

Metropolitan Planning Commission



Staff Reports

June 13, 2024



Metro Planning Commission Meeting of 6/13/24

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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2023CP-003-005

BORDEAUX-WHITES CREEK-HAYNES TRINITY COMMUNITY PLAN AMENDMENT

Map 070-13, Parcel(s) 060-061

Map 070-13-0-F, Parcel(s) 001-002, 900

Map 070-13, P/O Parcel(s) 096-098,
03, Bordeaux-Whites Creek-Haynes Trinity
02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 6/13/24

Item #1	Major Plan Amendment 2023CP-003-005
Project Name	Bordeaux-Whites Creek-Haynes Trinity Community Plan Amendment
Council District	02 – Toombs
School District	01 – Gentry
Requested by	Metro Planning Department, applicant; various owners.
Staff Reviewer	Clark
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

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

Major Plan Amendment

A request to amend the Bordeaux-Whites Creek-Haynes Trinity Community Plan by changing the policy from Urban Neighborhood Evolving (T4 NE) to Urban Neighborhood Center (T4 NC) for properties located at the southwest corner of Cliff Drive and Buena Vista Pike, zoned R8 (One and Two-Family Residential) (1.12 acres)

BORDEAUX-WHITES CREEK-HAYNES TRINITY COMMUNITY PLAN

Current Policy

Urban Neighborhood Evolving (T4 NE) policy is intended to create and enhance neighborhoods—to include greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques. T4 NE areas will have higher densities and/or smaller lot sizes, with a broader range and integrated mixture of housing types than some surrounding urban neighborhoods.

The Haynes Trinity Small Area Plan was adopted in 2017. The small area plan includes a Mobility Supplemental Policy to enhance street connections and an alley network along with an Open Space Concept Map to add more greenspaces and trails.

The proposed community character policy amendment does not require any changes to the small area plan and the Mobility Supplemental Policy remains in place.

Requested Policy

Urban Neighborhood Center (T4 NC) policy is intended to maintain, enhance, and create urban neighborhood centers that provide daily needs and services for surrounding urban neighborhoods. T4 NC areas are pedestrian friendly, generally located at the intersection of urban streets, and contain commercial, mixed-use, office, and residential land uses that provide services to meet the daily needs of urban neighborhood residents within a five-to-ten-minute walk.

BACKGROUND

This community plan amendment was initiated by the Metro Planning Department at the request of District 2 Councilmember Kyonzté Toombs. The community plan amendment will amend the Bordeaux-Whites Creek-Haynes Trinity Community Plan by changing the community character



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policy from Urban Neighborhood Evolving (T4 NE) to Urban Neighborhood Center (T4 NC) for properties located at the southwest corner of Buena Vista Pike and Cliff Drive. There was a small clerical error in the notice that was sent out. The notice indicated the amendment was considering a policy change from Suburban policy to Suburban policy but noted T4. The proposed change is from Urban policy (T4) to Urban policy (T4).

COMMUNITY PARTICIPATION

As part of the policy review, the Planning Department determined the proposed plan amendment to be minor with a required community meeting. On Thursday, December 20, 2023, Community Plans staff conducted a virtual community meeting to discuss the community plan amendment.

Approximately half a dozen people attended, including Councilmember Kyonzté Toombs, and staff from Community Plans and Information Technology Services. No community members attended; however, Community Plans staff proceeded with the presentation so that it could be recorded for future viewing. The recorded meeting was posted to Metro Nashville Network's YouTube Channel, and since that time, the video has been viewed 30 times. As of the writing of this report, staff has not received any concerns or comments regarding the policy change.

ANALYSIS

NashvilleNext Growth and Preservation Concept Map

The Growth & Preservation Concept Map (Concept Map) is a county-wide vision and tool to shape improvements in quality of life so that new development and redevelopment align with community values. The Concept Map designates the community plan amendment area (site) as Transition and Infill. These areas may consist of moderately dense residential and small-scale offices that are appropriate along and around prominent corridors and centers to provide a harmonious connection to surrounding neighborhoods. Transition and Infill is applied to properties along the entire length of Buena Vista Pike starting near Greater View Primitive Baptist Church and continuing east along Buena Vista Pike as it transitions to West Trinity Lane before ending near the intersection of West Trinity Lane and Liberia Street. A policy change from T4-NE to T4-NC will not change the Concept Map's designation.

Community Character Policy

Nashville-Davidson County is divided into 14 Community Plan areas which provide history and context along with community-specific issues, strategies, and visions of how different places in the community could change over time. The Bordeaux-Whites Creek-Haynes Trinity Community Plan uses community character policies that are tailored to the rural, suburban, and urban character of its neighborhoods and areas. The site is in the T4 Urban Transect category which consists of historic inner-ring neighborhoods as well as new neighborhoods which are intended to be developed in a more intense, urban fashion. In this transect interaction is a product of density of housing, a mixture of uses, and streets and open spaces that create a welcoming public realm. Urban neighborhood centers exist within walking distance of homes and provide residents with daily needs and conveniences. These centers are often mixed-use in nature providing commercial uses on the ground floor and residential on the upper floors, adding to the bustling atmosphere of the neighborhood. Urban neighborhood centers complement the density and housing mix that surrounds them.



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The amendment area is also in the Haynes Trinity Small Area Plan which focuses on creating a lively complete urban community with an integrated mixture of housing within walking distance of neighborhood services and a highly connected street system with sidewalks, bikeways, and transit facilities. This policy change does not require any changes to the small area plan.

Transportation and Connectivity

The Major & Collector Street Plan (MCSP) is a comprehensive plan and implementation tool used to address the needs of bicyclists, pedestrians, public transit users, and vehicular users by guiding public and private investment of the roadway infrastructure in Nashville and Davidson County. Urban neighborhood centers serve urban neighborhoods, and where the center's intensification is supported by adequate infrastructure and access, such as the intersection of an arterial boulevard, collector avenue or local street. The site is located at the intersection of Buena Vista Pike, classified as an arterial boulevard by the MCSP, and Cliff Drive. Cliff Drive is classified as a collector avenue as it runs northeast from Clarksville Pike and becomes a local street once it intersects and crosses over Buena Vista Pike. The Mobility Supplemental Policy calls for street connections and alley connections in this area to build out the street grid.

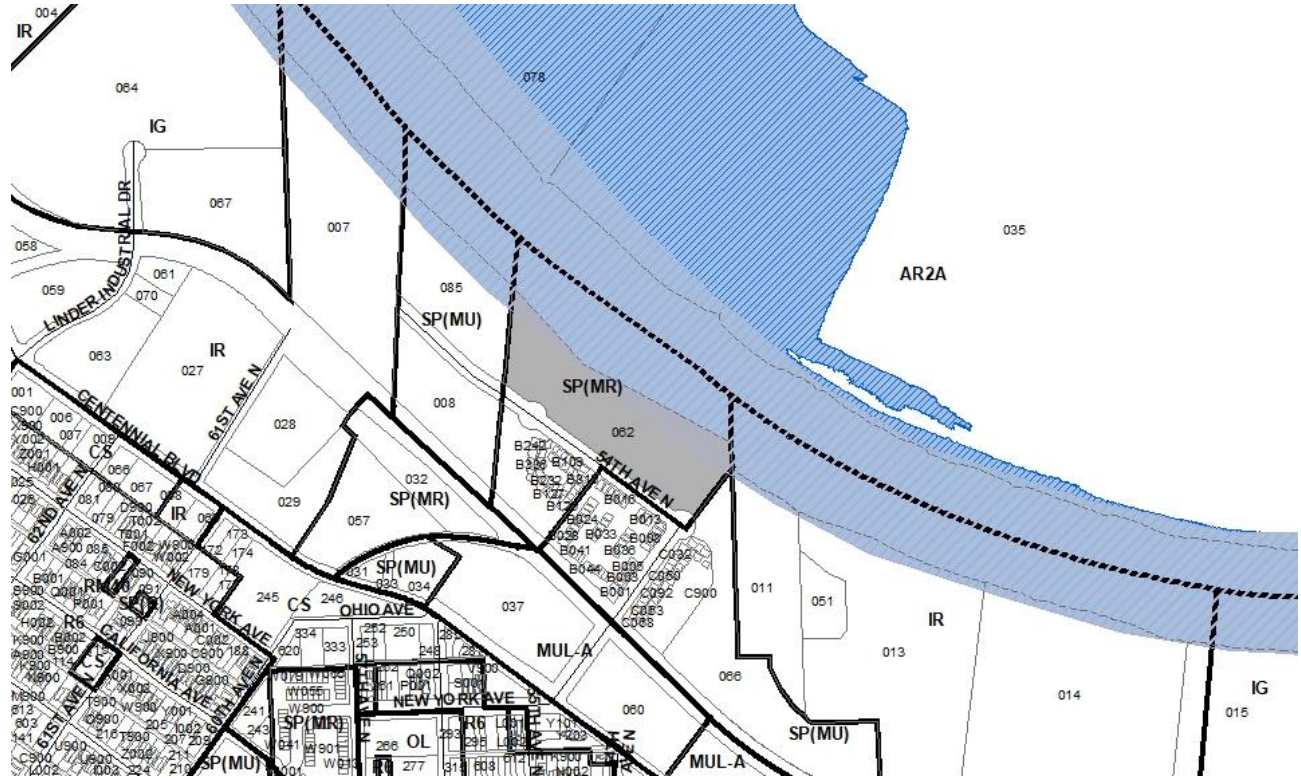
There are existing sidewalks near the site along both sides of Buena Vista Pike, leading west all the way to Clarksville Pike and continuing east up Buena Vista Pike as it transitions to West Trinity Lane. Sidewalks continue all the way east to Interstate 24. Bikeways need to be enhanced as currently there are no separated bicycle lanes along Buena Vista Pike. Access to public transit is provided by WeGo #22 bus route with a bus stop located at the intersection of Buena Vista Pike and Cliff Drive.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 6/13/24



2016SP-019-007
SILO BEND SP (AMENDMENT)
Map 091, Parcel(s) 062
07, West Nashville
20 (Rollin Horton)



Metro Planning Commission Meeting of 6/13/24

Item #2 **Specific Plan 2016SP-019-007**
Project Name **Silo Bend SP (Amendment)**
Council District 20 – Horton
School District 05 – Buggs
Requested by Barge Civil Associates, applicant; R Manuel-Centennial, GP, owner.

Deferrals This item was deferred at the May 9, 2024, Planning Commission meeting. No public hearing was held.

Staff Reviewer Anthony
Staff Recommendation *Defer to the July 25, 2024, Planning Commission meeting.*

APPLICANT REQUEST

SP amendment to permit 320 multi-family residential units.

SP Amendment

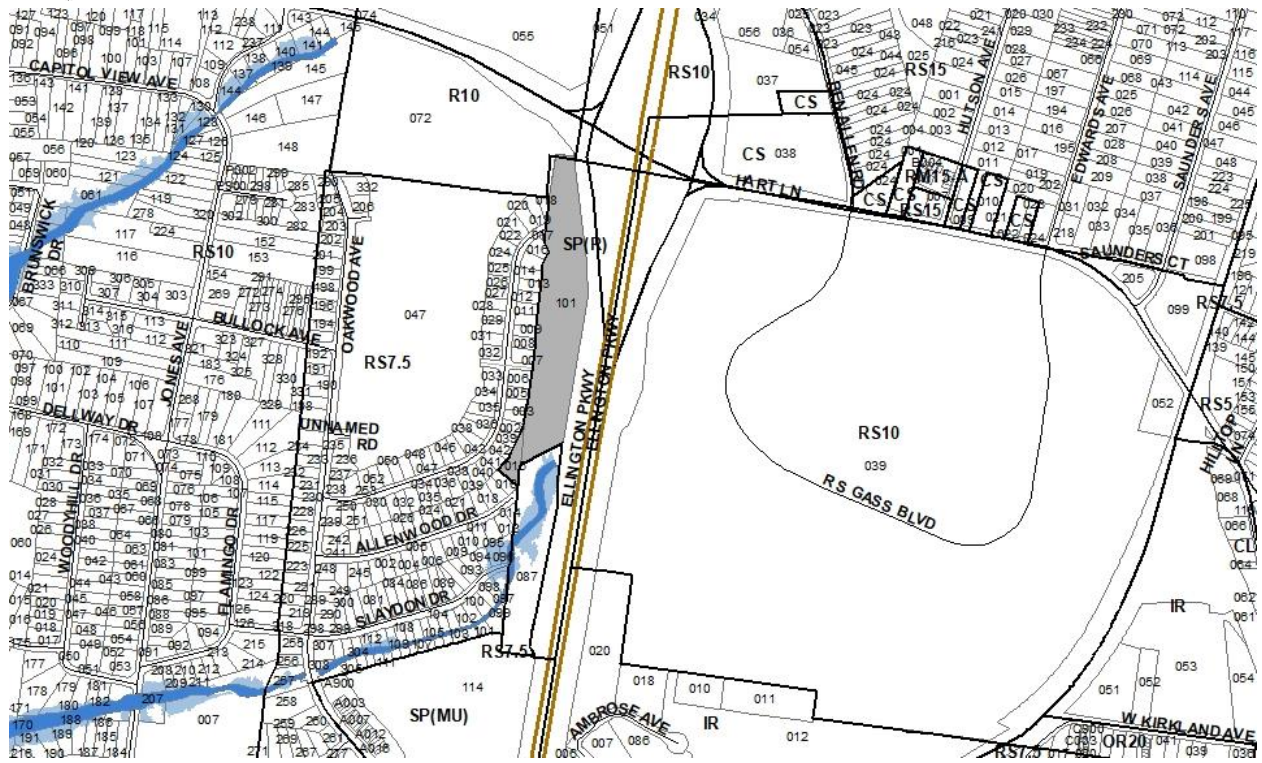
A request to amend a portion of a Specific Plan for property located at 54th Avenue North (unnumbered), at the current terminus of 54th Avenue North, zoned Specific Plan (SP) (8.1 acres), to permit up to 320 multi-family residential units in Zone 1 and to modify allowed heights within Zone 1.

STAFF RECOMMENDATION

Staff recommends deferral to the July 25, 2024, Planning Commission meeting.



Metro Planning Commission Meeting of 6/13/24



2016SP-040-003
BETHWOOD COMMONS (AMENDMENT)
Map 061, Parcel(s) 101, 105
05, East Nashville
05 (Sean Parker)



Metro Planning Commission Meeting of 6/13/24

Item #3a

Specific Plan 2016SP-040-003

Project Name

Bethwood Commons (Amendment)

Associated Case

2024Z-042PR-001

Council District

05 – Parker

School District

01 – Gentry

Requested by

Dale & Associates, applicant; Upside, LLC, owner.

Deferrals

This item was deferred from the May 9, 2024, and May 23, 2024, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Swaggart

Staff Recommendation

Defer to the June 27, 2024, Planning Commission meeting.

APPLICANT REQUEST

Amend the previously approved SP by removing 1.35 acres from the SP currently approved for two single-family residential lots and open space.

SP Amendment

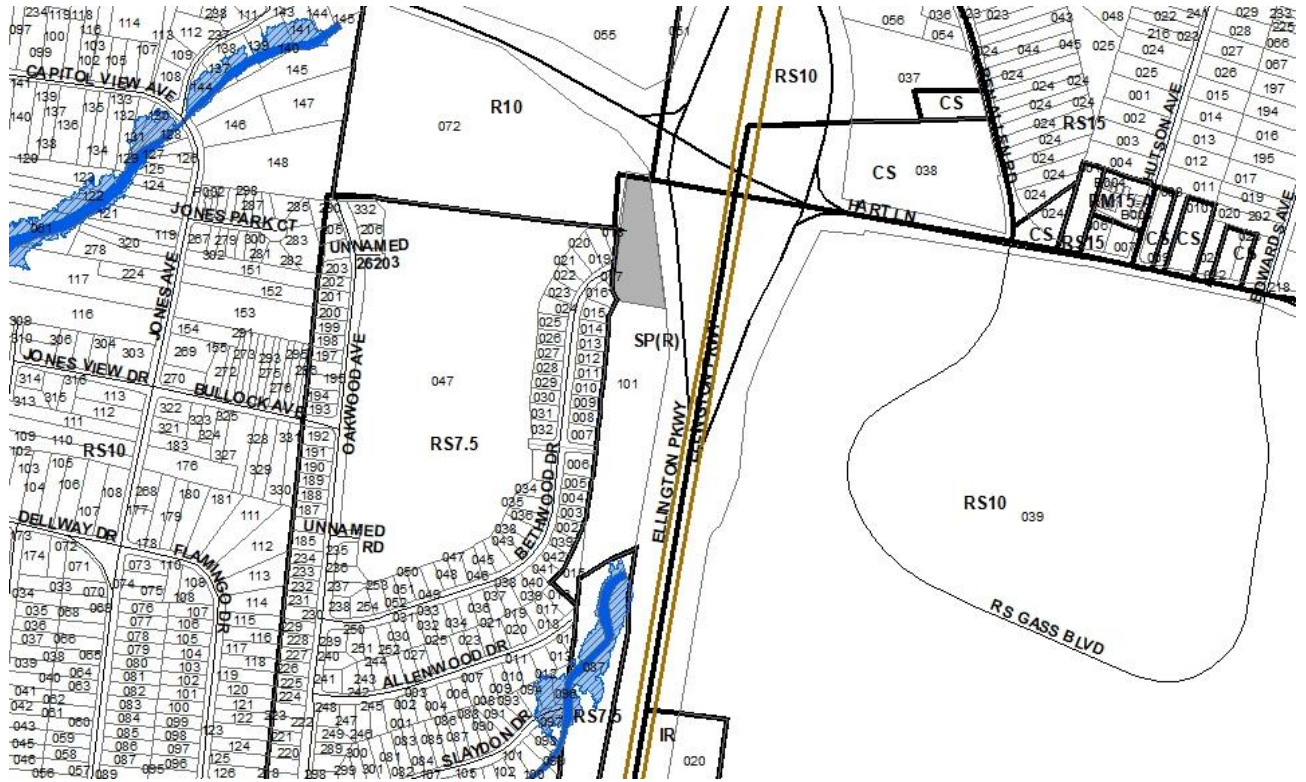
A request to amend a Specific Plan (SP) on properties located at Bethwood Drive (unnumbered) and Allenwood Drive (unnumbered), at the northern terminus of Bethwood Drive, zoned SP (8.93 acres), to remove 1.35 acres from the SP boundary.

STAFF RECOMMENDATION

Staff recommends deferral to the June 27, 2024, Planning Commission meeting.



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2024Z-042PR-001

Map 061, Part of Parcel(s) 101

05, East Nashville

05 (Sean Parker)



Metro Planning Commission Meeting of 6/13/24

Item #3b**Associated Case****Council District****School District****Requested by****Zone Change 2024Z-042PR-001**

2016SP-040-003

05 – Parker

01 – Gentry

Dale & Associates, applicant; Upside, LLC, owner.

Deferrals

This item was deferred from the May 9, 2024, and May 23, 2024, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Swaggart

Staff Recommendation*Defer to the June 27, 2024, Planning Commission meeting.*

APPLICANT REQUEST**Zone change from SP to RS7.5.**Zone Change

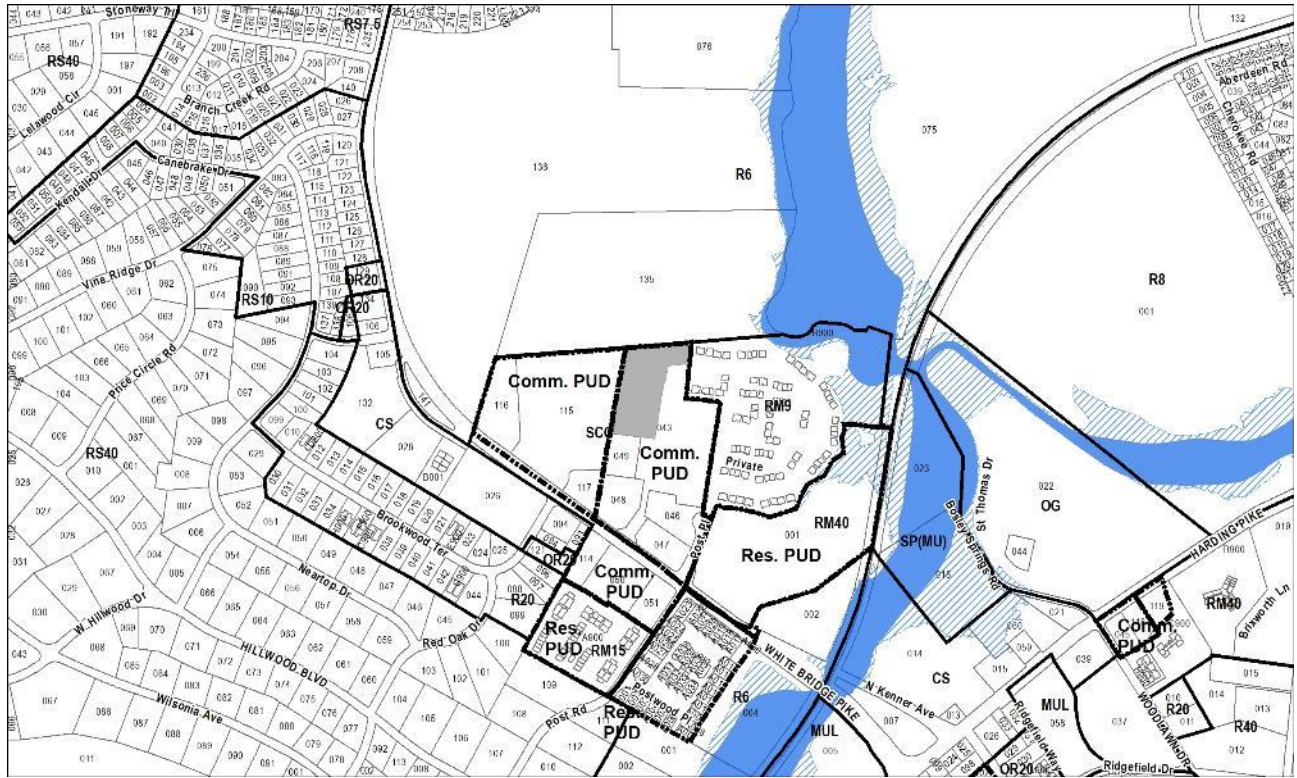
A request to rezone from Specific Plan (SP) to Single-Family Residential (RS7.5) zoning for a portion of property located at Bethwood Drive (unnumbered), at the northern terminus of Bethwood Drive (1.35 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the June 27, 2024, Planning Commission meeting.



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2021SP-009-001

NOVEL RICHLAND CREEK (FORMERLY CRESCENT LIONS HEAD)

Map 103-15, Part of Parcel(s) 043

07, West Nashville

24 (Brenda Gadd)



Metro Planning Commission Meeting of 6/13/24

Item #4a
Project Name

Specific Plan 2021SP-009-001
Novel Richland Creek (formerly Crescent Lions Head)

Associated case
Council District
School District
Requested by

78-74P-003
24 - Gadd
09 - Tylor
Barge Cauthen and Associates, applicant; SCG Lion's Head LLC, owner.

Staff Reviewer
Staff Recommendation

Shane
Defer to the June 27, 2024, Planning Commission meeting.

APPLICANT REQUEST

Preliminary SP to permit a mixed-use development.

Zone Change

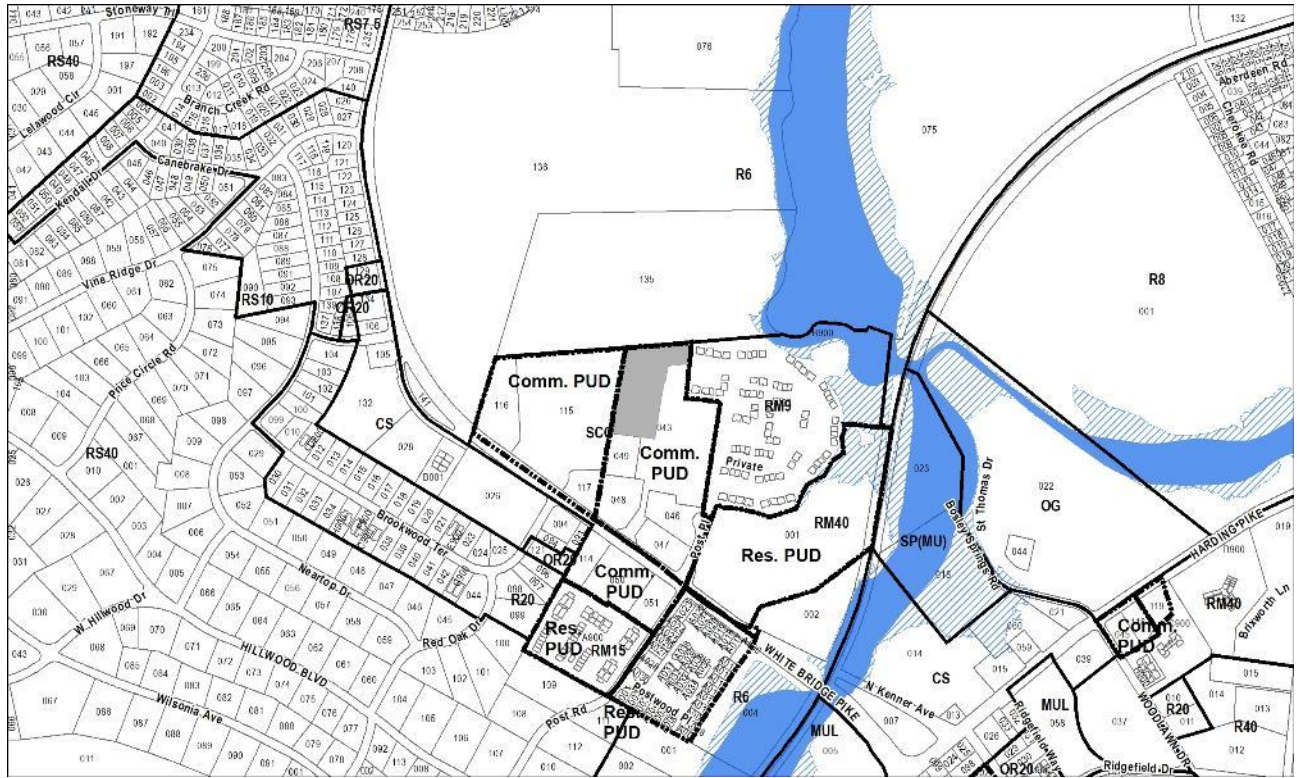
A request to rezone from Shopping Center Community (SCC) to Specific Plan (SP) zoning for a portion of property located at 40 White Bridge Pike, about 375 feet west of Post Place and located within a Commercial Planned Unit Development Overlay District (3.67 acres), to permit a mixed-use development.

STAFF RECOMMENDATION

Staff recommends defer to the June 27, 2024, Planning Commission meeting.



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78-74P-003
LIONS HEAD VILLAGE (AMENDMENT)
Map 103-15, Part of Parcel(s) 043
07, West Nashville
24 (Brenda Gadd)



Metro Planning Commission Meeting of 6/13/24

Item #4b

Project Name

Associated case

Council District

School District

Requested by

Planned Unit Development 78-74P-003

Lions Head Village (Amendment)

2021SP-009-001

24 - Gadd

09 - Tylor

Barge Cauthen and Associates, applicant; SCG Lion's Head LLC, owner.

Staff Reviewer

Shane

Staff Recommendation

Defer to the June 27, 2024, Planning Commission meeting.

APPLICANT REQUEST

Amend preliminary plan for a portion of a Planned Unit Development.

Amend Preliminary PUD

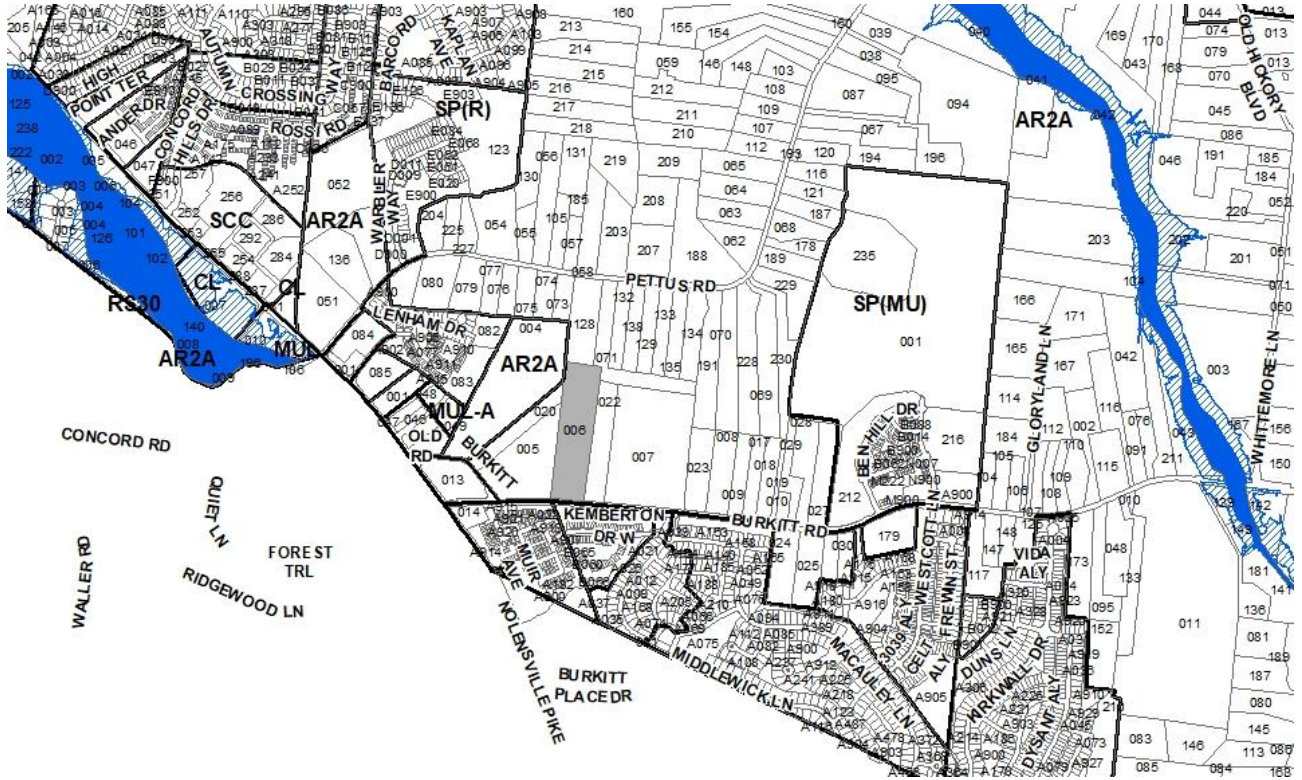
A request to amend a portion of a Commercial Planned Unit Development Overlay District on a portion of property located at 40 White Bridge Pike, about 375 feet west of Post Place, zoned SCC (3.67 acres), to add multi-family residential as a permitted use and to permit a maximum of 277 multi-family units.

STAFF RECOMMENDATION

Staff recommends deferral to the June 27, 2024, Planning Commission meeting.



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



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Item #5	Specific Plan 2022SP-021-001
Project Name	Berkhamstead
Council District	31 - Rutherford
School District	02 – Elrod
Requested by	CSDG, applicant; Blackburn Family Limited Partners II LP, owner.
Deferrals	This item was deferred from the May 9, 2024, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Marton
Staff Recommendation	<i>Defer to the June 27, 2024, Planning Commission Meeting.</i>

APPLICANT REQUEST

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

Zone Change

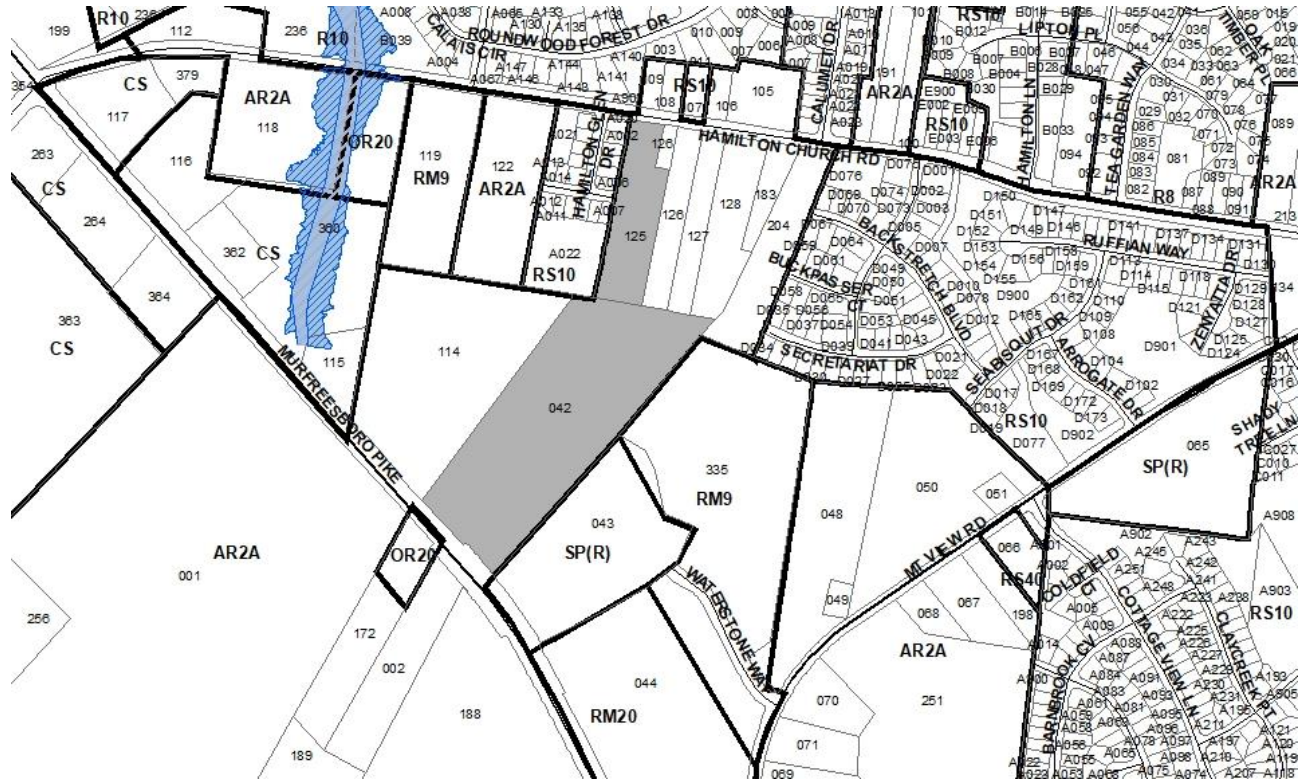
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for property located at 7088 Burkitt Rd, approximately 550 feet east of Old Burkitt Rd, (11.63 acres), to permit up to 119 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the June 27, 2024, Planning Commission meeting.



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2024SP-013-001
 3124 MURFREESBORO PIKE
 Map 150, Parcel(s) 125
 Map 164, Parcel(s) 042
 13, Antioch – Priest Lake
 08 (Deonté Harrell)



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Item #6	Specific Plan 2024SP-013-001
Project Name	3124 Murfreesboro Pike
Council District	08 – Harrell
School District	06 – Mayes
Requested by	Kimley-Horn, applicant; Ammon & Ruth Shreibman and NIR Homes Inc., owners.

Deferrals This item was deferred from the May 9, 2024, and the May 23, 2024, Planning Commission meetings. No public hearing was held.

Staff Reviewer Swaggart
Staff Recommendation *Defer to the June 27, 2024, Planning Commission meeting.*

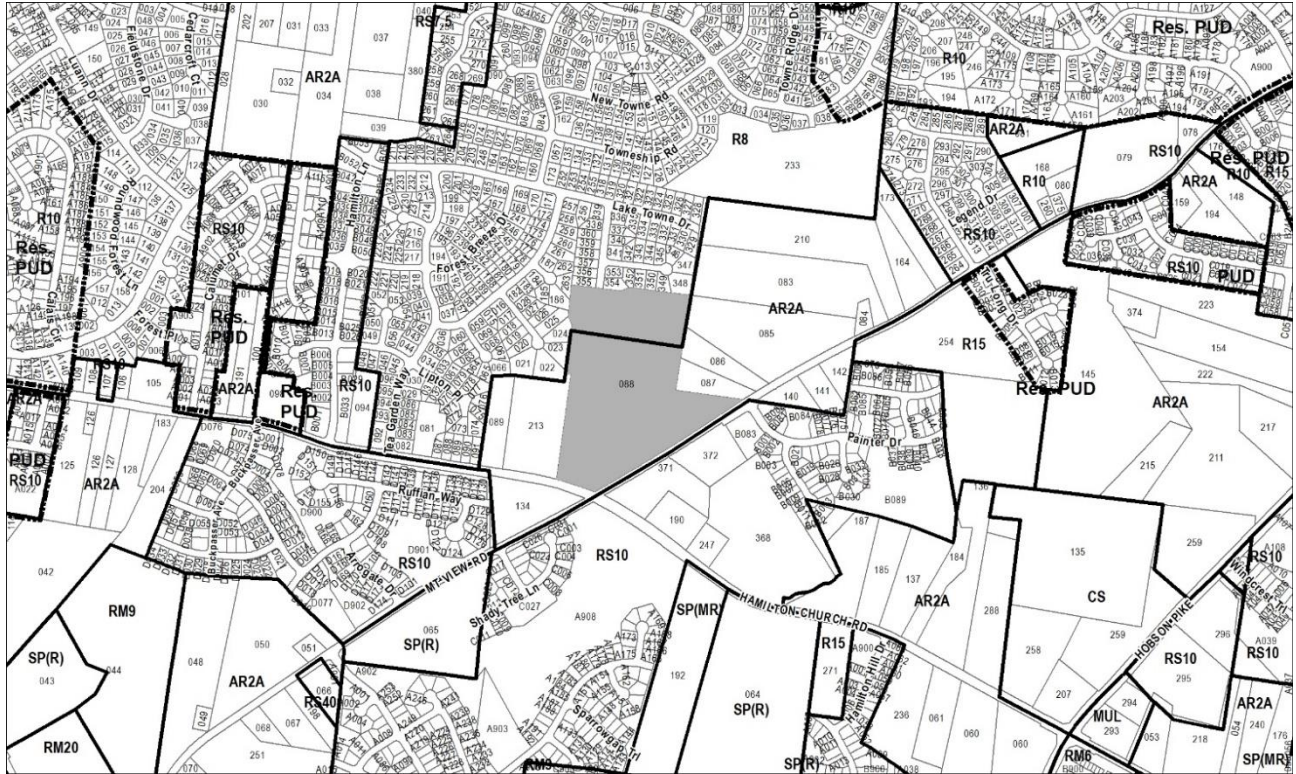
APPLICANT REQUEST
Preliminary SP to permit 175 units.

Zone Change
 A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for properties located at 3201 Hamilton Church Road and 3124 Murfreesboro Pike, approximately 1310 feet northwest of Mt. View Road (19.11 acres), within the Murfreesboro Pike Urban Design Overlay, to permit 175 multi-family residential units.

STAFF RECOMMENDATION
 Staff recommends deferral to the June 27, 2024, Planning Commission meeting.



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2024SP-014-001
6103 MT. VIEW ROAD SP
Map 150, Parcel(s) 088
13, Antioch – Priest Lake
08 (Deonté Harrell)



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Item #7	Specific Plan 2024SP-014-001
Project Name	6103 Mt. View Road SP
Council District	08 – Harrell
School District	06 – Mayes
Requested by	Kimley-Horn, applicant; Ammon & Ruth Shreibman, owners.
Deferrals	This item was deferred from the May 9, 2024, and the May 23, 2024, Planning Commission meetings. No public hearing was held.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit 92 single-family lots.

Preliminary SP

A request to rezone from One and Two-Family Residential (R8) and Agricultural/Residential (AR2a) to Specific Plan (SP) for property located at 6103 Mt. View Road, at the northwest corner of Hamilton Church Road and Mt. View Road (22.18 acres), to permit 92 single-family lots.

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 eight lots with two duplex lots for a total of ten units, on the portion zoned AR2a.*

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. Based on acreage alone, *R8 would permit a maximum of 30 lots with 7 duplex lots for a total of 37 units, on the portion zoned R8.*

Proposed Zoning

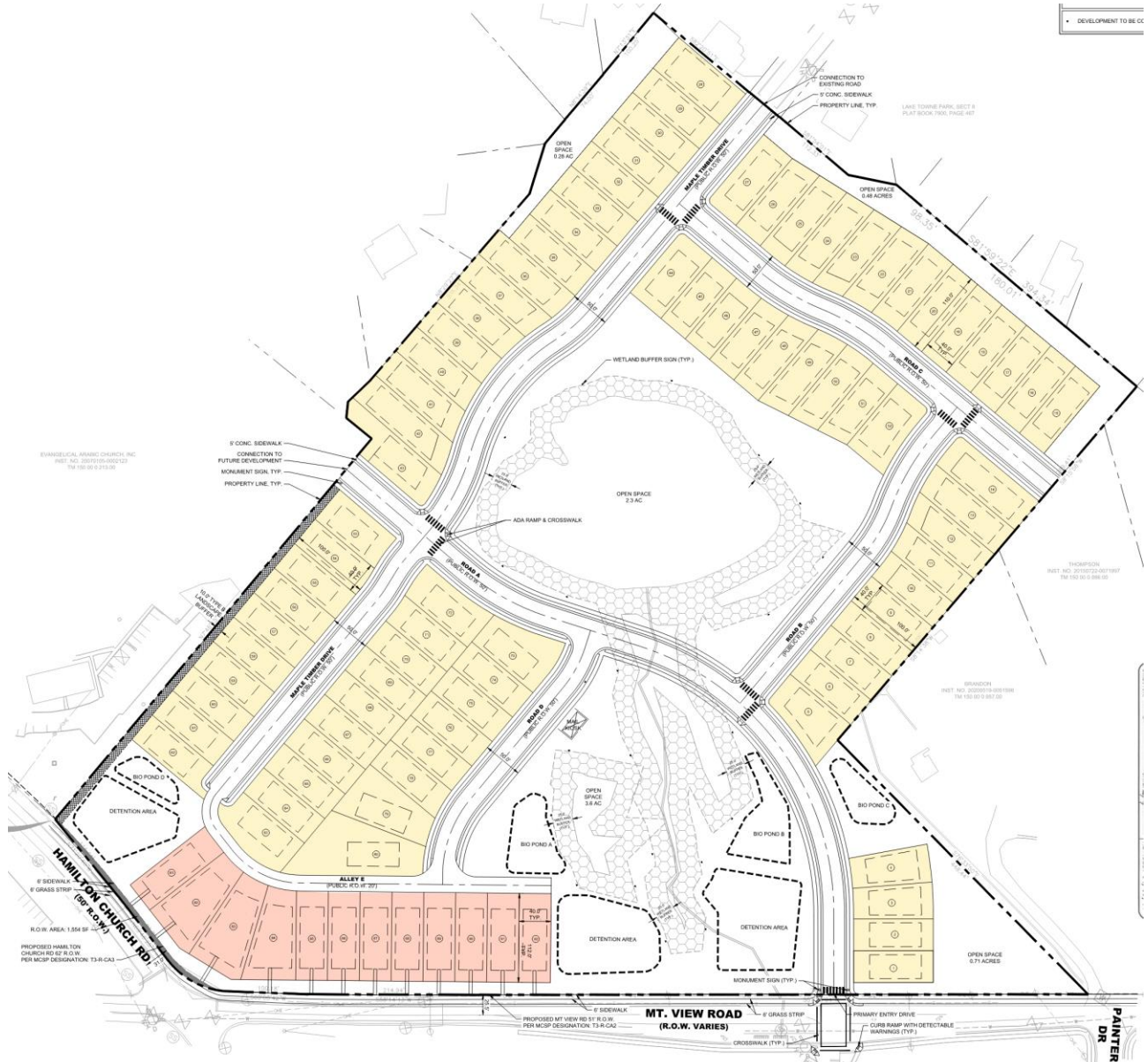
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building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

SITE CONTEXT AND REQUEST DETAILS

The property included in the proposed SP is located at the intersection of Mt. View Road and Hamilton Church Road. The approximately 22-acre property consists mostly of open field with some wooded areas in the northwest corner of the property. There is a pond on the property. Adjacent zoning includes AR2a and R8. Surrounding land uses include single-family and a church.



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Proposed Preliminary Site Plan

Site Plan

The plan proposes 92 single-family residential lots with a density of approximately 4.2 units an acre. The plan calls for 81 front loaded lots and 12 rear loaded lots. The minimum lot size for the front-loaded lots is 3,988 sq. ft. and the maximum lot size is 6,104 sq. ft. The minimum lot size for the rear loaded lots is 4,000 sq. ft. and the maximum lot size is 4,889 sq. ft. The plan includes sample front elevations and includes additional design standards pertaining to, but not limited to, materials, porches, windows, entrance, and foundation.

Except for the 12 rear loaded lots, lots are accessed by new public roads. The 12 rear loaded lots front onto Hamilton Church Road and Mt. View Road and are accessed by a rear public alley. The 12 rear loaded lots do not have access to Hamilton Church Road or Mt. View Road. Access



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into the proposed development is from Mt. View Road and the extension of Maple Timber Drive from the north. A future public street connection to adjacent properties is proposed to the east and the west. A five-foot-wide sidewalk and four-foot-wide grass strip are proposed along all new public streets. A six-foot-wide sidewalk and six-foot-wide grass strip are proposed along Hamilton Church Road and along Mt. View Road. Right-of-Way dedication along Hamilton Church Road and Mt. View Road are proposed.

There is an existing pond that is centrally located on the site. The pond and surrounding area are proposed for open space. A buffer yard is proposed along a portion of the western property line adjacent to a church.

ANTIOCH – PRIEST LAKE COMMUNITY PLAN

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

Analysis

Staff finds that the proposed SP is consistent with the land use policies. The T3-NE policy supports a range of housing choices. The surrounding area consists of existing and planned residential development composed primarily of single-family dwellings with limited townhome or cottage unit types. The proposed SP will provide single-family housing offering front loaded and rear loaded units, providing variety within the development. The proposed plan includes several architectural standards aimed at improving the quality of design of the units within the SP. The plan will improve vehicular and pedestrian connectivity by incorporating future connections to adjacent parcels and providing connections to an existing stub street to the north. All proposed public streets include sidewalks consistent with the local street standard. Sidewalks along Hamilton Church Road and Mt. View Road are consistent with the Major and Collector Street Plan (MCSP). The pond, which is located in the CO policy area is proposed as open space which is consistent with the CO policy. The Planning Commission considered a similar plan on this property in 2021 (2021SP-006-001). The Planning Commission approved the plan with conditions and an ordinance was sent to Council for



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consideration (BL2021-1001). The ordinance was withdrawn at Council.

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve with conditions

- Preliminary approval only. Will need to meet all Stormwater requirements prior to final approval, including possible Stormwater variance.

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 proposed public roadways (A through E, including alley E) shall comply with NDOT Subdivision Street Design Standards (profiles, grades, horizontal and vertical curvature, etc.).
- Any proposed public roads shall have a minimum ROW cross section of 50 ft., NDOT detail per ST-252.
- Proposed public alley E shall have a minimum ROW cross section of 20 ft., per NDOT detail ST-263.
- Site ROW frontages along Mt. View and Hamilton Church shall meet the Major Collector Street Plan (MCSP) requirements.
- Any proposed public roadway sections, (access and ADA) ramps, sidewalks, curb & gutter, etc. shall be constructed per NDOT detail standards and specifications.
- With the final SP submittal provide the following: Show 'Now Entering Private Drive' signage where applicable off public roads and ramps. Provide internal stop control at intersections. For reference, provide stopping sight distance (SSD) exhibits in plan set at any relevant intersections and accesses points off ROW. Provide adequate sight distance spacing at all access ramps, driveways, and public streets with on-street parking.
- All residential driveways shall meet minimum edge-to-edge spacing of 25 ft. (refer to metro code).
- Flares for shared driveways are permitted beyond ROW/property line.
- Provide adequate driveway depth (20' minimum) off proposed public alley rear-loaded units.
- Dimension all ROW pavement widths for clarity.
- Label assumed truck and bus routes around and/or through the site-internal or along ROW



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frontage(s).

- Provide a loading/unloading, mail kiosk, plan for each aspect of the development or amenities.
- Provide any (fire and/or trash) truck turning exhibits relevant to loading/unloading activities- at intersections, alleys and general site access points.
- Provide a landscape (street tree) plan with Final SP.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Parking shall be shown per metro code.
- Coordinate with NDOT on proposed public road network.
- Comply with MCSP on all public ROW frontages.
- Per MMTA, developer shall: (A) Install an RRFB and appropriate curb ramps, detectable warning mats, crosswalk markings, and signage to the intersection of Site Access and School Driveway along Mt View Road, (B) Restripe the south leg approach lanes of the intersection of Site Access and School Driveway (School Driveway leg), and (C) Install a six foot sidewalk and six foot planting buffer (per MCSP) along the site frontage with Mt. View Rd.
- Per previous conditions from 2021SP-006-001, developer shall: (A) Contribute \$50,000 toward the intersection improvements at Mt. View Road and Hamilton Church prior to obtaining the 60th use and occupancy permit for this development, (B) the northbound approach of Mt View Road should be restriped to provide a northbound left turn deceleration lane at the Site Access. The left turn lane should include approximately 130 feet of storage and 120 feet of bay taper. The left turn lane width can be accommodated within the existing lane reduction taper and channelized striping, (C) coordinate with Metro Public Works and dedicate the necessary right-of-way along the Hamilton Church Road property frontage to allow for future construction of an eastbound left turn lane on Hamilton Church Road at Mt View Road, and (D), coordinate with Metro Public Works and dedicate the necessary right-of-way along the Mt View Road property frontage to allow for future construction of a southbound left turn lane on Mt View Road at Hamilton Church Road.
- Developer should continue to coordinate with NDOT on the implementation of off-site improvement before final SP approval.

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*	16.79	0.5 D	10 U	170	15	16

*Based on two-family lots

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*	5.53	4.52 F	37 U	354	27	33

*Based on two-family lots



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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
Single-Family Residential (210)	22.18	-	92 U	973	71	95

Traffic changes between maximum: AR2A/R8 and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 45	+449	+29	+46

METRO SCHOOL BOARD REPORT

Projected student generation existing R8 & AR2a district: 11 Elementary 5 Middle 8 High

Projected student generation proposed SP-R district: 22 Elementary 10 Middle 16 High

The proposed SP zoning is expected to generate 24 more students than the existing R8 and AR2a zoning. Students would attend Thomas A. Edison Elementary School, J.F. Kennedy Middle School, and Antioch High School. Both Thomas A. Edison Elementary and J.F. Kennedy Middle School are identified at capacity. Antioch High School is identified as over capacity. This information is based upon the 2022-2023 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 92 single-family residential lots. Short Term Rental Property (STRP) owner-occupied and not owner-occupied shall be prohibited.
2. On corrected copy, update maximum height: Height shall be limited to two stories in 38 feet.
3. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
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 RS5 zoning district as of the date of the applicable request or application.
5. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
6. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
7. A corrected copy of the preliminary SP plan, incorporating any conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site



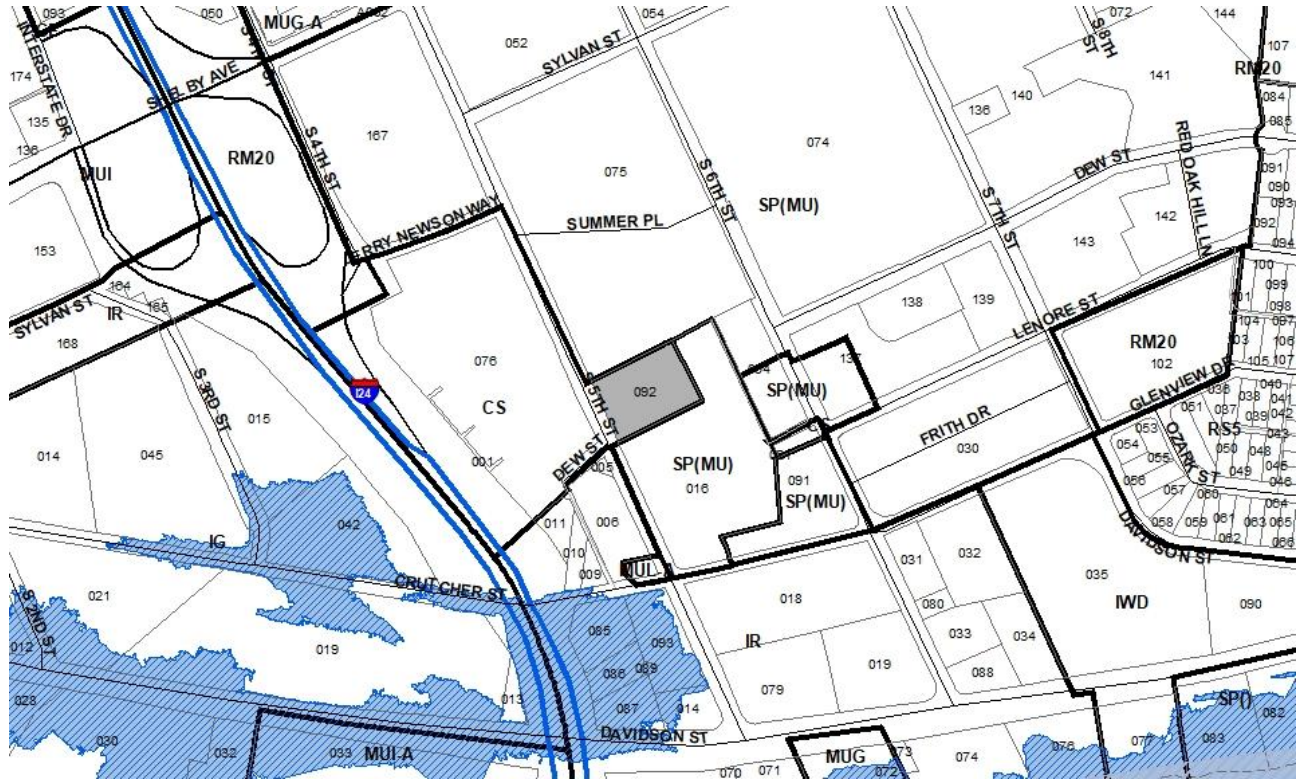
Metro Planning Commission Meeting of 6/13/24

conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

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



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2024SP-016-001
751 S. 5TH STREET
Map 093-08, Parcel(s) 092
05, East Nashville
06 (Clay Capp)



Metro Planning Commission Meeting of 6/13/24

Item #8	Specific Plan 2024SP-016-001
Project Name	751 S. 5th Street
Council District	06 – Capp
School District	01 – Gentry
Requested by	Dream Capital Management LLC, applicant; Professional Services Industries, Inc., owner.

Deferrals	This item was deferred from the May 9, 2024, and the May 23, 2024, Planning Commission meetings. No public hearing was held.
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Staff Reviewer	Swaggart
Staff Recommendation	<i>Defer to the June 27, 2024, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit a mixed-use development.

Preliminary SP

A request to rezone from Commercial Services (CS) to Specific Plan (SP) zoning for property located at 751 S. 5th Street, at the northeast corner of S. 5th Street and Dew Street (1.41 acres), to permit a mixed-use development.

STAFF RECOMMENDATION

Staff recommends deferral to the June 27, 2024, Planning Commission meeting.



NO SKETCH



Metro Planning Commission Meeting of 6/13/24

Item #9	Subdivision 2024S-001R-001
Project Name	Subdivision Regulations Amendments
Council District	Countywide
School District	Countywide
Requested by	Metro Planning Department

Deferrals This case was deferred from the May 23, 2024, Planning Commission meeting. No public hearing was held.

Staff Reviewer Harrison
Staff Recommendation *Defer to the June 27, 2024, Planning Commission meeting.*

APPLICANT REQUEST
Amend the Subdivision Regulations.

Amendment

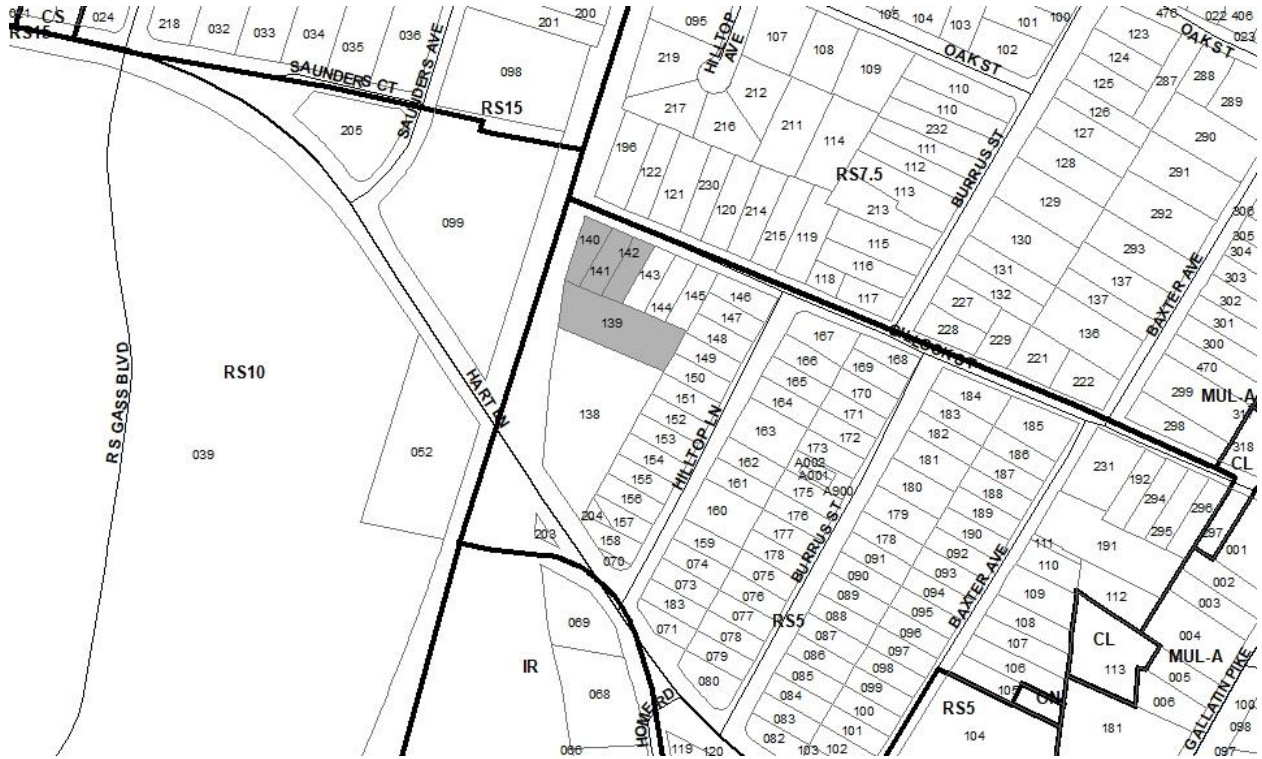
A request to amend the Subdivision Regulations of Nashville-Davidson County, adopted on March 9, 2006, and last amended on January 21, 2021.

STAFF RECOMMENDATION

Staff recommends deferral to the June 27, 2024, Planning Commission meeting.



Metro Planning Commission Meeting of 6/13/24



2024S-031-001
GILLOCK STREET
Map 061-14, Parcel(s) 139-142
05, East Nashville
07 (Emily Benedict)



Metro Planning Commission Meeting of 6/13/24

Item #10	Concept Plan 2024S-031-001
Project Name	Gillock Street
Council District	07 – Benedict
School District	03 – Masters
Requested by	W.T. Smith Land Surveying, applicant; Turnkey Builders, LLC, owner.

Deferrals This item was deferred from the March 28, 2024, April 11, 2024, April 25, 2024, and May 23, 2024, Planning Commission meetings. No public hearing was held.

Staff Reviewer	Shane
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST
Concept plan to create 5 lots.

Concept Plan

A request for concept plan approval on properties located at 714B, 716 Gillock Street and Gillock Street (unnumbered), approximately 360 feet south of Hilltop Avenue, zoned Single-Family Residential (RS5) (1.09 acres) to permit 5 lots.

SITE DATA AND CONTEXT

Location: The site is located on the southern side of Gillock Street west of the intersection with Hilltop Lane. The site abuts a CSX rail line to the west.

Street Type: The site has frontage onto Gillock Street, which is a local street. The plan proposes a new local street extending south from Gillock Street and ending in a temporary turnaround and stub-out at the property line.

Approximate Acreage: 1.09 acres or 47,480 sq. ft.

Parcel/Site History: This site is comprised of four parcels; the parcels were all created in 1969.

Zoning History: The site is zoned Single-Family Residential (RS5). It has been zoned RS5 since 1998.

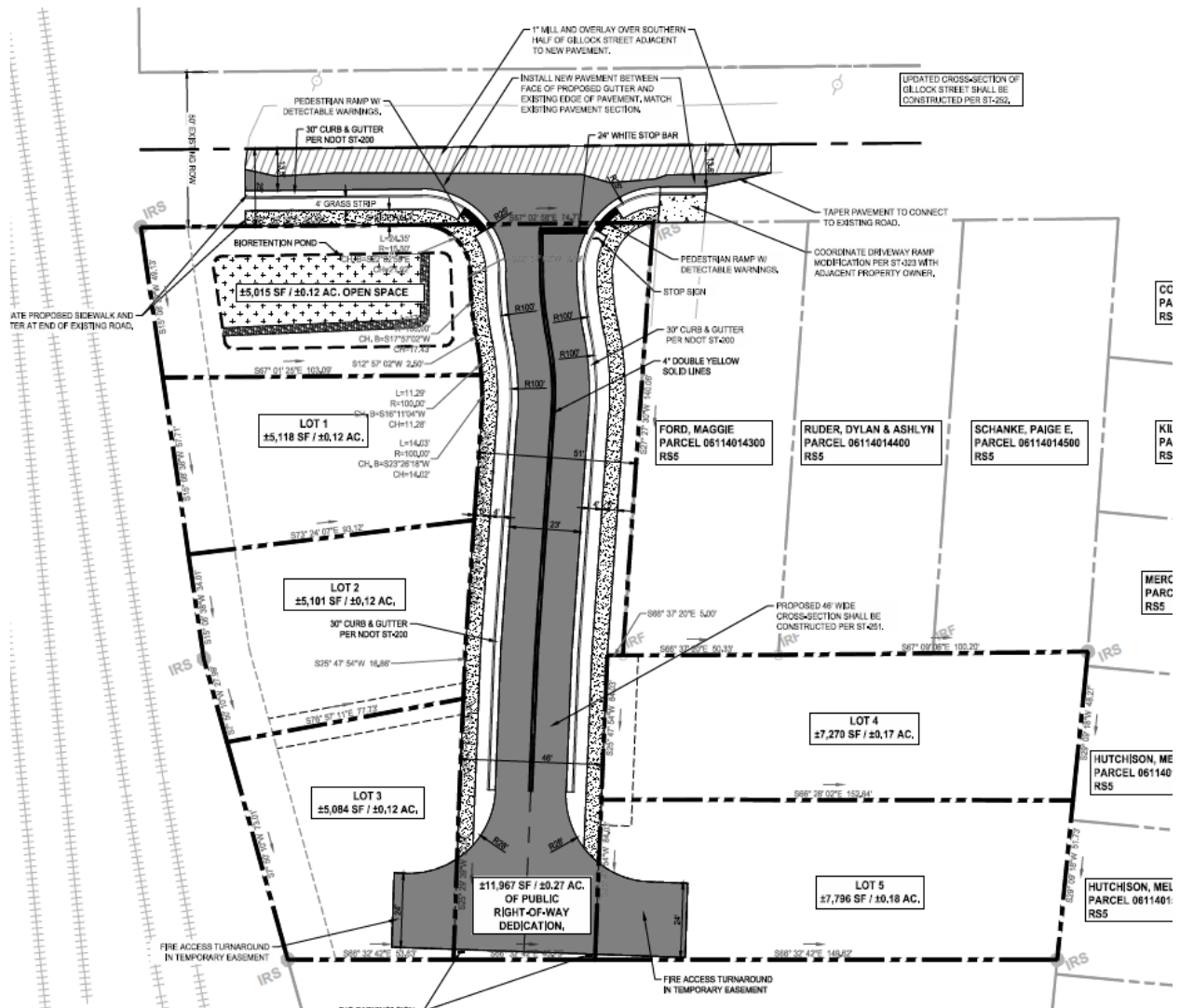
Existing land use and configuration: Three of the parcels are identified as vacant residential land, with Parcel 141 (716 Gillock Street) containing a single-family residential use. The southern portion of the site wraps to the east behind properties fronting Gillock Street and Hilltop Lane, to the east.

Surrounding land use and zoning:

- North: Single-Family Residential (RS7.5)
- South: Single-Family Residential (RS5)
- East: Single-Family Residential (RS5)
- West: Single-Family Residential (RS10); Railroad ROW



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Proposed Concept Plan



Metro Planning Commission Meeting of 6/13/24



Aerial Image

Zoning: Single-Family Residential (RS5)

- Min. lot size: 5,000 sq. ft.
- Min. building coverage: 0.50
- Min. rear setback: 20'
- Min. side setback: 5'
- Min. street setback: 20' or Contextual per Zoning Code
- Max. height: 3 stories

PROPOSAL DETAILS

Number of lots: 5

Lot sizes: Lots range from 5,084 to 7,796 sq. ft in size.

Access: The lots have frontage onto the proposed new local street, and the site draws access from Gillock Street.



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Open space: One open space of 5,015 square feet is proposed at the entrance to the subdivision, west of the new street, that will contain stormwater mitigation features.

Subdivision Variances or Exceptions Requested: None

APPLICABLE SUBDIVISION REGULATIONS

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

Prior versions of Subdivision Regulations for Nashville and Davidson County contained a uniform set of standards that were applied Metro-wide. This did not take into account the diverse character that exists across the County. In order to achieve harmonious development within the diversity of development patterns that exist in Nashville and Davidson County, the Planning Commission has adopted the current Subdivision Regulations. The Subdivision Regulations incorporate the General Plan policies by including rules or standards for each specific transect. This allows policies of the General Plan to be followed through application of the varying Subdivision Regulations to reflect the unique characteristics found in the different transects. The site is located within the Urban Neighborhood Maintenance (T4 NM) policy. In order to achieve harmonious development, the Planning Commission has adopted Subdivision Regulations that include standards for specific transects. For sites within the T4 Urban transect, the conventional regulations found in Chapter 3 are utilized.

3-1 General Requirements

Staff finds that all standards are met.

3-2 Monument Requirements

Monuments will be placed on property corners or referenced to property lines consistent with the requirements of the subdivision regulations.

3-3 Suitability of the Land

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

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. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of RS5 zoning at the time of building permit. All proposed lots have frontage on a new public street.



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3-5 Infill Subdivisions

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

Not applicable. No lots are proposed fronting on an existing street.

3-6 Blocks

All proposed block lengths meet the distance requirements as established in the subdivision regulations.

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

Sidewalks are required in association with new streets. The proposed subdivision includes new public streets. The proposed concept plan indicates sidewalks will be provided consistent with the local street standard for the proposed new public street. Sidewalks will be required at the time of building permit pursuant to Section 17.20.120 of the Zoning Code.

3-9 Requirements for Streets

The application proposes one new local street perpendicular to and drawing access from Gillock Street. The new road will end in a hammerhead stub out to the property to the south for future connectivity to the south. The stub out will be over 150 feet long and therefore requires a temporary turnaround, which is provided by a hammerhead turnaround identified within portions of Lots 3 and 5, under fire access turnaround easements. Public street requirements are reviewed by Nashville DOT. Metro Fire and NDOT have reviewed the concept plan and found it to be in compliance with the standards of this section subject to several conditions. Those conditions are listed in the recommendations from all agencies section below.

3-10 Requirements for Dedication, Reservations, or Improvements

The application proposes one local street with a right-of-way width that varies from 46 feet to 51 feet of right-of-way per NDOT requirements. Right-of-way and easements for this project will be dedicated with the 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 approval of a final site plan approved by Metro Codes and all other reviewing agencies.

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



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

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

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

3-14 Drainage and Storm Sewers

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

3-15 Public Water Facilities

Metro Water Services has reviewed the proposed concept plan for water and has recommended approval with conditions.

3-16 Sewerage Facilities

Metro Water Services has reviewed the 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. All utilities for the proposed subdivision will be located underground.

PLANNING STAFF COMMENTS

The proposed subdivision meets the standards of the Metro Subdivision Regulations for a major subdivision and the standards of the Metro Zoning Code. Future development will be required to meet the standards of the Metro Zoning Code regarding setbacks, building heights, etc.

POLICY CONSIDERATIONS

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

The Community Character Manual (CCM) policy applied to the site is Urban Neighborhood Maintenance (T4 NM). T4 areas are urban neighborhoods characterized by their moderate- to high-density residential development pattern, building form/types, setbacks, and building rhythm along the street. T4 NM areas are intended to experience some changes over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. High levels of connectivity with street networks and sidewalks are a key feature of T4 NM areas. Lot sizes within the broader policy can vary, and zoning districts ranging from RS3.75 up to RM20-A are supported depending on context.



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COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

- Approved temporary easement as noted.

STORMWATER RECOMMENDATION

Approve with conditions

- Preliminary review only. Must comply with all regulations in the Stormwater Management Manual at the time of final submittal for approval.

NASHVILLE DOT ROADS RECOMMENDATION

Approve

NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Concept Plan 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% of Sanitary Sewer Capacity must be paid before issuance of building permits.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

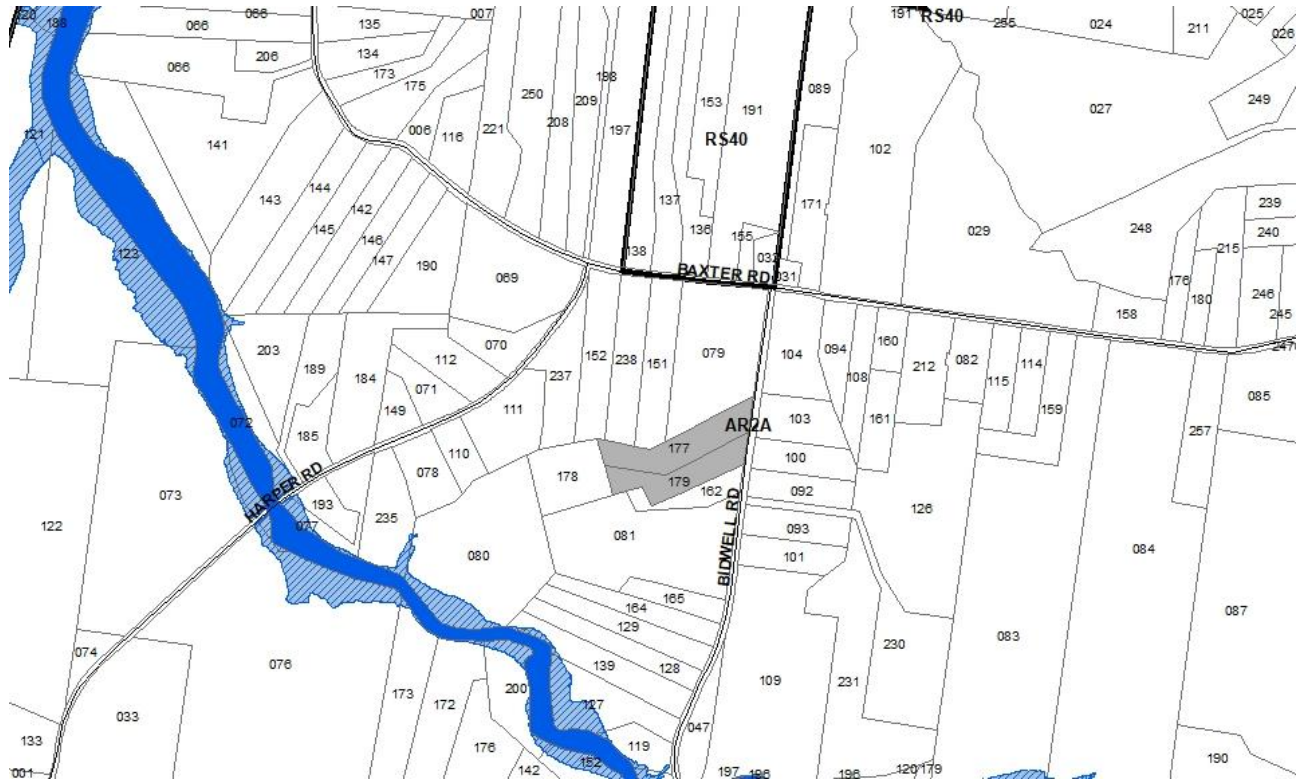
1. On corrected copy, provide total acreage on the cover sheet.
2. On corrected copy, remove Note #3 (Drawing Illustration note).
3. Pursuant to 2-2.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire 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. 2024S-031-001 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances, and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



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2024S-058-001

MINOR SUB PLAT OF THE FRED H. CARNEY PROPERTIES

Map 008, Parcel(s) 177, 179

01, Joelton

01 (Joy Kimbrough)



Metro Planning Commission Meeting of 6/13/24

Item #11
Project Name

Final Plat 2024S-058-001
Minor Sub Plat of the Fred H. Carney
Properties

Council District
School District
Requested by

01 – Kimbrough
01 – Gentry
OHM Advisors, applicant; Fred Carney, owner.

Deferrals

This item was deferred from the May 23, 2024, Planning Commission meeting. No public hearing was held.

Staff Reviewer
Staff Recommendation

Marton
Withdraw

APPLICANT REQUEST

Request for final plat approval to create two lots.

Final Plat

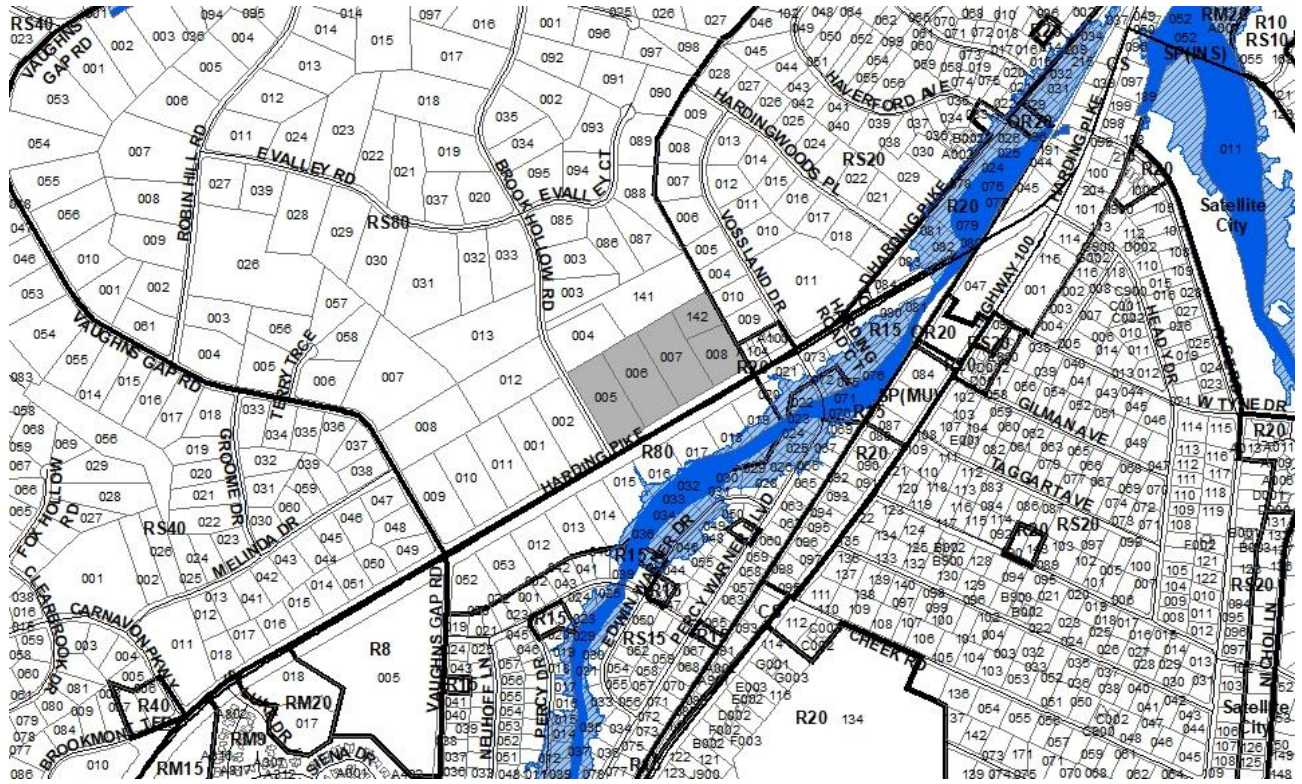
A request for final plat approval to create two lots on properties located at 7645 and 7651 Bidwell Road, approximately 687 feet south of Baxter Road, zoned Agricultural/Residential (AR2a) (7.73 acres).

STAFF RECOMMENDATION

Staff recommends withdrawal.



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2024S-073-001

BROOK HOLLOW

Map 129-08, Parcel(s) 005-008, 142

07, West Nashville

23 (Thom Druffel)



Metro Planning Commission Meeting of 6/13/24

Item #12	Concept Plan 2024S-073-001
Project Name	Brook Hollow
Council District	23 – Druffel
School District	09 – Tylor
Requested by	BCA Civil, applicant; Michael D. Shmerling and Woodlawn Danish Properties, G.P., owners.
Deferrals	This item was deferred at the May 23, 2024, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Anthony
Staff Recommendation	<i>Approve with conditions, including exceptions to Section 3-5.2.</i>

APPLICANT REQUEST

Request for concept plan approval to create 7 lots.

Concept Plan

A request for concept plan approval to create seven lots and remove reserve parcel status on properties located at 6210, 6214, 6218, and 6222 Harding Pike and Highway 70 S. (unnumbered), at the northeast corner of Brook Hollow Road and Harding Pike, zoned Single-Family Residential (RS80) (13.78 acres).

SITE DATA AND CONTEXT

Location: The site consists of five existing parcels located along the north side of Harding Pike at the northeast corner of Brook Hollow Road and Harding Pike.

Street Type: The site has approximately 1,060 linear feet of frontage on Harding Pike, an arterial boulevard with an existing right-of-way width of approximately 142 feet. The site also has approximately 550 feet of frontage on Brook Hollow Road, a local street with an existing right-of-way width of 50 feet.

Approximate Acreage: 13.78 acres or approximately 600,254 square feet.

Parcel/Site History: The site consists of four existing lots and a reserve parcel in the West Meade Farms subdivision. The lots were created by plat in 1948 and 1983.

Zoning History: The site has been zoned RS80 since 1998.

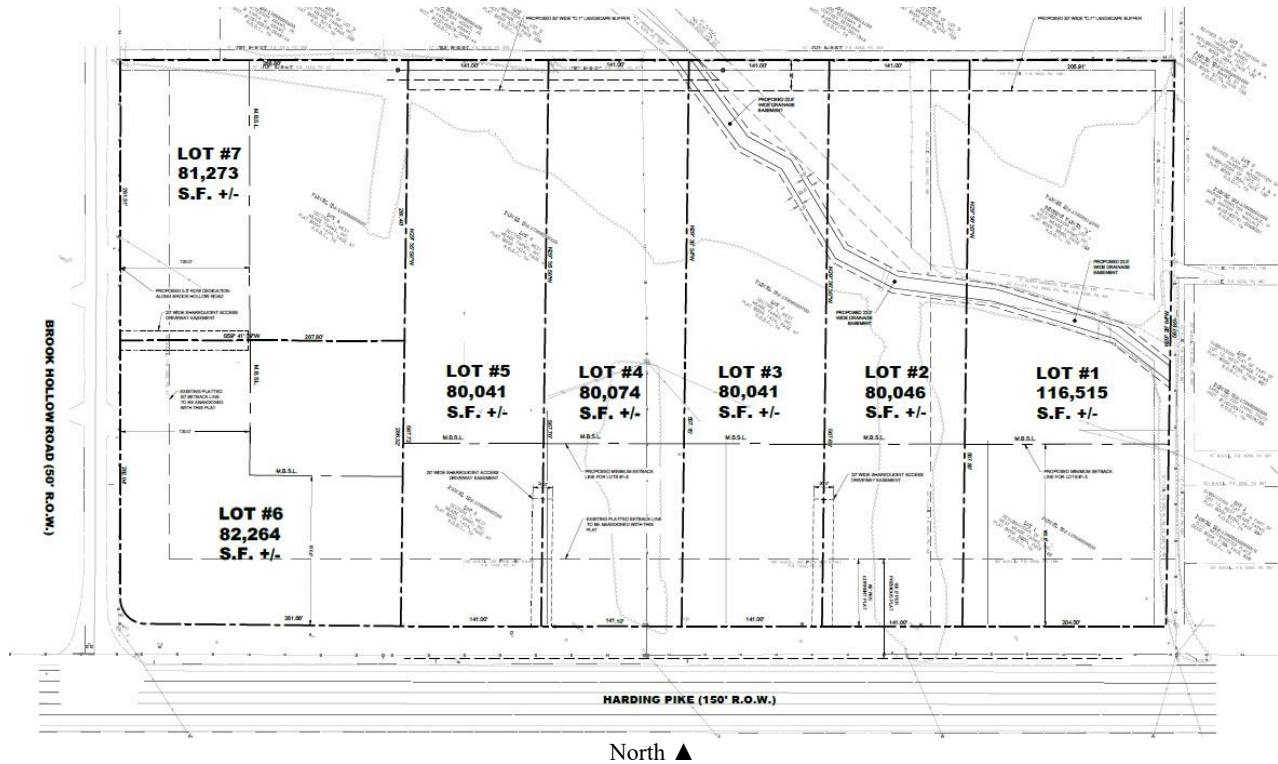
Existing Land Use: Four single-family residential units are currently located on the site.

Surrounding Land Use and Zoning:

- North: Single-Family Residential/RS80
- South: Single-Family Residential/R80
- East: Single-Family Residential, Multi-Family Residential/RS20, R20
- West: Single-Family Residential/RS80



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Proposed Concept Plan

Zoning: Single-Family Residential (RS80)

Min. lot size: 80,000 square feet

Max. building coverage: 0.20

Min. rear setback: 20'

Min. side setback: 20'

Max. height: 3 stories

Min. street setback: Contextual per Zoning Code

PROPOSAL DETAILS

Number of lots: 7

Lot sizes: The areas of the proposed lots range from 80,041 (lots 3 and 5) to 116,515 (lot 1).

Access: Access to Lots 1 through 5 is provided from Harding Pike, an arterial boulevard lying adjacent to the subject site on the south. The concept plan indicates that Lots 2-3 and 4-5 will utilize shared driveways. Access to Lots 6 and 7 is provided from Brook Hollow Road, a local street lying adjacent to the subject site on the west. The concept plan indicates that Lots 6 and 7 will utilize a shared driveway.

Subdivision Variances or Exceptions Requested: Yes. Exceptions are needed for lot frontage, lot size, and street setbacks.



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APPLICABLE SUBDIVISION REGULATIONS

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

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

3-1 General Requirements

This subdivision is required to meet the standards of Chapter 3. With the exceptions discussed in this report, staff finds that all standards are met.

3-2 Monument Requirements

Does not apply to concept plans. Monuments will be identified with the final plat.

3-3 Suitability of the Land

The site is gently sloped and has no major topographical challenges. However, a wet weather conveyance passes through the northeastern portion of the property. The concept plan includes a 22.5-foot drainage easement to accommodate the conveyance. Staff finds that the land is suitable for development consistent with this section.

3-4 Lot Requirements

All lots comply with the minimum standards of the zoning code. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of RS80 zoning at the time of building permit.

3-5 Infill Subdivisions

In order to ensure compatibility with the General Plan, the Commission has adopted specific regulations applicable to infill subdivisions, defined as residential lots resulting from a proposed subdivision within the R, R-A, RS, and RS-A zoning districts on an existing street. If a proposed infill subdivision meets all of the adopted applicable regulations, then the subdivision is found to be harmonious and compatible with the goals of the General Plan. An exception to the compatibility criteria may be granted by the Planning Commission for a SP, UDO, or cluster lot subdivision by approval of the rezoning or concept plan.

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



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District exists. For the purposes of this analysis, “surrounding parcels” is defined by the Subdivision Regulations as the five R, RS, AR2A, or AG parcels oriented to the same block face on either side of the parcel proposed for subdivision, or to the end of the same block face, whichever is less.

- a. *All minimum standards of the zoning code are met.*
Complies. All lots meet the minimum standards of the zoning code.
- b. *Each lot has street frontage or meets the requirements of Section 3-4.2.b for fronting onto an open space or meets the requirements of Sections 4-6.3 or 5-3.1 fronting onto an open space.*
Complies. Each lot has frontage on either Harding Pike or Brook Hollow Road, both of which are existing public streets. Lot 6 is a corner lot with frontage on both streets.
- c. *The resulting density of lots does not exceed the prescribed densities of the policies for the area. To calculate density, the lot(s) proposed to be subdivided and the surrounding parcels shall be used. For a corner lot, both block faces shall be used.*
The T3 NM policy that applies to the site does not specifically identify an appropriate density; however, the policy supports the underlying RS80 zoning district and its prescribed density.
- d. *The proposed lots are consistent with the community character of surrounding parcels as determined below:*

1. *Lot frontage is either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater. For a corner lot, only the block face to which the proposed lots are to be oriented shall be used.*

Lots 1 through 6 have frontage on Harding Pike; these frontages range from 141 feet to 281.68 feet. (Lot 6 is a corner lot that will be oriented toward Harding Pike.) For Lots 1 through 6, there are no surrounding parcels with which to compare, as the Harding Pike block face is formed by Brook Hollow Road on the west and Vossland Drive on the east. Per Section 3-5.2, in cases where there are no surrounding parcels, the Planning Commission may grant an exception to the compatibility requirement by considering a larger area to evaluate general compatibility. More information is provided in the Variance/Exceptions Analysis section below.

The proposed frontage for Lot 7 on Brook Hollow Road complies. Applying the 70 percent standard results in a minimum required frontage of 148.4 feet. Lot 7 has approximately 281 feet of frontage on Brook Hollow Road.

2. *Lot size is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than the smallest surrounding lot, whichever is greater. For a corner lot, only the block face to which the proposed lots are to be oriented shall be used.*



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As previously noted, Lots 1 through 6 have no surrounding lots with which to compare and per Section 3-5.2, the Planning Commission may grant an exception to the compatibility requirement by considering a larger area to evaluate general compatibility. More information is provided in the Variance/Exceptions Analysis section below.

The proposed lot size for Lot 7 does not comply with surrounding parcels on Brook Hollow Road. Applying the 70 percent standard results in a minimum lot size of 2.13 acres. Lot 7 has a proposed area of 1.87 acres. Therefore, an exception from Section 3-5.2.d.2 would be needed for Lot 7.

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

As previously noted, there are no surrounding lots on Harding Pike for proposed Lots 1 through 6 and per Section 3-5.2, the Planning Commission may grant an exception to the compatibility requirement by considering a larger area to evaluate general compatibility. More information is provided in the Variance/Exceptions Analysis section below.

The proposed 150-foot street setback on Brook Hollow Road for Lots 6 and 7 does not comply. The average street setback of the two parcels north of the subject site is 425.5 feet. Lots 6 and 7 have depths of 281.68 and 287.8 feet, respectively; neither lot has sufficient depth to provide a 425.5-foot street setback. An exception from Section 3-5.2.d.3. would be necessary to permit the 150-foot street setback as proposed.

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

Lots 1 through 5 are oriented toward Harding Pike, which is consistent with the orientation of lots on the opposite side of Harding Pike. Lot 6 is a corner lot, which would also be oriented toward Harding Pike. The preferred approach for single-family lots located along an arterial or collector is for dwelling units to be oriented towards the arterial or collector, with vehicular access provided from the non-arterial or collector street. Lot 7 is oriented toward Brook Hollow Road and complies with this standard.

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

All agencies have recommended approval or approval with conditions.

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



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meeting the provisions of TCA 13-4-303(a). In considering whether the proposed subdivision meets this threshold, the Commission shall specifically consider the development pattern of the area, any unique geographic, topographic, and environmental factors, and other relevant information. The Commission may place reasonable conditions, as outlined in Section 3-5.6, necessary to ensure that the development of the subdivision addresses any particular issues present in an infill subdivision and necessary to achieve the objectives as stated in TCA 13-4-303(a). This request requires exceptions from Section 3-5.2. pertaining to lot frontage, lot size, and setbacks. The following section discusses each of these exceptions.

Variances/Exceptions Analysis

In cases where surrounding parcels do not exist, Section 3-5.2. of the Subdivision Regulations allows the Planning Commission to grant exceptions to compatibility requirements by considering a larger area to evaluate general compatibility. This section applies to Lots 1 through 6, which have no surrounding lots as defined by the Subdivision Regulations.

In cases where a subdivision does not meet the compatibility standards established in Section 3-5-2., Section 3-5.2.f. allows the Planning Commission to grant exceptions to compatibility requirements if the subdivision can provide for the harmonious development of the community. This section applies to Lot 7, which has surrounding lots but does not meet all compatibility standards. It also applies to the setback along Brook Hollow Road for Lot 6.

Lot Frontage

Section 3-5.2

Lots 1 through 6 have no surrounding lots per the Subdivision Regulations' definition. Planning staff recommends that the Planning Commission consider the lots on the opposite (south) side of Harding Pike for evaluating a larger area for general compatibility. These lots have frontages ranging from 220 feet to 270 feet.. The proposed frontages of lots 1 through 6 range from 141 feet (lots 2 through 5) to 281 feet (lot 6). Lots 1 and 6 have the largest frontages at 204.5 feet and 281 feet, respectively; these lots are located at the eastern and western ends of the proposed subdivision. The proposed lots with the least frontage (Lots 2 through 5) would be mid-block lots. The frontages of the lots on the opposite (south) side of Harding Pike range from 220 to 270 feet.

Lot Size

Section 3-5.2

Lots 1 through 6 have no surrounding lots per the Subdivision Regulations' definition. Planning staff recommends that the Planning Commission consider the lots on the opposite (south) side of Harding Pike for evaluating a larger area for general compatibility. These lots have areas of 2.0 acres or slightly greater. Proposed lots 1 through 6 have areas of 1.84 to 2.67 acres. Proposed Lots 2 through 6 have areas comparable to the lots directly across Harding Pike, and the proposed lots exceed the minimum lot size for the zoning district (80,000 square feet) and are still within the general range of lot sizes present on the opposite side of the street.



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Section 3-5.2.d.2.

An exception is requested for Lot 7, which does not meet the lot size compatibility standard. Lot 7 has a proposed area of 1.87 acres, while the minimum lot size is 2.13 acres. Like Lots 1 through 6, Lot 7 exceeds the minimum lot size for the RS80 zoning district.

Street Setbacks

Section 3-5.2

Lots 1 through 6 have no surrounding lots per the Subdivision Regulations' definition. Planning staff recommends that the Planning Commission consider the lots on the opposite (south) side of Harding Pike for evaluating a larger area for general compatibility. These lots have street setbacks ranging from 90 feet to 150 feet. The proposed street setback along Harding Pike for Lots 1 through 5 is 183 feet, which is the setback of the existing house on the subject site with the smallest setback; by using this setback, any future development on Lots 1 through 5 would be no closer to the street than this existing structure is today. The proposed street setback along Harding Pike for Lot 6 is 150 feet. The proposed 150-foot and 183-foot setbacks equal or exceed the 90-foot to 175-foot setbacks on the opposite side of Harding Pike.

Section 3-5.2.d.3.

Lots 6 and 7 have frontage on Brook Hollow Road. Exceptions to the setback requirements are requested for both lots. The proposed street setback for both Lots 6 and 7 is 150 feet, which is considerably less than the 425.5-foot minimum. The proposed 150-foot setback for Lots 6 and 7 exceeds the platted 100-foot setback for other lots in the West Meade subdivision located along Brook Hollow Road.

3-6 Blocks

Not applicable. No new blocks are being created.

3-7 Improvements

No public infrastructure or improvements are required with this subdivision. Construction plans for any required private improvements (private stormwater, water and sewer lines and connections) will be reviewed at the time of building permit.

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

Not applicable. Sidewalks are required only in association with new streets. The proposed subdivision is located on an existing street. Sidewalks may be required at the time of building permit pursuant to Section 17.20.120 of the Zoning Code.

3-9 Requirements for Streets

Not applicable. No new streets are proposed.

3-10 Requirements for Dedication, Reservations, or Improvements

Not applicable. No dedication, reservations, or improvements to public infrastructure are required.

3-11 Inspections During Construction



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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

Not applicable. No new streets are proposed.

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

Not applicable. No private streets are proposed.

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.

3-17 Underground Utilities

Not applicable. No new streets are proposed.

Reserve Parcel

A portion of the land included in proposed Lot 1 is currently platted as a reserve parcel. Chapter 2-8, Miscellaneous Platting Situations, applies to this request. Section 2-8.1 pertains to converting parcels to building sites. The Planning Commission is required to review parcels being converted to building sites. An exception to this is when a parcel is in reserve due to pending action by a public utility to provide service to the parcel and the reason is stated on the plat that created the reserve parcel. In the event where the reason is stated in the plat, the review can be done at an administrative level with all reviewing agency approvals. However, because no reason was provided on this plat, action by the Planning Commission is required.

When determining if the reserve status should be removed from parcels where the plat does not cite why the parcel is in reserve, the regulations require the Planning Commission to consider the following:

- 1. That the parcel fits into the character of the area and is consistent with the general plan.*

Complies. The existing reserve parcel is 1.37 acres smaller than the minimum lot size of the zoning district, and it does not currently have street frontage as it is located behind a platted lot along Harding Pike. Once the reserve parcel is combined with the platted lot to create proposed Lot 1, the proposed lot will be similarly



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configured to others in the immediate area and consistent with the recommendations set forth in NashvilleNext.

2. *That all minimum standards of the zoning code are met.*
Complies. The proposed lot meets the minimum standards of the zoning code.
3. *That the parcel has street frontage or meets the requirements of Section 3-4.2.b or meets the requirements of Sections 3-4.2.b, 3-4.2.c, 4-6.3, or 5-3.1.*
Complies. The proposed lot has street frontage on Harding Pike.
4. *That the current standards of all reviewing agencies are met.*
Complies. All reviewing agencies have indicated either approval or approval with conditions.

PLANNING STAFF COMMENTS

With the exceptions for lot frontage, lot size, and setbacks, the proposed subdivision satisfies the standards of the Subdivision Regulations and Metro Zoning Code. Staff recommends approval with conditions, including exceptions to Section 3-5.2.

POLICY CONSIDERATIONS

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

NashvilleNext includes a Community Character Manual (CCM), which establishes character areas for each property within Metro Nashville. The community character policy applied to the entirety of the subject property is Suburban Neighborhood Maintenance (T3 NM). The goal of the T3 NM policy is to maintain suburban neighborhoods as characterized by their development pattern, building form, land use, and associated public realm. T3 NM areas are anticipated to experience some change over time, and when such change occurs, efforts should be made to retain the existing character of the neighborhood. Appropriate land uses in the T3 NM policy area include single-family residential, one and two-family residential, open space, and institutional uses.

In the T3 NM policy area, density is secondary to the form of development. However, T3 NM areas are intended to be low to moderate-density. Since the T3 NM policy is applied to predominantly developed neighborhoods whose character is intended to be maintained, the appropriate density is determined by the existing character of each individual neighborhood in terms of its mix of housing types, setbacks, spacing between buildings, and block structure.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve



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STORMWATER RECOMMENDATION

Approve with conditions

- Preliminary approval only. Final submittal shall meet all requirements of Stormwater Management Manual.

NASHVILLE DOT RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Concept Plan only. Public water and/or sanitary sewer construction plans if necessary to serve the final site development plan lot configuration must be submitted and approved prior to Final Site/Development Plan approval. The approved construction plans must match the Final Site/Development Plans. Any required capacity fees must also be paid prior to Final Site/Development Plan approval.

STAFF RECOMMENDATION

Staff recommends approval with conditions, including exceptions to Section 3-5.2

CONDITIONS

1. Lot 6 shall be oriented toward Harding Pike. Access to Lot 6 shall be from Brook Hollow Road.
2. Lots 6 and 7 shall share access from Brook Hollow Road as depicted in the concept plan.
3. Show the existing stone wall wrapping Harding Pike.
4. Lots 2/3 and Lots 4/5 shall share access from Harding Pike as depicted in the concept plan. Final shared access points to be determined with the final site plan. Attempts shall be made to avoid access points that disturb the existing stone wall.
5. Add note: Landscaping per Metro Zoning Code.
6. To the extent practicable, the developer shall maintain existing trees.
7. Display the 183-foot setback dimension along Harding Pike more clearly on the face of the lots.
8. Comply with all conditions and requirements of Metro reviewing agencies.
9. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

RECOMMENDED ACTION

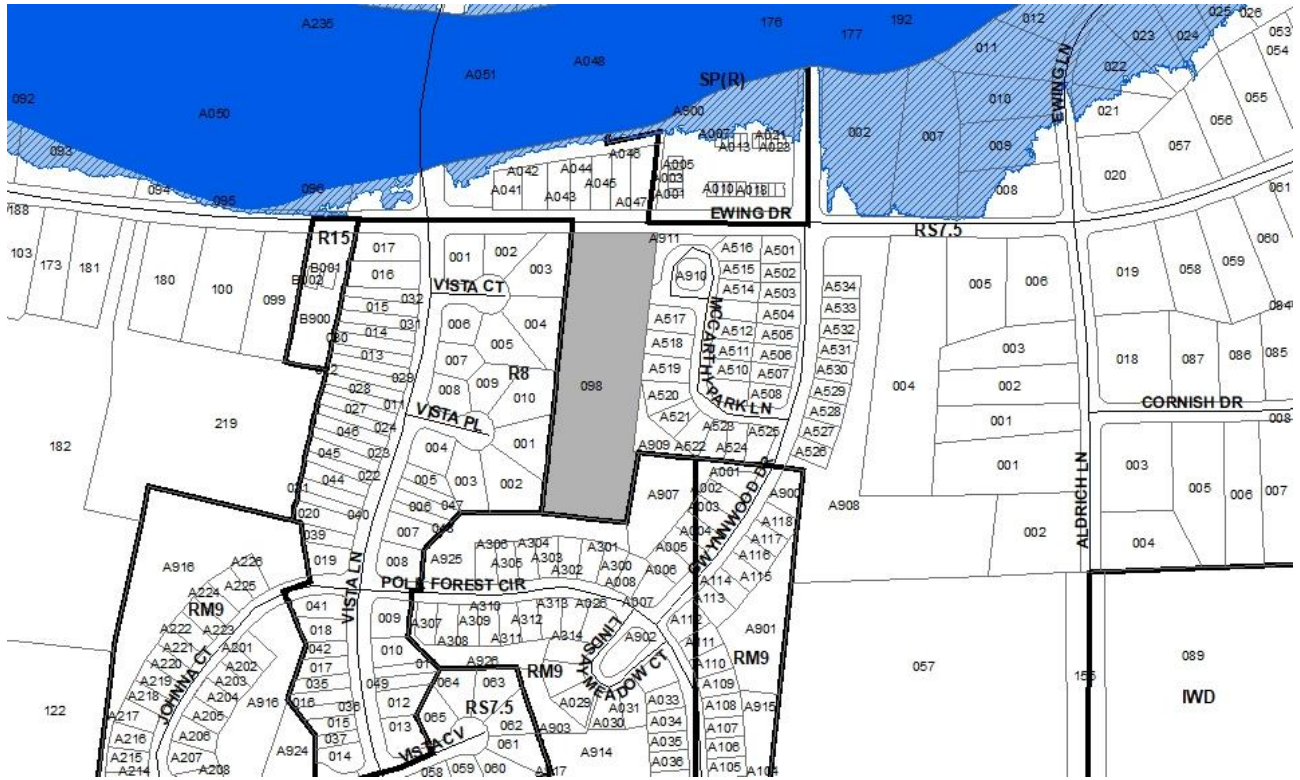
Motion to approve proposed subdivision Case No. 2024S-073-001 with conditions, including an exception to Section 3-5.2 of the Subdivision Regulations, based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances, and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



SEE NEXT PAGE



Metro Planning Commission Meeting of 6/13/24



2024Z-018PR-001

Map 059, Parcel(s) 098

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 6/13/24

Item #13	2024Z-018PR-001
Project Name	520 Ewing Drive SP
Council District	02 – Toombs
School District	01 – Gentry
Requested by	Legacy South, LLC, applicant and owner.

Deferrals	This item was deferred at the May 9, 2024, Planning Commission meeting. A public hearing was held and closed.
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Staff Reviewer	Konigstein
Staff Recommendation	<i>Withdraw</i>

APPLICANT REQUEST
Zone change from RS7.5 to RM15.

Zone Change
 A request to rezone from Single-Family Residential (RS7.5) to Multi-Family Residential (RM15) zoning for property located at 520 Ewing Drive, approximately 375 feet west of Gwynnwood Drive (3.58 acres).

STAFF RECOMMENDATION
 Staff recommends withdrawal.



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2024Z-028PR-001

Map 068, Parcel(s) 030

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Joy Kimbrough)



Metro Planning Commission Meeting of 6/13/24

Item #14
Council District
School District
Requested by

Zone Change 2024Z-028PR-001
01 - Kimbrough
01 – Gentry
Requested by Nashville Civil LLC, applicant; DWT, LLC, owners.

Deferrals

This item was deferred from the May 9, 2024, Planning Commission meeting. No public hearing was held.

Staff Reviewer
Staff Recommendation

Orozco
Defer to the July 25, 2024, Planning Commission meeting.

APPLICANT REQUEST
Zone change from AR2a to IR.

Zone Change

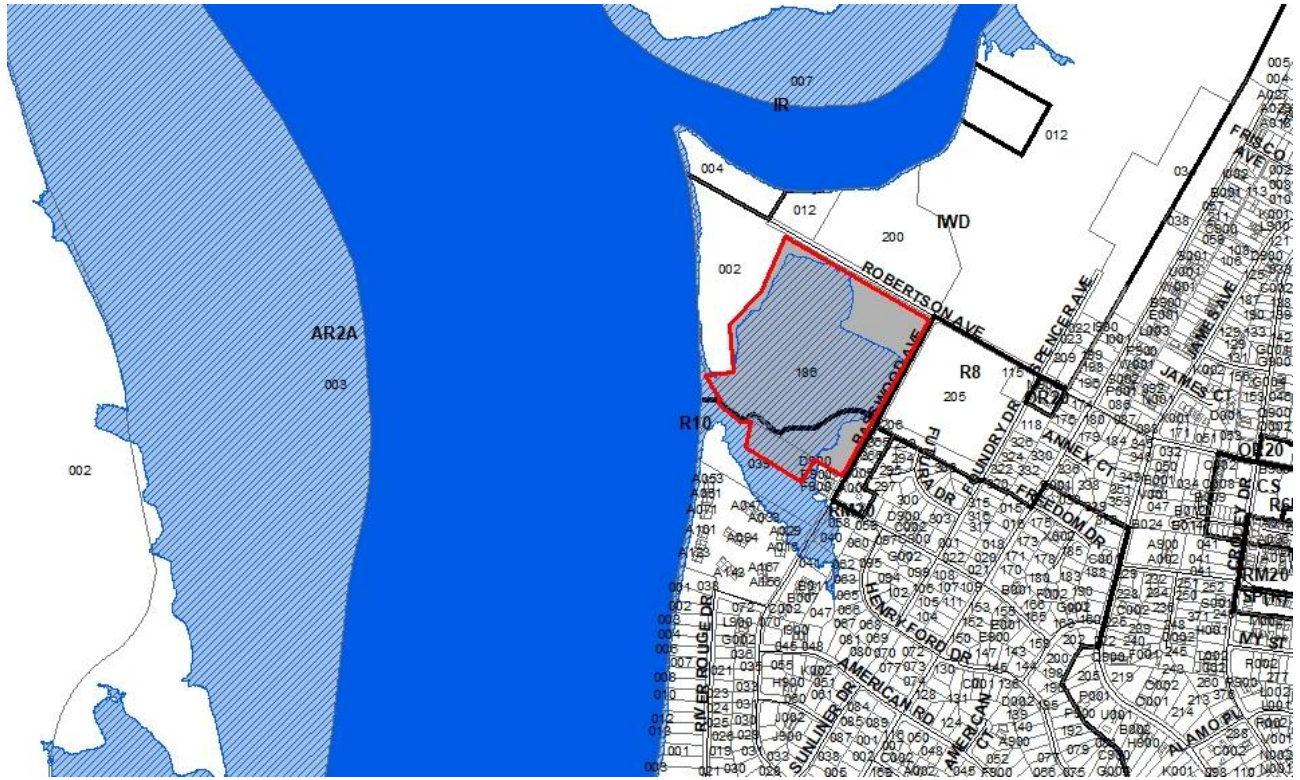
A request to rezone from Agricultural Residential (AR2a) to Industrial Restrictive (IR) zoning for property located at Ashland City Highway (unnumbered), at the northwest corner of Amy Lynn Drive (1.71 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the July 25, 2024, Planning Commission meeting.



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2024SP-002-001
ROCK HARBOR MARINA SP
Map 090-08, Parcel(s) 186
Map 090-11, Parcel(s) 039
07, West Nashville
20 (Rollin Horton)



Metro Planning Commission Meeting of 6/13/24

Item #15

Specific Plan 2024SP-002-001

Project Name

Rock Harbor Marina SP

Council District

20 – Horton

School District

09 – Tylor

Requested by

Centric Architecture, applicant; PSF Rock Harbor Propco LLC, and Western Express, Inc., owners.

Staff Reviewer

Anthony

Staff Recommendation

Defer to the June 27, 2024, Planning Commission meeting.

APPLICANT REQUEST

SP amendment to permit a mixed-use development.

SP Amendment

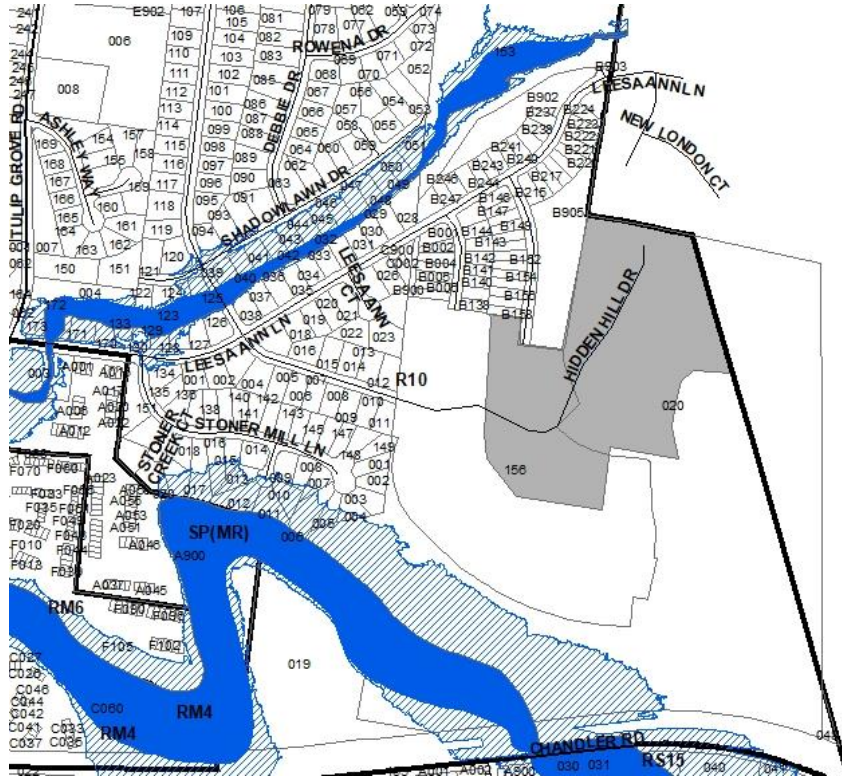
A request to rezoned from Industrial Warehousing/Distribution (IWD) and One and Two-Family Residential (R10) to Specific Plan (SP) zoning for property located at 525 Basswood Avenue and a portion of property located at 517 Basswood Avenue, at the southwest corner of Robertson Avenue and Basswood Avenue (30.2 acres), to permit a mixed-use development.

STAFF RECOMMENDATION

Staff recommends deferral to the June 27, 2024, Planning Commission meeting.



Metro Planning Commission Meeting of 6/13/24



2020S-207-004

CHANDLER RESERVE PHASE 3

Map 076, Part of Parcel(s) 156, 020

14, Donelson – Hermitage – Old Hickory

11 (Jeff Eslick)



Metro Planning Commission Meeting of 6/13/24

Item #16

Project Name

Council District

School District

Requested by

Final Plat 2020S-207-004

Chandler Reserve Phase 3

11 – Eslick

04 – Nabaa-McKinney

Wilson & Associates, applicant; Meritage Homes of Tennessee Inc, owner.

Staff Reviewer

Shane

Staff Recommendation

Defer to the June 27, 2024, Planning Commission meeting.

APPLICANT REQUEST

Request for final plat approval to create 40 lots.

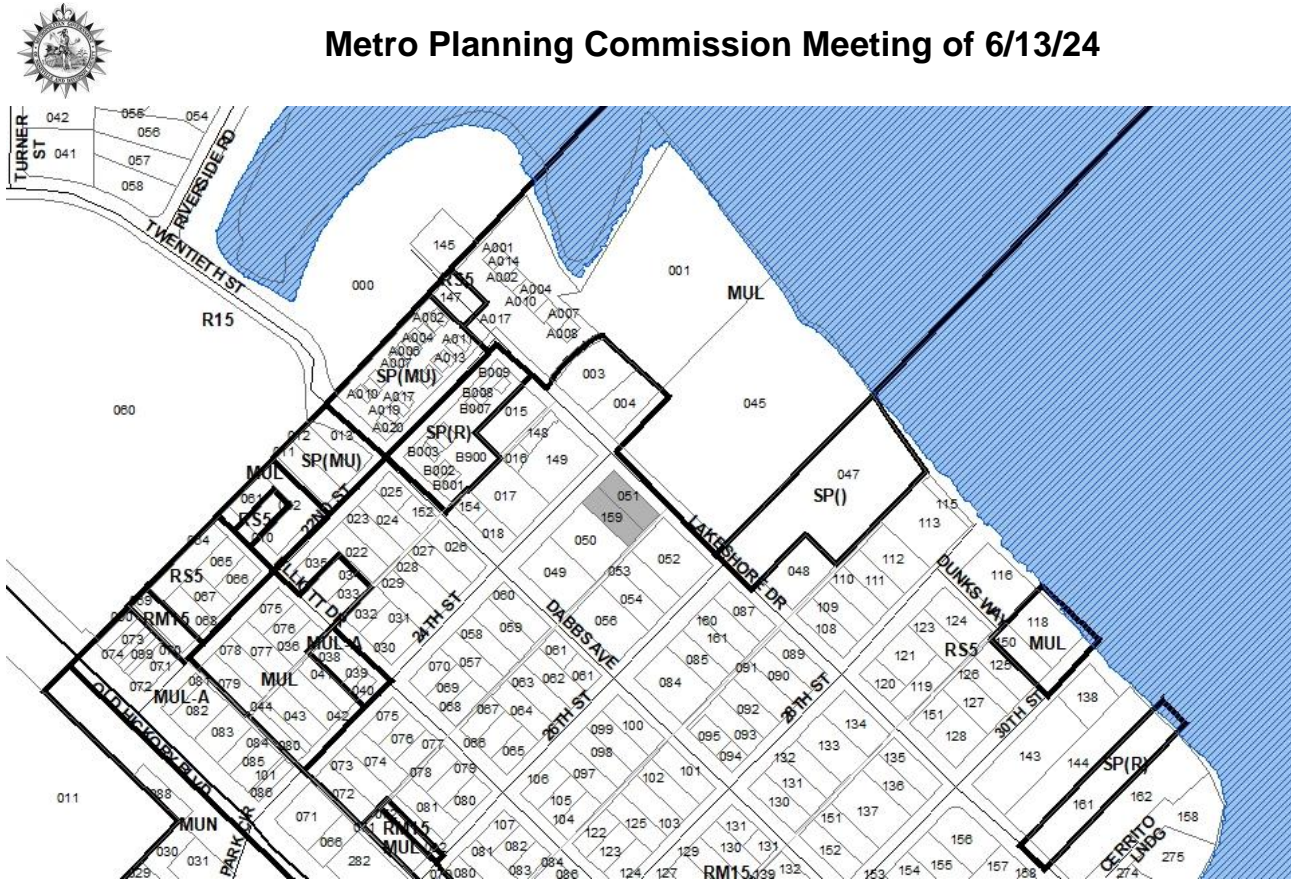
Final plat

A request for final plat approval to create 40 lots and an open space on a portion of properties located at Chandler Road (unnumbered) and Hidden Hills Drive (unnumbered), at the current terminus of Flora Grove, zoned One and Two-Family Residential (R10) (13.29 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the June 27, 2024, Planning Commission meeting.

Metro Planning Commission Meeting of 6/13/24



2024S-077-001
DABBS & ELLIOT SUBDIVISION
Map 053-08, Parcel(s) 051,159
14, Donelson – Hermitage – Old Hickory
11 (Jeff Eslick)



Metro Planning Commission Meeting of 6/13/24

Item #17	Final Plat 2024S-077-001
Project Name	Dabbs & Elliot Subdivision
Council District	11 – Eslick
School District	04 – Nabaa-McKinney
Requested by	Jim McAleer, applicant; Pinnacle Stone Enterprise Inc., owner.
Staff Reviewer	Garland
Staff Recommendation	<i>Approve with conditions, including exceptions to Section 3-5.2.</i>

APPLICANT REQUEST

Request for final plat approval to create two lots.

Final Plat

A request for final plat approval to shift lot lines on properties located at 2400 Lakeshore Drive and 24th Street (unnumbered), at the southeast corner of 24th Street and Dabbs Avenue, zoned Single-Family Residential (RS5) (0.33 acres).

SITE DATA AND CONTEXT

Location: The site consists of two parcels located on the corner of Lakeshore Drive and 24th Street.

Street Type: The site has frontage on Lakeshore Drive and 24th Street, both of which are local streets.

Approximate Acreage: 0.33 acres or approximately 14,374 square feet.

Parcel/Site History: This site consists of two lots which were originally platted as Lots No. 1 and 2, Block 15, in the Plan of Dabbs & Elliott in 1925 (Book 547, Page 127).

Zoning History: The property has been zoned Single-Family Residential (RS5) since 2011.

Existing land use and configuration: The property is currently occupied by a single-family home.

Surrounding Land Use and Zoning:

- North: Multi-Family Residential/MUL (Mixed-Use Limited)
- South: Single-Family Residential/RS5
- East: Single-Family Residential/RS5
- West: Sing-Family Residential/RS5



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Total Area Survey
0.33 Acres±
14,374 Sq. Ft.

Lot 1 Area: 9,374 Sq. Ft. or 0.22 Acres±
Lot 2 Area: 5,000 Sq. Ft. or 0.11 Acres±

SUBDIVISION #

2024S-077-001

RECORD

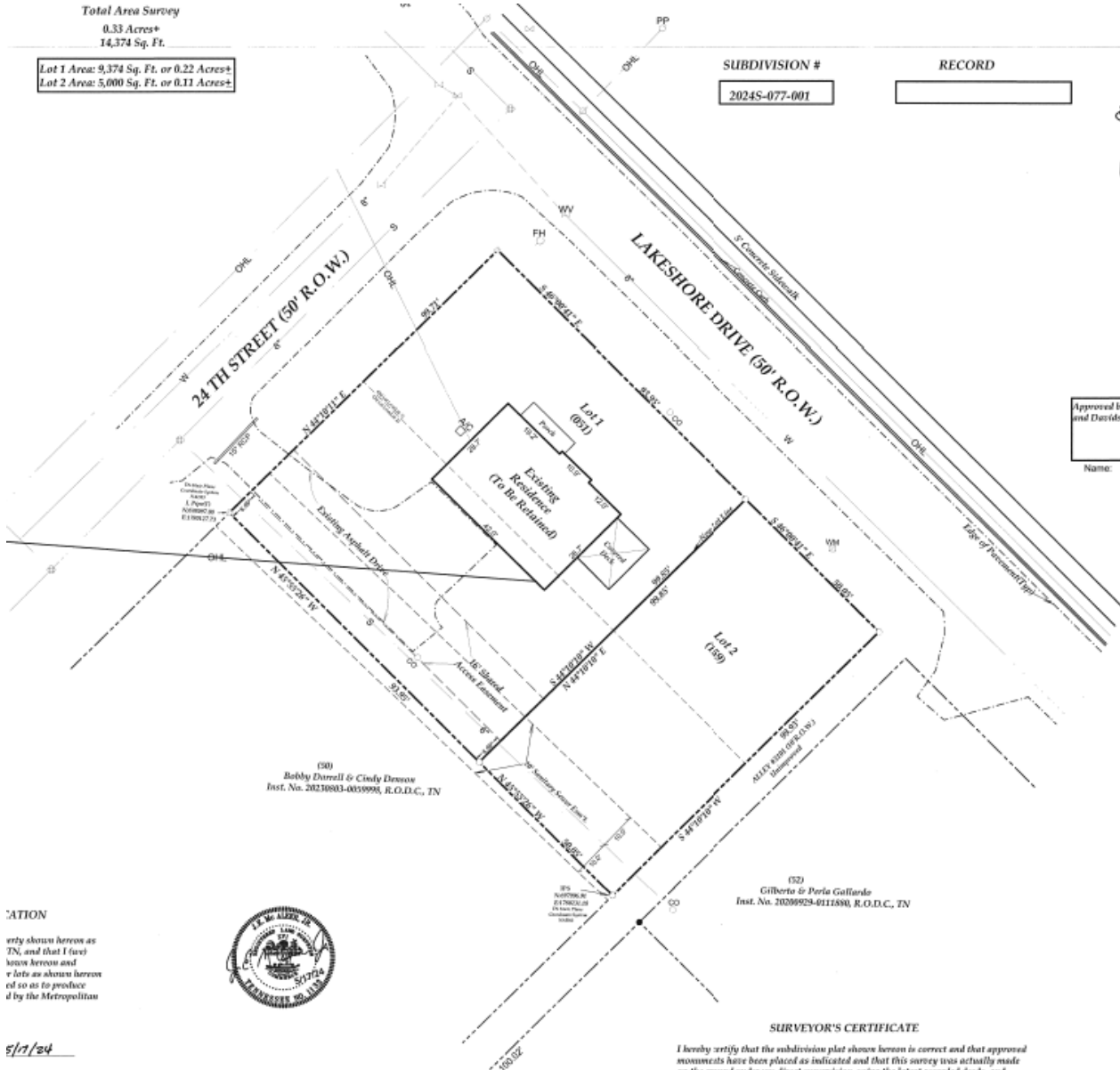
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CO

Approval by the Metro Planning Commission

Name:



(30)
Bobby Dorell & Cindy Demore
Inst. No. 20230803-0030995, R.O.D.C., TN

(32)
Gilberto & Perla Goffardo
Inst. No. 20209928-0111880, R.O.D.C., TN

NOTATION

Any shown hereon as
TN, and that I have
shown hereon and
r lots as shown hereon
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d by the Metropolitan



5/17/24

SURVEYOR'S CERTIFICATE

I hereby certify that the subdivision plat shown hereon is correct and that approved monuments have been placed as indicated and that this survey was actually made on the ground under my direct supervision, using the latest recorded deeds, and other information; that there are no encroachments or projections other than those shown; and that this survey exceeds the minimum requirements for a Category I Urban Land Survey pursuant to Chapter 602D-3, Section 45 of the Department of Insurance Standards of Practice for Land Surveyors; and that this survey is true and correct to the best of my knowledge and belief.

By: J.E. McKeever, Jr. Date: 5/17/24
J.E. McKeever, Jr.

Proposed Final Plat



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Zoning: Single-Family Residential (RS5)

Min. lot size: 5,000 square feet

Max. building coverage: 0.50

Min. rear setback: 20'

Min. side setback: 5'

Max. height: 3 stories

Min. street setback: Contextual per Zoning Code

PROPOSAL DETAILS

Number of lots: 2

Lot sizes: Proposed Lot 1 is approximately 0.22 acres, or 9,374 square feet and proposed Lot 2 is approximately 0.11 acres or 5,000 square feet.

Access: One 16-foot-wide shared access easement located along the western property line is proposed to access the lots from 24th Street.

Subdivision Variances or Exceptions Requested: An exception is required for compatibility 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.

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

3-1 General Requirements

The proposal meets the requirements of 3-1.

3-2 Monument Requirements

Permanent monuments, in accordance with this section of the regulations, shall be placed in all subdivisions when new streets are to be constructed. The proposal does not propose any new streets.



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3-3 Suitability of the Land

There are no known sensitive or environmental features on the site.

3-4 Lot Requirements

The proposed lots comply with the minimum standards of the Zoning Code. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of RS5 zoning at the time of building permit. All proposed lots are 5,000 square feet or greater. The proposed Lot 1 has frontage on Lakeshore Drive and 24th Avenue North, both of which are public streets. The proposed Lot 2 has frontage along Lakeshore Drive and unimproved alley right-of-way along the eastern boundary.

3-5 Infill Subdivisions

In order to ensure compatibility with the General Plan, the Commission has adopted specific regulations applicable to infill subdivisions, defined as residential lots resulting from a proposed subdivision within the R, R-A, RS, and RS-A zoning districts on an existing street. If a proposed infill subdivision meets all of the adopted applicable regulations, then the subdivision is found to be harmonious and compatible with the goals of the General Plan. An exception to the compatibility criteria may be granted by the Planning Commission for a SP, UDO or cluster lot subdivision by approval of the rezoning or concept plan.

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

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

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

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

Complies. All lots front Lakeshore Drive.

c. The resulting density of lots does not exceed the prescribed densities of the policies for the area. To calculate density, the lot(s) proposed to be subdivided and the surrounding parcels shall be used. For a corner lot, both block faces shall be used.

The T3 NM policy that applies to the site does not specifically identify an appropriate density; however, the policy supports the underlying RS5 zoning district and its prescribed density.

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

- 1. Lot frontage is either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater. For a corner lot, only the block face to which the proposed lots are to be oriented shall be used; and*



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The proposed Lot 1 has 93.95 feet of frontage and proposed Lot 2 has 50.05 feet of frontage. The block face is formed by 24th Street to the north and unimproved alley right-of-way to the south. The proposed lots do not have surrounding parcels with which to compare. Per Section 3-5.2, in cases where there are no surrounding parcels, the Planning Commission may grant an exception to the compatibility requirement by considering a larger area to evaluate general compatibility. More information is provided in the Variance/Exceptions Analysis section below.

2. Lot size is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than smallest surrounding lot, whichever is greater. For a corner lot, only the block face to which the proposed lots are to be oriented shall be used; and

The proposed Lot 1 is 9,374 square feet and proposed Lot 2 is 5,000 square feet. The proposed lots do not have surrounding parcels with which to compare. As previously noted, per Section 3-5.2, when there are no surrounding parcels, the Planning Commission may grant an exception to the compatibility requirement by considering a larger area to evaluate general compatibility. More information is provided in the Variance/Exceptions Analysis section below.

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

New homes will be required to meet the contextual setback standards per the Metro Zoning Code.

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

The proposed lots are oriented to Lakeshore Drive, which is consistent with the orientation of lots to the north and south of the subject block and on the opposite side of Lakeshore Drive. Lot 1 is a corner lot and is currently oriented towards Lakeshore Drive.

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

All agencies have recommended approval or approval with conditions.

f. If the proposed subdivision meets subsections a, b, c, and e of this section but fails to meet subsection d, the Planning Commission, following a public hearing in accordance with the Planning Commission Rules and Procedures, may consider whether the subdivision can provide for the harmonious development of the community by otherwise meeting the provisions of TCA 13-4-303(a). In considering whether the proposed subdivision meets this threshold, the Commission shall specifically consider the development pattern of the area, any unique geographic, topographic, and environmental factors, and other relevant information. The Commission may place reasonable conditions, as outlined in Section 3-5.6, necessary to ensure that the development of the subdivision addresses any particular issues



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present in an infill subdivision and necessary to achieve the objectives as stated in TCA 13-4-303(a).

The initial compatibility analysis identified no properties along Lakeshore Drive on the same block face with which to compare. Section 3-5.2.f. above states that if the compatibility requirements are not met, the Planning Commission may consider other factors including the development pattern of the area.

In this case, there are no surrounding parcels with which to compare based on the proposed lot layout. Where surrounding parcels do not exist, the Planning Commission may grant an exception to the compatibility criteria by considering a larger area to evaluate general compatibility.

Variances/Exceptions Analysis

In cases where surrounding parcels do not exist, Section 3-5.2. of the Subdivision Regulations allows the Planning Commission to grant exceptions to compatibility requirements by considering a larger area to evaluate general compatibility.

While this block has no other parcels to be considered as surrounding parcels, there are other parcels to the north, south, and on the east side of Lakeshore Drive that can be used in the consideration of a larger area to evaluate general compatibility.

Lot Frontage

Lots 1 and 2 have no surrounding lots per the definition in the Subdivision Regulations. The Lakeshore Drive block face comprises only the existing parcel located at 2400 Lakeshore Drive, located between 24th Street and the unimproved alley right-of-way along the southern boundary. Planning staff recommends that the Planning Commission consider the lots along both sides of Lakeshore Drive that are oriented towards Lakeshore Drive for evaluating a larger area for general compatibility. There are several parcels to the north and south of the subject block that are also oriented towards Lakeshore Drive. These lots that are oriented toward Lakeshore Avenue have lot frontages ranging from 70 feet to 100 feet. The proposed frontage of Lot 1 is 93.95 feet and the frontage of Lot 2 is 50 feet. Often, differences in frontages can be perceived by the number of driveways and access points. In this case, Lot 1 is currently accessed from a driveway along 24th Street. The plat proposes to create a shared 16-foot-wide access easement from this existing drive, providing access to proposed Lots 1 and 2. Vehicular access will be limited to this shared access easement for both lots. This is intended to avoid creating any additional driveways along Lakeshore Drive to keep the existing rhythm along Lakeshore Drive. In addition to shared access, the existing structure on Lot 1 is intended to remain, and the future development on Lot 2 would be oriented to Lakeshore Drive. This is consistent with the orientation and surrounding pattern of the parcels on both sides of Lakeshore Drive to the north and south of the subject site.

Lot Size

Lots 1 and 2 have no surrounding lots per the Subdivision Regulations' definition. Planning staff recommends that the Planning Commission consider the lots oriented to Lakeshore Drive for evaluating a larger area for general compatibility. These lots have areas of 0.27 acres or slightly greater. Proposed Lots 1 and 2 have areas of 0.22 and 0.11 acres, respectively, and meet the



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minimum lot size for the zoning district (5,000 square feet). The plat also includes a note limiting height to two stories in 35 feet which is intended to be sensitive to the surrounding development pattern and control the height on parcels with reduced lot sizes. While the smaller lots in this area are typically found internal to the blocks off Lakeshore Drive, given that the proposed plat includes a shared access easement and an additional note related to limiting height to two stories in 35 feet, staff finds that the requested exception to lot size is appropriate.

Street Setbacks

Lots 1 and 2 have no surrounding lots per the Subdivision Regulations' definition. The plat does not include any setbacks. Planning staff would consider an exception to the requirement of platting the setbacks as future building setbacks will be determined by Metro Codes at the time of building permit.

Given this information, staff finds the proposed lots to be consistent with the larger area and that an exception to compatibility requirements would be appropriate.

3-5.3 Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Evolving and/or Special Policies, except within Designated Historic Districts.

Not applicable to this case.

3-5.4 Criteria for Determining Compatibility for Designated Historic Districts.

Not applicable to this case.

3-5.5 Infill Subdivision Frontage

Not applicable to this case.

3-5.6 Reasonable Conditions

Not applicable to this case.

3-6 Blocks

Not applicable. No new blocks are being created.

3-7 Improvements

No public infrastructure or improvements are required with this subdivision. Construction plans for any required private improvements (private stormwater, water and sewer lines and connections) will be reviewed at the time of building permit.

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

For subdivisions, sidewalks are not required along existing streets. Per a recent court case, the section of the Zoning Code that requires sidewalks along existing streets has been voided.

3-9 Requirements for Streets

Not applicable. No new streets are proposed.



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3-10 Requirements for Dedication, Reservations, or Improvements

No additional ROW is required because both streets are currently at the minimum ROW for local street.

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

Not applicable. No new streets are proposed.

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

Not applicable. No private streets are proposed.

3-14 Drainage and Storm Sewers

Not applicable. No new drainage and storm sewers are proposed.

3-15 Public Water Facilities

Metro water services has approved with conditions.

3-16 Sewerage Facilities

Metro water services has approved with conditions.

3-17 Underground Utilities

There are no new utilities proposed.

PLANNING STAFF COMMENTS

With the exception of the compatibility criteria, the proposed subdivision meets the standards of the Metro Subdivision Regulations and Metro Zoning Code. Future development will be required to meet the standards of the Metro Zoning Code regarding setbacks, building heights, etc.

POLICY CONSIDERATIONS

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

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to this property is T3 Suburban Neighborhood Maintenance. The intent of T3 NM policy is to maintain the general character of suburban neighborhoods as characterized by their development pattern, building form, land use, and associated public realm. The T3 NM policy is low- to moderate-density residential development and institutional land uses with lots generally accessed from local streets. The



Metro Planning Commission Meeting of 6/13/24

proposed subdivision maintains the low- to moderate-density residential development and meets the general characteristics of the T3 NM policy.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions.

- W&S Capacity Fees for new Lots must be paid before issuance of building permits.

STAFF RECOMMENDATION

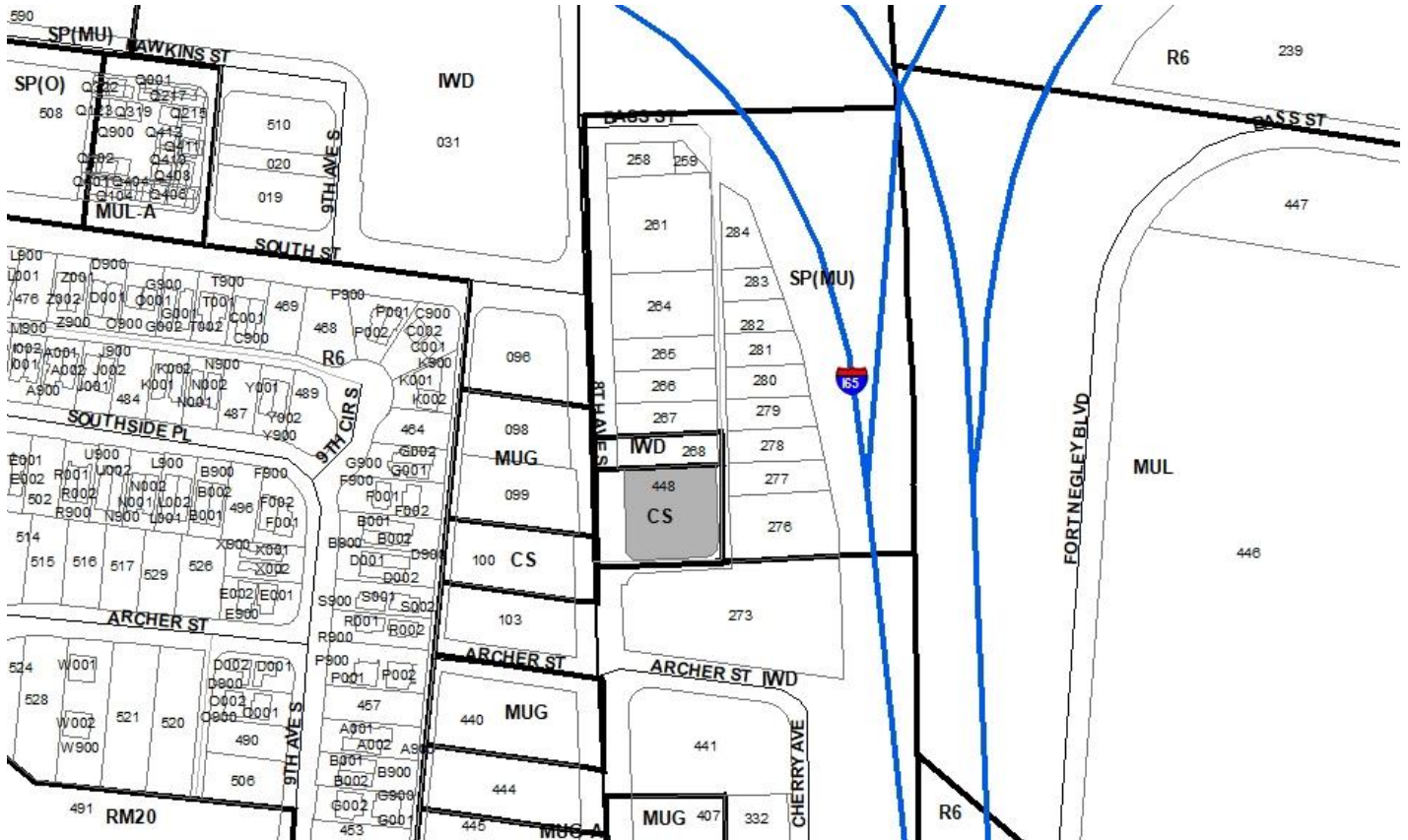
Approve with conditions including exceptions to Section 3-5.2.

CONDITIONS

1. On the corrected copy, add “See Note #22” to the shared access easement label on the face of the plat.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission’s approval.



Metro Planning Commission Meeting of 6/13/24



2024Z-054PR-001
Map 105-02, Parcel(s) 448
10, Green Hills - Midtown
17 (Terry Vo)



Metro Planning Commission Meeting of 6/13/24

Item #18
Council District
School District
Requested by

Zone Change 2024Z-054PR-001
17 – Vo
05 – Buggs
Fulmer Lucas Engineering, applicant; Easy Eye Sound Trust, owner.

Staff Reviewer
Staff Recommendation

Garland
Approve

APPLICANT REQUEST

Zone change from CS to MUL-A-NS.

Zone Change

A request to rezone from Commercial Service (CS) to Mixed Use Limited-Alternative-No Short-Term Rental Property (MUL-A-NS) for property located at 924 8th Avenue South, approximately 142 feet north of Archer Street (0.44 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 STRP (MUL-A-NS) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *The -NS designation prohibits Short-Term Rental Property – Owner Occupied and Short-Term Rental Property - Not Owner Occupied uses from the district.*

GREEN HILLS – MIDTOWN COMMUNITY PLAN

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

ANALYSIS

The application consists of one parcel (Map 105-02, Parcel 448) totaling 0.44 acres, located along the east side of 924 8th Avenue South, and 142 feet north of Archer Street. The property has been zoned Commercial Service (CS) since 2007 and contains a single-story structure. The application proposes to rezone the property from CS to MUL-A-NS. The surrounding land uses are primarily commercial with some office and medical land uses along the corridor. The surrounding zoning includes Industrial Warehousing/Distribution (IWD), Specific Plan (SP), Commercial Service (CS) and Mixed Use General (MUG) along the corridor. This parcel has frontage along 8th Avenue South, which is classified as an arterial boulevard by the Major and Collector Street Plan (MCSP).



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The parcel also has vehicular access via improved Alley #389 and Alley #402, south and east of the parcel.

The property is located within the Urban Mixed-Use Corridor (T4 CM) policy. These policy areas prioritize higher-intensity mixed use and commercial uses at intersections. T4 CM areas are pedestrian-friendly, prominent arterial-boulevard and collector-avenue corridors that accommodate a mixed-use of developments. The site is located next to two WeGo bus stops with sidewalks present on either side of the street. The proposed Alternative (-A) standard would ensure that future development on the site has an urban form, consistent with the policy guidance. The T4 CM policy supports high access management, served by highly connected street networks, sidewalks, and mass transit. The MUL-A-NS zoning district may be used in areas planned for concentrations of mixed commercial uses and for existing areas of commercial development. The existing sidewalk and improved alleyways help provide enhanced connectivity, aligning with the policy goals. Given the surrounding uses and the site’s location along the corridor, coupled with improved alleys for better access management to the site, Staff recommends approval as the proposed MUL-A-NS district fits the context of the area and aligns with the goals of T4 CM policy.

FIRE RECOMMENDATION

Approve

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)	0.44	0.6 F	11,500 SF	434	11	44

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)	0.22	1.0 F	10 U	53	4	5

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)	0.11	1.0 F	4,791 SF	181	5	18



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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)	0.11	1.0 F	4,791 SF	537	47	47

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
-	-	-	-	+337	+45	+26

METRO SCHOOL BOARD REPORT

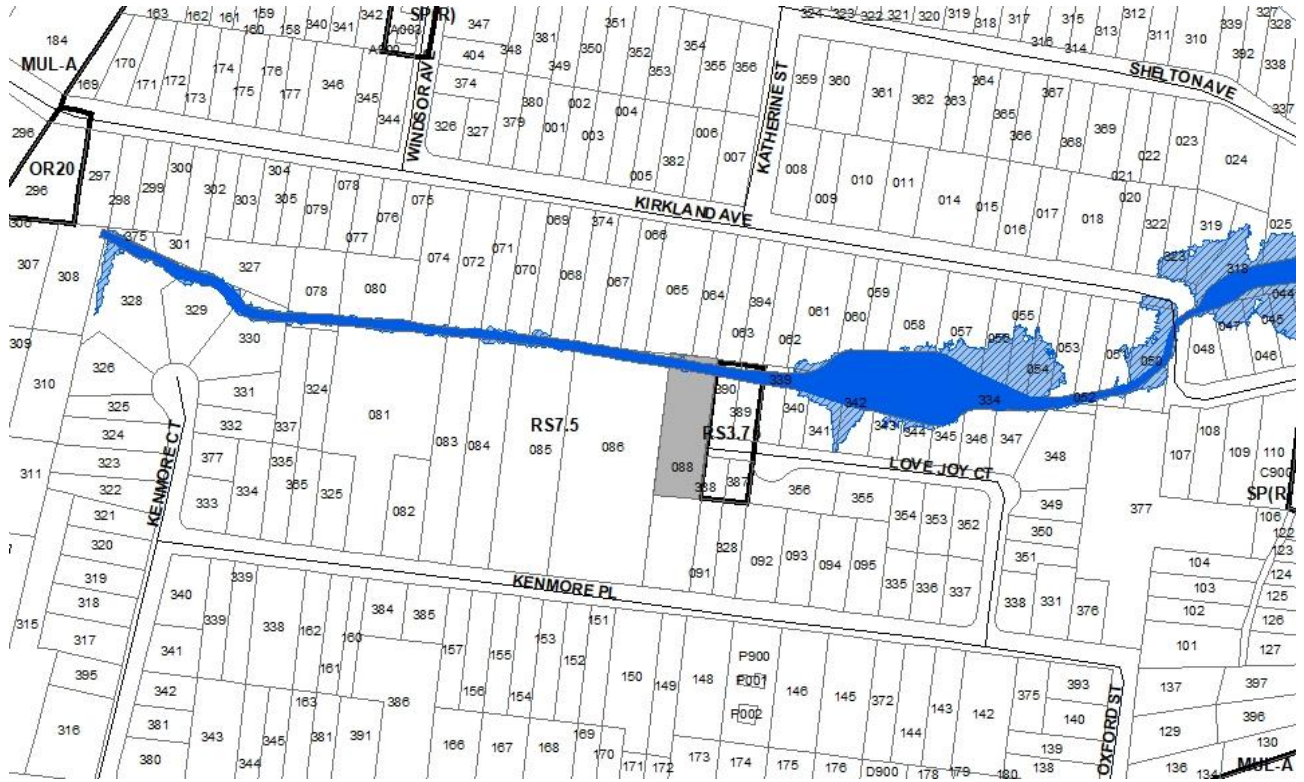
Given the mix of uses, the number of students could vary and assumption of impact at this point is premature. Students would attend Waverly-Belmont Elementary School, John Trotwood Moore Middle School, and Hillsboro High School. All three schools are identified as at capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



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2024Z-055PR-001

Map 072-07, P/O Parcel 088

05, East Nashville

07 (Emily Benedict)



Metro Planning Commission Meeting of 6/13/24

Item #19
Council District
School District
Requested by

Zone Change 2024Z-055PR-001
07 – Benedict
03 – Masters
Williams & Associates Engineering, applicant; Dale M. Ferguson ET UX, owner.

Staff Reviewer
Staff Recommendation

Marton
Approve

APPLICANT REQUEST

Zone change from RS7.5 to RS3.75.

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to Single-Family Residential (RS3.75) zoning for a portion of property located at 1245 Kenmore Place, at the current terminus of Love Joy Court (0.68 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. *Based on acreage alone for the portion of the property being rezoned, RS7.5 would permit a maximum of three single-family lots.*

Proposed Zoning

Single Family Residential (RS3.75) requires a minimum 3,750 square foot lot and is intended for single-family dwellings at a density of 9.87 dwelling units per acre. Based on acreage alone for the portion of the property being rezoned, *RS3.75 would permit a maximum of seven single-family lots*

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.

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

ANALYSIS

The application consists of one parcel (Map 072-07, Parcel 088) totaling 1.2 acres, located at the current terminus of Love Joy Court, however the rezoning request is solely for a portion of the parcel, totaling approximately 0.68 acres. The entirety of the property has been zoned RS7.5 since



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1998 and contains a single-story home. Surrounding properties are zoned RS3.75 and RS7.5 while surrounding uses are primarily single-family residential.

The application proposes to rezone a portion of the property from RS7.5 to RS3.75. The property is located within the T4 Urban Neighborhood Maintenance (T4 NM) policy area which intends to maintain the general character of existing urban residential neighborhoods. T4 NM policy is generally supportive of a mixture of housing types in areas with underutilized land. The subject property is particularly deep and has more underutilized land towards the rear (northern) portion of the property than other properties in the vicinity to the east, as well as proximity to existing infrastructure along Love Joy Court, making it an appropriate location to allow smaller infill lots. The proposed RS3.75 zoning could allow for the creation of lots that are similar in size to those directly to the east along Love Joy Court. Any future subdivision application would have to meet the requirements of the Metro Subdivision Regulations, likely including the extension of Love Joy Court. Given the request to rezone to RS3.75 is solely on the undeveloped rear portion of the property, and that the front portion of the property will be retained as RS7.5 with a lot pattern along Kenmore Place consistent with the existing adjacent development, staff finds the rezoning request to be consistent with policy goals of maintaining the existing development pattern along existing streets and, therefore, staff recommends approval.

FIRE 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)	0.68	4.41 D	3 U	41	7	3

Maximum Uses in Proposed Zoning District: **RS3.75**

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)	0.68	10.29 D	7 U	90	9	8

Traffic changes between maximum: **RS7.5 and RS3.75**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+4	+49	+2	+5



Metro Planning Commission Meeting of 6/13/24

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed RS3.75 district: 1 Elementary 0 Middle 0 High

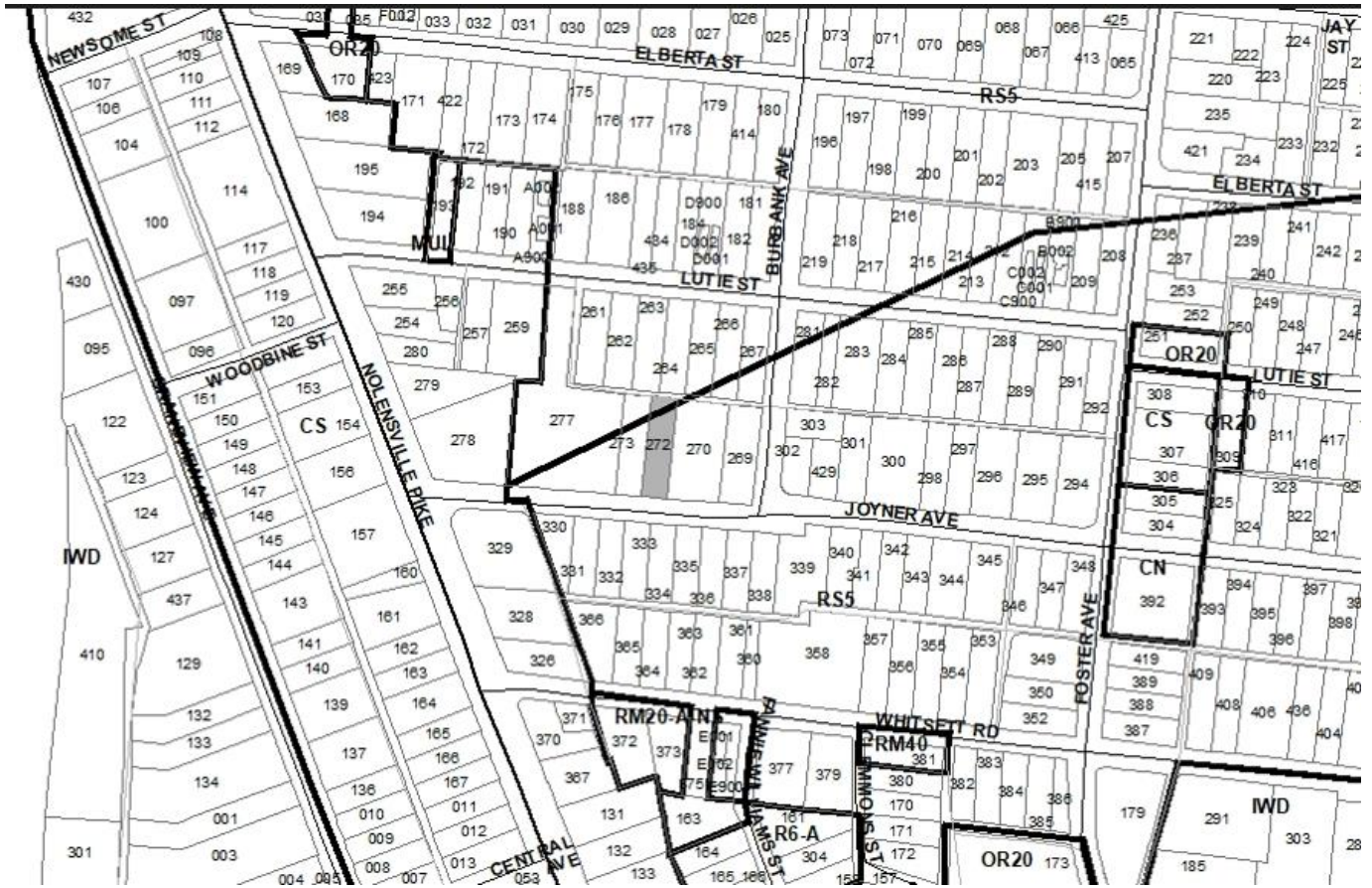
The proposed RS3.5 zoning is expected to generate one more student than the existing RS7.5 zoning. Students would attend Inglewood Elementary School, Isaac Litton Middle School, and Stratford STEM Magnet High School. Inglewood Elementary is identified as at capacity while Isaac Litton Middle School and Stratford STEM Magnet High School are identified as exceedingly under capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 6/13/24



2024Z-056PR-001
Map 119-05, Parcel(s) 272
11, South Nashville
16 (Ginny Welsch)



Metro Planning Commission Meeting of 6/13/24

Item #20
Council District
School District
Requested by

Zone Change 2024Z-056PR-001
16 – Welsch
07 – Player
The L&L Flooring Company, applicant and owner.

Staff Reviewer
Staff Recommendation

Garland
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) zoning for property located at 310 Joyner Avenue, approximately 415 feet east of Nolensville Pike (0.21 acres).

Existing Zoning

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

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. *Based on acreage alone, R6-A would permit a maximum of one duplex lot for a total of two units. Metro Codes provides final determinations on duplex eligibility.*

SOUTH 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 119-05, Parcel 272) totaling 0.21 acres, located along the north side of Joyner Avenue, and 415 feet east of Nolensville Pike. The property has been zoned Single-Family Residential (RS5) since 2004 and contains a single-story structure. The application proposes to rezone the property from RS5 to R6-A. The surrounding land uses are primarily single-



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family with some two-family residential and non-residential land uses to the west, along and adjacent to Nolensville Pike. The subject parcel has frontage along Joyner Avenue, which is a local road. The parcel also has vehicular access via improved Alley #1876, at the rear of the property.

The property is located within the Urban Neighborhood Evolving (T4 NE) policy. These policy areas have higher densities and/or smaller lot sizes, with a broader range and integrated mixture of housing types. The site is approximately 415 feet from an Arterial Blvd (Nolensville Pike) where two WeGo bus stops are located. The proposed Alternative (-A) standards would ensure that future development on the site has an urban form, consistent with the policy guidance. The T4 NE policy supports lots accessed from alleyways and establishing diverse mix of housing with a higher level of connectivity. Based on acreage alone, the proposed R6-A zoning could allow up to one duplex lot for a total of two units. The -A standards would require access via the rear alley which also assists in being able to accommodate a slight increase in density by not increasing traffic along the local street. The proposed R6-A district increases density modestly and aligns with goals of T4 NE policy.

FIRE RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.21	4.76 F	1 U	15	5	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.21	9.52 F	2 U	28	7	2

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 1	+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 not expected to generate any additional students than the existing RS5 zoning. Students would attend John B. Whitsitt Elementary School, Cameron College Preparatory Middle School, and Glencliff High School. John B. Whitsitt Elementary and Glencliff High School



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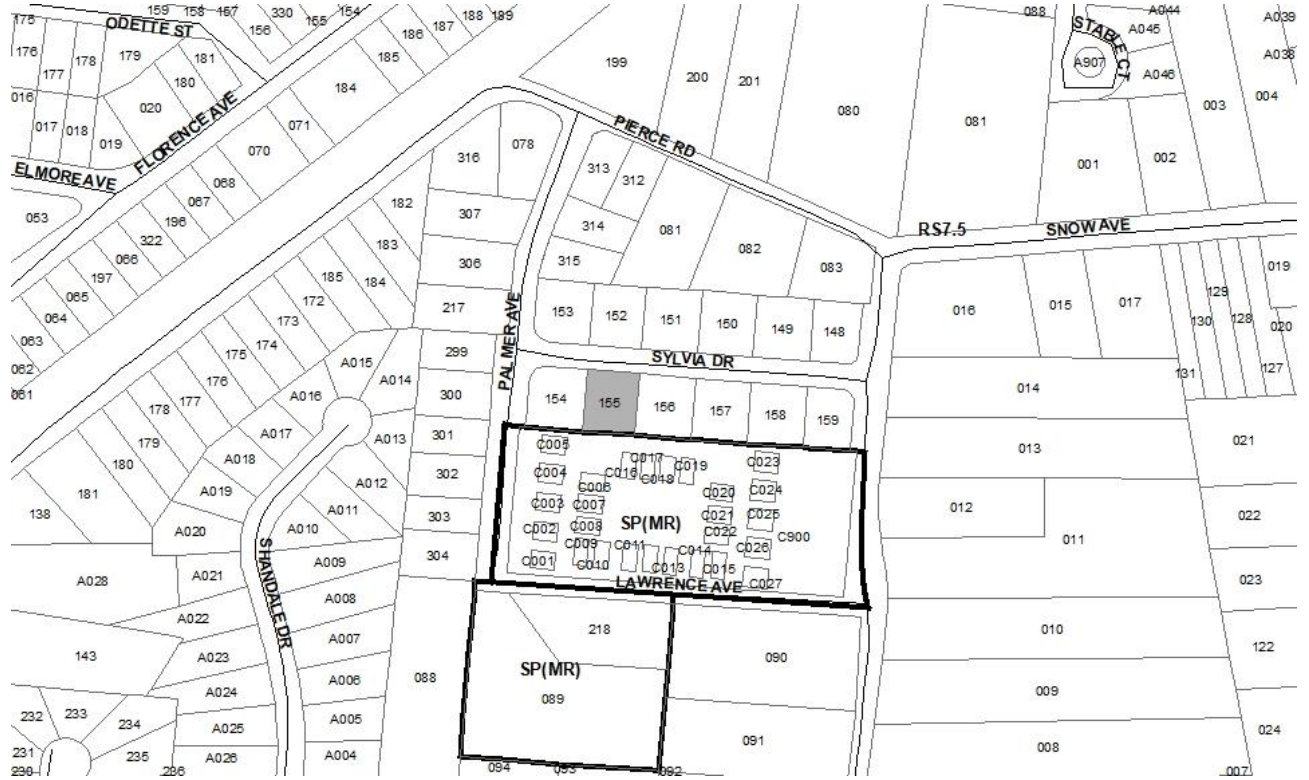
are identified as overcapacity while Cameron College Prep Middle school is identified as under capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



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2024Z-060PR-001
Map 043-01, Parcel(s) 155
04, Madison
09 (Tonya Hancock)



Metro Planning Commission Meeting of 6/13/24

Item #21
Council District
School District
Requested by

Zone Change 2024Z-060PR-001
09 – Hancock
03 – Masters
Requested by Builder Assist LLC, applicants; Brewer Holding LLC, owner.

Staff Reviewer
Staff Recommendation

Orozco
Approve

APPLICANT REQUEST

Zone change from RS7.5 to R8.

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to One and Two-Family Residential (R8) zoning for property located at 1204 Sylvia Drive, approximately 100 feet east of Palmer Avenue (0.2 acres).

Existing Zoning

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

Proposed 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 one duplex lot for a maximum of two units. Duplex eligibility to be confirmed by Metro Codes.*

MADISON COMMUNITY PLAN

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

SITE CONTEXT

The subject property consists of one parcel totaling 0.2 acres located on the south side of Sylvia Drive, east of Palmer Avenue. The property is currently zoned Single-Family Residential (RS7.5) and has been developed with one single-family dwelling. Nearby properties are zoned RS7.5 and Specific Plan (SP) zoning district. Surrounding land uses are predominately residential including



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single-family residential, two-family residential, multi-family residential, as well as scattered vacant properties. Sylvia Drive is identified as a local street.

ANALYSIS

The policy on the site is T4 Urban Neighborhood Evolving (T4 NE) which has the intent of creating a diversity of residential uses and housing options within urban contexts. The proposed zoning, R8, is supported by the T4 NE policy in the Community Character Manual. With more than 8,700 square feet the parcel meets the minimum lot size for the R8 zoning district.

In 2018, a preliminary SP was approved on Palmer Avenue to the south of the subject property to permit 28 multi-family residential units (2018SP-024-001). The SP property is currently under development. The increase in density has provided a diversity in housing that is supported by the Neighborhood Evolving policy. In 2022, a request to rezone from RS7.5 to SP zoning for property located at 1118 and 1120 Lawrence Ave was approved to permit up to 21 multi-family units (insert case #). With the exception of these SPs, the surrounding area has largely remained RS7.5.

A rezone from RS7.5 to R8 for the subject property would support the policy intent to increase housing diversity by allowing for more density in the area. The rezoning would allow for one and two-family land uses, which is supported by the T4 NE policy. Given the higher density on surrounding properties, the existing lot area, and the T4 NE policy guidance, staff recommends approval.

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)	0.20	5.00 F	1 U	15	5	1

Maximum Uses in Proposed 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)	0.20	10.00 F	2 U	28	7	2

*Based on two-family lots

Traffic changes between maximum: **RS7.5 and R8**

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

METRO SCHOOL BOARD REPORT

Projected student generation existing RS7.5 zoning districts: 0 Elementary 0 Middle 0 High
Projected student generation proposed R8 district: 0 Elementary 0 Middle 0 High

The proposed R8 zoning is not expected to generate any additional students. Students would attend Amqui Elementary School, Neely's Bend Middle School, and Hunters Lane High School. Amqui



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Elementary School and Hunters Lane High School have been identified at capacity. Neely's Bend Middle School has been identified as being under capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 6/13/24



2024Z-061PR-001
Map 092-10, Parcel(s) 136
08, North Nashville
21 (Brandon Taylor)



Metro Planning Commission Meeting of 6/13/24

Item #22
Council District
School District
Requested by

Zone Change 2024Z-061PR-001
21 – Taylor
05 – Buggs
Requested by Michael McGinniss and Citlaly Gomez,
applicants and owners.

Staff Reviewer
Staff Recommendation

Orozco
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) zoning for property located at 2806 Georgia Avenue, approximately 134 feet south of Torbett Street (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 one unit.*

Proposed Zoning

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

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.

SITE CONTEXT

The subject property consists of one parcel totaling 0.2 acres located on the north side of Georgia Avenue, west of 28th Avenue North. The property is currently zoned RS5 and has developed with



Metro Planning Commission Meeting of 6/13/24

one single family dwelling. Nearby properties along and north of Georgia Avenue are zoned RS5, One and Two-Family Residential – Alternative (R6-A and R8-A), and Multi-Family Residential-Alternative (RM9-A). Properties along 28th Avenue North are zoned RS5 Commercial Service (CS), and Multi-Family Residential – Alternative (RM20-A). Surrounding land uses are single family residential, one and two-family residential, multifamily residential, community, commercial, and vacant land. Georgia Avenue is identified as a local street, while nearby 28th Avenue North is classified by the Major and Collector Street Plan (MCSP) as an Arterial Boulevard.

ANALYSIS

The subject parcel is within the T4 Urban Neighborhood Evolving policy (T4 NE), adjacent to T4 Urban Residential Corridor (T4 RC) to the east. The T4 NE policy was established for the intent of creating a diversity of residential uses and housing options within urban contexts. The proposed zoning, R6-A, is supported by the T4 NE policy in the Community Character Manual. The adjacent T4 RC policy is applied to the 28th Avenue North corridor, intended to support moderate- to high-density residential, commercial, office, and light industrial uses. When areas, like the subject site, are abutting or adjacent to Centers and Corridors, higher density housing and buildings, can be more appropriate.

Within the last several years, there have been other zone changes from RS5 to R6-A in the surrounding area, including for properties to the west along Georgia Avenue.

The rear property line of the site abuts a built alley, Alley #1203. The Alternative -A district standards would ensure that future development on the site has an urban form, consistent with the T4 NE policy guidance. This would also require vehicular access from the alley. In addition, the subject parcel is within the Urban Zoning Overlay (UZO), which encourages flexibility for access onto sites through improved connectivity for vehicles, pedestrians, and transit by addressing the amount and location of parking.

A rezone from RS5 to R6-A for the subject property is supported by the T4 NE policy intent to increase housing diversity, allowing for more density. The requested rezoning would allow for one and two-family land uses which is supported by policy to provide residential land uses. Given the adjacency to the corridor, the existing alley network, policy guidance, and proximity to a more intense policy, staff recommends approval.

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)	0.20	5.00 F	1 U	15	5	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
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Metro Planning Commission Meeting of 6/13/24

One and Two-Family Residential* (210)	0.20	10.00 F	2 U	28	7	2
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*Based on two-family lots

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

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

METRO SCHOOL BOARD REPORT

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

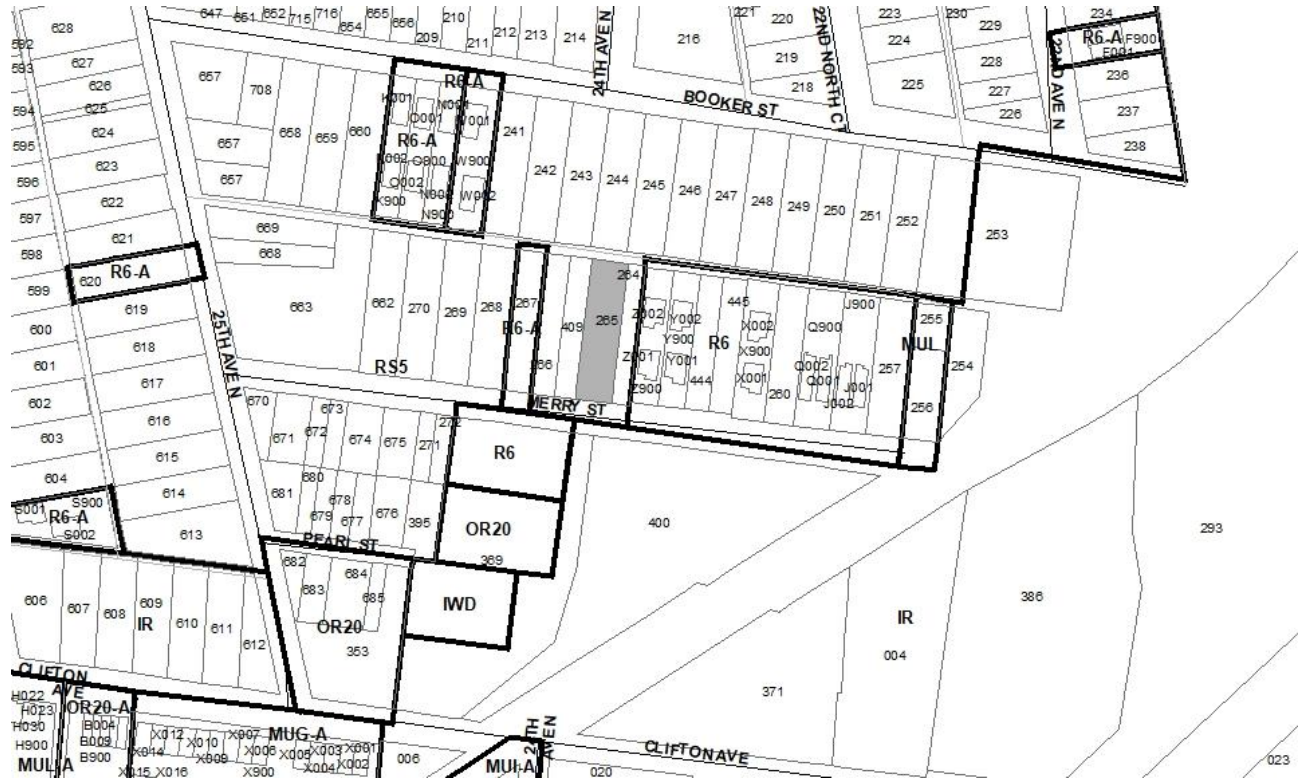
The proposed R6-A zoning is not expected to generate any additional students. Students would attend Park Avenue Elementary School, Moses McKissack Middle School, and Pearl-Cohn High School. All three schools have been identified as exceedingly under capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



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2024Z-063PR-001
Map 092-07, Parcel(s) 265
08, North Nashville
21 (Brandon Taylor)



Metro Planning Commission Meeting of 6/13/24

Item #23

Council District

School District

Requested by

Zone Change 2024Z-063PR-001

21 – Taylor

05 – Buggs

SWS Engineering, applicant; 2400 Merry St. GP, owner.

Staff Reviewer

Shane

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) zoning for property located at 2400 Merry Street, located within the Detached Accessory Dwelling Unit (DADU) Overlay, approximately 212 feet south of Booker Street (0.22 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.*

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

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 1 duplex lot for a total of 2 units. Metro Codes provides final determinations on duplex eligibility.*

NORTH NASHVILLE 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.

ANALYSIS

The application consists of one parcel (Map 092-07, Parcel 265) totaling 0.22 acres in size and located on the northern side of Merry Street east of 25th Avenue North. The property is vacant. Surrounding uses include single-family and two-family residential, vacant land, a parking lot, and a



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light manufacturing facility, variously zoned RS5, R6, R6-A and IR. The TR policy present at this site acts as a transitional buffer between the T4 NM (Urban Neighborhood Maintenance) policy to the north and the adjacent T4 MU (Urban Mixed Use Neighborhood) policy to the south.

The application proposes to rezone the property from RS5 to R6-A. The requested R6-A zoning is supported by the TR Transition policy. According to the Community Character Manual, TR areas “serve a limited function of providing transitions in scale, intensity, and use at locations between high-intensity and low-intensity policy categories or development. The predominant uses in TR areas are small-scale offices and moderate to high density residential in various building types... Housing in TR areas can include a mix of building types and is especially appropriate for ‘missing middle’ housing such as plex houses, house courts, and multifamily housing with small to medium-sized footprints.” The proposed zoning allows for one or two-family residential uses, which would increase housing choice in the area. The standards for building placement, parking, and access included in the R6-A district would also improve the relationship of development to the street, creating a more walkable neighborhood consistent with the goals of the TR policy and NashvilleNext as a whole.

The R6-A zoning district is also appropriate for the area and policy given the presence of an alley in the rear.

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)	0.22	4.45 F	1 U	15	5	1

Maximum Uses in Proposed Zoning District: R6

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)	0.22	9.09 F	2 U	28	7	2

*Based on two-family lots

Traffic changes between maximum: RS5 and R6

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



Metro Planning Commission Meeting of 6/13/24

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

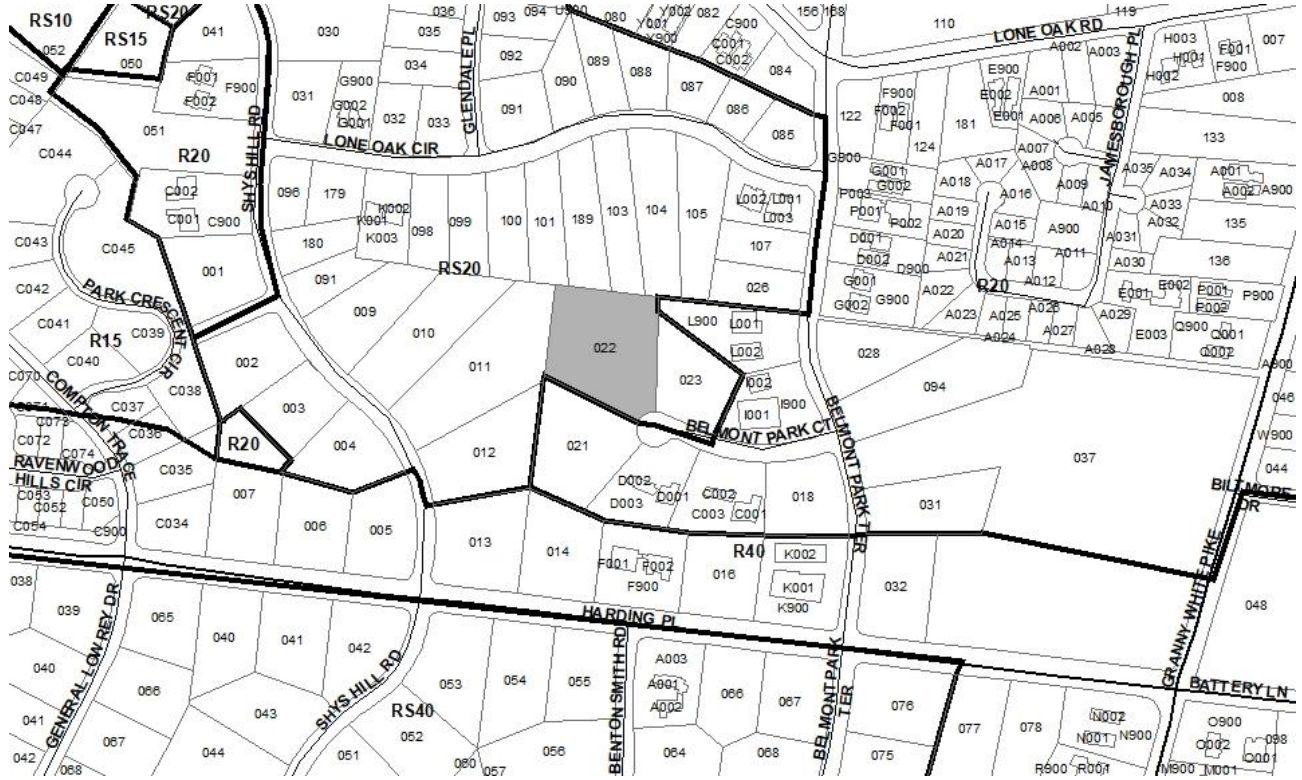
The proposed R6-A zoning is not expected to generate any more students than the existing RS5 zoning district. Any additional students would attend Park Avenue Elementary School, McKissack Middle School, and Pearl-Cohn High School. All three schools are identified as having capacity for additional students. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 6/13/24



2024Z-064PR-001
Map 131-11, Parcel(s) 022
10, Green Hills – Midtown
25 (Jeff Preptit)



Metro Planning Commission Meeting of 6/13/24

Item #24
Council District
School District
Requested by

Zone Change 2024Z-064PR-001
25 – Preptit
08 – Block
Peggy Newman, applicant and owner.

Staff Reviewer
Staff Recommendation

Anthony
Approve

APPLICANT REQUEST **Zone change from RS20 to R20.**

Zone Change

A request to rezone from Single-Family Residential (RS20) to One and Two-Family Residential (R20) zoning for property located at 1306 Belmont Park Court, at the terminus of Belmont Park Court (2.2 acres)

Existing Zoning

Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre. *RS20 would permit a maximum of 4 lots, based on acreage only.*

Proposed Zoning

One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25 percent duplex lots. *R20 would permit a maximum of 4 lots with 1 duplex lot for a total of 5 units.*

GREEN HILLS – MIDTOWN COMMUNITY PLAN

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

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

SITE AND CONTEXT

The rezoning application is for a 2.2-acre property located at 1306 Belmont Park Court. The property is currently zoned RS20 and is occupied by a single-family residential unit. The property



Metro Planning Commission Meeting of 6/13/24

has approximately 59 feet of street frontage and lies along the terminus of Belmont Park Court, a cul-de-sac that connects to Belmont Park Terrace on the east.

Adjacent zoning includes RS20 on the north, east, and west and R20 on the south and northeast. Adjacent land uses include single-family residential on the north, east, and west and two-family residential on the south and northeast.

Prior to 2006, the subject property was zoned R20, which permits one and two-family residential uses. However, in 2006, the subject property was part of a broader rezoning that downzoned several properties in the area to RS20. The subject property and an adjacent property on the east (1304 Belmont Park Court) were the only two properties on Belmont Park Court included in the 2006 rezoning. Of the five properties addressed on Belmont Park Court, three remained in the R20 district following the 2006 rezoning, and all three are currently occupied by two-family residential units.

Based on acreage only, the proposed R20 zoning would permit one more unit than the existing RS20 zoning. Bulk standards for the R20 district include maximum building coverage of 0.35, maximum height of three stories, and minimum setbacks of 20 feet on the rear and ten feet on sides. The minimum street setback is contextual.

ANALYSIS

The application proposes to rezone the subject property from RS20 to R20. The property lies within the T3 Suburban Neighborhood Maintenance (T3 NM) and Conservation (CO) policy areas. The T3 NM policy is intended to maintain the general character of suburban neighborhoods as characterized by their development patterns, building forms, land uses, and associated public realms. The T3 NM policy supports: low to moderate density residential development and institutional uses; moderate to deep building setbacks; lots generally accessed from local streets; moderate levels of connectivity; and building heights generally limited to three stories. The CO policy is intended to preserve, remediate, and enhance environmentally sensitive land.

Staff evaluated the rezoning request in light of the T3 NM and CO policies. The proposed R20 zoning district falls within the range of zoning districts and residential densities supported by the T3 NM policy. The bulk standards associated with the R20 district—including setbacks and building height—align with the T3 NM policy. No changes to existing site access or connectivity are proposed with this rezoning request. With regard to the CO policy, the rezoning request does not propose any new development within the portion of the property that has steep slopes. Any new development in the area will be required to follow Metro's grading, landscaping, tree preservation, and stormwater requirements.

Because the proposed rezoning is consistent with the T3 NM and CO policies and aligns with existing zoning patterns in the area, staff recommends approval of the rezoning request.



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Maximum Uses in Existing Zoning District: **RS20**

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)	2.2	1.81 F	4 U	54	8	5

Maximum Uses in Proposed Zoning District: **R20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	2.2	2.27 D	5 U	66	8	6

*Based on 25% two-family lots

Traffic changes between maximum: **RS20** and **R20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+1	+12	+0	+1

METRO SCHOOL BOARD REPORT

Projected student generation existing RS20 district: 0 Elementary 0 Middle 0 High

Projected student generation proposed R20 district: 0 Elementary 0 Middle 0 High

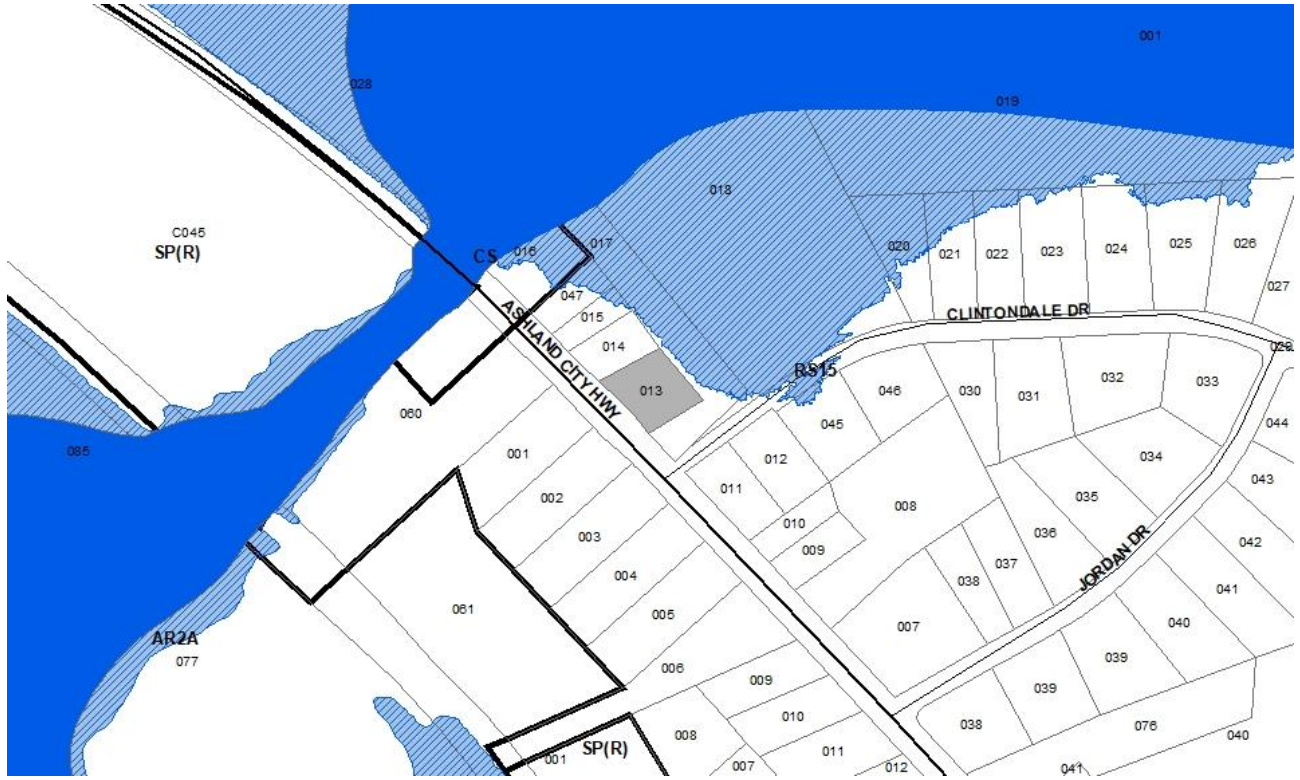
The proposed R20 zoning district is expected to generate no more students than the existing RS20 zoning district. Students would attend Percy Priest Elementary School, J.T. Moore Middle School, and Hillsboro High School. All three schools are at capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



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2024Z-065PR-001

Map 069-07, Parcel(s) 013

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Joy Kimbrough)



Metro Planning Commission Meeting of 6/13/24

Item #25
Council District
School District
Requested by

Zone Change 2024Z-065PR-001
01 – Kimbrough
01 – Gentry
RJX Partners LLC, applicant; Leroy Curtis, Etux, owner.

Staff Reviewer
Staff Recommendation

Anthony
Approve

APPLICANT REQUEST
Zone change from RS15 to RM9-NS.

Zone Change

A request to rezone from Single-Family Residential (RS15) to Multi-Family Residential – No Short-Term Rental (RM9-NS) zoning for property located at 4212 Ashland City Highway, approximately 83 feet north of Clintondale Drive (0.53 acres).

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 one lot.*

Proposed Zoning

Multi-Family Residential – No Short-Term Rental (RM9-NS) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre. Short-term rental property, owner-occupied and non-owner occupied, is prohibited. *RM9-NS would permit a maximum of five units, based on acreage only.*

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.

SITE AND CONTEXT

The rezoning application is for a 0.53-acre property located at 4212 Ashland City Highway. The subject property is currently zoned RS15, which permits single-family residential uses with a minimum lot area of 15,000 square feet. The property is currently occupied by a single-family residential unit. The property has approximately 158 feet of street frontage on Ashland City



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Highway, which is classified as an arterial boulevard in the Major and Collector Street Plan (MCSP).

All adjacent properties are zoned RS15. The properties to the south and east are currently occupied by single-family residential units, while the properties to the north and west are currently vacant. A more diverse array of zoning districts and land uses are present in the broader area. Approximately 220 feet to the northwest, multiple properties along Ashland City Highway are zoned CS and contain commercial uses. Beyond those properties are a public park, an SP-zoned property approved for detached and attached single-family residential units, and an RM9-zoned multi-family residential development.

The proposed RM9-NS zoning district would permit up to five multi-family residential units on the subject property. Bulk standards for the RM9-NS district can be found in Section 17.12 of the Zoning Code and are dependent on building type. Short-term rentals, owner-occupied and not owner-owner occupied, would be prohibited.

ANALYSIS

The application proposes to rezone the subject property from RS15 to RM9-NS. The property lies within the T3 Suburban Neighborhood Evolving (T3 NE) policy area. The T3 NE policy is intended to create and enhance suburban neighborhoods with greater housing choices, improved connectivity, and creative, innovative, and environmentally sensitive development techniques. The T3 NE policy supports: moderate-density residential development and institutional uses; moderate setbacks and spacing between buildings; lots accessed from local streets or alleys; moderate to high levels of connectivity; and building heights generally limited to three stories.

Staff evaluated the rezoning request for consistency with the T3 NE policy and found that the proposed rezoning aligns with the T3 NE policy goals. The proposed RM9-NS zoning district falls within the range of zoning districts and residential densities supported by the T3 NE policy. The bulk standards associated with RM9-NS—including setbacks and building height—are consistent with the policy. No changes to existing site access or connectivity are proposed with this rezoning request.

Because the proposed rezoning to RM9-NS is consistent with the T3 NE policy and supports a continuation of the higher intensity uses and higher residential densities found on neighboring properties to the northwest, staff recommends approval of the rezoning request.

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
One and Two-Family Residential (210)	0.53	1.88 F	1 U	15	5	1



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Maximum Uses in Proposed Zoning District: **RM9-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)	0.53	9 D	5 U	26	1	3

Traffic changes between maximum: **RS15 and RM9-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+4	+11	-4	+2

METRO SCHOOL BOARD REPORT

Projected student generation existing RS15 district: 0 Elementary 0 Middle 0 High

Projected student generation proposed RM9-NS district: 1 Elementary 0 Middle 1 High

The proposed RM9-NS zoning district is expected to generate two more students than the existing RS15 zoning district. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. Both Cumberland Elementary School and Haynes Middle School are at capacity. Whites Creek High School is exceedingly under capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



NO SKETCH



Metro Planning Commission Meeting of 6/13/24

Item #26a	Text Amendment 2024Z-012TX-001
Project Name	Downtown Code Amendment
Associated Case	2024Z-067PR-001
Council District	19 – Kupin
School District	01 – Gentry
Requested by	Metro Planning, applicant.
Staff Reviewer	Lange
Staff Recommendation	<i>Approve</i>

TEXT AMENDMENT

A request to amend Title 17 to add the East Bank Subdistrict and East Use Area, as well as amend various standards to the Downtown Code associated with the subdistrict.

Amendment

A request to amend Chapter 17.37 of the Metropolitan Code of Laws to establish an East Bank subdistrict with development standards and East use area with permitted uses within the Downtown Code.

EXISTING POLICIES

T6 Downtown Neighborhood (T6-DN) is intended to maintain and create downtown neighborhoods, with diverse development characteristics, that contain a mix of uses, including high density residential. Foster appropriate transitions from less intense areas of T6 Downtown Neighborhoods (T6-DN) policy areas to the more intense T6 Downtown Core policy area. Neighborhoods have high levels of connectivity and complete street networks with sidewalks, bikeways, and transit.

Civic (CI) is intended to preserve and enhance publicly owned properties that are used for civic purposes so that they can continue to serve public purposes over time, even if the specific public purposes they serve or the manner in which they serve them change. CI policy also provides guidance for rezoning of sites if transferring the property to the private sector is deemed in the best interest of the public.

The *Imagine East Bank* Vision Plan outlines the vision for the East Bank’s emergence as a new neighborhood with well-designed public places and coordinated public and private development. The essential building blocks of the plan are to:

1. Advance equity, resiliency, and high quality of life for all Nashvillians through the creation of accessible and affordable places to live, work, and play.
2. Provide a robust multimodal transportation system enabling easy and equal access to and through the East Bank.
3. Re-center the river as a vital community amenity and bolster resiliency through enhanced floodplain and stormwater management.
4. Create vibrant, livable, and authentic neighborhoods that prioritize the everyday needs of Nashvillians.



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East Bank Neighborhoods Supplemental Policy (09-T6-DN-EB-01) was updated with the adoption of the *Imagine East Bank* Vision Plan on October 6, 2022, to reflect the vision plan guidance for policy interpretation, zone change requests, and requests for the Capital Improvements Budget.

East Bank Redevelopment District (MDHA-EB) is a zoning overlay district intended to establish harmonious land use patterns and provide sites adequate for stadium and related activities.

BACKGROUND

The *Imagine East Bank* Vision Plan outlines the objectives for the East Bank's emergence as a new neighborhood through coordinated public and private development. The East Bank is intended to create accessible public spaces, provide high-quality housing options accessible at every economic level, expand the network of locally owned businesses throughout the city, and create a robust multimodal transportation network that will improve both local and regional connectivity. Rezoning the properties addressed in *Imagine East Bank* to the DTC, as proposed with the associated case 2024Z-067PR-001, allows for the flexibility and efficiency of land uses to achieve these goals. This rezoning also allows for a holistic and streamlined approach to the review of new developments as they come in for design review and approval over time.

The community character policies governing the proposed subdistrict are Civic (CI) and T6 Downtown Neighborhood (T6-DN). The primary function of CI is to preserve and enhance publicly owned civic properties so that they can continue to serve public purposes over time, even if the specific purpose changes. This takes into account that as Nashville continues to develop over time, locating sites for new public facilities will become more difficult. The secondary intent of CI is to guide rezoning of sites for which it is ultimately determined that conveying the property in question to the private sector is in the best interest of the public.

T6 Downtown Neighborhood (T6-DN) is intended to maintain and create downtown neighborhoods that contain a diverse mix of land uses, including high density residential, as well as high levels of connectivity for all transportation modes. These neighborhoods foster appropriate transitions from less intense areas of T6 Downtown Neighborhoods (T6-DN) policy areas to the more intense T6 Downtown Core policy area.

PROPOSED TEXT AMENDMENT

The proposed text amendment codifies the addition of the East Bank Subdistrict to the Downtown Code. This will establish the development standards and permitted uses of the subdistrict to create the character envisioned by the *Imagine East Bank* Vision Plan. The full, marked-up document can be found at the end of the staff report as Attachment 1.

East Bank Subdistrict

The DTC is comprised of 15 subdistricts, each of which specifically regulates built form based on the policy context with bulk regulations like build-to zone, building height, required step-backs, and other standards. This text amendment proposes a new subdistrict, called East Bank, which establishes bulk standards specific to the district. Other regulations apply to broader regions of the DTC (north, south, east, west, and central), or to the DTC in its entirety. Some proposed key bulk standards specific to the East Bank Subdistrict are:

- Build-to Zone:



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- All Street Frontages: Storefront Frontage - 0'-10'
- Major Pedestrian Thoroughfare: Storefront Frontage – 5'-20'
- Max Height:
 - Parcels 153, p/o 174 and 022: 40'
 - Parcels 030, p/o 022, p/o 174, 171, 151: 30'
 - P/o parcels 115 and 046: 20'
 - P/o parcels 115 and 046: 4-7'
- Minimum Building Depth: 15' from building façade
- Building Spacing: 75' max, exclusive of streets
- Façade Width:
 - Primary Street: 80% - 90% of lot frontage
 - Secondary Street and Open Space: 70% - 90% of lot frontage
 - Tertiary Street and Major Pedestrian Thoroughfare: 60% - 90% of lot frontage



Figure 1. Map of East Bank DTC Subdistrict

East Use Area

The DTC is a form-based code and utilizes “use areas” to specify what land uses are permitted within certain areas of DTC. The existing four use areas are North, South, West, and Central.

Imagine East Bank envisions different uses within the area than those that exist today, and this text amendment proposes a fifth use area: East. The East use area permits uses like those permitted in the other four use areas, but uniquely prohibits single and two-family residential, historic bed and breakfasts and home events, short-term rental properties, correctional facilities, cemeteries, animal boarding facilities, auto-oriented uses like automobile sales and service, mobile and self-service storage facilities, and donation drop-off centers, and restricts bar and nightclub uses.

The East use area also includes conditions for some land uses that are specific to DTC, specifically conditions related to bars and restaurants that serve alcohol. These conditions are meant to ensure that entertainment uses, where permitted, are restrained to prioritize high quality of life for all Nashvillians.



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Adjustments to General Standards

This text amendment proposes several changes to the DTC General Standards section:

- Street Character:
 - Street Trees: reduces the spacing of street tree planting in the public right-of-way along the length of the lot frontage from 50' in the rest of the DTC subdistricts to 30' in the East Bank subdistrict.
 - Future Streets: Future streets within the East Bank subdistrict shall follow the dimensions established by *Imagine East Bank*.
- Parking and Access:
 - Adds the East Bank subdistrict to the list of areas within the DTC that require upper-level habitable liners.
- Open Space:
 - Reduces the spatial definition of plazas in the DTC from 2,500-20,000 square feet in all other subdistricts to 1,000-20,000 square feet in the East Bank subdistrict.

STAFF RECOMMENDATION

Staff recommends approval.



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ORDINANCE NO. _____

An ordinance to amend Title 17 of the Metropolitan Code of Laws, the Zoning Ordinance of the Metropolitan Government of Nashville and Davidson County, add the East Bank Subdistrict to Chapter 17.37, Downtown Code, all of which is described herein (Proposal No. 2024Z-012TX-001)

WHEREAS, The Council of The Metropolitan Government of Nashville and Davidson County adopted the Downtown Code (DTC) on February 2, 2010; and

WHEREAS, The Metropolitan Government recognizes the importance of updating, clarifying, and refining the Downtown Code (DTC) standards to encourage high quality, sustainable urban development; and

WHEREAS, the DTC standards provide opportunities for businesses to thrive, while enhancing the character of Downtown through mixed-use development, housing choices, and commercial and entertainment opportunities; and

WHEREAS, the refinement of the DTC standards will continue to ensure a quality urban experience for the citizens and businesses of Metropolitan Nashville and Davidson County; and

WHEREAS, The DTC requires updates from time-to-time as downtown continues to grow and evolve as a neighborhood; and

WHEREAS, the *Imagine East Bank* vision plan supports the changes proposed as part of this text amendment.

NOW, THEREFORE, BE IT ENACTED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

Section 1: That Chapter 17.37 of the Metropolitan Code is hereby amended by replacing Section I: Introduction in its entirety, adding the East Bank Subdistrict to Section II: Subdistrict Standards, replacing Section III: Uses in its entirety, replacing subsections Street Character, Parking And Access: Specific to Structured Parking, and Open Space: Specific to Plazas of Section IV: General Standards, and the Map of Street Types for Signage in Section V: Sign Standards with the attached Exhibit.

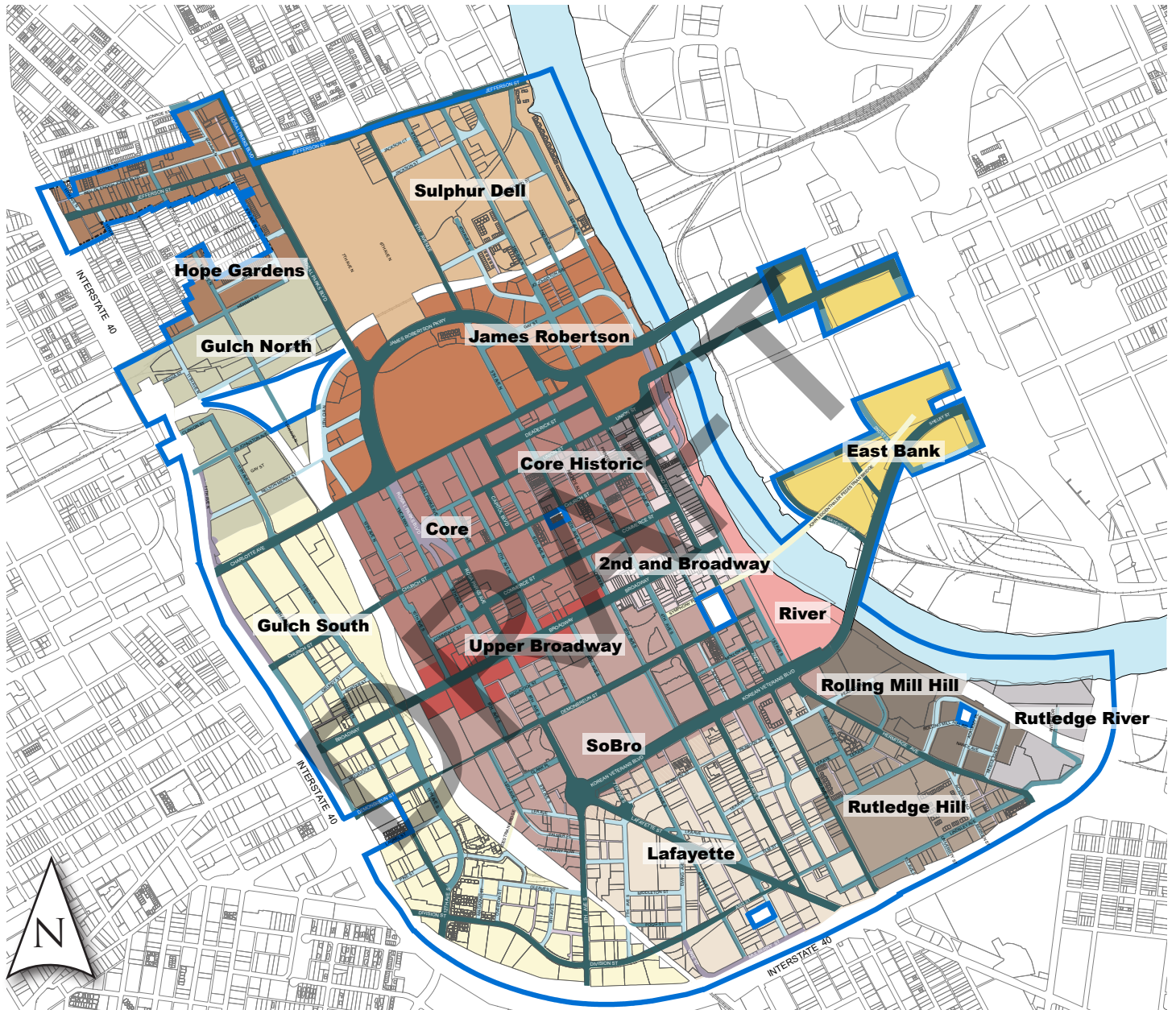
Section 2. Be it further enacted, that this ordinance shall take effect immediately after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.


















Sponsored by:

Councilmember Jacob Kupin

Section I: Introduction

DTC Regulating Plan: Subdistrict Boundaries



 James Robertson Subdistrict - page 18	 Upper Broadway Subdistrict - page 26	 Lafayette Subdistrict - page 38	 Gulch North Subdistrict - page 46
 Core Subdistrict - page 20	 SoBro Subdistrict - page 34	 Rutledge Hill Subdistrict - page 40	 Hope Gardens Subdistrict - page 50
 Core Historic Subdistrict - page 22	 River Subdistrict - page 32	 Rutledge River Subdistrict - page 44	 Sulphur Dell Subdistrict - page 52
 2nd and Broadway Subdistrict - page 28	 Rolling Mill Hill Subdistrict - page 42	 Gulch South Subdistrict - page 48	 East Bank Subdistrict - page 54
 DTC Boundary			

Section I: Introduction

Application of the DTC: How to Use this Document

How to Use this Document

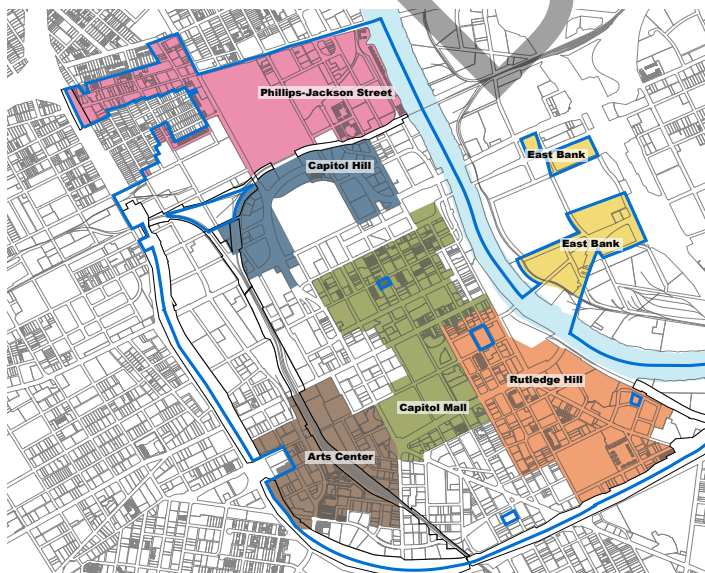
The Downtown Code is organized by Subdistricts and Street Types, as identified on the Regulating Plan.

To determine the standards which apply to a particular property:

- On the Regulating Plan, identify the Subdistrict in which the property is located and on what type of street(s) it fronts.
- Consult the Building Regulations for development standards relevant to the Subdistrict.
- Consult the Use Table for uses allowed in each Area.
- Consult the General Standards section for guidance on development standards for all Subdistricts.

Subdistricts and Areas

- Downtown Nashville consists of numerous neighborhoods with unique character. The development standards for the DTC are organized by Subdistricts, which establish the zoning of each neighborhood to create or maintain the envisioned character.
- The DTC is divided into 5 Areas (North, South, West, East and Central), which establish the allowed uses.
- The DTC includes General Standards that apply to all Subdistricts.



MDHA redevelopment districts.

Regulating Plan

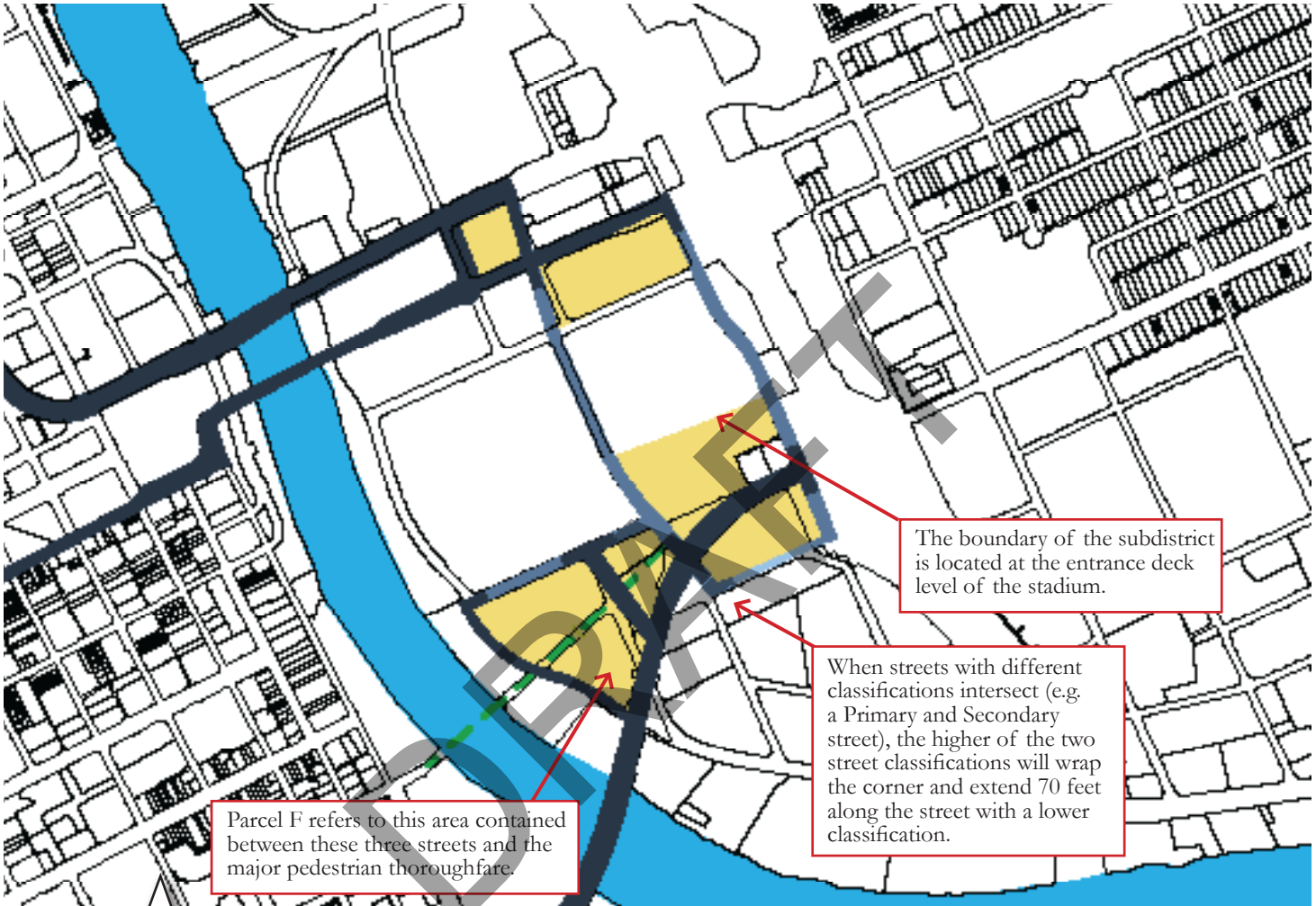
- The Regulating Plan is the official zoning map of the DTC. The Subdistrict boundaries are shown on the series of maps which comprise the Regulating Plan.
- Subdistrict boundaries extend to the centerline of all abutting public street right-of-ways. Any properties not within the subdistrict boundaries of the regulating plan including, but not limited to, rail and river corridors shall be considered an open space subdistrict.
- Unless otherwise regulated by the DTC subdistrict standards, property that is within more than one subdistrict may apply for a minor modification to use the standards of either subdistrict. If the Executive Director of the Planning Department finds that additional consideration is warranted, then the modification request may be submitted to the Downtown Code/MDHA Design Review Committee as a major modification.

Overlapping Plans

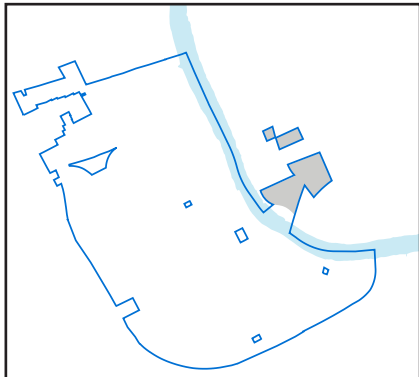
Within the area governed by the DTC, there exist other regulations and design guidelines intended to work in conjunction with the DTC. The DTC does not exempt development from complying with the regulations of other Federal, State, and Local departments and agencies. These departments and agencies should be contacted during the development process to address their rules, regulations and policies.

Section II: Subdistrict Standards

East Bank: Regulating Plan



The East Bank subdistrict, situated on the east side of the Cumberland River, is an emerging neighborhood envisioned by the *Imagine East Bank* Vision Plan. While historically the East Bank's relationship with the Cumberland River has been commercial and industrial, the East Bank is a transformative opportunity to properly address the physical backdrop of the city. The East Bank is intended to create accessible public spaces, provide high-quality housing options accessible at every economic level, expand the network of locally-owned businesses throughout the city, and create a robust multimodal transportation network that will improve both local and regional connectivity.



Legend	
	East Bank Subdistrict
	Primary Street
	Secondary Street
	Tertiary Street
	Other Street
	Alley
	Major Pedestrian Thoroughfare

Section II: Subdistrict Standards

East Bank: Building Regulations

Height

Max. height See Diagram A

Properties within the East Bank subdistrict are ineligible to earn additional height through the Bonus Height Program.

Parking Structures

Above-ground prohibited See Diagram B

No above-ground vehicular parking structure (lined, screened, or otherwise) shall be included in the areas described in Diagram B. If parking is to be included in these areas, it shall be located underground.

Plazas

Location and min. size See Diagram C

Publicly-accessible plazas, meeting the open space standards outlined in DTC Section IV: General Standards, are required in the approximate location and size described in Diagram C. All open space types are permitted within other areas of this subdistrict, provided they meet the standards referenced above.

Sidewalk & Planting

Improvements to the sidewalk corridor according to the General Standards, the Major and Collector Street Plan, and the *Imagine East Bank Vision Plan* and the Guidance for East Bank Complete Streets document. For projects within the subdistrict, compliance with NDOT Best Practices Curb Management document should be followed, specifically regarding the design, implementation, and enforcement of short-term loading (goods movement) passenger access, metered parking, etc.

Notes

Uses: page 63; General Standards: page 67

The DTC's existing street network is well-established, which is not the case in the East Bank subdistrict. In order to manage access and loading, mid-block alleys are strongly encouraged to be established. These alleys will ensure back-of-house operations are not street-facing.

Modifications related to the planned transit facility on Metro property within the East Bank Subdistrict shall be considered as minor modifications to allow flexibility given their specialized use.

Projects shall comply with other NDOT and Planning guiding documents and adopted policies.



Diagram A

- 40** 40 stories max. height
- 30** 30 stories max. height
- *30** 30 stories max. height within 150' of Interstate Drive
- 20** 20 stories max. height
- *4-7** 4-7 stories max. height within 120' of Waterside Drive, except that within 100' of Korean Veterans Boulevard, the max. height shall be 20 stories.

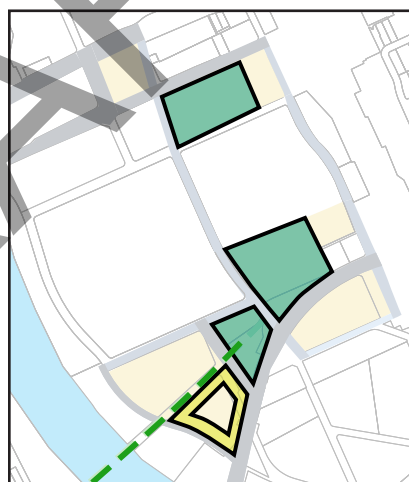


Diagram B

- Green** Above-ground vehicular parking structure prohibited
- Yellow** Above-ground vehicular parking structure prohibited, except for when it is located below an active frontage (Korean Veterans Boulevard, Shelby Avenue, or Major Pedestrian Thoroughfare) and fully lined on Waterside Drive. See diagram on Page 57 for intent illustration and Page 85 for additional parking requirements.



Diagram C

- 60k** 60,000 square foot plaza required
- 40k** 40,000 square foot plaza required

Section II: Subdistrict Standards

East Bank: Building Regulations

Podium Standards

Any portion of a building below the building's required step-back, or where a step-back is not required, below the 7th story.

A Allowed Frontage Types with Required Build-to Zone

All street frontages

- Storefront Frontage 0'-10'
- Major Pedestrian Thoroughfare
- Storefront Frontage 5'-20'

* Civic Frontages are allowed and encouraged in this subdistrict. See Page 81 for details on the associated standards.

B Facade width

Primary Street 80% of lot frontage min.
90% of lot frontage max.*

Secondary Street and Open Space 70% of lot frontage min.
90% of lot frontage max.*

Tertiary Street and Major Pedestrian Thoroughfare 60% of lot frontage min.
90% of lot frontage max.*

*Maximum facade widths only apply to street or major pedestrian thoroughfare segments over 375' in length (measured from edge of intersection to edge of intersection).

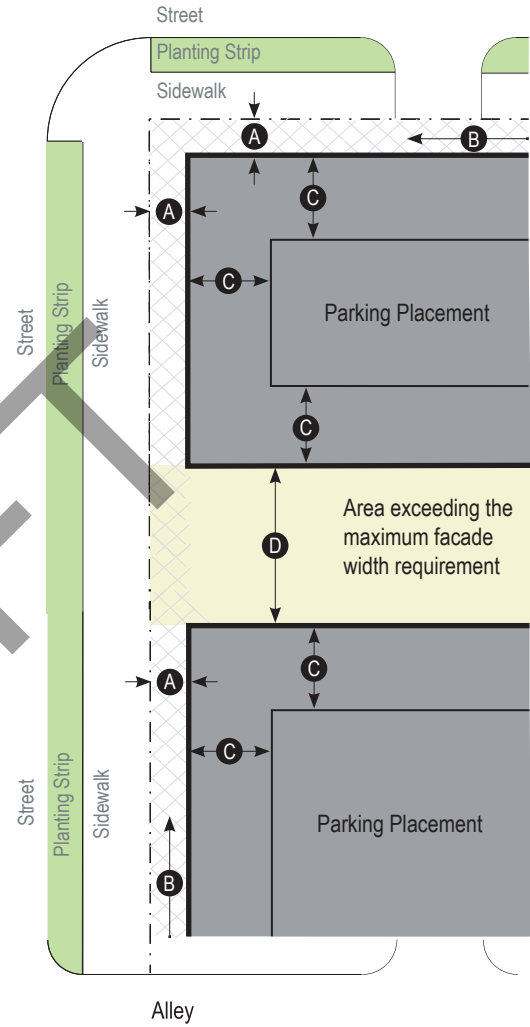
Portions of a parcel's facade width that exceed the maximum facade width percentage requirement:

- shall be used for pedestrian activity and/or circulation that connects to other streets, open spaces, or pedestrian bridge.
- shall not be located at the intersection of two streets or at the intersection of a street and the pedestrian bridge.

C Min. building depth 15' from building facade

A habitable building liner is required for any side and all levels of an above-ground vehicular parking structure facing public streets, open spaces, or the pedestrian bridge.

D Building spacing 75' max., exclusive of streets



Building Plan

Section II: Subdistrict Standards

East Bank: Building Regulations

Podium Standards Continued

Any portion of a building below the building's required step-back, or where a step-back is not required, below the 7th story.

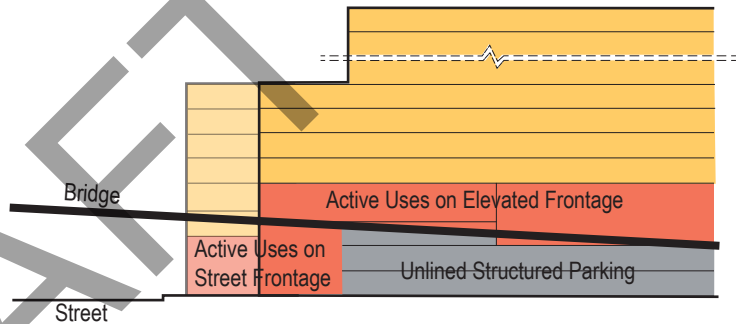
Specific to Waterside Drive frontages

The building façades shall be composed of a minimal, high-quality material palette, and those selected materials shall operate harmoniously at a human and pedestrian scale. Use of masonry is encouraged. These elevations shall be organized with a cohesive and continuous vertical rhythm of divisions along the entirety of the Waterside Drive frontage. This rhythm shall be defined by vertical articulations that consist of planar changes within the façade as well as vertically-proportioned openings.

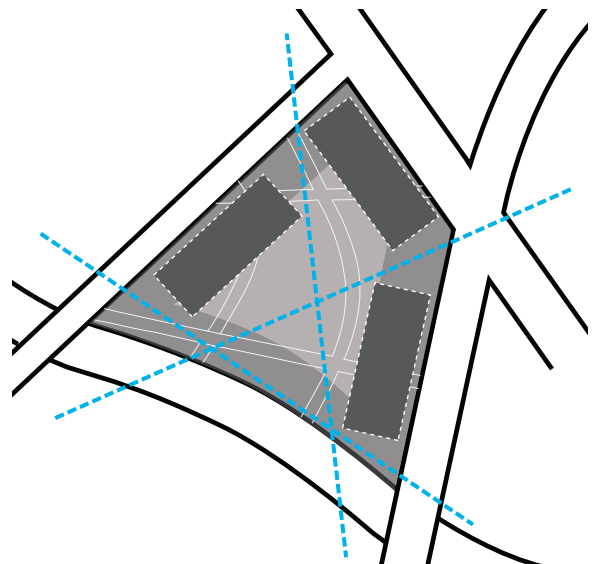


Specific to Parcel F

Above-ground vehicular parking structure is prohibited, except for when it is located below an active use on an elevated frontage (i.e., Korean Veterans Boulevard, Shelby Avenue, or the Major Pedestrian Thoroughfare), and lined on Waterside Drive, therefore physically screened from the public realm.



Pedestrian access and connections through Parcel F should be maximized. This includes high levels of site porosity, with meaningful connectivity from the Major Pedestrian Thoroughfare and Waterside Drive to bridge-level and below bridge-level public spaces, as well as through the parcel internally. Vertical connections between the bridge level and grade are encouraged.



Section II: Subdistrict Standards

East Bank: Building Regulations

Tower Standards

Any portion of a building above the building's required step-back, or all stories above the 7th floor for buildings without a step-back requirement.

E Step-back

Step-back after:

- Primary Streets No step-back required
- Secondary and Tertiary Streets Encouraged, but not required
- Major Pedestrian Thoroughfare After the 7th story

F Depth

- All street frontages No step-back required
- Major Pedestrian Thoroughfare 15'

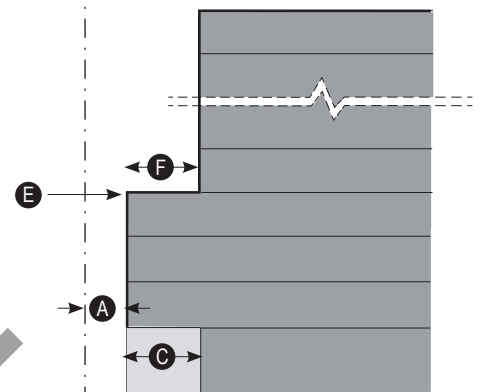
G Max. Floorplate 16,000 Square Feet

H Max. Facade Length 200'

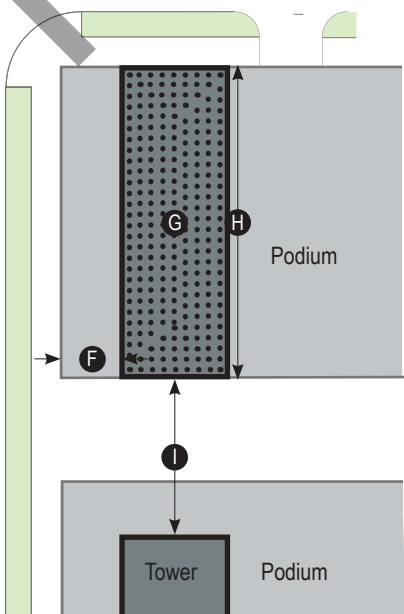
I Tower Spacing 80' min.

Placement & Orientation

- In order to preserve views of the Downtown skyline and the Cumberland River, tower floorplates shall maintain a ratio of between 1:1 and 3.3:1.
- The longest facade of a tower floorplate shall be oriented parallel to east-west streets or pedestrian corridors (including, but not limited to James Robertson Parkway, Main Street, Woodland Street, Korean Veterans Boulevard, Shelby Avenue, Victory Avenue, or the major pedestrian thoroughfare) for towers fronting these corridors.
- The tower floorplate ratio shall be computed by means of the smallest rectangle which will encompass the extreme limits of the floorplate's form.
- Tower floorplates that deviate from the tower floorplate ratio standards (such as office uses) may be approved via minor modification.
- Towers of significant height are encouraged to reduce their floorplate size or max. facade length at the tops of their form.



Building Section



Building Plan

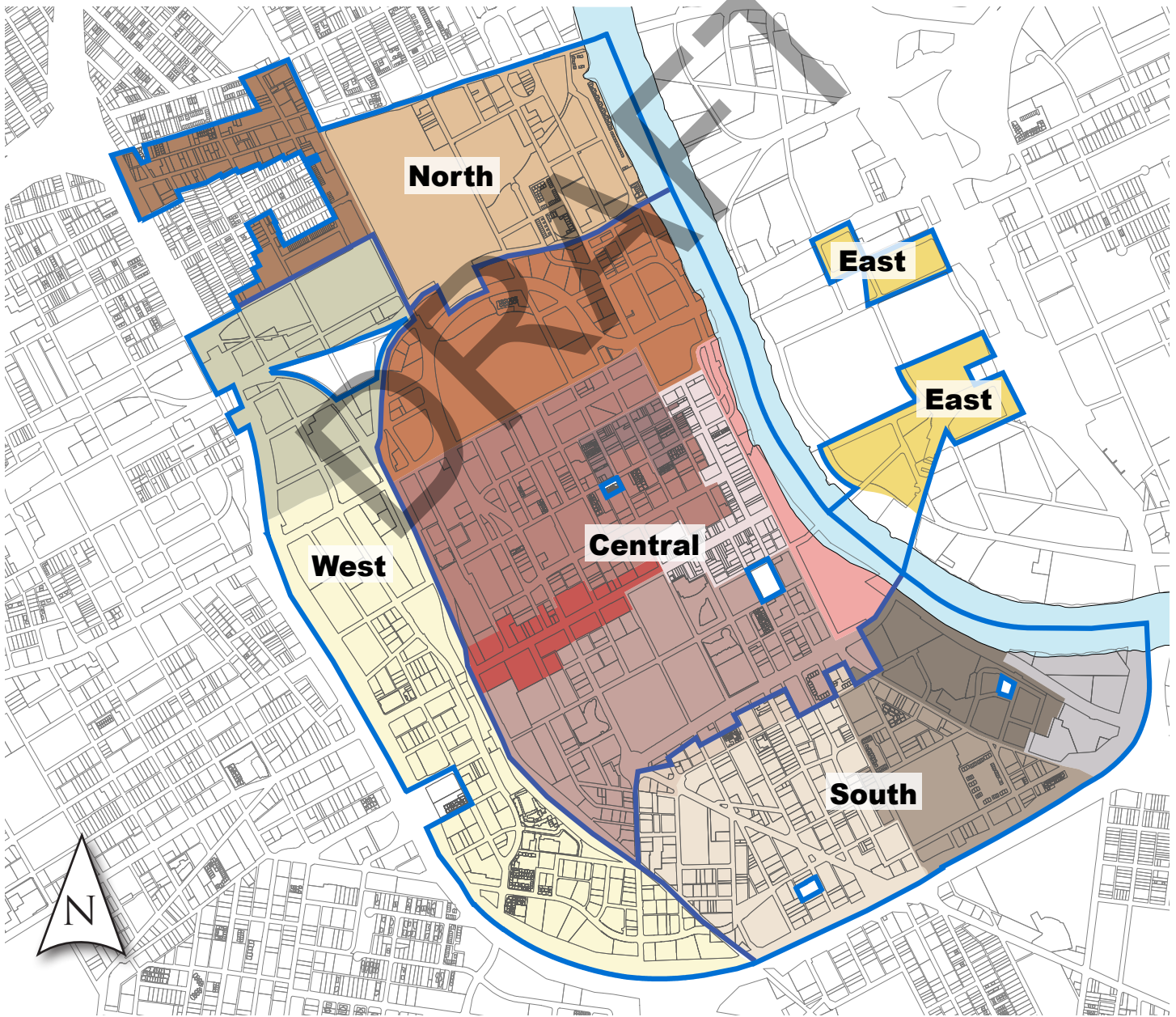
Section III: Uses

Use Areas

Land uses within the DTC are determined by Area – Central, South, West, North, and **East**. To create a sustainable and mixed-use Downtown, the form-based zoning of each subdistrict regulates the shape, scale, and placement of the buildings, and allows a variety of uses. Use Area boundaries are the same as Subdistrict boundaries. To determine the allowed land uses, locate the property on the Area Plan, and refer to the Area column on the Land Use Chart for the allowed uses.

In the event of a conflict between the following Land Use Chart within DTC and the Zoning District Land Use Table within Chapter 17.08, this Land Use Chart shall apply. Uses Permitted with Conditions or Permitted by Special Exceptions or Accessory shall follow the standards of Chapter 17.16. Land uses with an asterisk have conditions specific to the DTC. If standards within Chapter 17.16 and the DTC conflict, the stricter shall apply.

Exhibit 1



Section III: Uses

Use Tables

	North	South	East	West	Central
P: Permitted by right					
PC: Permitted with conditions					
SE: Special Exception					
A: Accessory					
O: Overlay District					
Residential Uses:					
Single-family	P	P		P	P
Two-family	P	P		P	P
Multi-family	P	P	P	P	P
Elderly housing	P	P	P	P	P
Mobile home dwelling					
Accessory apartment	P	P	P	P	P
Accessory dwelling, detached					
Boarding house	P	P	P	P	P
Consignment sale	P	P	P	P	P
Domesticated hens					
Garage sale	A	A	A	A	A
Historic bed and breakfast homestay	P	P		P	P
Historic home events	P	P		P	P
Home occupation	P	P		P	P
Rural bed and breakfast homestay					
Security residence					
Short-term rental property (STRP)-OO	A	A		A	A
Institutional Uses:					
Correctional facility	P	P		P	P
Cultural center	P	P	P	P	P
Day care center (up to 75)	P	P	P	P	P
Day care center (over 75)	P	P	P	P	P
Day care home	P	P	P	P	P
Day care - Parent's day out	P	P	P	P	P
School day care	P	P	P	P	P
Monastery or convent	P	P	P	P	P
Orphanage	P	P	P	P	P
Religious Institution	P	P	P	P	P
Educational Uses:					
Business school	P	P	P	P	P
College or university	P	P	P	P	P
Community education	P	P	P	P	P
Dormitory	P	P	P	P	P
Fraternity/sorority house	P	P	P	P	P
Personal instruction	P	P	P	P	P
Vocational school	P	P	P	P	P
Office Uses:					
Alternative Financial Services					
Financial Institution	P	P	P	P	P
General Office	P	P	P	P	P
Leasing/sales office	P	P	P	P	P
Other Uses:					
Agricultural activity					
Cemetery	P	P		P	P
Mineral extraction					
On-site agricultural sales					
Pond/lake	P	P	P	P	P

	North	South	East	West	Central
P: Permitted by right					
PC: Permitted with conditions					
SE: Special Exception					
A: Accessory					
O: Overlay District					
Commercial Uses:					
Animal Boarding Facility	P	P		P	P
ATM	P	P	P	P	P
Auction house	P	P	P	P	P
Automobile convenience	P	P		P	P
Automobile parking	P	P	P	P	P
Automobile repair	P	P		P	P
Automobile sales, new					
Automobile sales, used	P	P		P	P
Automobile service	P	P		P	P
Bar or nightclub	P	P	P*	P	P
Bed and Breakfast Inn	P	P	P	P	P
Beer and cigarette market	P	P	P	P	P
Boat storage					
Business services	P	P	P	P	P
Carpet cleaning	P	P		P	
Car Wash		PC			
Community gardening (commercial)	P	P	P	P	P
Community gardening (non-commercial)	P	P	P	P	P
Custom assembly	P	P	P	P	P
Donation Center drop-off	PC	PC		PC	PC
Flea market	P	P	P	P	P
Funeral home	P	P	P	P	P
Furniture store	P	P	P	P	P
Grocery store	P	P	P	P	P
Home improvement sales	P	P	P	P	P
Hotel/motel	P	P	P	P	P
Inventory stock	A	A	A	A	A
Kennel/stable					
Liquor stores	P	P	P	P	P
Major appliance repair	P	P	P	P	P
Mobile storage unit	PC	PC		PC	PC
Mobile vendor					
Restaurant, fast-food	P	P	P*	P	P
Restaurant, full-service	P	P	P*	P	P
Restaurant, take-out	P	P	P*	P	P
Retail	P	P	P	P	P
Self-service storage	P	P		P	P
Short-term rental property (STRP) Not OO	PC	PC		PC	PC
Vehicular rental/leasing					
Vehicular sales and services, limited		P	P	P	P
Wrecker services		P			

* For purposes of this section, "Bar" shall mean a business property at which less than 50 percent of the total revenue is generated by food sales and holding either (a) a limited service restaurant permit issued by the Tennessee Alcoholic Beverages Commission or (b) a beer permit for on-premises consumption if not licensed by the Tennessee Alcoholic Beverage Commission. "Total Square Footage" shall mean the sum of the interior first and second floor areas of all buildings located on the parcels within the area marked as East on Exhibit 1 excluding (a) those located on Parcel C and (b) hotels. No more than 25% of the Total Square Footage may be occupied at any time by Bars.

Section III: Uses

Use Tables

	North	South	East	West	Central
P: Permitted by right					
PC: Permitted with conditions					
SE: Special Exception					
A: Accessory					
O: Overlay District					
Medical Uses:					
Animal hospital					
Assisted care living	P	P	P	P	P
Hospice	P	P	P	P	P
Hospital	P	P	P	P	P
Medical appliance sales	P	P	P	P	P
Medical office	P	P	P	P	P
Medical or scientific lab	P	P	P	P	P
Nonresidential drug treatment facility	P	P	P	P	P
Nursing home	P	P	P	P	P
Outpatient clinic	P	P	P	P	P
Rehabilitation services	P	P	P	P	P
Residence for handicapped, more than eight	P	P	P	P	P
Veterinarian	P	P	P	P	P
Communication Uses:	P	P		P	P
Amateur radio antenna	P	P		P	P
Audio/video tape transfer	P	P	P	P	P
Communications hut	PC	PC	PC	PC	PC
Multi-media production	P	P	P	P	P
Printing and publishing	P	P	P	P	P
Radio/TV studio	P	P	P	P	P
Satellite dish	P	P	P	P	P
Telecommunication facility	PC	PC	PC	PC	PC
Industrial Uses:	P	P	P	P	P
Artisan distillery	P	P	P	P	P
Asphalt plant					
Building contractor supply	PC	PC		PC	
Compressor station					
Concrete plant					
Distributive business wholesale	PC	PC		PC	
Fuel storage	A	A		A	P
Heavy equipment, sales and services					
Hazardous operations					
Manufacturing, artisan	PC	PC	PC	PC	
Manufacturing, heavy					
Manufacturing, medium					
Microbrewery	P	P	P	P	P
Research services	P	P	P	P	
Scrap operation					
Tank farm					
Tasting room					
Warehouse	PC	PC		PC	
Waste Management Uses:					
Collection center					
Construction/demolition landfill:					
Construction demolition waste processing	PC	PC		PC	PC
Medical waste	A	A	A	A	A
Recycling collection center	P	P		P	P
Recycling facility					
Sanitary landfill					
Waste transfer					

	North	South	East	West	Central
P: Permitted by right					
PC: Permitted with conditions					
SE: Special Exception					
A: Accessory					
O: Overlay District					
Transportation Uses:					
Airport, medium or large commercial service					
Airport/heliport					
Boat dock (commercial)	P	P	P		P
Bus station/landport	P	P	P	P	P
Bus transfer station	P	P	P	P	P
Commuter rail	P	P	P	P	P
Helistop	SE	SE	SE	SE	SE
Motor freight					
Park and ride lot					
Railroad station	SE	SE	SE	SE	
Railroad yard					
Water taxi station	P	P	P	P	P
Utility Uses:					
Power/gas substation	P	P	P	P	P
Power plant	A	A	A	A	A
Reservoir/ water tank	P	P	P	P	P
Safety services	P	P	P	P	P
Waste water treatment	SE	SE	SE	SE	SE
Water/sewer pump station	P	P	P	P	P
Water treatment plant	SE	SE	SE	SE	SE
Wind energy facility (small)	PC	PC	PC	PC	PC
Wind energy facility (Utility)			P		
Recreation and Entertainment Uses:					
Adult entertainment	O	O		O	O
After hours establishment	PC	PC		PC	PC
Camp					
Club	P	P	P	P	P
Commercial amusement (inside)	P	P	P*	P	P
Commercial amusement (outside)	P	P	P*	P	P
Country club	P	P	P	P	P
Drive-in movie					
Driving range					
Fairground					
Golf course					
Greenway	P	P	P	P	P
Park	P	P	P	P	P
Racetrack					
Recreation center	P	P	P	P	P
Rehearsal hall	P	P	P	P	P
Sex club			P		
Small outdoor music event			P		
Stadium/arena convention center	P	P	P	P	P
Temporary festival	P	P	P	P	P
Theater	P	P	P	P	P
Theatre					
Zoo					

Section IV: General Standards

Street Character

Street Trees

Shade-producing street trees shall be planted in the public right-of-way along the length of the lot frontage at a maximum spacing of fifty feet and a maximum spacing of thirty feet within the East Bank subdistrict or in accordance with the regulations of Metro departments and agencies.

Tree Quality

Tree species shall be chosen from the *Urban Forestry Recommended and Prohibited Tree and Shrub List* based on tree size and planting area provided or an alternative species deemed appropriate by the Urban Forester.

- At planting trees, shall meet the requirements for street trees set out in the *American Standard for Nursery Stock*.
- All nursery stock used as street trees shall be vigorous, healthy and free of diseases or infestation.
- Planting Area Dimension
 - The following standards are minimum standards. All development is encouraged to provide street trees with the largest area of pervious surface and volume of soil that can be accommodated.
 - Trees shall be accommodated in planting areas with a minimum depth of 3 feet and a minimum soil volume of 400 cubic feet.
 - The minimum pervious opening at grade shall be 24 square feet.
 - Tree vaults shall have the capability to drain water.
 - Planting areas shall not inhibit ingress/egress from buildings or pedestrian traffic along the Sidewalk Corridor.

Future Streets

Downtown thrives on a connected system of streets which allow easy access within neighborhoods and to other parts of the city. There are, however, places for improvement. The Future Streets Plan shows how streets could be realigned, connected and created in the future to improve mobility within Downtown.

Properties near an area highlighted for change on the Future Streets Plan shall consult with the Planning Department and the Department of Public Works to discuss the potential change.

Future streets within the East Bank subdistrict shall follow the dimensions established by *Imagine East Bank*.

Multimodal Transportation Network

Downtown is envisioned to accommodate all modes of travel with an emphasis on multimodal transportation. As property develops, properties shall implement the Priority Bike Network recommendations of the WalknBike Nashville plan.

Section IV: General Standards

Parking and Access: Specific to Structured Parking

Vehicular Access

- Vehicular openings to parking structures shall not exceed thirty-five feet in width.
- Vehicular openings shall have a minimum spacing of thirty-five feet.

Pedestrian Access

- All parking structures with parking available to the public shall have a clearly marked pedestrian entrance, separate from vehicular access, on street frontages. A publicly accessible building lobby may meet this requirement.

Location and Lining

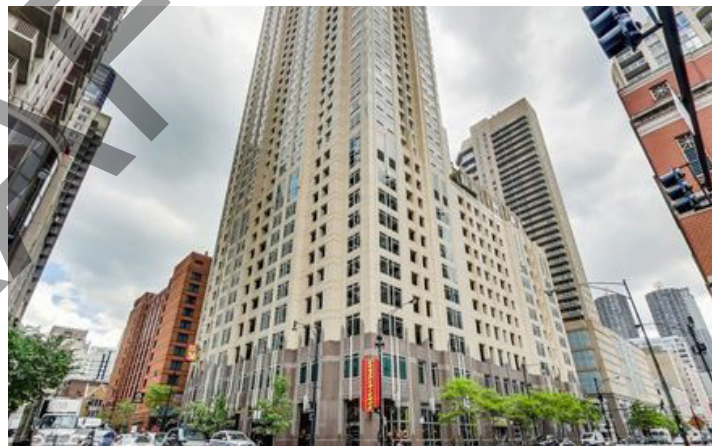
- On the ground level, parking structures shall be located behind a liner building with an active use that is a minimum of fifteen feet deep.
- Upper level habitable liners are encouraged on all streets and are required on James Robertson Parkway and within the East Bank subdistrict. Underground parking is encouraged on all projects but is required on certain sites. See subdistrict standards for details.
- Upper level facade treatments /cladding is required on all public street frontages, including any facades visible from the Interstates. Facade treatments shall integrate or complement the architectural characteristics of the habitable portion of the building and the surrounding built context. Openings for natural ventilation are permissible when integrated into the facade design. Landscape buffering may be considered as an alternative at appropriate locations, such as Interstate frontages.
- All underground parking shall not be visible from the surface of the earth. Underground parking that is completely below grade may extend beyond the façade of the building. Underground parking may not encroach into the right-of-way.

Quantity

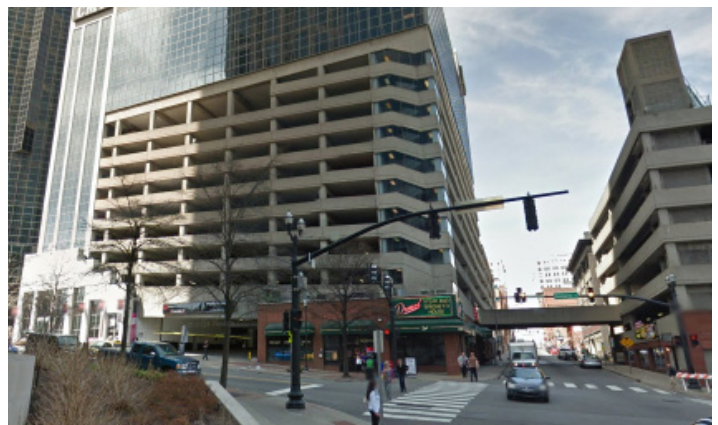
- The number of stories of structured parking without upper level habitable liners on all public street frontages and open spaces shall not exceed the number of levels of underground parking.



Appropriate upper level facade treatment with full cladding



Appropriate upper level facade treatment with natural ventilation integrated into the facade design



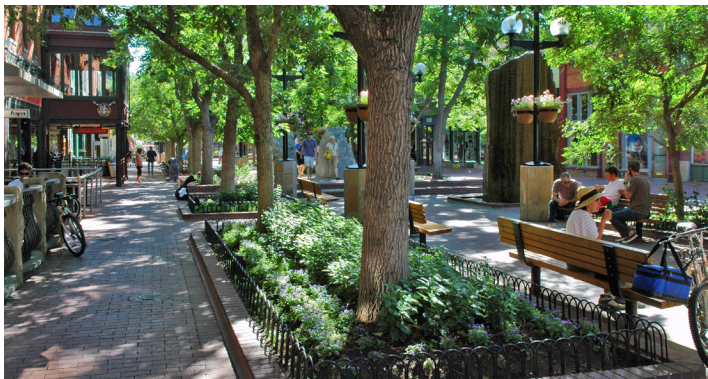
Inappropriate upper level facade treatment

Section IV: General Standards

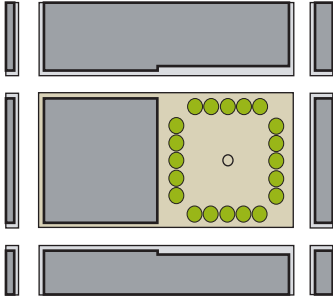
Open Space: Specific to Plazas

A Plaza is an Open Space used for unstructured civic and/or commercial purposes. A plaza is spatially defined by building frontages.

- Size: 2,500 - 20,000 square feet for all subdistricts except for East Bank, where the size may be as small as 1,000 square feet and larger than 20,000 may be appropriate.
- Plazas are required to maintain a minimum of 10 percent ground level green space and 40 percent pervious surface.
- Seating
 - A minimum of 40 linear feet of seating shall be required for Plazas, plus a minimum of one linear foot of seating for every 500 square feet of gross open space.
 - Of the required seating one linear foot for each 20 feet of street frontage shall be located within 15 feet of the property line.

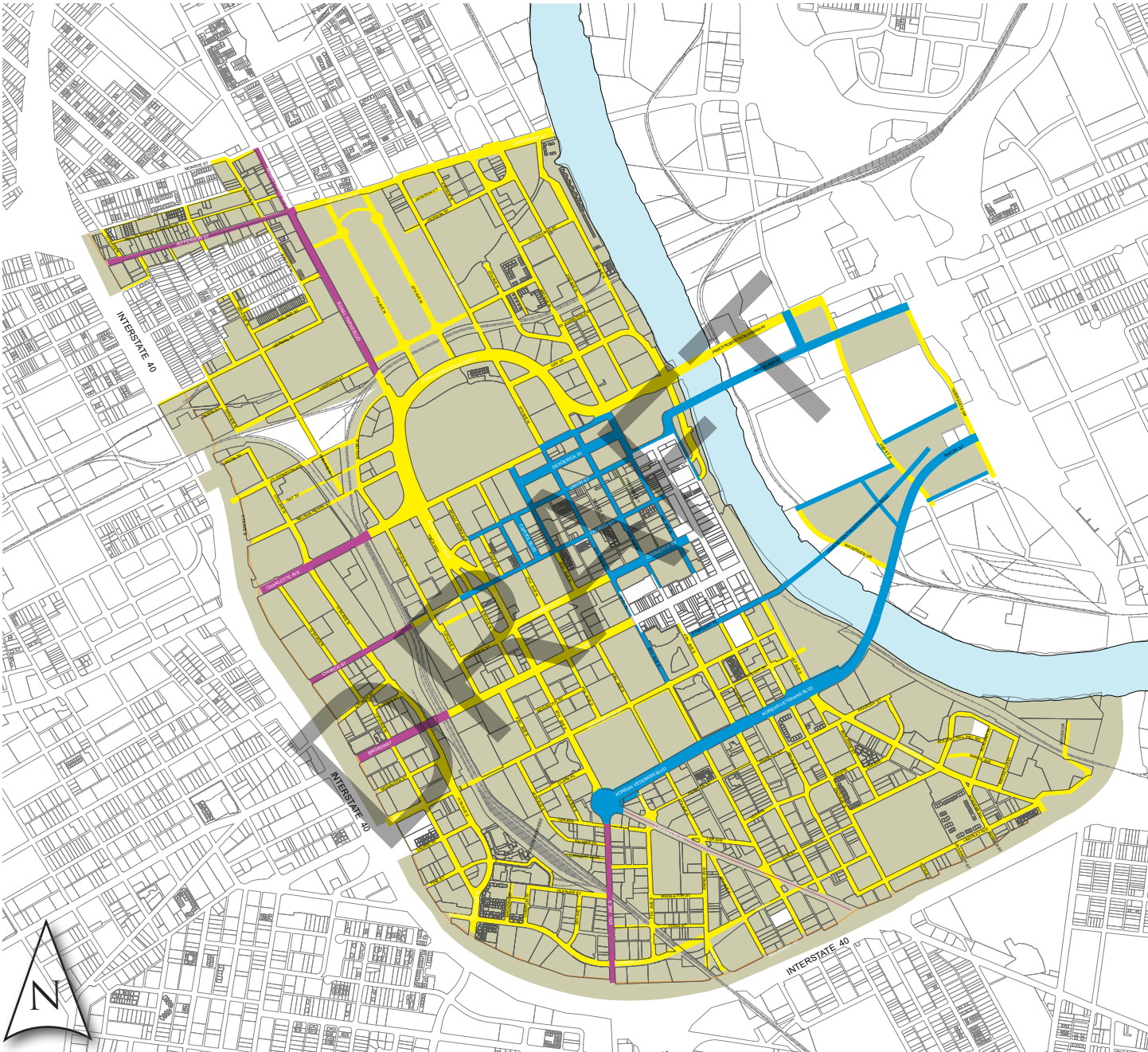


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Section V: Sign Standards

Signs: Map of Street Types for Signage Standards



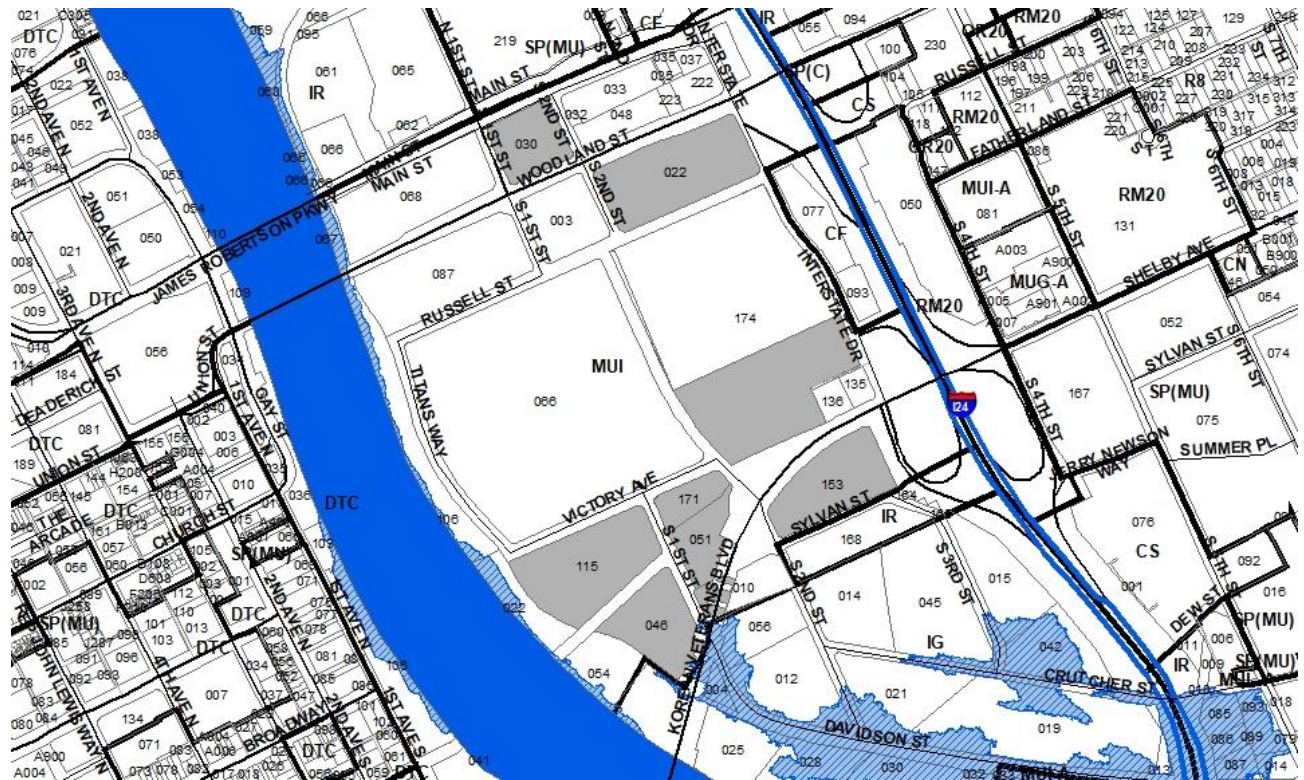
Legend

	Transitional Street		Interstate
	Pedestrian Street		Printers' Alley
	Gateway Street		Applicable properties

- New streets that are not in existence as of the adoption of this ordinance shall be categorized as Transitional Streets.
- Properties within an Historic Zoning Overlay and/or with SP zoning are not subject to the sign standards of DTC zoning.



Metro Planning Commission Meeting of 6/13/24



2024Z-067PR-001

Map 082-15, Parcel(s) 030

Map 093-03, Parcel(s) 022, 115, 153, 171, and P/O Parcel(s) 174

Map 093-07, Parcel(s) 046, 051, and P/O Parcel(s) 010

09, Downtown

19 (Jacob Kupin)



Metro Planning Commission Meeting of 6/13/24

Item #26b
Associated Case
Council District
School District
Requested by

Zone Change 2024Z-067PR-001
2024Z-012TX-001
19 - Kupin
01 - Gentry
Metro Planning, applicant; Metro Government Juvenile Court, owner.

Staff Reviewer
Staff Recommendation

Lange
Approve if the associated text amendment 2024Z-012TX-001 is approved. Disapprove if the associated text amendment is not approved.

APPLICANT REQUEST **Zone change from MUI to DTC.**

Zone Change

A request to rezone from Mixed Use Intensive (MUI) to DTC (Downtown Code) zoning for properties located at 501 and 600 South 1st Street, 109 and 501 South 2nd Street, 115 Woodland Street, 20 Victory Avenue, Victory Avenue (unnumbered) and a portion of 201 Shelby Avenue and 600 South 2nd Avenue, at the northeast and northwest corner of Sylvan Street and South 2nd Street, and within the East Bank MDHA Redevelopment District (30 acres).

Existing Zoning

Mixed Use Intensive (MUI) is intended for a high intensity mixture of residential, retail, and office uses.

East Bank Redevelopment District (MDHA-EB) is an overlay district intended to establish harmonious land use patterns and provide sites adequate for stadium and related activities.

Proposed Zoning

Downtown Code (DTC) is intended for a broad range of residential and non-residential activities associated with an economically healthy, socially vibrant, and sustainable downtown. The DTC district seeks the efficient use of land capitalizing on a high level of services, reduced automobile dependence with enhanced usage of mass transit, and the creation of a vibrant and safe pedestrian streetscape.

DOWNTOWN NASHVILLE COMMUNITY PLAN

T6 Downtown Neighborhood (T6-DN) is intended to maintain and create downtown neighborhoods, with diverse development characteristics, that contain a mix of uses, including high density residential. This policy serves to foster appropriate transitions from less intense areas of T6 Downtown Neighborhoods (T6-DN) policy areas to the more intense T6 Downtown Core policy area. Neighborhoods with this policy have high levels of connectivity and complete street networks with sidewalks, bikeways, and transit.

Civic (CI) is intended to serve two purposes. The primary intent of CI is to preserve and enhance publicly owned civic properties so that they can continue to serve public purposes over time, even if



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the specific purpose changes. This recognizes that locating sites for new public facilities will become more difficult as available sites become scarcer and more costly. The secondary intent of CI is to guide rezoning of sites for which it is ultimately determined that conveying the property in question to the private sector is in the best interest of the public.

The *Imagine East Bank Vision Plan* outlines the vision for the East Bank's emergence as a new neighborhood with well-designed public places and coordinated public and private development. The essential building blocks of the plan are to:

5. Advance equity, resiliency, and high quality of life for all Nashvillians through the creation of accessible and affordable places to live, work, and play.
6. Provide a robust multimodal transportation system enabling easy and equal access to and through the East Bank.
7. Re-center the river as a vital community amenity and bolster resiliency through enhanced floodplain and stormwater management.
8. Create vibrant, livable, and authentic neighborhoods that prioritize the everyday needs of Nashvillians.

The *East Bank Supplemental Policy (09-T6-DN-EB-01)* was updated with the adoption of the *Imagine East Bank Vision Plan* on October 6, 2022, to reflect the vision plan guidance for policy interpretation, zone change requests, and requests for the Capital Improvements Budget.

SITE AND CONTEXT

The 30-acre site is located at 501 and 600 South 1st Street, 109 and 501 South 2nd Street, 115 Woodland Street, 20 Victory Avenue, Victory Avenue (unnumbered) and a portion of 201 Shelby Avenue and 600 South 2nd Avenue. The Major and Collector Street Plan (MCSP) has designated streets adjacent to the subject parcels as follows:

- James Robertson Parkway, adjacent to Parcel 30 (115 Woodland Street) to the north is classified as an arterial.
- Woodland Street, adjacent to the south of Parcel 30 (115 Woodland Street) and north of Parcel 22 (109 S 2nd Street) is designated as an arterial.
- Korean Veterans Boulevard, adjacent to Parcels 174 (201 Shelby Avenue), 051 (501 S 1st Street), and 046 (600 S 1st Street) to the south and Parcel 153 (501 S 2nd Street) to the north is designated as an arterial.
- The planned East Bank Boulevard, adjacent to Parcels 171 (Victory Avenue (unnumbered)) and 051 (501 S 1st Street) to the west and 046 (600 S 1st Street) and 115 (20 Victory Avenue) to the east is designated as an arterial.
- South 2nd Street, adjacent to Parcels 171 (Victory Avenue (unnumbered)) and 051 (501 S 1st Street) to the east and Parcel 153 (501 S 2nd Street) to the west is designated as a collector avenue.

Parcel(s) 030 (115 Woodland Street), 22 (109 S 2nd Street), 153 (501 S 2nd Street), 051 (501 S 1st Street), 046 (600 S 1st Street), 115 (20 Victory Avenue), portions of 174 (201 Shelby Avenue), and 010 (600 S 2nd Street) are all currently used for vehicular surface parking. Parcel 171 (Victory Avenue (unnumbered)) is currently vacant industrial land. The surrounding land uses include recreational, industrial, and commercial uses.



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ANALYSIS

The policy on this site is predominantly Civic (CI), with a small portion of Downtown Neighborhood (T6-DN) policy. Civic Policy is applied to the majority of the Metro-owned property on the East Bank. It is intended to preserve and enhance existing publicly owned properties so that they have the flexibility to serve public purposes over time. Civic buildings are prominently located within CI districts and serve as a focal point in the streetscape, including entrances oriented to the street and open space in front of or framing the street with the building. Wide pedestrian walkways and plazas and an enhanced streetscape are emphasized, as these sites are to be accessible by all modes of transportation.

Rezoning of this site also aligns with T6-DN policy, which intends to create diverse downtown neighborhoods with high density residential and mixed-use development. The policy calls for neighborhoods to have high levels of connectivity and complete street networks with sidewalks, bikeways, and transit. Rezoning to DTC will align with this policy by creating more opportunity for a diversity of land uses, housing choices, particularly high-density residential, and better connectivity through the East Bank, to nearby lower-density residential neighborhoods, as well as to the downtown core subdistricts. Today the East Bank is the only area with T6 policy and within the Downtown Community Plan that is not zoned DTC.

A critical early implementation recommendation from *Imagine East Bank* was to craft and adopt a design-based zoning tool that reflects the vision plan and its preliminary guidance, beginning with the Central Waterfront and the Metro-owned property. The proposed DTC East Bank Subdistrict, proposed through the associated case 2024Z-012TX-001, has been crafted to enable the building of an outstanding neighborhood for Nashvillians and maximizing the community benefit for diverse and attainable housing, municipal infrastructure needs, and sustainability. This rezoning reflects and codifies many of the land use requirements in the Master Development Agreement with the Fallon Company recently adopted by Council.

A draft of the DTC has been posted publicly online for 30 days. On June 10th, Councilmembers Kupin and Capp, and staff from Planning and the Mayor's Office, will hold a public informational session on the DTC at 6pm at Cross Point Church. Councilmembers Kupin, Capp, and Parker have also scheduled an additional informational session on July 9th in advance of the Council public hearing for this case.

Rezoning to the DTC allows for a holistic and streamlined approach to the review of new developments as they come in for design review and approval over time.

TRAFFIC IMPACTS

The mix of uses could vary and assumption of impact at this point is premature. As a Form Based Code, DTC regulates on bulk standards and does not include specific density maximums and does not require parking.

METRO SCHOOL BOARD REPORT

Given the mix of uses, the number of students could vary and assumption of impact at this point is premature. Students would attend Ida B. Wells Elementary School, Jere Baxter Middle School, and Maplewood High School. Ida B. Wells Elementary School is exceedingly under capacity and Jere



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Baxter Middle School and Maplewood High School are at capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval if associated text amendment 2024Z-012TX-001 is approved.

Disapprove if the associated text amendment is not approved.