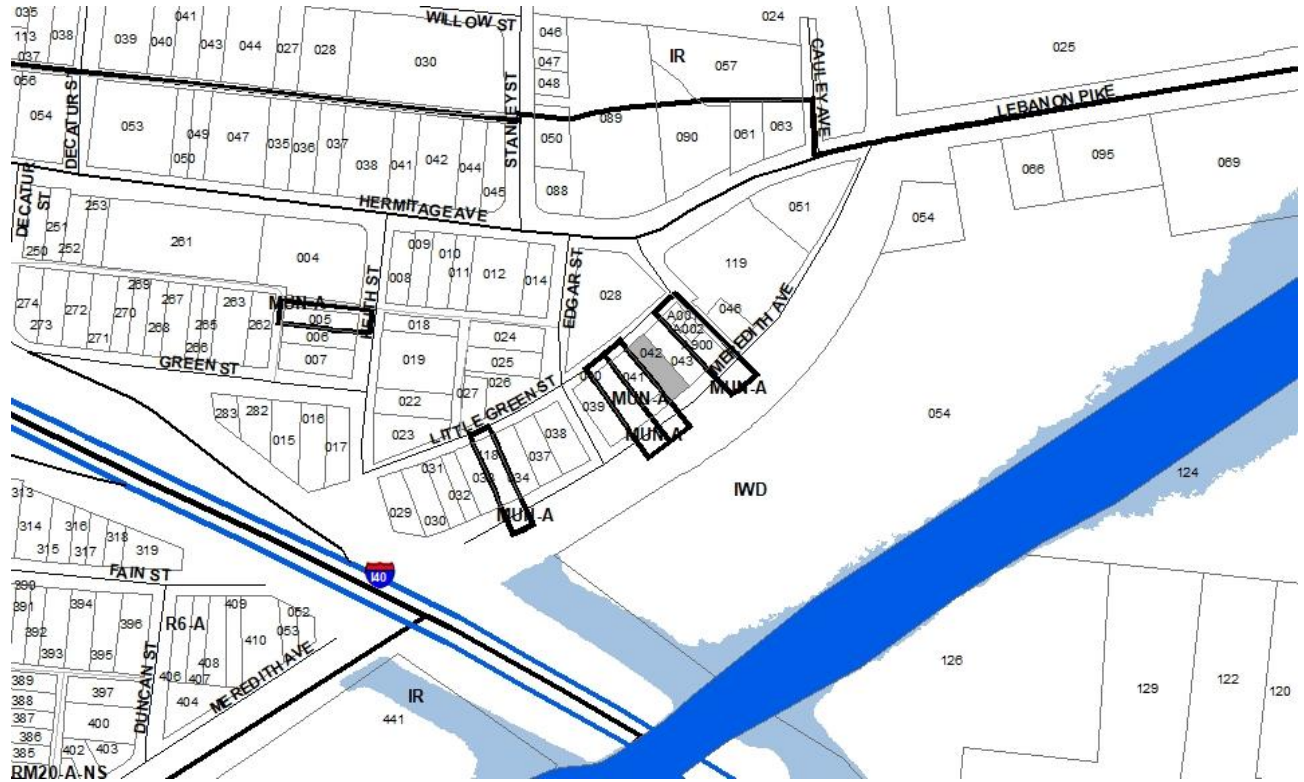
Staff recommends approval.



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Metro Planning Commission Meeting of 05/11/23



2023Z-047PR-001
Map 094-13, Parcel(s) 042
11, South Nashville
19 (Freddie O'Connell)



Metro Planning Commission Meeting of 05/11/23

Item #39	Zone Change 2023Z-047PR-0001
Council District	19 - O'Connell
School District	04 – Nabaa-McKinney
Requested by	Ingram Property Investments, LLC, applicant and owner.
Staff Reviewer	Konigstein
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from IWD to MUN-A.

Zone Change

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

Existing Zoning

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

Proposed Zoning

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

SOUTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

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

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



Metro Planning Commission Meeting of 05/11/23

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

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

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

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

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

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

Traffic changes between maximum: **IWD and MUN-A**

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

METRO SCHOOL BOARD REPORT

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

STAFF RECOMMENDATION

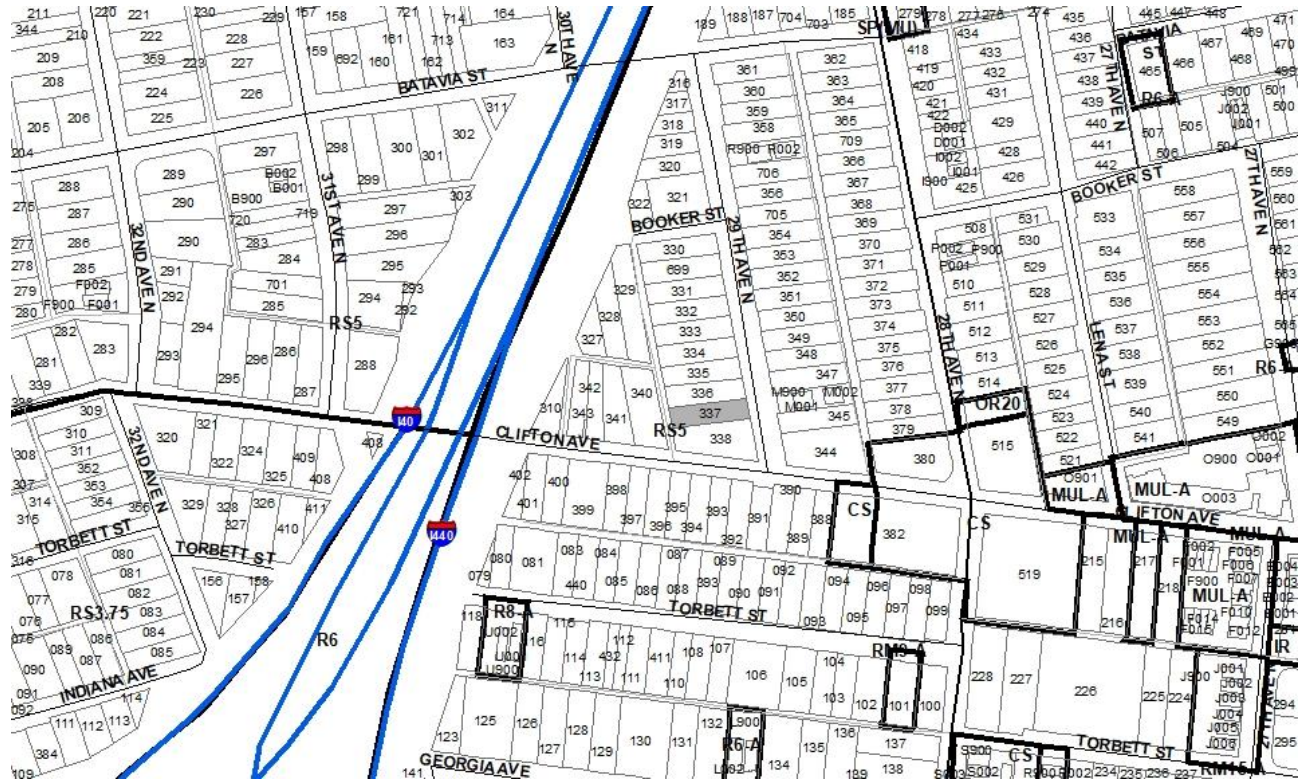
Staff recommends approval.



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Metro Planning Commission Meeting of 05/11/23



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



Metro Planning Commission Meeting of 05/11/23

Item #40**Council District****School District****Requested by****Zone Change 2023Z-028PR-001**

21 – Taylor

05 – Buggs

Miranda Kammeyer, applicant, and owner.

Staff Reviewer

Marton

Staff Recommendation*Approve.***APPLICANT REQUEST****Zone change from RS5 to R6-A.**Zone Change

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

Existing Zoning

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

Proposed Zoning

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

NORTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

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



Metro Planning Commission Meeting of 05/11/23

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

FIRE RECOMMENDATION

Approve with conditions

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

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

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

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

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

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

METRO SCHOOL BOARD REPORT

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

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

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

STAFF RECOMMENDATION

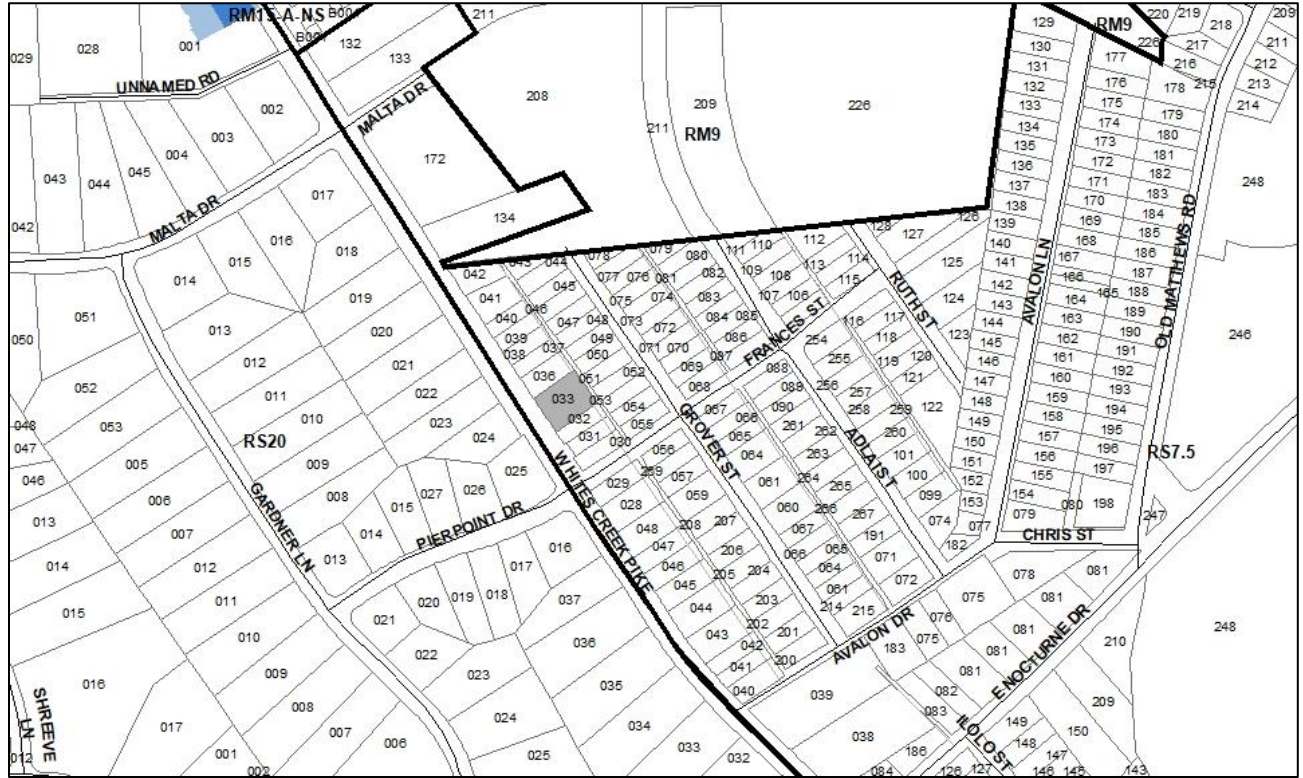
Staff recommends approval.



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Metro Planning Commission Meeting of 05/11/23



2023Z-035PR-001

Map 059-16, Parcel(s) 033

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyzonté Toombs)



Metro Planning Commission Meeting of 05/11/23

Item #41
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, Planning Commission meetings. No public hearing was held.

Staff Reviewer
Staff Recommendation

Konigstein
Disapprove.

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

Zone Change

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

Existing Zoning

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

Proposed Zoning

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

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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

Supplemental Policy

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



Metro Planning Commission Meeting of 05/11/23

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. Should the request be modified to address the above concerns, staff would be open to considering additional density in this area.

Maximum Uses in Existing Zoning District: RS7.5

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

Maximum Uses in Existing Zoning District: RM20-NS

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

Traffic changes between maximum: RS7.5 and RM20

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

METRO SCHOOL BOARD REPORT

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

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

The proposed RM20-NS zoning is expected to generate no more students than the existing RS7.5 zoning district. Students would attend Cumberland Elementary School, Haynes Middle School, and



Metro Planning Commission Meeting of 05/11/23

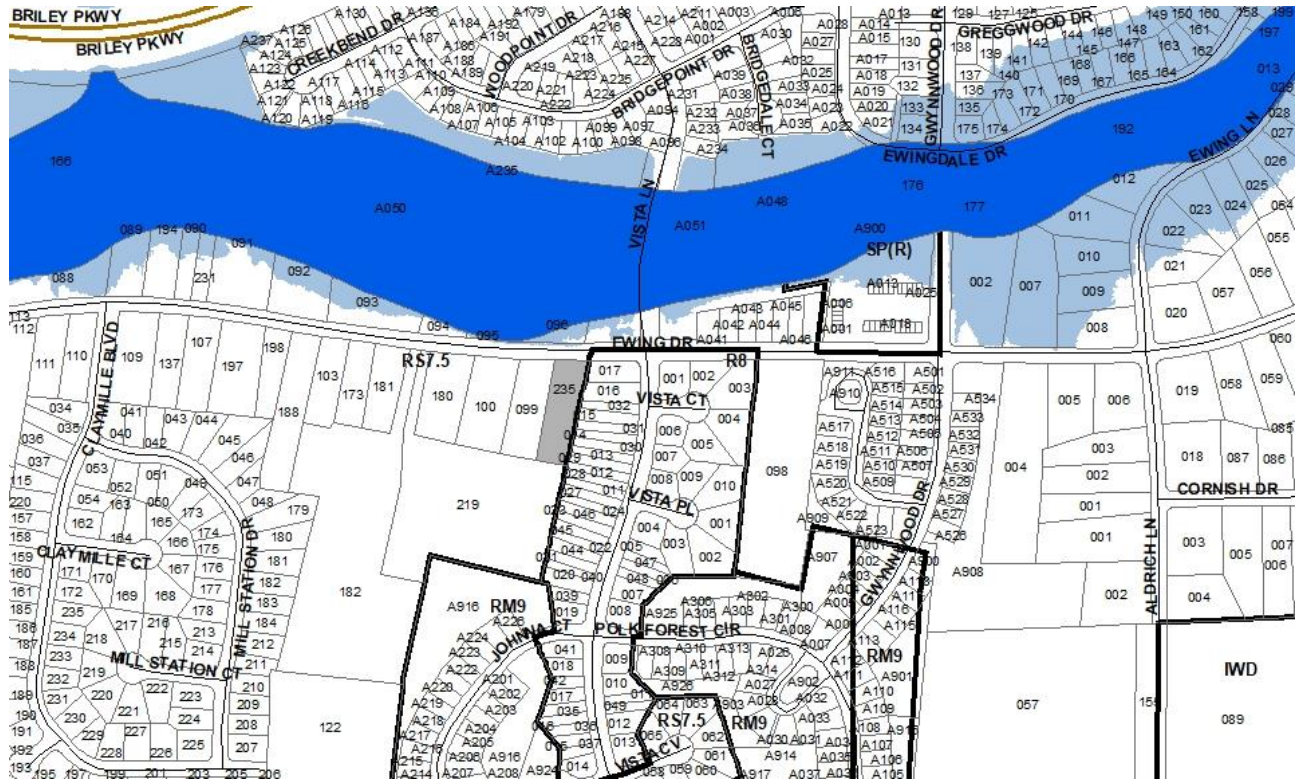
Whites Creek High School. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends disapproval.



Metro Planning Commission Meeting of 05/11/23



2023Z-038PR-001

Map 059, Parcel(s) 235

03, Bordeaux—Whites Creek—Haynes Trinity

02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 05/11/23

Item #42

Council District

School District

Requested by

Zone Change 2023Z-038PR-001

02 – Toombs

01 – Gentry

XE Development Company LLC, applicant and owner.

Staff Reviewer

Matravers

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from RS7.5 to R15.

Zone Change

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

Existing Zoning

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

Proposed Zoning

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

BORDEAUX—WHITES CREEK—HAYNES TRINITY COMMUNITY PLAN

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

SITE AND CONTEXT

The 0.85-acre site is located on the south side of Ewing Drive, approximately 185 feet west of Vista Lane. The site is currently vacant. Parcels to the west and south are zoned RS7.5 and occupied by



Metro Planning Commission Meeting of 05/11/23

single-family houses and limited duplexes. Parcels to the north across Ewing Drive are vacant due to a floodway and floodplain. Parcels to the east are zoned R8 and occupied by duplexes.

ANALYSIS

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

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

FIRE MARSHAL RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.85	4.94 D	4 U	54	8	5

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (week7day)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.85	3.09 D	4 U	54	8	5

*Based on two-family lots

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

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

METRO SCHOOL BOARD REPORT

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

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

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

STAFF RECOMMENDATION

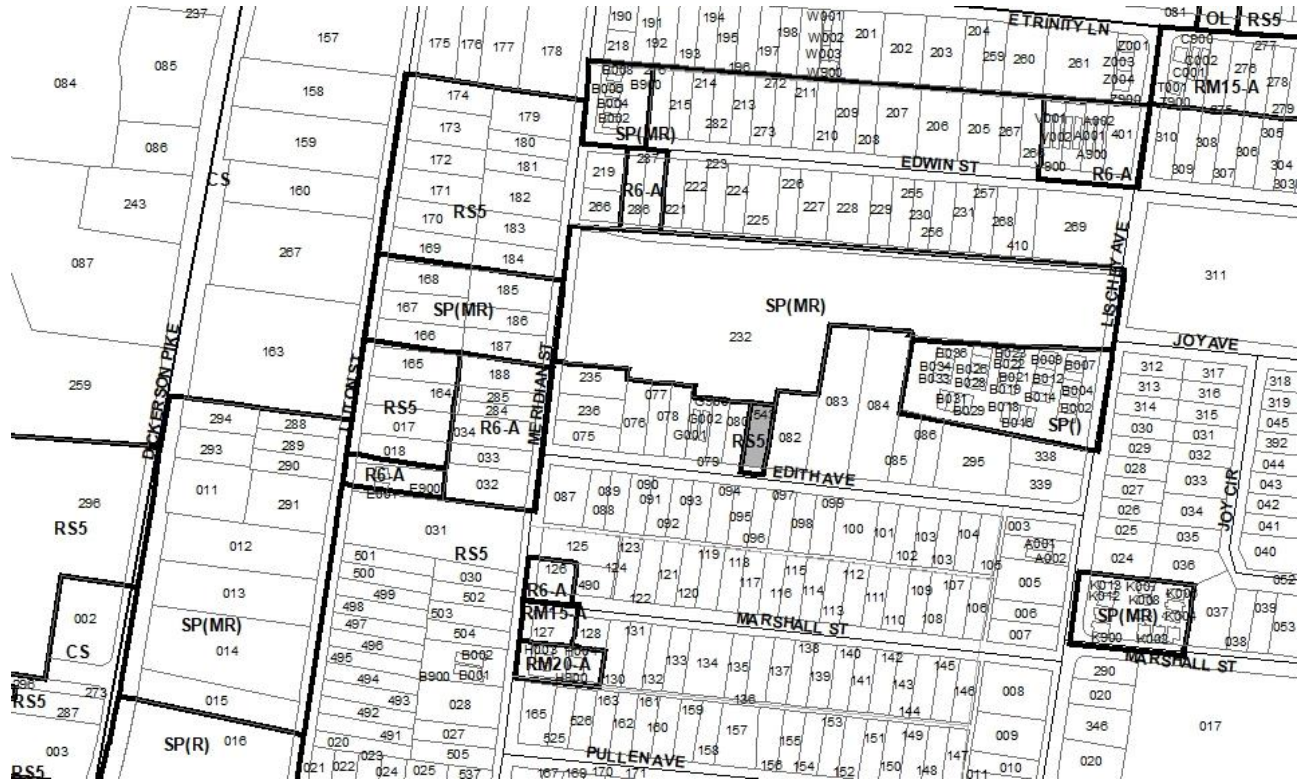
Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 05/11/23



2023Z-045PR-001
 Map 071-11, Parcel(s) 543
 05, East Nashville
 05 (Sean Parker)



Metro Planning Commission Meeting of 05/11/23

Item #43

Council District

School District

Requested by

Zone Change 2023Z-045PR-001

05 – Parker

01 - Gentry

Owen Development, LLC applicant and owner.

Staff Reviewer

Marton

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

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

Existing Zoning

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

Proposed Zoning

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

EAST NASHVILLE COMMUNITY PLAN

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

Supplemental Policy Area: 05-Highland Heights

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



Metro Planning Commission Meeting of 05/11/23

the mobility plan is to increase connectivity within the study area through public street and alley connections.

ANALYSIS

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

The application proposes to rezone the property from RS5 to R6-A. The property is located within the T4 Neighborhood Evolving (T4 NE) policy area. T4 NE is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. T4 NE Policy is applied to areas where infill development produces a different character which includes increased housing diversity and connectivity. The property is also located within the Highland Heights Supplemental Policy Area which shows the property under the guidance of subdistrict R4 in the Building Regulation Plan. Subdistrict R4 encourages greater housing choice and lists R6-A as a supported district. Currently the primary building type along Edith Avenue is single family and there are larger multi-family projects to the north and east of the property. The proposed R6-A zoning increases density modestly on the site and will add to a greater mixture of housing choice in the area by providing a housing type that is between single-family and multi-family. For these reasons, staff recommends approval of R6-A.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.2	7.41 D	1 U	15	5	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (week7day)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.2	7.71 D	2 U	28	7	2

*Based on two-family lots

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

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



Metro Planning Commission Meeting of 05/11/23

METRO SCHOOL BOARD REPORT

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

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

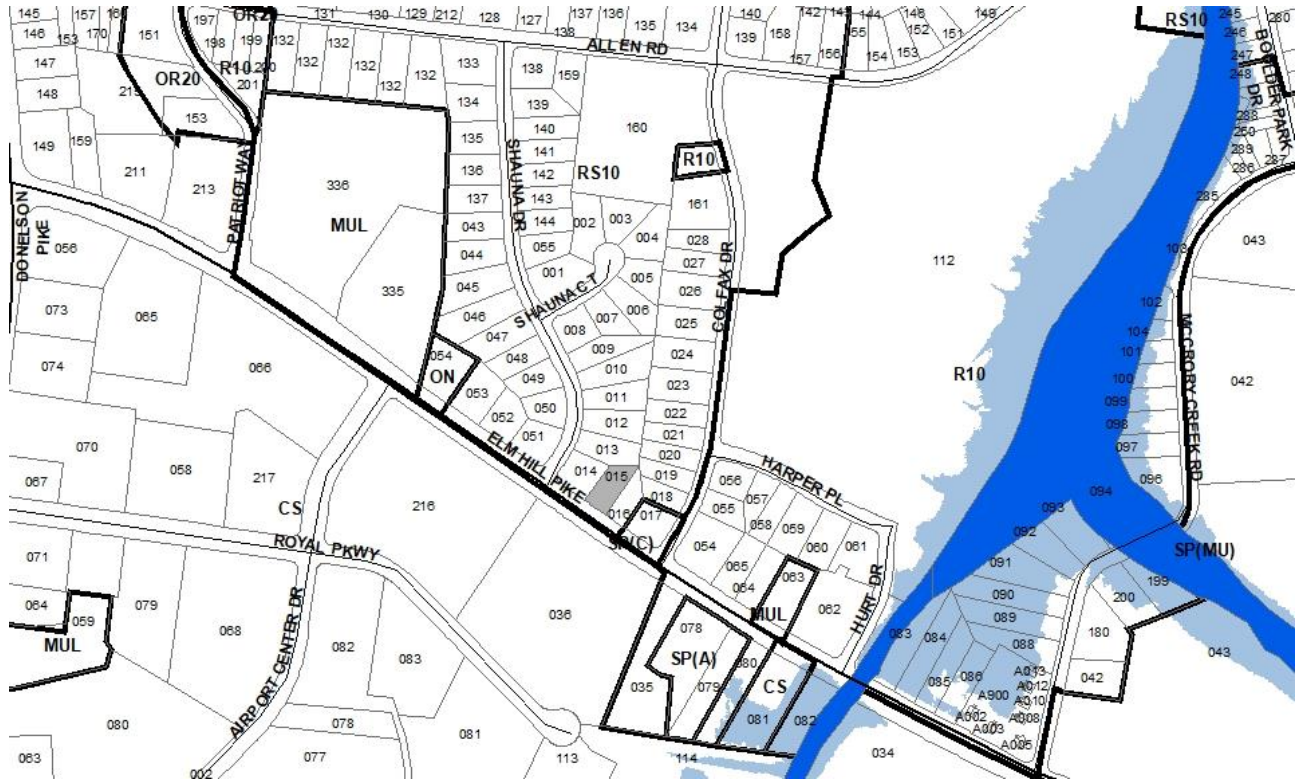
The proposed R6-A zoning is expected to generate no more students than the existing RS5 zoning district. Students would attend Tom Joy Elementary School, Jere Baxter Middle School, and Maplewood High School. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided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

STAFF RECOMMENDATION

Staff's recommendation is to approve.



Metro Planning Commission Meeting of 05/11/23



2023Z-046PR-001

Map 108-02, Parcel(s) 015

03, Donelson—Hermitage—Old Hickory

15 (Jeff Syracuse)



Metro Planning Commission Meeting of 05/11/23

Item #44
Council District
School District
Requested by

Zone Change 2023Z-046PR-001
15 – Syracuse
04 – Nabaa-McKinney
Rick Haley, applicant; Yidier Perez and Ricky Haley, owners.

Staff Reviewer
Staff Recommendation

Matravers
Approve

APPLICANT REQUEST

Zone change from RS10 to ON.

Zone Change

A request to rezone from Single-Family Residential (RS10) to Office Neighborhood (ON) for property located at 2894 Elm Hill Pike, approximately 215 feet west of Colfax Drive (0.29 acres)

Existing Zoning

Single-Family Residential (RS10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. RS10 would permit a maximum of 1 unit.

Proposed Zoning

Office Neighborhood (ON) is intended for low intensity office uses.

DONELSON—HERMITAGE—OLD HICKORY COMMUNITY PLAN

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

SITE AND CONTEXT

The 0.29-acre site is located at on the north side of Elm Hill Pike, approximately 215 feet west of Colfax Drive. The site is currently occupied by a single family house. Parcels to the west, north, and east are zoned RS10 and occupied by single family houses. Parcels to the south across Elm Hill Pike are zoned CS as part of a Commercial PUD and are occupied by office uses.

ANALYSIS

Transition (TR) is intended to enhance and create areas that can serve as transitions between higher-intensity uses or major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices and/or residential development. ON zoning is an appropriate zone district for this policy, and would be appropriate at this site to buffer the interior single-family subdivisions to the north from Elm Hill Pike as well as the higher-intensity zones and uses to the south across Elm Hill Pike. For these reasons, staff is supportive of the request and recommends approval.



Metro Planning Commission Meeting of 05/11/23

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.29	3.7 D	1 U	15	5	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Small Office (712)	0.29	0.4 F	5,053 SF	82	10	12

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+67	+5	+11

METRO SCHOOL BOARD REPORT

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

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

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

STAFF RECOMMENDATION

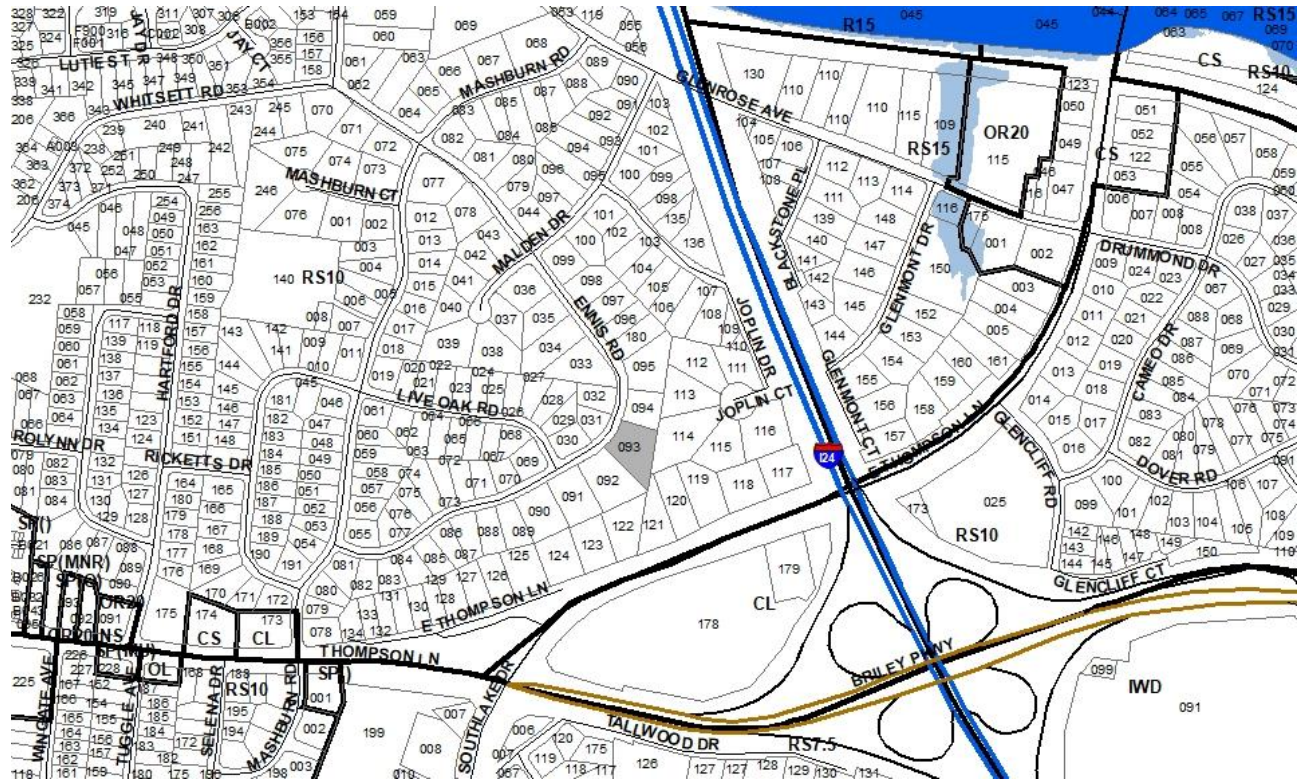
Staff recommends approval.



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Metro Planning Commission Meeting of 05/11/23



2023Z-048PR-001
Map 119-11, Parcel(s) 093
11, South Nashville
16 (Ginny Welsch)



Metro Planning Commission Meeting of 05/11/23

Item #45
Council District
School District
Requested by

Zone Change 2023Z-048PR-001
16 – Welch
07 – Player
Jose Reyes, applicant; Hotees World Properties, LLC,
owners.

Staff Reviewer
Staff Recommendation

Matravers
Disapprove.

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

Zone Change

A request to rezone from Single-Family Residential (RS10) to One and Two-Family Residential (R10) zoning for property located at 2724 Ennis Road, approximately 230 feet east of Live Oak Road (0.89 acres)

Existing Zoning

Single-Family Residential (RS10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. RS10 would permit a maximum of 1 unit.

Proposed Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. R10 would permit a maximum of 1 lots with 1 duplex lots for a total of 2 units, or 1 single-family house and 1 Detached Accessory Dwelling Unit (DADU) for a total of 2 units. Metro codes makes the final determination on duplex and DADU eligibility.

SOUTH NASHVILLE COMMUNITY PLAN

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

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



Metro Planning Commission Meeting of 05/11/23

SITE AND CONTEXT

The 0.89-acre site is located on the east side of Ennis Road, approximately 230 feet east of Live Oak Road. The site is currently occupied by a single-family house. Parcels to the north, south, east, and west are all zoned RS10 and are occupied by single-family houses.

ANALYSIS

T3 NM is intended to maintain the general character of suburban neighborhoods. This neighborhood features a consistent pattern of single-family zoning and has been developed with single-family homes. The proposed zoning would potentially allow for a two family dwelling on the site if the existing single family house were demolished. The applicant has indicated that they are seeking to make an existing detached structure behind the primary house eligible for Detached Accessory Dwelling Unit (DADU) use, which is not currently allowed. Staff is not supportive of rezoning and this location given the consistent development pattern of single-family homes.

FIRE MARSHAL RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.89	3.7 D	3 U	41	7	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.89	4.63 D	6 U	78	9	7

*Based on two-family lots

Traffic changes between maximum: **RS10 and R10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+37	+2	+4

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed R10 district: 1 Elementary 0 Middle 0 High

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

STAFF RECOMMENDATION

Staff recommends disapproval.



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Metro Planning Commission Meeting of 05/11/23

Item #46

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.

Staff Reviewer

Marion

Staff Recommendation

Defer to the May 25, 2023, Planning Commission meeting.

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).

STAFF RECOMMENDATION

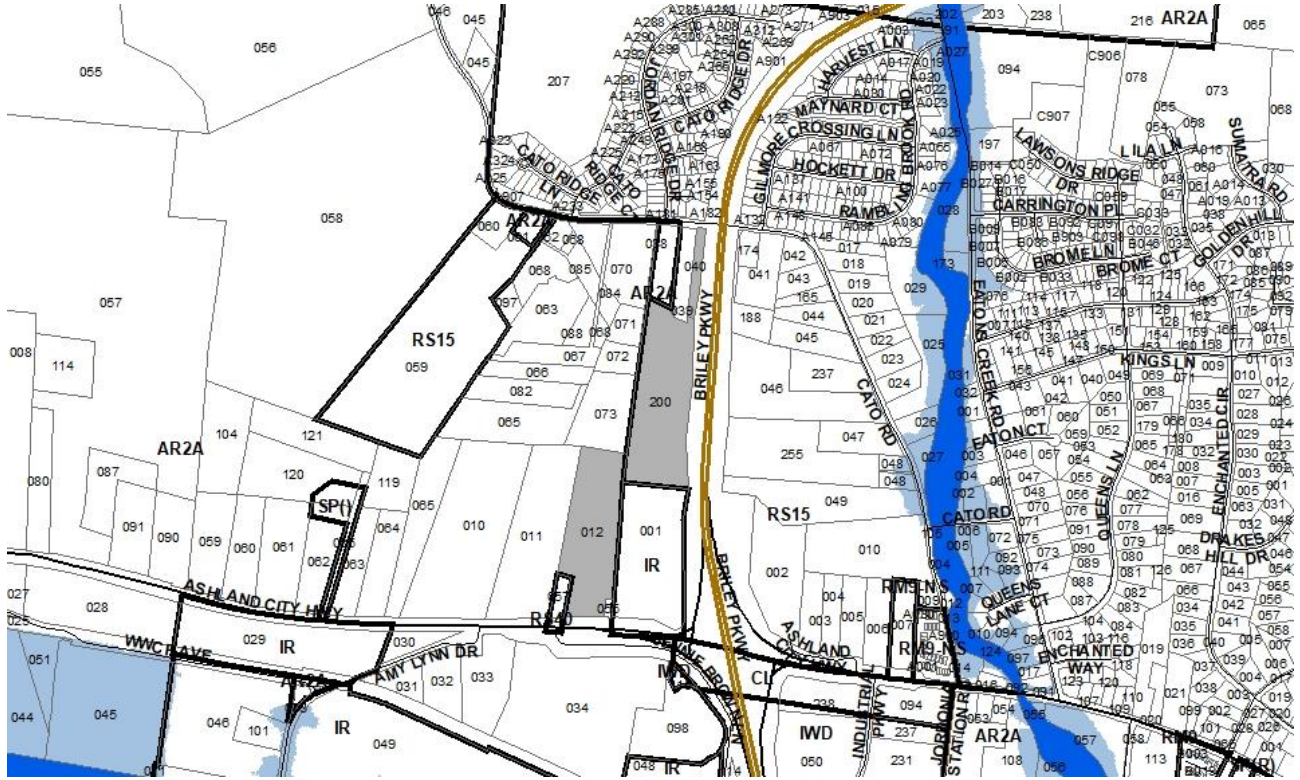
Staff recommends deferral to the May 25, 2023, Planning Commission meeting.



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Metro Planning Commission Meeting of 05/11/23



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 05/11/23

Item #47

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.

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 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



Metro Planning Commission Meeting of 05/11/23

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

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 Planning Commission Meeting of 05/11/23

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

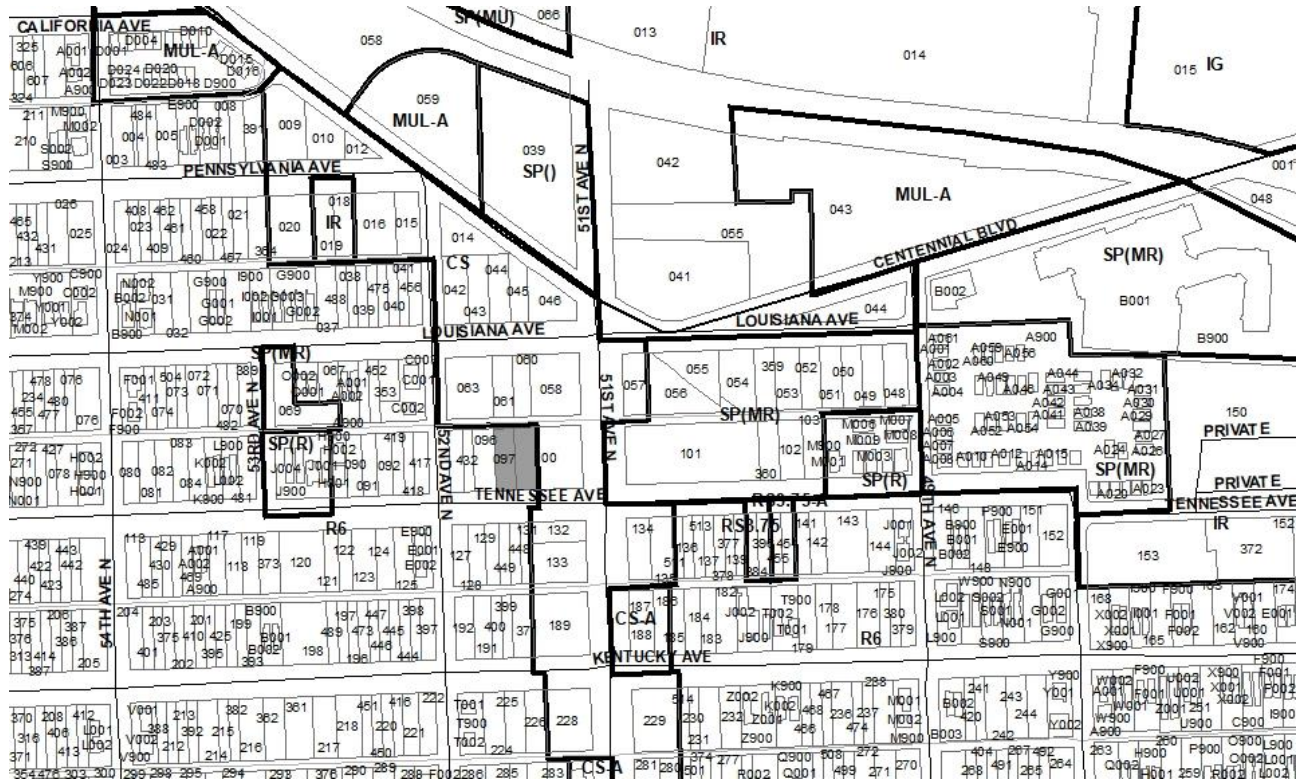
The proposed IR zoning is expected to generate no more students than the existing AR2a and RS15 zoning districts. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. There is additional capacity in all three schools. This information is based upon the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

STAFF RECOMMENDATION

Staff recommends disapproval.



Metro Planning Commission Meeting of 05/11/23



2023Z-053PR-001

Map 091-07, Parcel(s) 097

Map 091-07, P/O Parcel(s) 100

07, West Nashville

20 (Mary Carolyn Roberts)



Metro Planning Commission Meeting of 05/11/23

Item #48
Council District
School District
Requested by

Zone Change 2023Z-053PR-0001
19 - Roberts
05 – Buggs
WHIPP Holdings, LLC, applicant and owner.

Staff Reviewer
Staff Recommendation

Konigstein
Disapprove.

APPLICANT REQUEST **Zone change from R6 to CS.**

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Commercial Service (CS) for properties located at 5108 B Tennessee Avenue and a portion of 5100 Tennessee Avenue, at the northwest corner of Tennessee Avenue and 51st Avenue N. (0.35 acres).

Existing Zoning

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

Proposed Zoning

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

WEST NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The application consists of one parcel, 5108 B Tennessee Avenue and a portion of the adjacent parcel 5100 Tennessee Avenue (Map 091-07, Parcel(s) 097; Map 091-07, P/O Parcel(s) 100) totaling 0.35 acres located at the northwest corner of Tennessee Avenue and 51st Avenue. Currently, the portion of 5100 Tennessee Avenue that is zoned CS and located at the corner has an office building while 5108 B Tennessee Avenue is vacant. The application would rezone the entirety of 5108 B and a portion of 5100. Surrounding properties are zoned R6, RS3.75-A, and Specific Plan Residential (SP-R); surrounding uses are primarily residential, commercial, industrial, and vacant land.

The site includes a portion of one parcel and an additional parcel which are located on the seam of T4 NM and T4 CM policy areas. The intent of T4 NM policy is to maintain urban neighborhoods as characterized by their moderate- to high-density residential development patterns while T4 CM



Metro Planning Commission Meeting of 05/11/23

policy seeks to enhance urban mixed-use corridors by encouraging a greater mix of higher-density residential and mixed-use development. The area requested for rezoning is fully within the NM policy area. The existing office on the portion of 5100 already zoned CS is within the T4 CM policy.

The present commercial uses in the area dictated the initial boundaries of the T4 CM policy as noted by the split of commercial or non-residential uses and almost exclusively residential uses within the same block. The proposed rezoning of the site to CS is not supported as the policy does not support non-residential uses within a Neighborhood Maintenance area.

While the T4 NM policy supports R, RS, and RM zoning districts at varying intensities based on the surrounding context, the policy does not support non-residential zoning districts. Nearby there are commercial and industrial uses, however, they are not present within the T4 NM policy area.

The request to rezone to CS does not align with the T4 NM policy.

Maximum Uses in Existing Zoning District: R6

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (week7day)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.35	7.71 D	4 U	54	8	5

*Based on two-family lots

Maximum Uses in Proposed Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.35	0.6 F	9,147 SF	345	8	35

Traffic changes between maximum: R6 and CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+291	+0	+30

STAFF RECOMMENDATION

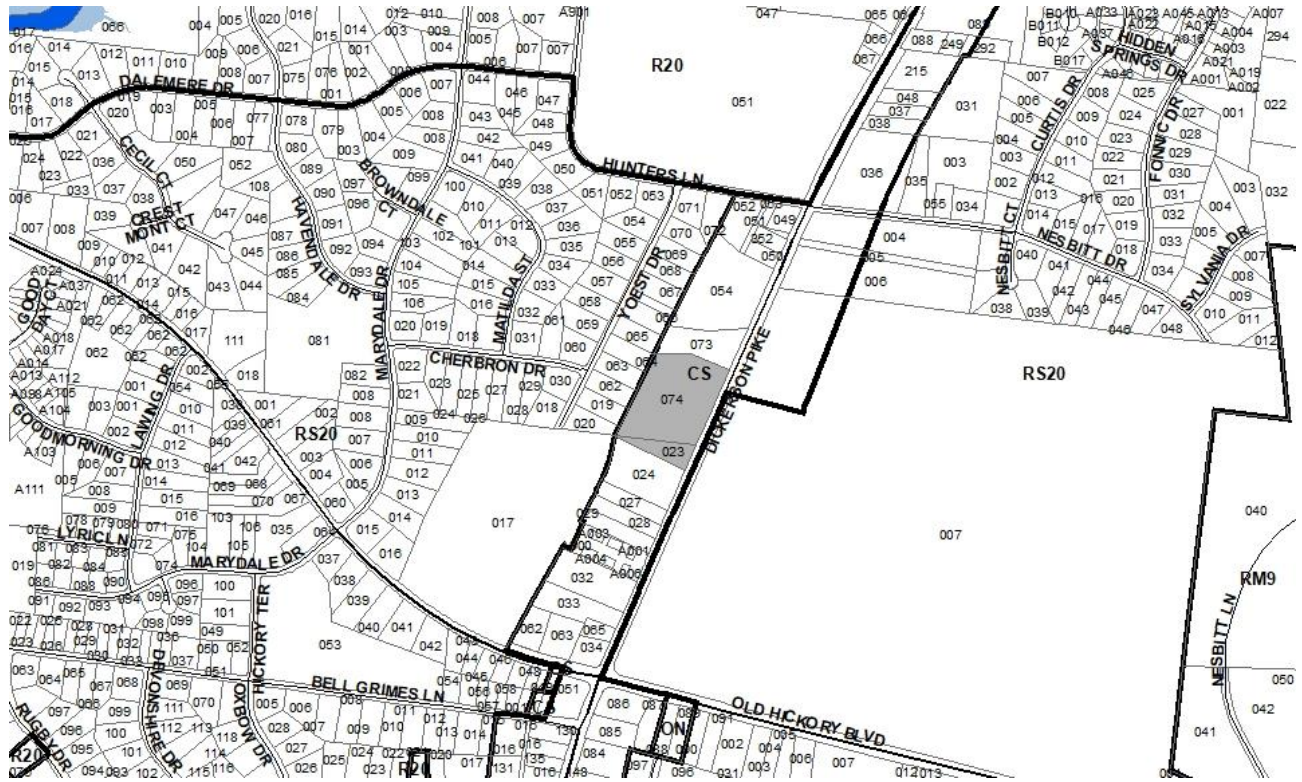
Staff recommends disapproval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 05/11/23



2023Z-062PR-001 (formerly 2023SP-044-001)

Map 041-04, Parcel(s) 074

Map 041-08, Parcel(s) 023

02, Parkwood – Union Hill

03 (Jennifer Gamble)



Metro Planning Commission Meeting of 05/11/23

Item #49

Zone Change 2023Z-062PR-001 (formerly 2023SP-044-001)

Council District

03 – Gamble

School District

01 – Gentry

Requested by

Catalyst Design Group, applicant; 3976 Dickerson Pike, LLC, owner.

Staff Reviewer

Lewis

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from CS to MUL-A-NS.

Zone Change

A request to rezone from Commercial Services (CS) to Mixed-Use Limited-Alternative-No Short Term Rentals (MUL-A-NS) for properties located at 3976 Dickerson Pike and Dickerson Pike (unnumbered), approximately 1,140 feet south of Hunters Lane (7.67 acres).

Existing Zoning

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

Proposed Zoning

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

PARKWOOD – UNION HILL COMMUNITY PLAN

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

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



Metro Planning Commission Meeting of 05/11/23

SITE AND CONTEXT

The subject property is 7.67 acres and comprised of two adjacent parcels located on the west side of Dickerson Pike, north of Old Hickory Boulevard. The surrounding parcels along Dickerson Pike are zoned CS. These properties have primarily been developed with primarily non-residential uses, with a limited number of residential uses. The properties to the west are zoned Single-Family Residential (RS20) and have primarily been developed with single-family residential uses. To the east, across Dickerson Pike, is Metro owned property for Cedar Hill Park.

ANALYSIS

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

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

Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	7.67	0.6 F	200,463 SF	7,567	189	764

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential 3-10 (221)	3.83	1.0 F	167 U	908	57	72

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	1.92	1.0 F	83,635 SF	3,157	79	319



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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
Restaurant (932)	1.92	1.0 F	83,635 SF	9,382	831	818

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+5,880	+778	+445

METRO SCHOOL BOARD REPORT

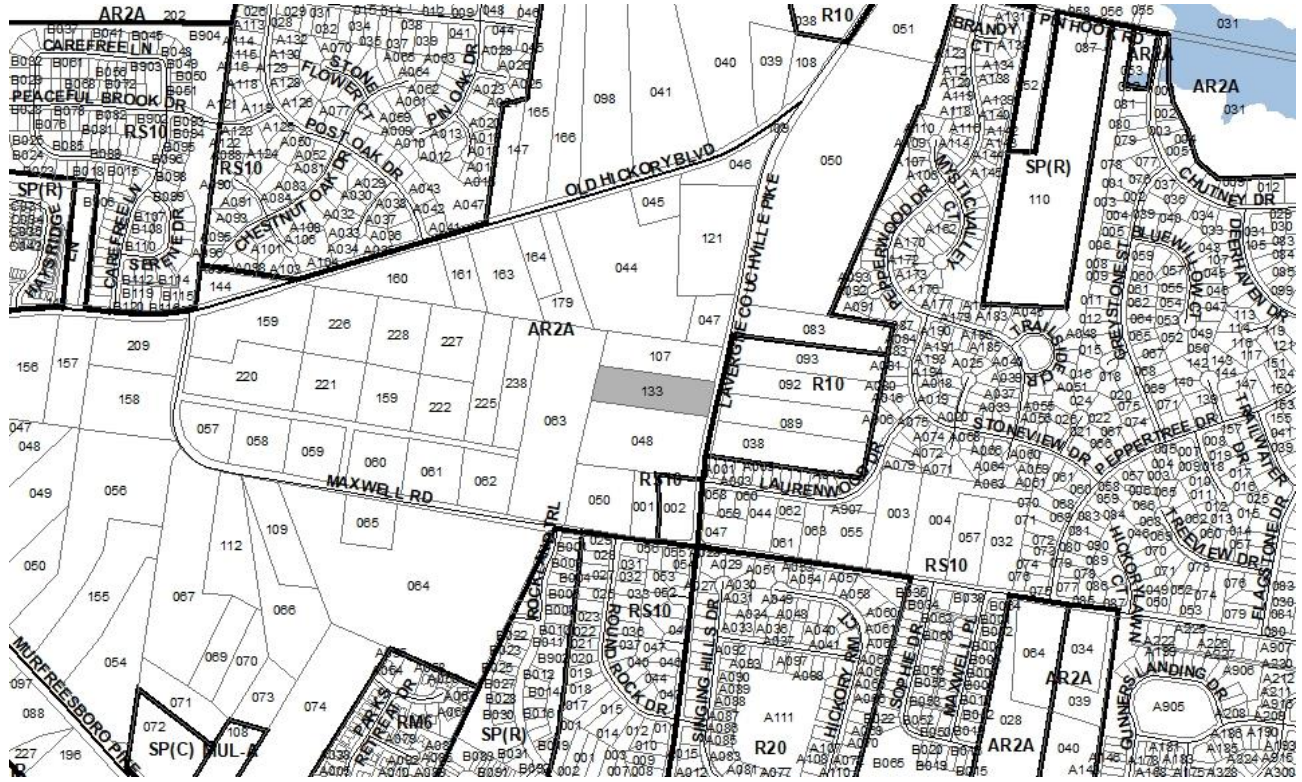
Given the mix of uses permitted by the MUL–A zoning district, the number of residential units currently possible on site may vary and an assumption as to comparative impact at this point is premature. Students would attend Bellshire Elementary School, Madison Middle School, and Hunters Lane High School. All three schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 05/11/23



2023Z-064PR-001 (formerly 2023SP-029-001)

Map 165, Parcel(s) 133

13, Antioch – Priest Lake

33 (Antoinette Lee)



Metro Planning Commission Meeting of 05/11/23

Item #50

Zone Change 2023Z-064PR-001 (formerly 2023SP-029-001)

Council District

33 – Lee

School District

06 – Mayes

Requested by

Dale & Associates, applicant; Turnkey Builders, LLC, owner.

Staff Reviewer

Elliott

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from AR2a to RS7.5.

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Single-Family Residential (RS7.5) zoning for property located at 4302 LaVergne Couchville Pike, approximately 600 feet north of Maxwell Road (2.83 acres).

Existing Zoning

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

Proposed Zoning

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of 13 units. This does not account for compliance with Metro Subdivision Regulations.*

ANTIOCH – PRIEST LAKE COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially underdeveloped “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

SITE AND CONTEXT

The subject property is approximately 2.83 acres and is located on the west side of Laverne Couchville Pike, north of Maxwell Road and south of Old Hickory Boulevard. The site is covered with trees and future subdivision of the property will be subject to the Conservation Development



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standards. The surrounding parcels are zoned AR2a, R10, and RS10. The surrounding land uses include single-family, one and two-family residential, and vacant properties.

ANALYSIS

The intent of the Suburban Neighborhood Evolving (T3 NE) policy is to enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. The proposed RS7.5 zoning district would permit residential land uses in a form that is consistent with the guidance provided in the T3 NE policy. The lot sizes permitted by the proposed zoning district are consistent with the lot pattern in the surrounding T3 NE area. Additionally, staff will likely look for any future Conservation Development Subdivision applications to provide a public street network that provides opportunity for future vehicle connectivity to the surrounding properties.

Maximum Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	2.83	0.50 D	1 U	15	5	1

*Based on two-family lots

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One Family Residential (210)	-	-	13 U	162	16	15

Traffic changes between maximum: AR2a and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+12 U	+147	+11	+14

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed RS7.5 district: 3 Elementary 2 Middle 2 High

The proposed RS7.5 zoning is expected to generate 7 additional students than the existing AR2a zoning. Students would attend Mt. View Elementary School, J.F. Kennedy Middle School, and Antioch High School. All three schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

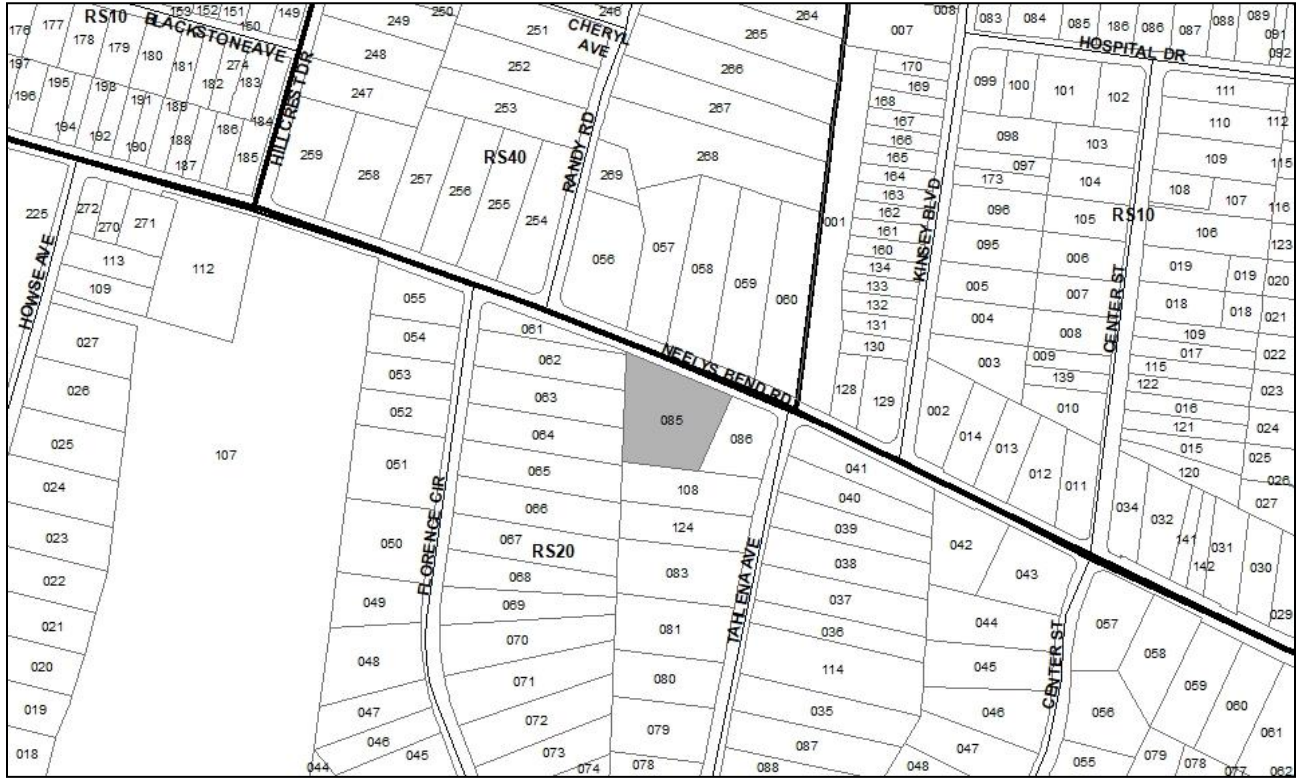
Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 05/11/23



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 05/11/23

Item #51
Project Name

Final Plat 2022S-253-001

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, and April 27, 2023, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Lewis

Staff Recommendation

Defer to the May 25, 2023, Planning Commission meeting.

APPLICANT REQUEST

Request for final plat approval to create two lots.

Final Plat

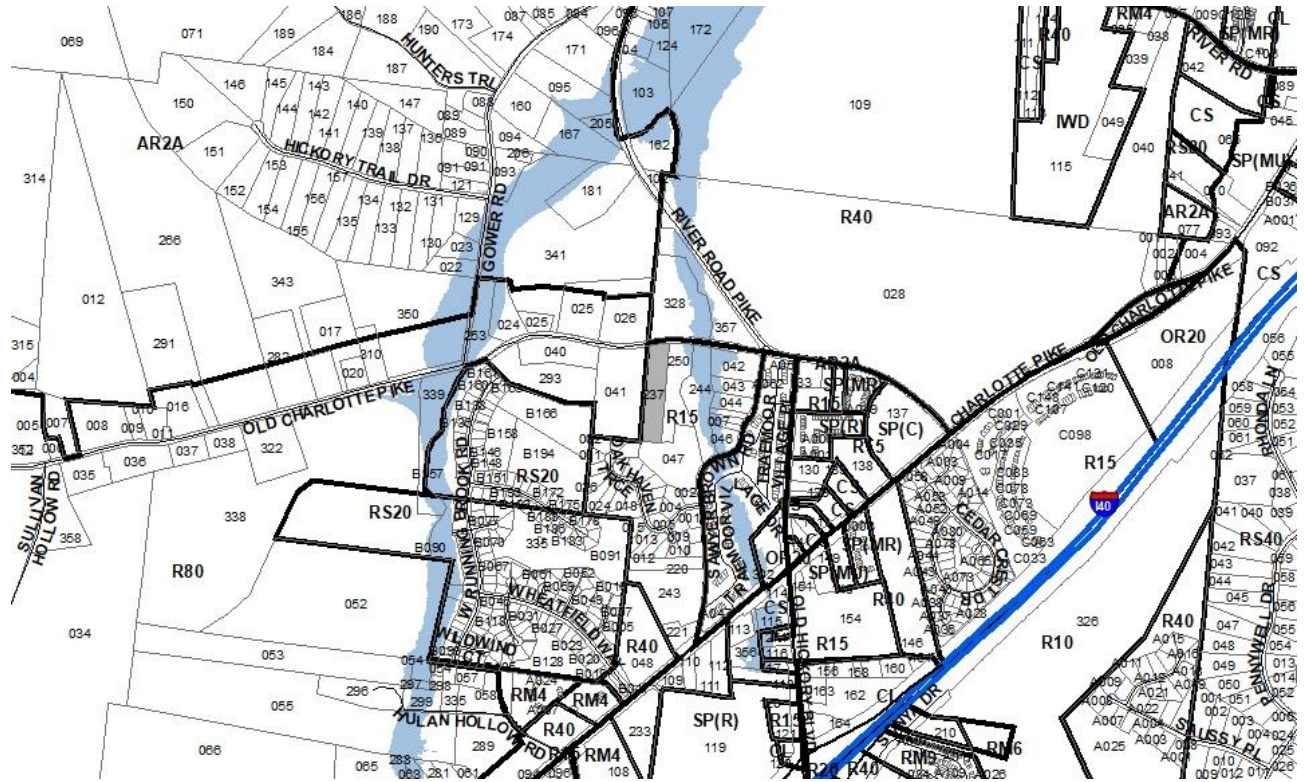
A request for final plat approval to create two lots on property located at 828 Neelys Bend Road approximately 194 feet west of Tahlana Avenue, zoned Single-Family Residential (RS20) (1.5 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the May 25, 2023, Planning Commission meeting.



Metro Planning Commission Meeting of 05/11/23



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



Metro Planning Commission Meeting of 05/11/23

Item #52	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. No public hearing was held.

Staff Reviewer	Matravers
Staff Recommendation	<i>Approve with conditions.</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)



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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



Metro Planning Commission Meeting of 05/11/23

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 exception. 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. Staff is supportive of a pay in lieu variance for this portion.

3-9 Requirements for Streets

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



Metro Planning Commission Meeting of 05/11/23

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 public streets.

3-14 Drainage and Storm Sewers

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

3-15 Public Water Facilities

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

3-16 Sewerage Facilities

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

3-17 Underground Utilities

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

Subdivision Variances or Exceptions Requested: Exemption from subdivision regulation requirement to provide sidewalks (3-8.1) on the northern length of Alaya Court, a public street.

PLANNING STAFF COMMENTS

Staff finds the proposed subdivision consist with the intent of the Chapter 3 of the Subdivision Regulations and the standards of the Metro Zoning Code. Staff recommends approval with conditions. Note: With the applicant's consent, staff reviewed the revised version of the plan dated May 1, 2023, and not the version dated May 4, 2023.

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



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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

- 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.



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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.

RECOMMENDED ACTION

Motion to approve with conditions proposed subdivision Case No. 2023S-045-001.