

# Metropolitan Planning Commission



## Staff Reports

**May 27, 2021**



## Metro Planning Commission Meeting of 05/27/21

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



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 05/27/21



### **2021SP-018-001**

3<sup>rd</sup> AND MONROE

Map 082-09, Parcel(s) 346

08, North Nashville

19 (Freddie O'Connell)



<b>Project No.</b>	<b>Specific Plan 2021SP-018-001</b>
<b>Project Name</b>	<b>3<sup>rd</sup> and Monroe</b>
<b>Council District</b>	19 – O’Connell
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Barge Cauthen and Associates, applicant; More on Third LLC, owner.
<b>Staff Reviewer</b>	Lewis
<b>Staff Recommendation</b>	<i>Defer to the June 10, 2021, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

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

Zone Change

A request to rezone from Industrial Restrictive (IR) to Specific Plan – Mixed Use (SP-MU) zoning for property located at 1227 3rd Avenue North, at the southwest corner of Monroe Street and 3rd Avenue North (0.62 acres), to permit a mixed-use development.

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 10, 2021, Planning Commission meeting.





<b>Project No.</b>	<b>Specific Plan 2021SP-020-001</b>
<b>Project Name</b>	<b>Ben Allen Ridge</b>
<b>Council District</b>	8 – VanReece
<b>School District</b>	3 – Masters
<b>Requested by</b>	Alfred Benesch and Company, applicant; 301 Ben Allen, LLC, owner.
 <b>Deferrals</b>	 This item was deferred from the April 22, 2021, and May 13, 2021, Planning Commission meetings. No public hearing was held.
 <b>Staff Reviewer</b>	 Rickoff
<b>Staff Recommendation</b>	<i>Defer to the June 10, 2021, Planning Commission meeting.</i>

**APPLICANT REQUEST**

**Preliminary SP to permit 245 multi-family residential units.**

Preliminary SP

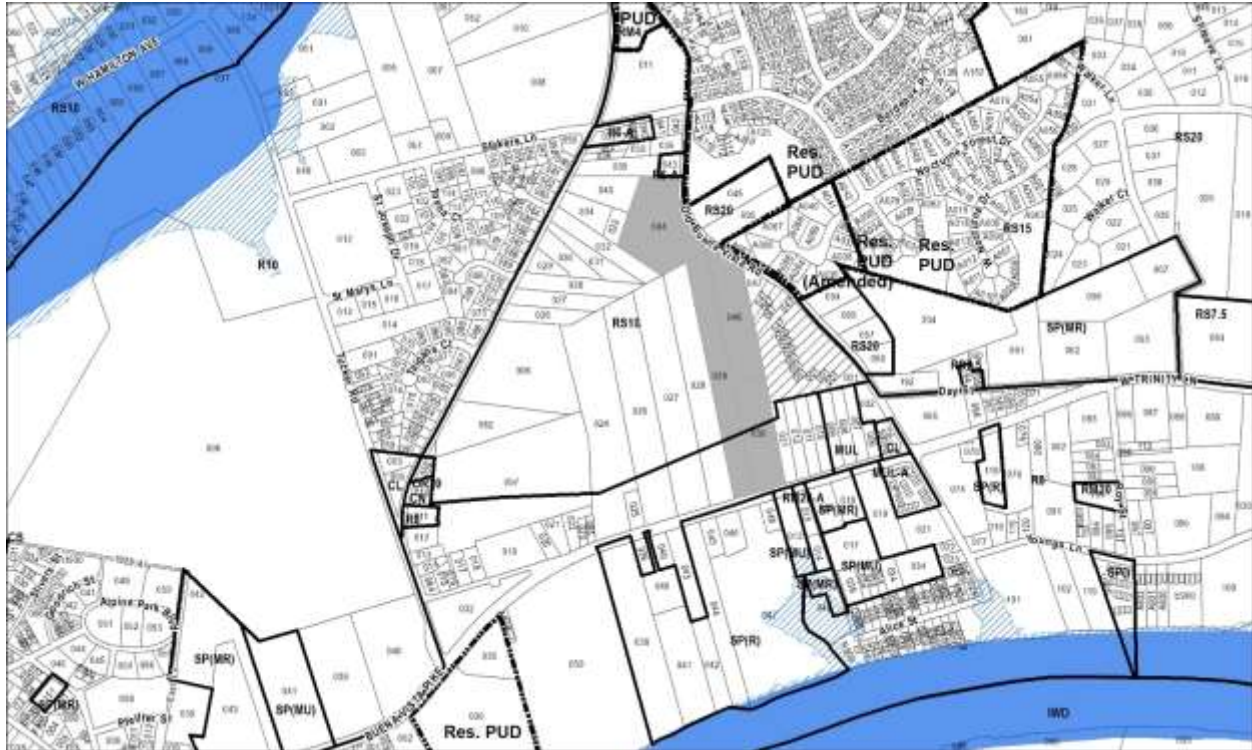
A request to rezone from Single-Family Residential (RS10) to Specific Plan-Residential (SP-R) zoning for properties located at 301 Ben Allen Road and Ben Allen Road (unnumbered), approximately 1,400 feet west of Ellington Parkway, to permit 245 multi-family residential units (10.71 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 10, 2021, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 05/27/21



### **2021SP-029-001**

#### **HILL TOP ESTATES**

Map 070-02, Parcels 044, 046

Map 070-06, Parcels 029-030

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyonzte Toombs)





**Project No.** Specific Plan 2021SP-029-001  
**Project Name** Hill Top Estates  
**Council District** 2 – Toombs  
**School District** 1 – Gentry  
**Requested by** D & M Development, applicant; Amon Ringemann Hill, Anna Hill, Doss Hill and Aubrey Gregory, owners.

**Deferrals** This item was deferred from the May 13, 2021, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Defer to the June 10, 2021, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Preliminary SP to permit a mixed residential development.**

Zone Change

A request to rezone from Single-Family Residential (RS10) and One and Two-family Residential (R8) to Specific Plan-Mixed Residential (SP-MR) zoning for properties located at 1105 and 1107 West Trinity Lane, West Trinity Lane (unnumbered), and Old Buena Vista Road (unnumbered), approximately 375 feet south of Stokers Lane (14.46 acres), to permit 193 multi-family residential units.

**STAFF RECOMMENDATION**

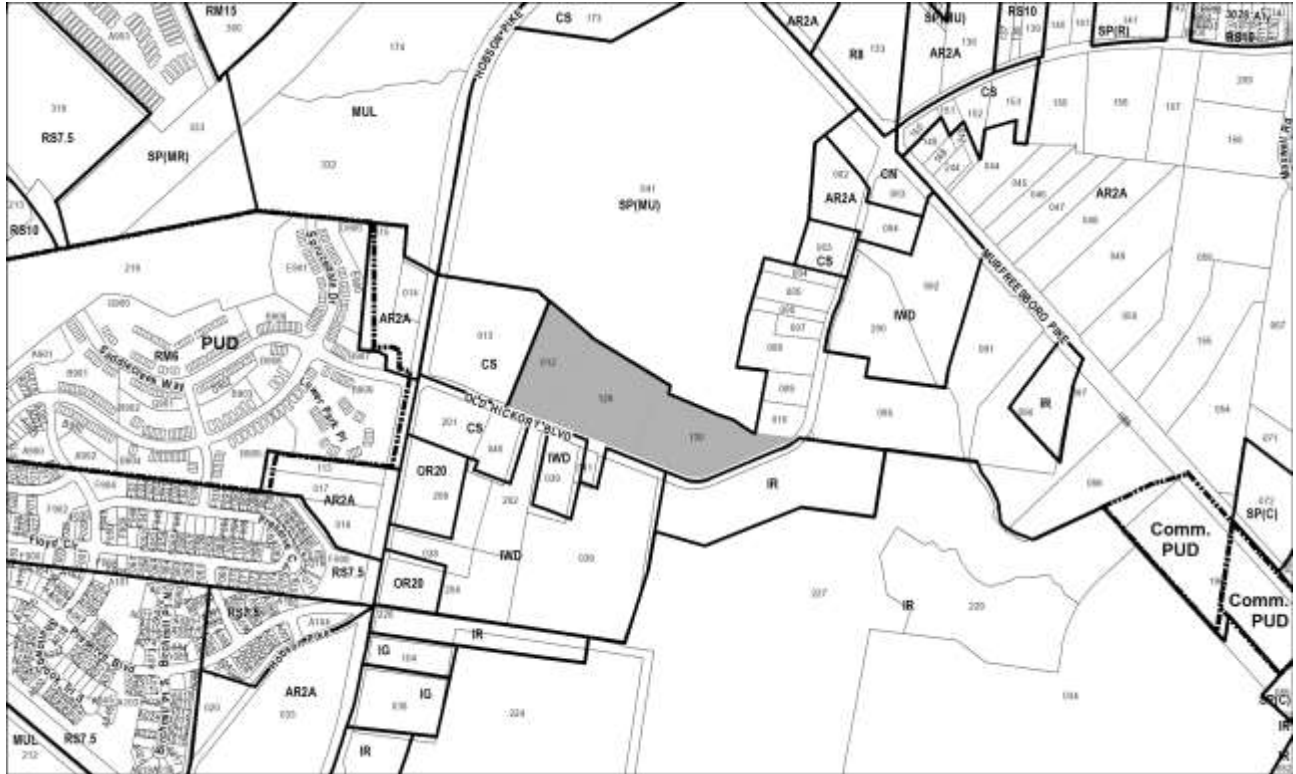
Staff recommends deferral to the June 10, 2021, Planning Commission meeting.







## Metro Planning Commission Meeting of 05/27/21



### **2021SP-034-001**

12610 OLD HICKORY BOULEVARD

Map 175, Parcels 012, 129-130

13, Antioch – Priest Lake

33 (Antoinette Lee)



<b>Project No.</b>	<b>Specific Plan 2021SP-034-001</b>
<b>Project Name</b>	<b>12610 Old Hickory Boulevard</b>
<b>Council District</b>	33 – Lee
<b>School District</b>	6 – Bush
<b>Requested by</b>	Johnson Development Associates Inc., applicant; William Yeargin Jr., Paula Yeargin and William Spaulding, owners.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Defer to the June 24, 2021, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Preliminary SP to permit office and distributive business/wholesale uses.**

Zone Change

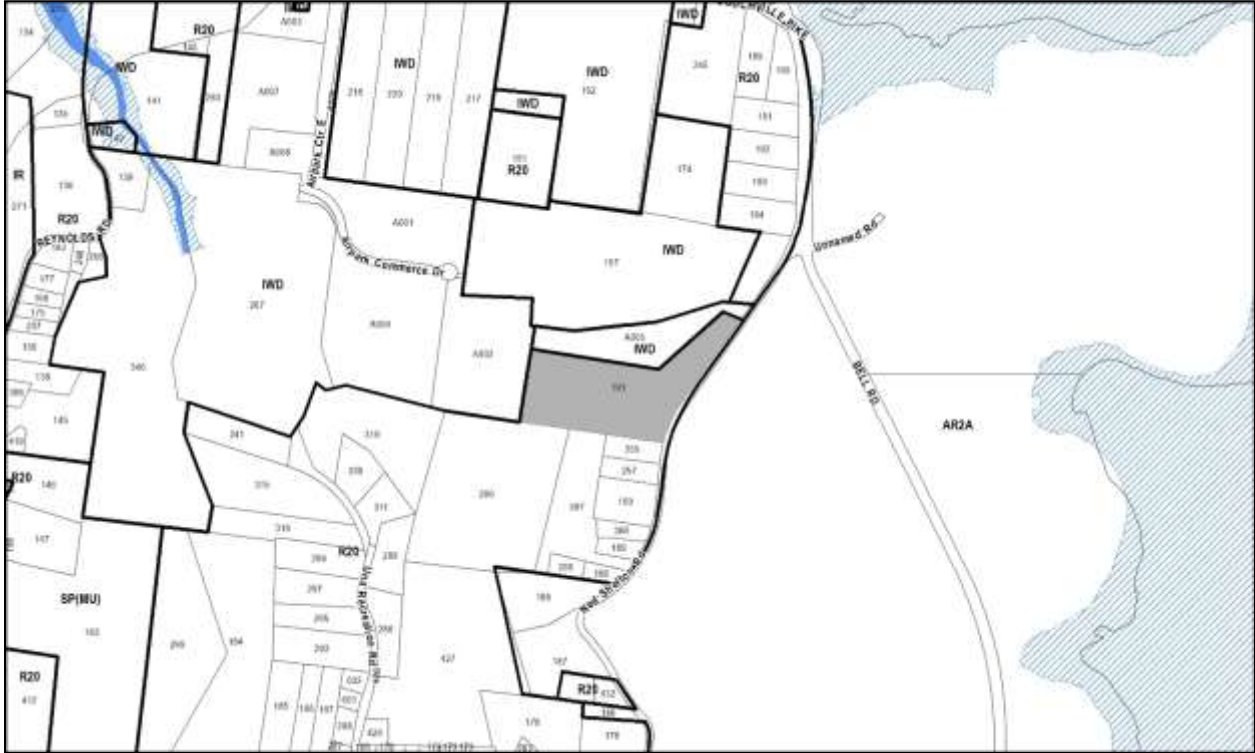
A request to rezone from Agricultural and Residential (AR2a) to Specific Plan-Industrial (SP-IND) zoning for properties located at 12610 and 12622 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), approximately 425 feet east of Hobson Pike (12.38 acres), to permit office and distributive business/wholesale uses.

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 24, 2021, Planning Commission meeting.



## Metro Planning Commission Meeting of 05/27/21



**2021SP-042-001**

2871 NED SHELTON ROAD SP

Map 135, Parcel(s) 191

13, Antioch – Priest Lake

29 (Delishia Porterfield)



<b>Project No.</b>	<b>Specific Plan 2021SP-042-001</b>
<b>Project Name</b>	<b>2871 Ned Shelton Road SP</b>
<b>Council District</b>	29 – Porterfield
<b>School District</b>	7 – Player-Peters
<b>Requested by</b>	State Street Group, applicant; The Quarter Jackson, owner.
<b>Staff Reviewer</b>	Lewis
<b>Staff Recommendation</b>	<i>Defer to the June 10, 2021, Planning Commission meeting.</i>

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**APPLICANT REQUEST**  
**Preliminary SP to permit uses of IWD.**

Zone Change  
A request to rezone from One and Two-Family Residential (R20) to Specific Plan – Industrial (SP-IND) zoning for property located at 2871 Ned Shelton Road, approximately 635 feet south of Bell Road, (18.0 acres), to permit uses of IWD.

**STAFF RECOMMENDATION**  
Staff recommends deferral to the June 10, 2021, Planning Commission meeting.



## Metro Planning Commission Meeting of 05/27/21



**2020S-179-001**

**ENTRUST HOMES ON PARAGON MILLS SUBDIVISION**

Map 134, Parcel(s) 157

12, Southeast

26 (Courtney Johnston)





<b>Project No.</b>	<b>Final Plat 2020S-179-001</b>
<b>Project Name</b>	<b>Entrust Homes on Paragon Mills Subdivision</b>
<b>Council District</b>	26 – Johnston
<b>School District</b>	6 – Bush
<b>Requested by</b>	B A Land Professionals, applicant; Nancy Potts, Carol Potts Garcia and Sonnie Potts, owners.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Defer to the June 10, 2021, Planning Commission meeting.</i>

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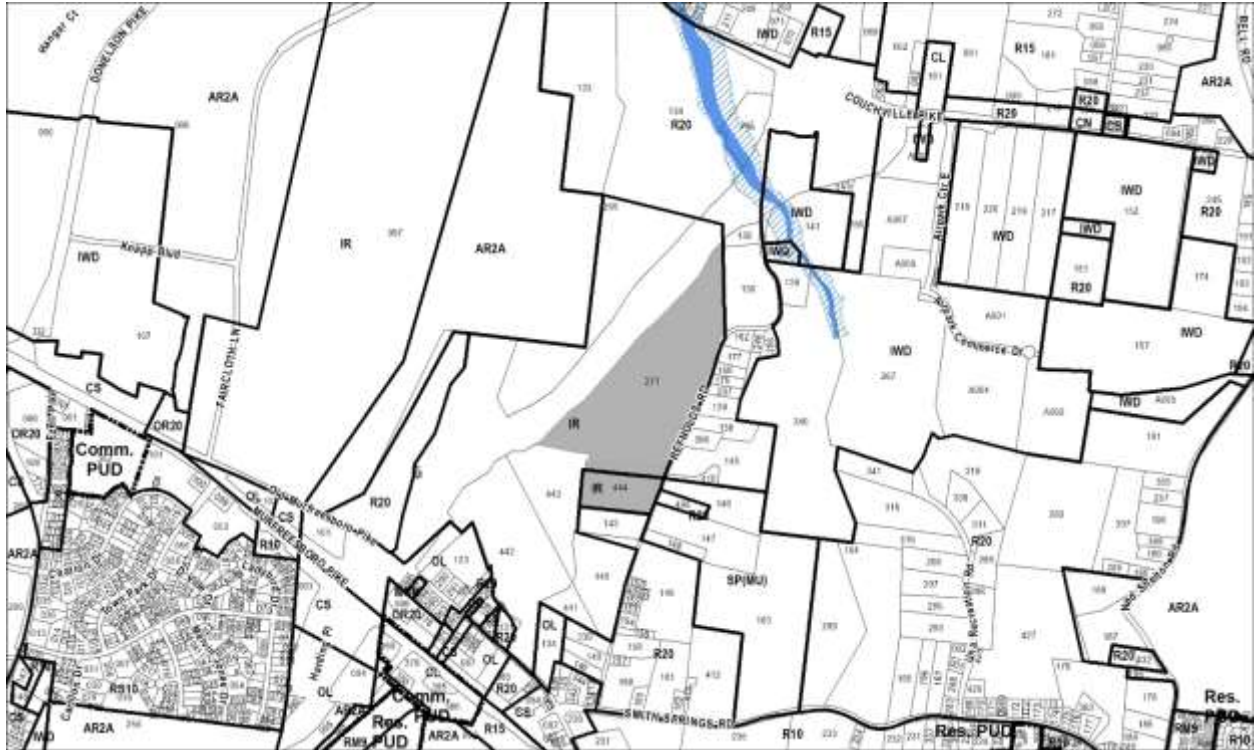
**APPLICANT REQUEST**  
**Final approval to create 8 lots.**

Concept Plan  
A request for final plat approval to create eight lots on property located at 205 Paragon Mills Road, approximately 100 feet east of Towry Drive, zoned One and Two-Family R6 (1.0 acres).

**STAFF RECOMMENDATION**  
Staff recommends deferral to the June 10, 2021, Planning Commission meeting.



## Metro Planning Commission Meeting of 05/27/21



**2021S-045-001**

**RESUB OF LOTS 5 AND 6 AIRPORT LOGISTICS**

Map 121, Parcel 271

Map 135, Parcel 444

13, Antioch – Priest Lake

29 (Delishia Porterfield)



**Project No.** Final Plat 2021S-045-001  
**Project Name** Resub of Lots 5 and 6 Airport Logistics  
**Council District** 29 – Porterfield  
**School District** 7 – Player-Peters  
**Requested by** Clint T. Elliott Surveying, applicant; Airport Logistics II LLC, owner.

**Deferrals** This item was deferred from the March 25, 2021, April 8, 2021, April 22, 2021 and the May 13, 2021, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Defer to the June 10, 2021, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Final plat to create four non-residential lots.**

Final Plat

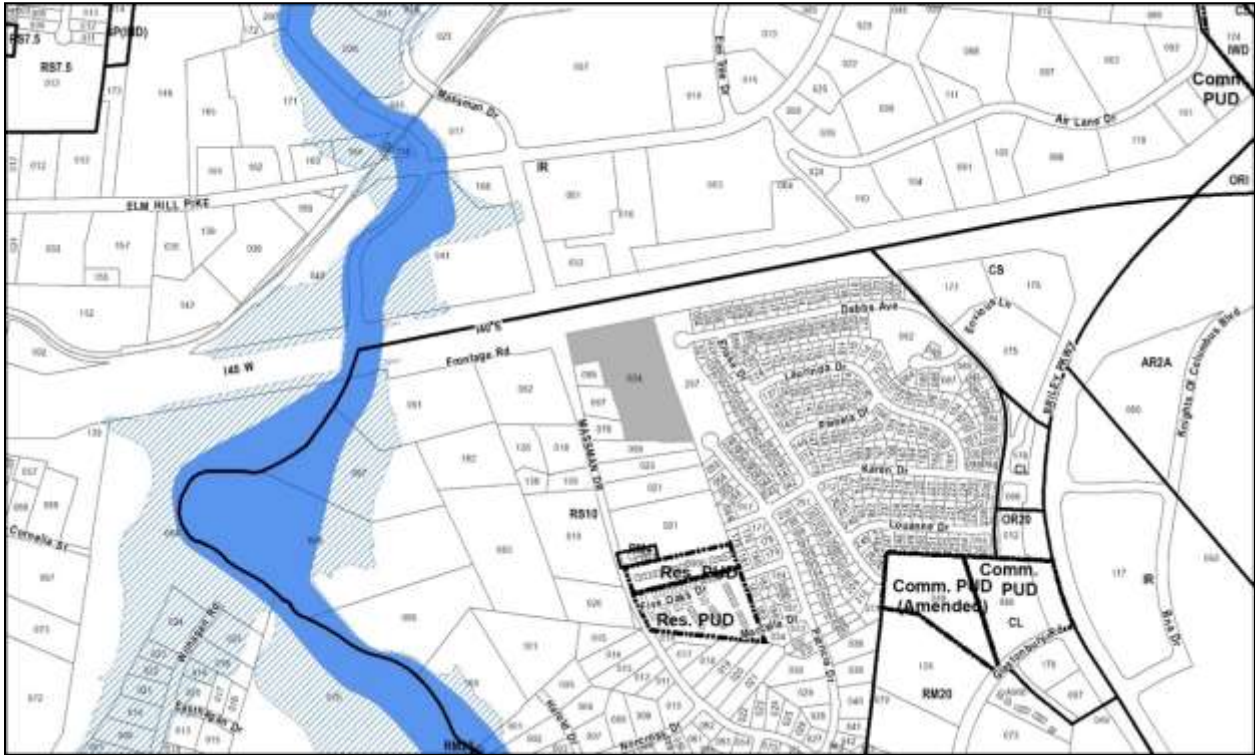
A request for final plat approval to create four lots on properties located at 1785 Reynolds Road and 1922 Old Murfreesboro Pike, approximately 2,000 feet north of Smith Springs Road, zoned Industrial Restrictive (IR) (49.02 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 10, 2021, Planning Commission meeting.



## Metro Planning Commission Meeting of 05/27/21



**2021S-072-001**

**MASSMAN HEIGHTS SUBDIVISION**

Map 107, Parcel(s) 024

13, Antioch – Priest Lake

13 (Russ Bradford)



**Project No.** **Final Plat 2021S-072-001**  
**Project Name** **Massman Heights Subdivision**  
**Council District** 13 – Bradford  
**School District** 7 – Player - Peters  
**Requested by** Dale and Associates, applicant; HM Development LLC and Karas Homes LLC, owners.

**Deferrals** This item was deferred at the April 22, 2021, and May 13, 2021, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Lewis  
**Staff Recommendation** *Defer to the June 10, 2021, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Concept plan approval to create 28 lots.**

Concept Plan

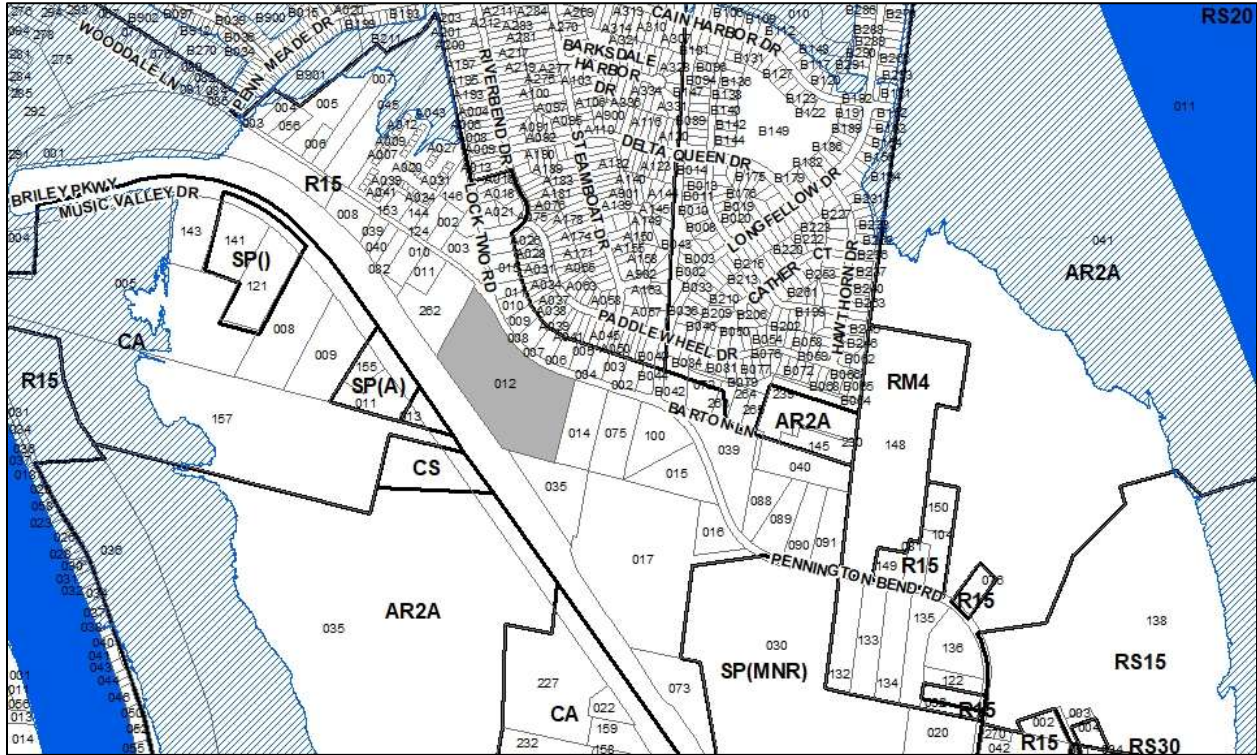
A request for concept plan approval to create 28 lots and open space on property located at 912 Massman Drive, at the southeast corner of Massman Drive and Frontage Road, zoned Single-Family Residential (RS10) (8.23 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 10, 2021, Planning Commission meeting.



# Metro Planning Commission Meeting of 05/27/21



**2020Z-143PR-001**

Map 062, Parcel(s) 012

14, Donelson - Hermitage - Old Hickory

15 (Jeff Syracuse)



**Project No.** **Zone Change 2020Z-143PR-001**  
**Council District** 15 – Syracuse  
**School District** 4 – Little  
**Requested by** CSDG, applicant; St. Mina Coptic Orthodox Church of Tennessee, owner.

**Deferrals** This item was deferred at the March 25, 2021, April 8, 2021, and April 22, 2021, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Elliott  
**Staff Recommendation** *Defer indefinitely.*

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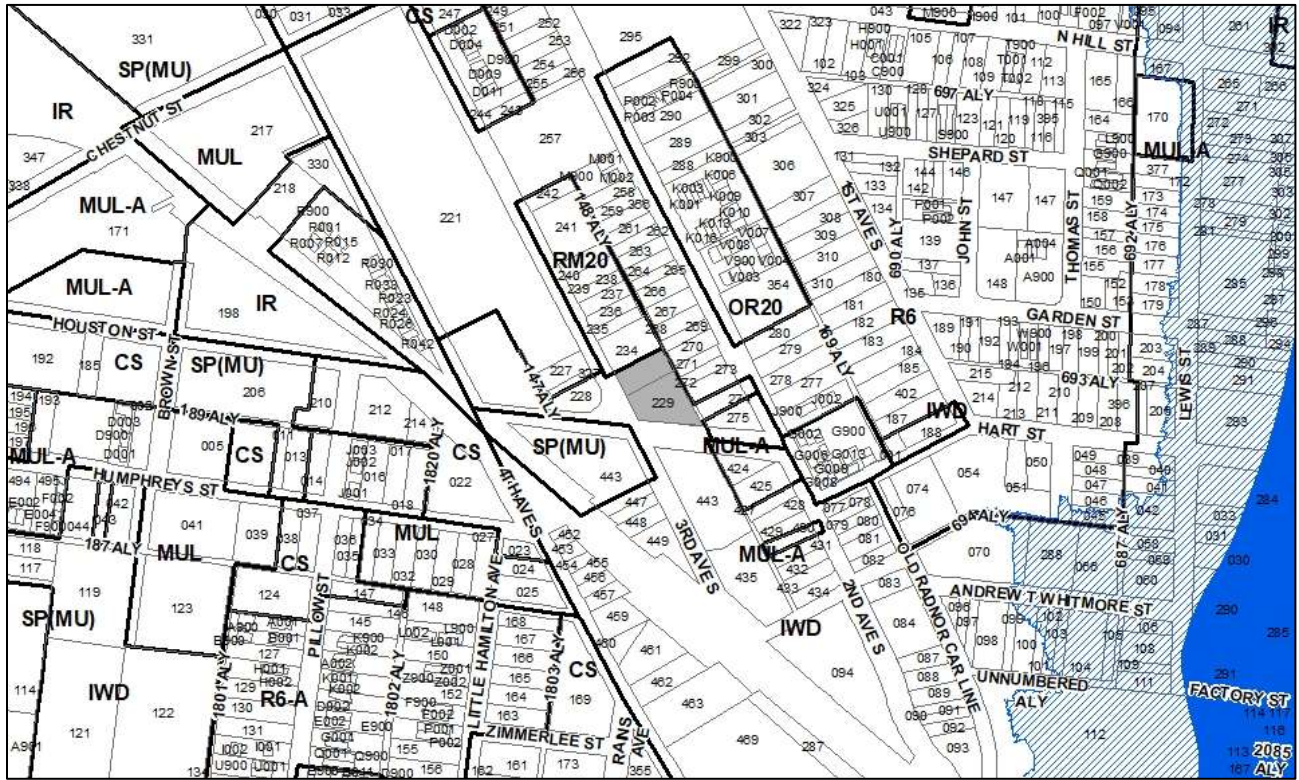
**APPLICANT REQUEST**  
**Zone change from R15 to RS10.**

Zone Change  
A request to rezone from One and Two-Family Residential (R15) to Single-Family Residential (RS10) zoning for property located at 2600 Pennington Bend Road, approximately 530 feet west of Longfellow Drive (11.64 acres).

**STAFF RECOMMENDATION**  
Staff recommends indefinite deferral.



# Metro Planning Commission Meeting of 05/27/21



## 2021Z-049PR-001

Map 105-03, Parcels 229

Map 105-03, Part of Parcel 234

11, South Nashville

17 (Colby Sledge)





<b>Project No.</b>	<b>Zone Change 2021Z-049PR-001</b>
<b>Council District</b>	17 - Sledge
<b>School District</b>	5 - Buggs
<b>Requested by</b>	Fulmer Lucas Engineering, applicant; Woodstock Vintage Lumber Inc., owner.
<b>Staff Reviewer</b>	Elliott
<b>Staff Recommendation</b>	<i>Defer to the June 10, 2021, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

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

Zone Change

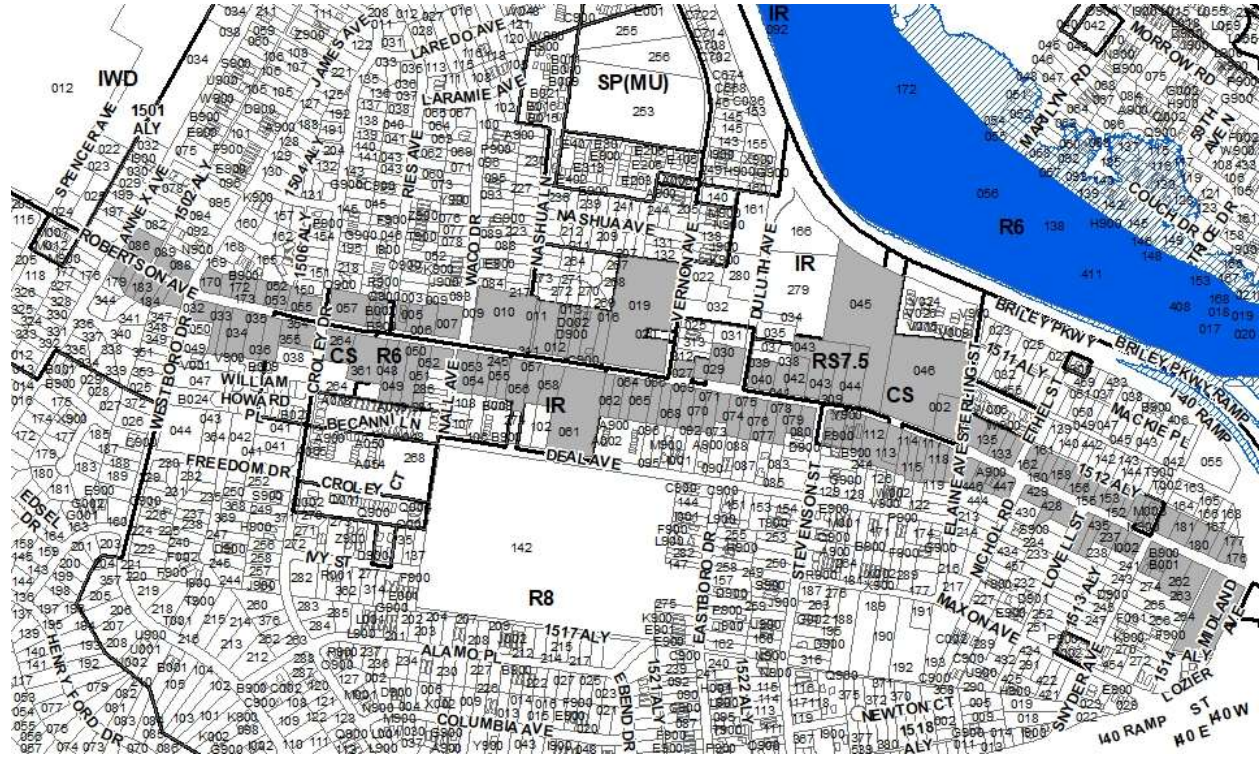
A request to rezone from Industrial Warehousing/Distribution (IWD) to Mixed Use Limited-Alternative-No Short Term Rentals (MUL-A-NS) zoning for properties located at 212 Hart Street and a portion of property located at 1264 3rd Avenue South, at the northeast corner of Hart Street and 3rd Avenue South (0.54 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 10, 2021, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 05/27/21



**2021CP-007-001**

**WEST NASHVILLE COMMUNITY PLAN (AMENDMENT)**

**ROBERTSON AVENUE STREET TREE PLAN**

Various Parcels on Various Maps

14, West Nashville

20 (Mary Carolyn Roberts)



<b>Project No.</b>	<b>Minor Plan Amendment 2021CP-007-001</b>
<b>Project Name</b>	<b>Robertson Avenue Street Tree Plan</b>
<b>Council District</b>	20 – Mary Carolyn Roberts
<b>School District</b>	9 – Tylor
<b>Requested by</b>	Councilmember Mary Carolyn Roberts, applicant; Various owners.
<b>Staff Reviewer</b>	Jameson-Brooks
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Amend West Nashville Community Plan to include the Robertson Avenue Street Tree Plan.**

Minor Plan Amendment

A request to amend the West Nashville Community Plan on various parcels located along Robertson Avenue between Briley Parkway and Annex Avenue to adopt the Robertson Avenue Street Tree Plan.

**Proposed Street Tree Plan**

Plans for Street Trees or Streetscapes are intended to allow for the application and implementation of design standards for street trees or streetscapes for a specific geographic area within Davidson County. The Metropolitan Planning Commission may adopt the plan as a Major or Minor Plan Amendment or Amendment to the Major and Collector Street Plan.

Zoning & Existing Land Use

The study area encompasses a mixture of medium density one- and two-family residential (R6, R7.5 and R8) zone districts with Commercial Service (CS), Office and Residential (OR20), Industrial Restrictive (IR), and Specific Plan (SP) zoning.

Existing Policy

Three policy areas in the T4 Urban Transect are applicable to the study area: T4 Urban Neighborhood Evolving (T4 NE), T4 Urban Neighborhood Maintenance (T4 NM), and T4 Urban Neighborhood Center (T4 NC).

**SITE CONTEXT AND PLAN DETAILS**

Robertson Avenue is a critical collector avenue in West Nashville, immediately northwest of the Briley Parkway and I-40 interchange and west of the rapidly developing Nations-Urbandale neighborhood.

Anticipating transformation into a mixed-use urban corridor, this plan utilizes blossoming, native understory trees, spaced every 20 feet, to provide the framework for an iconic streetscape along the 1.2 mile length of Robertson Avenue, between Briley Parkway and Annex Avenue.



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Compliance with the plan is required for development or redevelopment projects on Robertson Avenue that trigger sidewalk installation. For multifamily or non-residential developments, provisions of the plan are triggered by one or more of the following:

- Construction of a new structure on a vacant lot
- Any renovation that costs fifty percent or more of the current appraised value of all structures on the lot
- Any expansion that costs twenty-five percent or more of the appraised value of all structures on the lot

The plan is also triggered by the construction of new single-family or new attached or detached two-family structures on a vacant lot, including lots on which all structures have been or are planned to be demolished.

Base zoning district standards that are not varied by the provisions set forth in the plan shall apply to all property within the plan boundary. Variances to the plan may be granted at the discretion of the Urban Forester.

### **ANALYSIS**

The Street Tree Plan highlights Robertson Avenue as a distinct connector in West Nashville and acknowledges street trees as a critical component of the streetscape experience. The Street Tree Plan works within the framework of existing zoning, policy guidance, and the MCSP to enable a more pedestrian friendly and enhanced streetscape.

Staff finds the proposed Robertson Avenue Street Tree Plan to be consistent with the policy guidance.

### **STAFF RECOMMENDATION**

Staff recommends approval.



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## Metro Planning Commission Meeting of 05/27/21



**2017SP-075-003**

**CHERON ROAD VILLAGE CENTER SP (AMENDMENT)**

Map 051, Parcel(s) 082

04, Madison

08 (Nancy VanReece)



**Project No.** Specific Plan 2017SP-075-003  
**Project Name** Cheron Road Village Center SP  
**(Amendment)**  
**Council District** 8 - VanReece  
**School District** 3 - Speering  
**Requested by** TTL Inc., applicant; Samaroo Development Group LLC, owner.

**Deferrals** This item was deferred from the May 13, 2021, Planning Commission meeting. No public hearing was held.

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

**APPLICANT REQUEST**  
**Amend a portion of an Existing SP.**

Zone Change

A request to amend a portion of a Specific Plan for property located at 555 Creative Way, approximately 310 feet west of Briarville Road, zoned Specific Plan – Mixed Use (SP-MU), One and Two-Family Residential (R10) and Mixed Use Limited (MUL) (4.71 acres), to add .33 acres and permit a mixed use development.

**Existing Zoning**

Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition to office and/or commercial uses. The existing SP permits 81 multi-family residential units and up to 5,000 square feet of non-residential uses.

**Proposed Zoning**

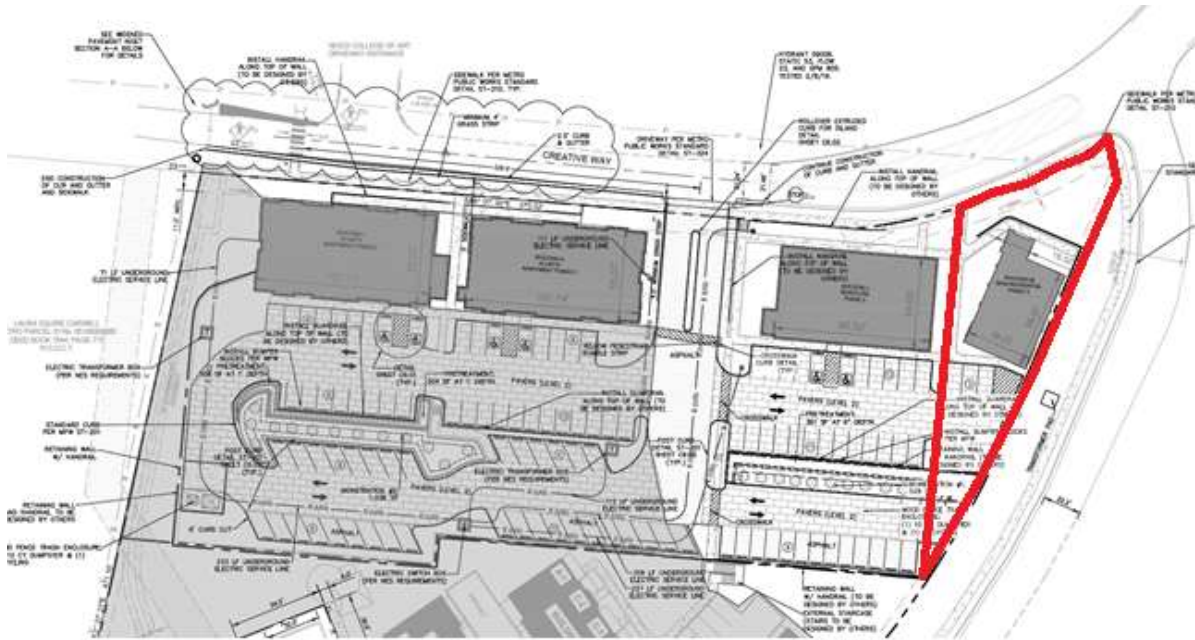
Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition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

**MADISION COMMUNITY PLAN**

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



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**Proposed Site Plan (Area to be added outlined in red)**





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

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

Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed. The conservation policy identifies a small area of steep slopes in the western portion of the site. The previously approved preliminary SP site plan located the disturbance of the site away from the steep slopes.

### PLAN DETAILS

The site is located along the south side of Cheron Road, west of Briarville Road. The site is approximately 4.71 acres in size and is partially developed. The proposed SP amendment will increase the size of the site to 4.71 Acres. The plan provides for improved pedestrian connectivity along the site and to the Nossi College campus to the north.

#### Site Plan

The amendment proposes an increase of 2,400 square feet of non-residential uses, for a total of 7,400 sq. ft. No increase to the number of residential units is proposed within the amendment. An additional structure is proposed in the northeast portion of the site. This structure will contain a 2,400 square foot restaurant. The previously approved Preliminary SP contained a mixed-use building addressing Cheron Road and the structure will be revised to include an eight room hotel in addition to other non-residential uses. The portion of the site which contains townhome style multi-family buildings will not be revised with the amendment. The plan includes proposed architectural elevations and provides for architectural standards including requirements for façade articulation to avoid blank walls.

Access to the site will remain the same as shown in the Preliminary SP. The parking requirements have been revised to accommodate the proposed uses and increase in square footage. All parking standards meet the Metro Zoning Code requirements. The sidewalks shown in the Preliminary SP will remain the same and no revisions to the sidewalks are included within the scope of the amendment.

### ANALYSIS

The proposed use and layout are consistent with the T3 Suburban Neighborhood Center policy and the previously approved Preliminary SP. The proposed commercial uses serve the existing mixture of uses to the north and in the area in general. The proposed amendment will retain the proposed improvements to the pedestrian realm by creating a walkable development and provides safe access to the site from Nossi College. No additional disturbance to the steep slope within the interior of the site is proposed within the scope of the amendment.



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### FIRE DEPARTMENT RECOMMENDATION

#### Approve with conditions

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

### STORMWATER RECOMMENDATION

#### Approved

### WATER SERVICES RECOMMENDATION

#### Approve with conditions

- As construction plans have been approved and match the latest SP plan revision, MWS recommends approval. Note: 100% Sewer capacity paid.
- Water provided by Madison Suburban Utility District.

### PUBLIC WORKS RECOMMENDATION

#### Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. For building permit approval, patch pavement widening along Creative will require mill/overlay to half of CL. Ped crossing and signage shall be approved by T&P staff, prior to building permit approval.

### TRAFFIC AND PARKING RECOMMENDATION

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	-	-	81 U	593	38	46

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	-	-	5,000 SF	318	16	35

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Hotel (310)	-	-	8 Beds	67	5	5



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	-	-	81 U	593	38	46

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	-	-	7,400 SF	470	24	51

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+194	+11	+19

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted land uses shall be limited to 81 multi-family residential units and maximum of 7,400 square feet of office, restaurant, or retail use, and 8 hotel rooms within the entire SP.
2. Maximum height of buildings along Cheron Road shall limited to 4 stories in 60 feet, measured to the roofline.
3. Comply with all conditions of Public Works and Traffic and Parking.
4. Add condition that conditions from previous bill remain applicable (give bill number).
5. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of MUN-A zoning district.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Metro Council shall be provided to the Planning Commission prior to or with the final site plan application.
7. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowners’ Association.
8. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an



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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.

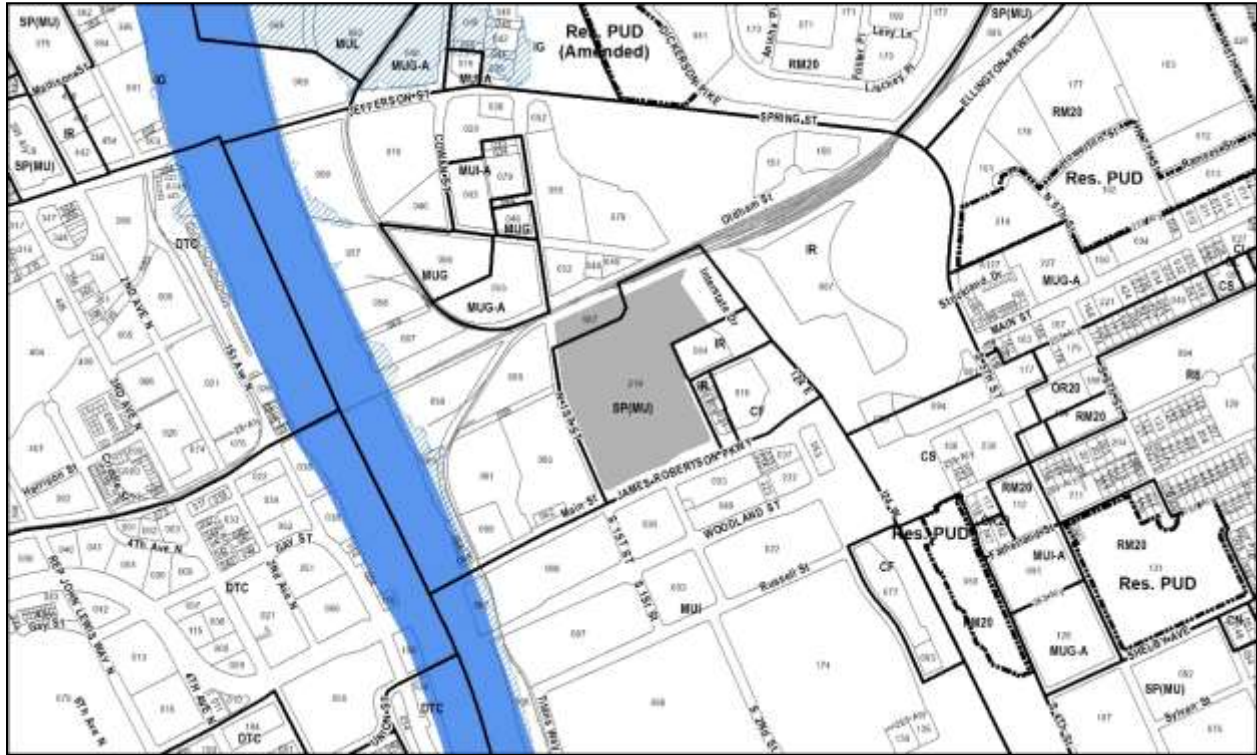
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits



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## Metro Planning Commission Meeting of 05/27/21



### **2020SP-047-002**

111 N. 1<sup>ST</sup> STREET SP (AMENDMENT)

Map 082-14, Parcel(s) 067

Map 082-15, Parcel(s) 219

09, Downtown

05 (Sean Parker)



<b>Project No.</b>	<b>Specific Plan 2020SP-047-002</b>
<b>Project Name</b>	<b>111 N. 1<sup>st</sup> Street SP (Amendment)</b>
<b>Council District</b>	5 – Parker
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Hastings Architecture, applicant; HTP TA Properties Trust, owner.
<b>Staff Reviewer</b>	Lewis
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Amend SP boundaries to include additional property.**

Zone Change

A request to amend the 111 N. 1st Street Specific Plan – Mixed Use (SP-MU) to include property located at 151 N. 1st Street, approximately 900 feet north of James Robertson Parkway, zoned Industrial Restrictive (IR) by adding 1.42 acres, to increase the Specific Plan boundary to a total of 17.94, acres for a mixed use development.

**Existing Zoning**

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

**Proposed Zoning**

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

**DOWNTOWN COMMUNITY PLAN**

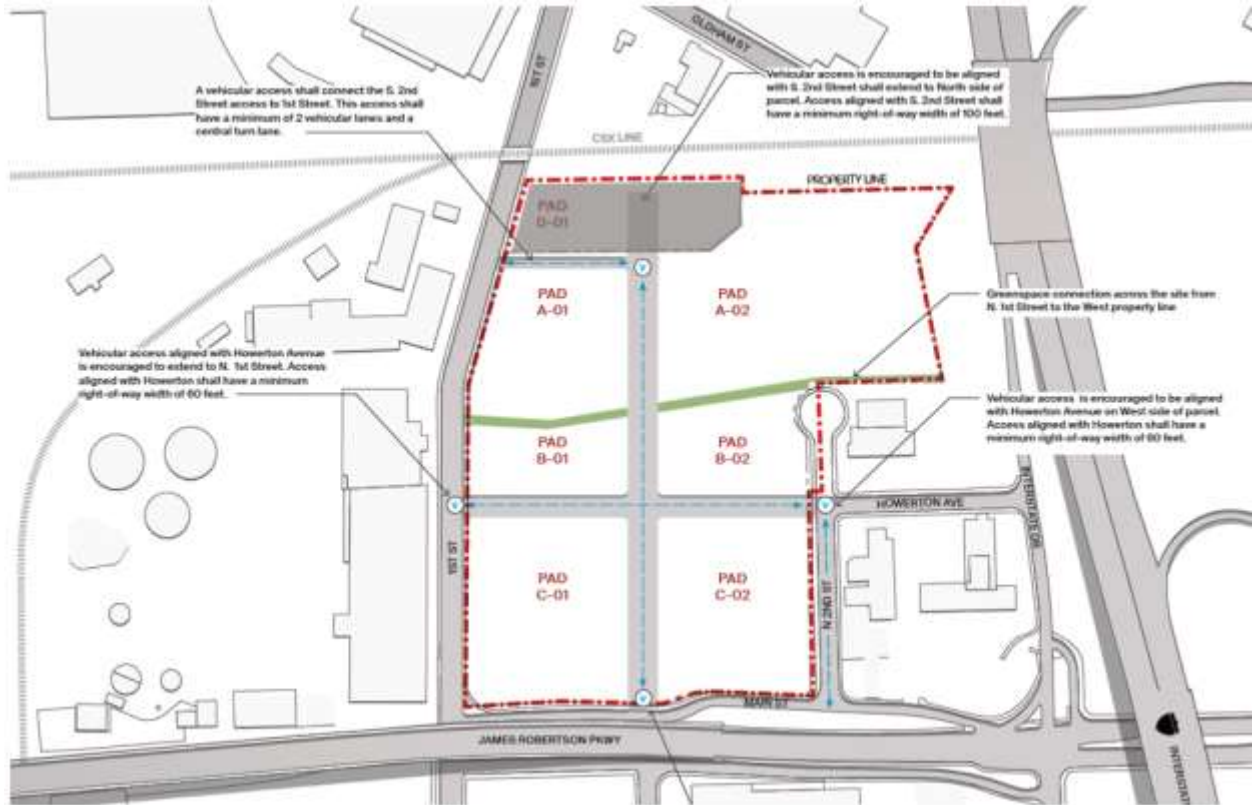
T6 Downtown Neighborhood (T6 DN) is intended to maintain and create diverse Downtown neighborhoods that are compatible with the general character of surrounding historic developments and the envisioned character of new Downtown development, while fostering appropriate transitions from less intense areas of Downtown neighborhoods to the more intense Downtown Core policy area. T6 DN areas contain high density residential and mixed-use development.

Supplemental Policy

The site is within the 09-T6-DN-EB-01 supplementary policy area. Supplementary policy areas are intended to provide additional guidance beyond the CCM policies, often identifying a smaller area and providing guidance based on context and specific goals for this area. This supplemental policy area is for the East Bank Neighborhood, generally bounded by Jefferson Street to the north; I-24 and I-65 to the east; and the Cumberland River to the south and west. The site is located in the northern area of the supplemental policy and is intended to accommodate a



# Metro Planning Commission Meeting of 05/27/21



**Proposed site plan**





## Metro Planning Commission Meeting of 05/27/21

mixture of residential, office, and commercial uses. Further analysis of the goals of the supplemental policy is addressed below.

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

The 1.42 acre subject site, labeled as Pad 0-01 on the site plan and shaded, is located on the east side of N. 1<sup>st</sup> Street, south of the CSX Railway line, and has currently been developed with a single-story non-residential building. The subject site is adjacent to a previously approved SP, 2020SP-047-001. The request is to include the 1.42 acre site in the boundaries of the SP. This SP was approved by Metro Council in January of 2021 under BL2020-576.

The site and SP area are primarily bounded by the CSX Railway to the north, N. 1<sup>st</sup> Street to the west, Main Street to the south, and Interstate Drive to the east. The surrounding zoning districts include Core Frame (CF), Industrial Restrictive (IR), Industrial General (IG), and several mixed-use zones. The land uses of the surrounding area are primarily commercial and industrial.

#### Site Plan

The subject site would have the same standards applied to it as those in the previously approved SP. The SP is somewhat regulatory in nature, in that it creates standards that are intended to provide for a dense, mixed-use development across the site. The SP permits all uses of the Mixed-Use Intensive – Alternative (MUI-A) zoning district and the following uses: microbrewery, tasting room, light manufacturing, artisan manufacturing, artisan distillery, and theatre. The MUI-A zoning district permits high intensity mixture of residential, retail, and office uses.

The existing site, with the proposed area to be included in the SP, would increase the area of the SP to approximately 18 acres. The 18 acre site does not have any existing internal roadways. The road network established in the previously approved SP would remain with this amendment and has been revised to create access to the subject site.

The design guidelines of the previously approved SP would also be applied to the subject site. There is an overall maximum building height of 30 stories for the site, except for properties located along N. 1<sup>st</sup> Street. The height is regulated along N. 1<sup>st</sup> Street by the amount of street frontage occupied by the building. As a regulatory SP Plan, there are design guidelines to regulate the built form. These include standards for build-to-lines, entrances, glazing, and prohibited building materials. The build-to-lines and requirement that a primary entrance be located on all buildings fronting public rights-of-way ensure an urban built form to have buildings engage with the pedestrian realm.

### **ANALYSIS**

The intent and goals of the T6-DN Policy and the supplemental policy are met by the previously approved SP, which established many of the use, design, and infrastructure features of the SP and are carried forward with this amendment. The proposal to amend the SP to include additional property helps to meet the goals of the policies on the site by providing the opportunity for a cohesive mixed-use development. Additionally, the subject site has frontage along N. 1<sup>st</sup> Street which was a focus of the SP to create an enhanced corridor. Without inclusion into the SP, the site might not have had the opportunity to develop with the enhanced building design and consideration in the proposed road network across the 18 acres.



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### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

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

### STORMWATER RECOMMENDATION

#### Approve with conditions

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

### WATER SERVICES RECOMMENDATION

#### Approve with conditions

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

### PUBLIC WORKS RECOMMENDATION

#### Approve with conditions

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions. Prior to submitting final SP, please coordinate w/ planning and MPW to further discuss street sections and access. See MPW traffic comments.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Off-site improvements shall be determined on a case-by-case basis as each Final SP is submitted based on recommendations within the East Bank study. In additional, a TIS is required with each Final SP to determine other off-site improvements.
- Proposed north/south roadway shall align with 2nd Street.
- Proposed east/west roadway shall align with Howerton Avenue.
- ROW dedication for internal roadways shall permit the installation of WeGo bus stops, location to be finalized with each Final SP.
- Preliminary SP shows 1st Street as a three-lane roadway with bike lanes. Prior to the first Final SP submittal, a road diet analysis will be required from Woodland Street to Jefferson Street. If supported, implementation will be required with the first Final SP which could include restriping, signal modifications, and other mobility improvements.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	1.42	0.6 F	37,113 SF	105	30	33



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### Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	0.7	5.0 F	152 U	1146	62	64

### Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.36	5.0 F	78,408 SF	4,976	249	536

### Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	0.36	5.0 F	78,408 SF	6576	57	611

### Traffic changes between maximum: IR and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+12593	+338	+1178

## METRO SCHOOL BOARD REPORT

As the mix of uses in the SP could vary, assumption of impact at this point is premature. Any students generated as a result of this project would attend Ida B. Wells Elementary, Jere Baxtor Middle School, and Maplewood High School.

## STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

## CONDITIONS

1. Permitted uses shall be limited to all uses permitted by the MUI-A zoning district in addition to the following permitted uses: microbrewery, tasting room, light manufacturing, artisan manufacturing, artisan distillery, and theatre, and live work uses. Short Term Rental Property (STRP) owner-occupied and not owner-occupied shall be prohibited.
2. With the first final proposing to include live-work units, a definition for live-work and standards for the live-work units shall be included and subject to review by Planning. Live-work uses are limited to the uses permitted in the preliminary SP.
3. Prior to any final site plan submittal, a pre-application meeting shall be held to address design considerations and access. Access and back of house functions shall be coordinated with Planning and Public Works and limited to the greatest extent possible with priority given to secondary streets for location of access and back of house functions.
4. For sites with frontage along Main Street, if at the time of final site plan approval there are agreements in place to change the alignment of James Robertson Parkway to at grade then



## Metro Planning Commission Meeting of 05/27/21

glazing standards, parking restrictions, and other design considerations applicable to other portions of the development may apply to the Main Street sites.

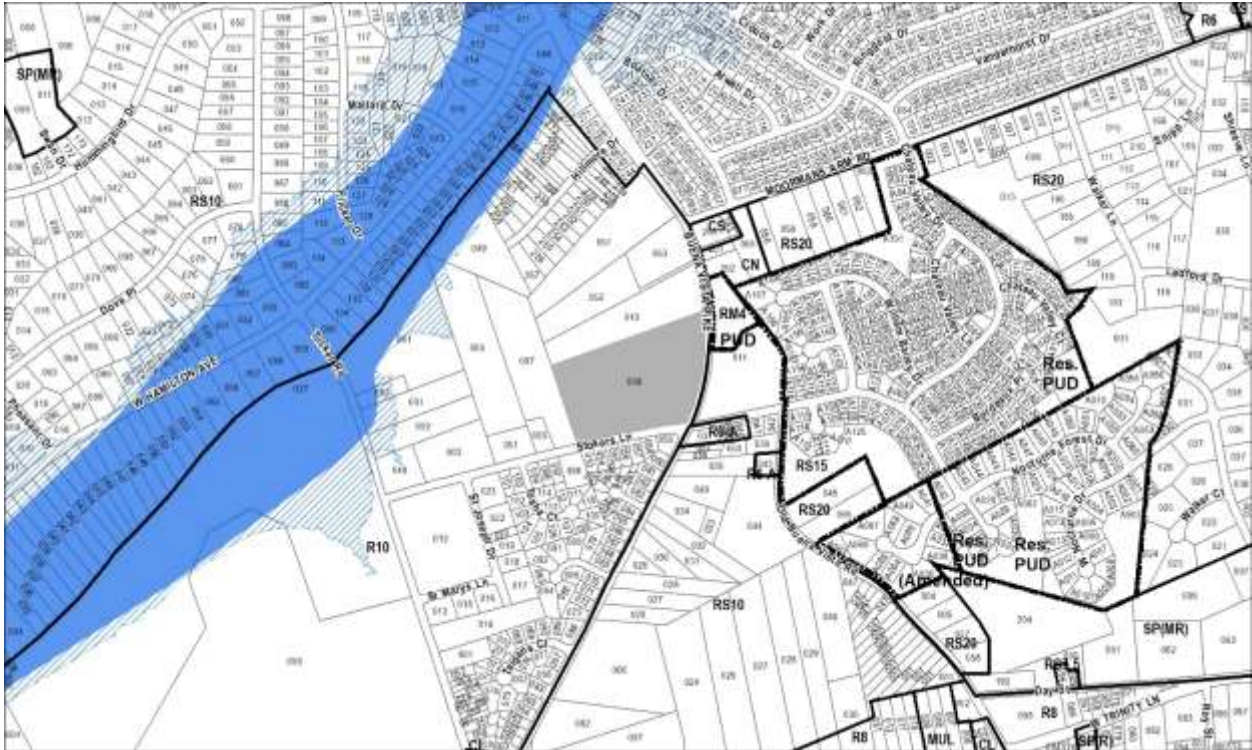
5. The proposed roads rights-of-way shall be dedicated by Final Plat prior to the approval of the first building permit, or as determined by the Executive Director of Planning.
6. With the first phase of development and approval of the Final SP, the applicant shall meet with Planning and Parks to determine a final design for the greenway as shown on the preliminary SP plans.
7. Parking shall comply with requirements of the Metro Zoning Code.
8. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
9. Comply with all conditions and requirements of Metro reviewing agencies.
10. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
11. 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 MUI-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
12. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
13. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
14. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
15. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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### **2021SP-014-001**

3501 STOKERS LANE

Map 070-02, Parcel 008

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyonzte Toombs)



<b>Project No.</b>	<b>Specific Plan 2021SP-014-001</b>
<b>Project Name</b>	<b>3501 Stokers Lane</b>
<b>Council District</b>	2 – Toombs
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Civil Site Design Group, applicant; Michael Babb, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Preliminary SP to permit 96 multi-family residential units.**

Zone Change

A request to rezone from One and Two Family Residential (R10) to Specific Plan-Residential (SP-R) zoning for property located at 3051 Stokers Lane, at the northwest corner of Stokers Lane and Buena Vista Pike (10.74 acres), to permit 96 multi-family residential units.

**Existing Zoning**

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 46 lots with 11 duplex lots for a total of 57 residential units.*

**Proposed Zoning**

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

**SITE CONTEXT AND PLAN DETAILS**

The approximately 10.74 acre site is located on the northwest corner of Stokers Lane and Buena Vista Pike. There are several buildings located on the west side of the site along Stokers Lane. WMDB 880 Clear Channel AM radio is broadcasted from the site. Mt. Hopewell Baptist Church is located on the opposite side of Buena Vista Pike and Stoker’s Lane Church of God is next door on the west side of the site. Most of the site is open field and there is a wooded area along Buena Vista Pike. The site slopes from south to north and there are no slopes greater than 19 percent. The slopes Metro records identify between 16% and 19% are confined to a small pocket near the northern property line.

Site Plan

The site plan includes 96 attached multi-family units. All units front onto either Stokers Lane, Buena Vista Pike, or open space. Units are limited to a maximum height of two stories in 42 feet. A detached garage is shown for every unit and all are located behind the primary residential



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**Proposed site plan**





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unit. Access is proposed into the site from two new public streets. One street connects to Stokers Lane and the other connects to Buena Vista Pike. The two roads intersect near the northwestern corner of the site. The east/west street stubs to the western property line. The residential units utilize public and private alleys for vehicular access. The proposed new public streets include a 60-foot right-of-way (ROW) and a five-foot wide sidewalk and four-foot wide planting strip. A six-foot wide sidewalk and six-foot wide planting runs along Buena Vista Pike and a five-foot wide sidewalk and four-foot grass strip runs along Stokers Lane.

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

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

### **ANALYSIS**

Staff recommends approval with conditions and disapproval without all conditions. As proposed, the plan is consistent with the T3 NE land use policy. The predominate housing in the area is single family. This proposal will provide another housing option in the area, meeting the goal of achieving a diversity of housing within the policy. The type of units could allow people wanting to downsize to remain in the area. The stretch of Stokers Lane is on a bus route and Buena Vista Pike is classified as a collector. These factors make the site an appropriate location for additional density.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

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

### **WATER SERVICES RECOMMENDATION**

#### **Approve**

- Approved as a Preliminary SP only. Public Water and Sewer construction plans must be approved prior to Final Site Plan/SP approval. These approved construction plans must



## Metro Planning Commission Meeting of 05/27/21

match the Final Site Plan/SP plans. 30% of Capacity must be Paid before issuance of building permits. (Per Water and Sewer Capacity Fee Study, Permit No. 2021005656).

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions. Final construction plans and road grades shall comply with the design regulations established by the Department of Public Works.
- No ramps necessary for public-to-public, from previous comment, show pavement connections into new public roads (A, B) off Stokers and Buena Vista.
- Show ADA ramps at the corners of new public roads and Stokers, Buena Vista.
- Show internal stop control and stop signs. Comply with MPW traffic comments.
- A private hauler will be required for waste/recycle disposal. Following approval of final plans by MPW, a recorded copy of any ROW dedications will need to be submitted to Metro Public Works for building permit approval.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approved with conditions**

- Buena Vista Pike at Stokers Lane.
  - Three year historical crash data (January 1, 2018 - December 31, 2020) was analyzed at this intersection. A total of 12 crashes occurred within a three year timespan resulting in six injury crashes and zero fatal crashes. To improve safety for the intersection, an overhead intersection control beacon will be installed for the intersection with flashing yellow on Buena Vista Pike approaches and flashing red on the Stokers Lane approaches. Grading of the area with redevelopment will improve visibility. Additional crash analysis and/or additional mitigation measures may be required with Final SP or permit submittal. Additional analysis will be conducted prior to the Final SP approval for the intersection Buena Vista Pike at Stokers Lane. The analysis will consist of a full signal warrant, crash, and pedestrian crossing analysis. Conclusion of the analysis may result in the installation of a traffic signal or other enhanced pedestrian crossing at the development's expense.
- Buena Vista Pike at Road A.
  - Grading and removal of vegetation is required within the sight triangles.
  - Replace the existing northbound "Limited Sight Distance" sign north of Stokers lane with a "Hill Blocks View (W7-6) warning sign with a 30 mph advisory speed supplemental plaque.
- Stokers Lane at Road B.
  - Grading and removal of vegetation is required within sight triangles.
- Buena Vista Pike at Tucker Road.
  - Install a "Stop Ahead" warning sign (W3-1) on the southbound approach of Tucker Road approximately 225' in advance of the "Stop" sign, per MUTCD.
  - Install a "Horizontal Alignment/Intersection" warning sign (W1-10 series) on the northbound approach of Buena Vista Pike approximately 350' in advance of Tucker Road, per MUTCD.



## Metro Planning Commission Meeting of 05/27/21

- Install a "Horizontal Alignment/Intersection" warning sign (W1-10 series) on the southwest bound approach of Buena Vista Pike approximately 750' in advance of Tucker Road, per MUTCD.
- Work with Public Works to restripe the Tucker Road approach of the intersection to create a 90-degree T-intersection, per TIS recommendations.
- Coordinate with WeGo to install a bus stop and bus stop equipment on Stokers Lane.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (210)	10.74	4.356D	57 U	540	40	52

\*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	10.74	-	96 U	685	46	57

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+39 U	+145	+6	+5

### METRO SCHOOL BOARD REPORT

**Projected student generation existing R10 district: 6 Elementary 6 Middle 6 High**

**Projected student generation existing SP-R district: 16 Elementary 8 Middle 6 High**

The proposed SP-R zoning is expected to generate 12 students beyond what is typically generated under the current R10 zoning district. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. All three schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 96 multi-family residential units. Short term rental properties – owner occupied and short term rental properties – not owner occupied are prohibited.
2. Comply with all conditions and requirements of Metro reviewing agencies.



## Metro Planning Commission Meeting of 05/27/21

3. Additional analysis will be conducted prior to the Final SP approval for the intersection of Buena Vista Pike at Stokers Lane. The analysis will consist of a full signal warrant, crash, and pedestrian crossing analysis. Conclusion of the analysis may result in the installation of a traffic signal or other enhanced pedestrian crossing at the development's expense.
4. The development shall provide adequate access that meets the requirements of the Fire Marshal's Office and Department of Public Works.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9 zoning district as of the date of the applicable request or application.
6. The Preliminary SP plan is the site plan and associated documents. Remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
7. A corrected copy of the Preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**SEE NEXT PAGE**





**Project No.** Specific Plan 2021SP-021-001  
**Project Name** Pennington Bend Cottages  
**Council District** 15 – Syracuse  
**School District** 4 – Little  
**Requested by** Dale and Associates, applicant; Vineyard Homes LLC, owner.

**Deferrals** This request was deferred from the April 8, 2021 and the April 22, 2021, Planning Commission meetings. No public hearing was held.

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

**APPLICANT REQUEST**

**Preliminary SP to permit 16 multi-family residential units.**

Zone Change

A request to rezone from One and Two-Family Residential (R15) to Specific Plan-Residential (SP-R) zoning for property located at Pennington Bend Road (unnumbered), at the northwest corner of Lock Two Road and Pennington Bend Road (3.59 acres), to permit 16 detached multi-family residential unit.

**Existing Zoning**

One and Two-Family Residential (R15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25 percent duplex lots. *R15 would permit a maximum of ten lots with two duplex lots for a total of 12 residential units.*

**Proposed Zoning**

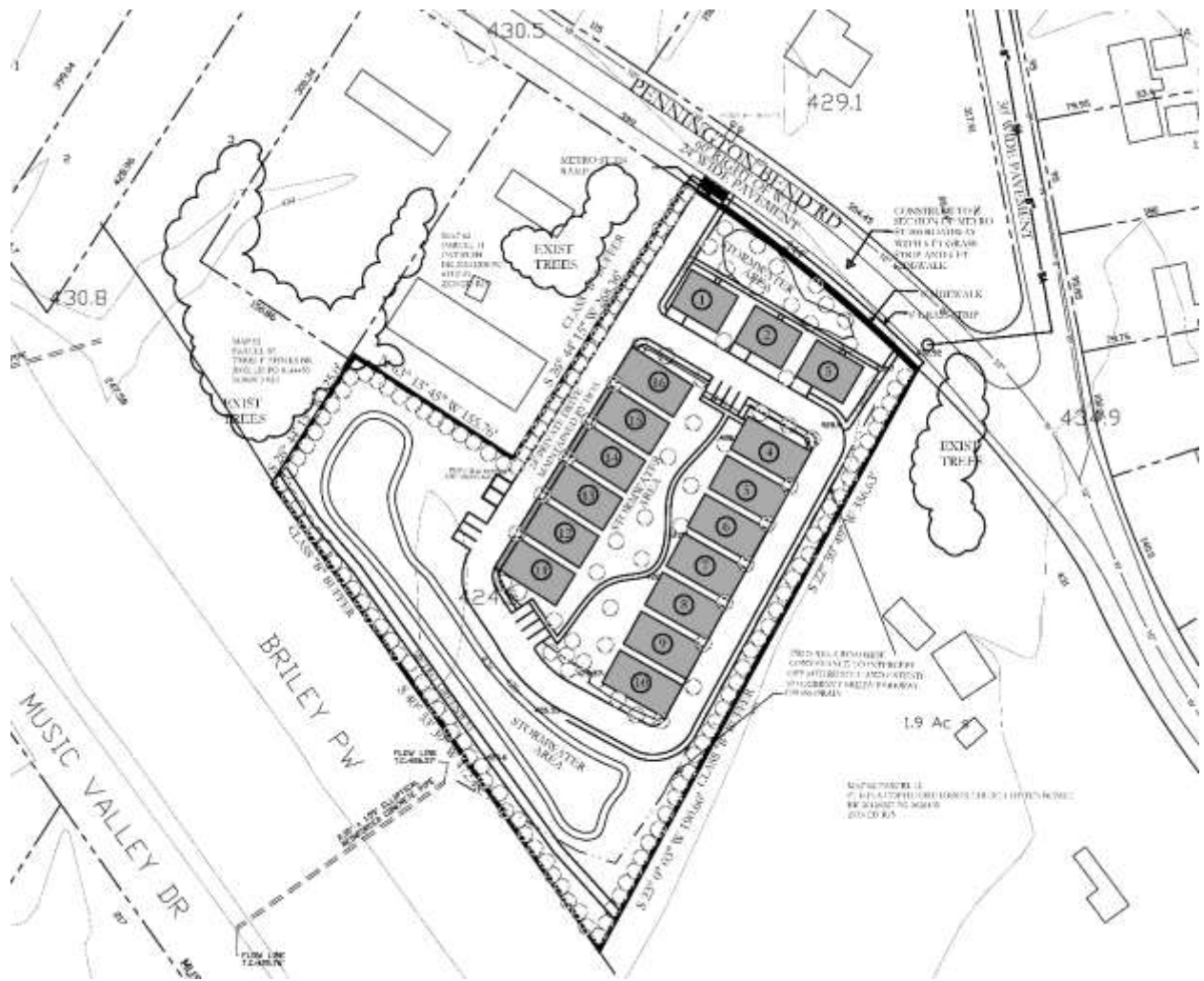
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building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

**SITE CONTEXT AND PLAN DETAILS**

The approximately 3.5 acre site is located at the northwest corner of Lock Two Road and Pennington Bend Road. The site backs up to Briley Parkway. The site is vacant and consists of mostly flat open field. Metro records do not indicate any environmentally sensitive areas or challenging features. The surrounding zoning is One and Two-Family Residential (R15) and most of the homes in the immediate area are single-family; however, there is a large multi-family development (Pennington Villas) along Pennington Bend Road to the north. There is a single-family home located on the adjacent property to the north and the property to the south is vacant.



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**Proposed site plan**





## Metro Planning Commission Meeting of 05/27/21

### Site Plan

The plan includes sixteen detached residential units for a density of approximately 4.4 dwelling units per acre. Three units are located along Pennington Bend Road and front Pennington Bend Road. The remaining 13 units are located behind the three units along Pennington Bend Road and front onto a central green space. The plan limits building height to three stories in 40 feet. The plan includes architectural standards pertaining to but not limited to orientation, entryways, glazing and materials. Access into the site is from one private drive off Pennington Bend Road. The plan calls for a six-foot wide sidewalk and six-foot wide planting strip along Pennington Bend Road.

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

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

### **ANALYSIS**

Staff recommends approval. As proposed the plan is consistent with the T3 NE land use policy that applies to the site. The policy intends for this area to experience some change over time and transition from only single-family to a mixture of housing types. The proposed SP provides a different housing type consistent with the policy. The use of detached units along Pennington Bend Road somewhat maintain the development pattern along Pennington Bend Road.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve**

- Approved as a Preliminary SP only. Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans. A minimum of



## Metro Planning Commission Meeting of 05/27/21

30% of W&S Capacity must be paid before issuance of building permits. (Water & Sewer Capacity Fee Permit No's. T2019065000 & T2019064995).

### PUBLIC WORKS RECOMMENDATION

#### Approve with conditions

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.
- Following approval of final plans by MPW, a recorded copy of any ROW dedications will need to be submitted to Metro Public Works for building permit approval.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Developer is required to coordinate with Metro Public Works and the councilperson prior to Final SP approval to construct improvements to the intersection of Pennington Bend Road at Two Lock Road to manage traffic operations and speed. Improvements may consist of a raised median.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	3.59	2.904 D	12 U	148	14	14

\*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	3.59	-	16 U	125	8	10

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+5 U	-23	-6	-4

### METRO SCHOOL BOARD REPORT

**Projected student generation existing R15 district: 1 Elementary 1 Middle 1 High**

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

The proposed SP-R zoning is not expected to generate any additional students beyond what is typically generated under the current R15 zoning district. Students would attend Pennington Elementary School, Two Rivers Middle School, and McGavock High School. All three schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.



## Metro Planning Commission Meeting of 05/27/21

### STAFF RECOMMENDATION

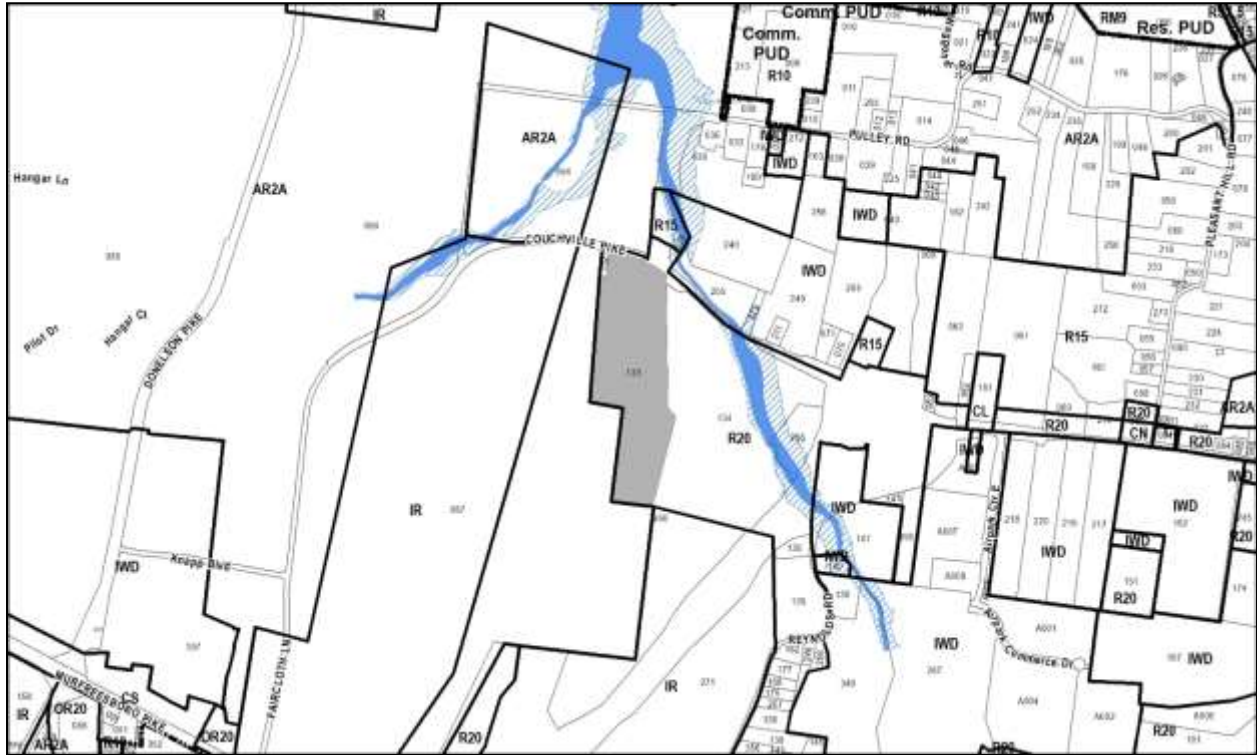
Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 16 multi-family residential units. Short term rental properties – owner occupied and short term rental properties – not owner occupied are prohibited.
2. Provide pedestrian access easement at the rear of the site that runs from the north to the south property lines and label as pedestrian access easement/greenway. The final location will be determined with the final site plan and if deemed that the pedestrian access easement/greenway is not necessary, then it will not be required.
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. The development shall provide adequate access that meets the requirements of the Fire Marshal's Office and Department of Public Works.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM6-A-NS zoning district as of the date of the applicable request or application.
6. The Preliminary SP plan is the site plan and associated documents. Remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
7. A corrected copy of the Preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



## Metro Planning Commission Meeting of 05/27/21



**2021SP-027-001 (previously 2021Z-017PR-001)**  
2377 COUCHVILLE PIKE  
Map 121, Parcel(s) 133  
13, Antioch – Priest Lake  
29 (Delishia Porterfield)



**Project No.** Specific Plan 2021SP-027-001 (previously 2021Z-017PR-001)  
**Project Name** 2377 Couchville Pike  
**Council District** 29 – Porterfield  
**School District** 7 – Player-Peters  
**Requested by** Energy Land and Infrastructure, applicant; Tommy Estes, owner.

**Deferrals** This item was deferred at the April 22, 2021, Planning Commission meeting. No public hearing has been held.

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

**APPLICANT REQUEST**  
**Preliminary SP to permit industrial uses.**

Zone Change

A request to rezone from One and Two-Family Residential (R20) to Specific Plan – Industrial (SP-IND) zoning for property located at 2377 Couchville Pike, approximately 1,485 feet east of Pulley Road (34.77 acres), to permit industrial uses.

**Existing Zoning**

One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25 percent duplex lots. *R20 would permit a maximum of 75 lots with 18 duplex lots for a total of 93 units based on acreage alone. Any subdivision would be required to comply with Metro Subdivision Regulations. Duplex eligibility would be determined by Metro Codes Department.*

**Proposed Zoning**

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

**ANTIOCH – PRIEST LAKE COMMUNITY PLAN**

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



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## DEVELOPMENT STANDARDS

Case Number: 2021SP-027-001  
 Parcel Address: 2377 Couchville Pike  
 Parcel ID: 12100013300  
 Existing Zoning: R20  
 Proposed Zoning: Regulatory SP (based on IWD)

Proposed Development Standards: Standards within this SP shall be limited to those conforming with IWD zoning, with the following limitation:

1. The maximum total floor area for buildings on the property will be 500,000 square feet (SF). (This corresponds to a maximum FAR of 0.33 for the 34.77-acre parcel.)

Proposed Land Uses: Land Uses within this SP shall be limited to those conforming with IWD zoning, except the following will be prohibited:

### Office Uses

1. Alternative financial services

### Medical Uses

2. Nonresidential drug treatment facility
3. Outpatient Clinic

### Commercial Uses

4. Beer and cigarette market
5. Carpet cleaning
6. Donation center, drop-off
7. Flea market
8. Laundry plants
9. Liquor sales

### Transportation Uses

10. Boat dock (commercial)
11. Water Taxi Station

### Utility Uses

12. Wastewater treatment
13. Water treatment plant

### Waste Management Uses

14. Collection center
15. Medical waste
16. Recycling collection center
17. Recycling facility
18. Sanitary landfill
19. Waste transfer

### Recreation and Entertainment Uses

20. Adult entertainment
21. Racetrack
22. Sex club

Other Proposed Development Standards: Standards within this SP shall also include the following:

1. The Final SP will be waived as a separate submittal and will be combined with building permit review.

Development Standards

regulatory SP at 2377 Couchville Pike

## Proposed Preliminary SP



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

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

The 34.77 acre site is located on the south side of Couchville Pike, east of the intersection of Couchville Pike and Pulley Road.

The area is generally a mix of agricultural, residential, and industrially zoned properties. The properties to the north are primarily zoned Industrial Warehousing/Distribution (IWD) and One and Two-Family Residential (R15). The properties to the east, south, and west are zoned Agricultural/Residential (AR2a), R20, IWD, and Industrial-Restrictive (IR). The land use map of the surrounding properties show a mix of uses including industrial, low density residential, institutional, and vacant or farmland.

The proposed SP is regulatory. The application was originally filed as a straight rezoning to IWD. A rezoning to IWD on this site would permit over one million square feet of building area given the large area of the site and permitted FAR. It would also have permitted a variety of uses. Through conversations with staff, the council member, and the community, a regulatory SP to limit the maximum allowable square footage and limit uses was proposed. The standards include a maximum of 500,000 square feet of building area on the site. The permitted uses in the SP include all uses of IWD with the exception of the prohibited land uses as identified on the development standards. The proposed SP includes a standard that the Final SP shall be submitted with the building permit review. At this time, demonstration with all standards of the SP including FAR and use, as well as compliance with all Metro regulations include zoning code and approval by other departments will be required.

### **ANALYSIS**

The intent of the D-EC Policy is to maintain, create, and enhance Districts where a mixture of office, commercial, and sometimes select light industrial uses are predominant. The proposed rezoning from R20 to a regulatory industrial based SP is more consistent with the intent of the D-EC Policy. The D-EC Policy guidance includes the consideration of a site's location in relation to environmentally sensitive features, centers, corridors, and neighborhoods, will also be weighed when considering rezonings. The site is located along a corridor and in an area established with primarily non-residential and industrial land uses. The environmental features on the site are identified by the CO Policy on the site. There is an existing stream along the northern half of the site, and several areas with slopes exceeding 15 percent. The permitted square footage on the site proposed within the SP limits the amount of buildable area, which is appropriate given the environmental features on the site.



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### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

- Final Site Plans and Building Permits must comply with all Stormwater regulations set at the time of final submittal.

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- 2377 Couchville Pike (12100013300) Approved as a regulatory SP only. Public water and/or sanitary sewer construction plans and/or Private Site Utility Plans must be submitted and approved prior to Final Site Plan Approval, and/or Building Permits and Service Connections. The approved construction plans must match any Final Site Plan/SP plans. A Capacity Study must take place and the required capacity reserved by confirmation of capacity fee payment prior to Building Permits or Service Connections. There is currently no sanitary sewer adjacent to this site and it is served by a 3-inch water main without public fire hydrants. There is an existing 10-inch water main and public fire hydrant approximately 1000 feet East of this Parcel (133).

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.
- Comply with the MPW Traffic Engineer conditions of approval.
- Coordinate with Metro Codes Dept on compliance with the Metro Code provision of sidewalks.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Traffic study was conducted to assume a maximum development of 500,000 square feet of warehouse. A westbound left-turn lane at the proposed access is required unless an access study is conducted prior to Final SP approval.
- Development may be required to widen a portion of Couchville Pike to accommodate increased truck traffic. Specifics shall be finalized prior to Final SP approval.





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### Maximum Uses in Existing Zoning District: R20

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	34.77	5.445 D	64 U	690	51	67

\*Based on two-family lots

### Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	34.77	-	500,000 SF	836	86	88

### Traffic changes between maximum: R20 and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+146	+35	+21

## METRO SCHOOL BOARD REPORT

As the proposed SP would not permit residential uses, it is not expected to generate any additional students.

## STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

## CONDITIONS

1. Permitted uses shall be limited to 500,000 square feet of the uses permitted within the SP.
2. The Final SP submittal may be waived with the building permit application.
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the IWD zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
6. The Final SP plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
7. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
8. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the



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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.

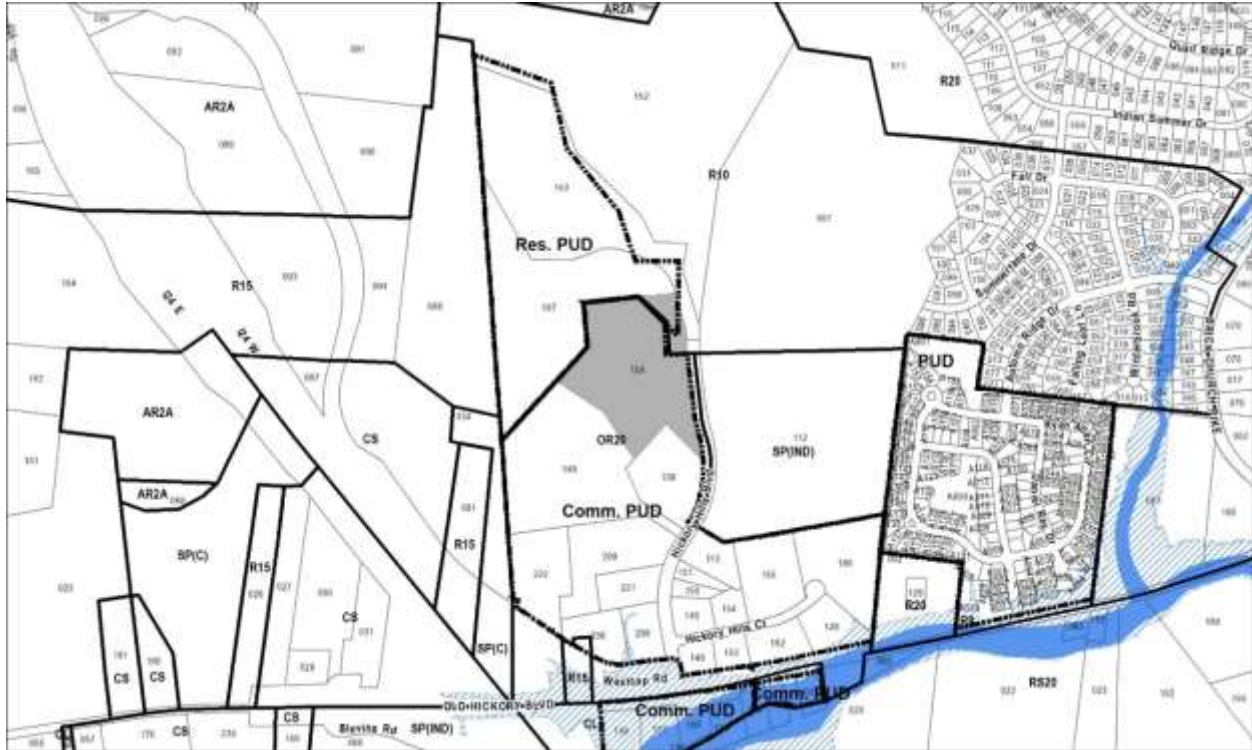
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 05/27/21



### 98-73P-006

VERIZON WIRELESS BUILDING EXPANSION (REVISION AND FINAL)

Map 031, Parcel(s) 154

02, Parkwood – Union Hill

03 (Jennifer Gamble)



<b>Project No.</b>	<b>Planned Unit Development 98-73P-006</b>
<b>Project Name</b>	<b>Verizon Wireless Building Expansion (Revision and Final)</b>
<b>Council District</b>	3 – Gamble
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Barge Cauthen and Associates, applicant; Verizon Wireless Tennessee Partnership, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Revise preliminary and final site plan to permit an expansion to an existing building.**

PUD Revision and Final Site Plan

A request for revision and final site plan approval for property located at 575 Hickory Hills Boulevard, approximately 1,060 feet north of Hickory Hills Court, zoned Office and Residential (OR20) and One and Two-Family Residential (R10) and located with a Planned Unit Development Overlay District (PUD) (12.39 acres), to permit a 17,265 sq. ft. expansion to an existing 51,405 sq. ft. building for a total of 68,670 sq. ft.

**Existing Zoning**

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

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *Uses including density and intensity are regulated by the PUD. The PUD permits various light industrial, office, commercial, and residential uses.*

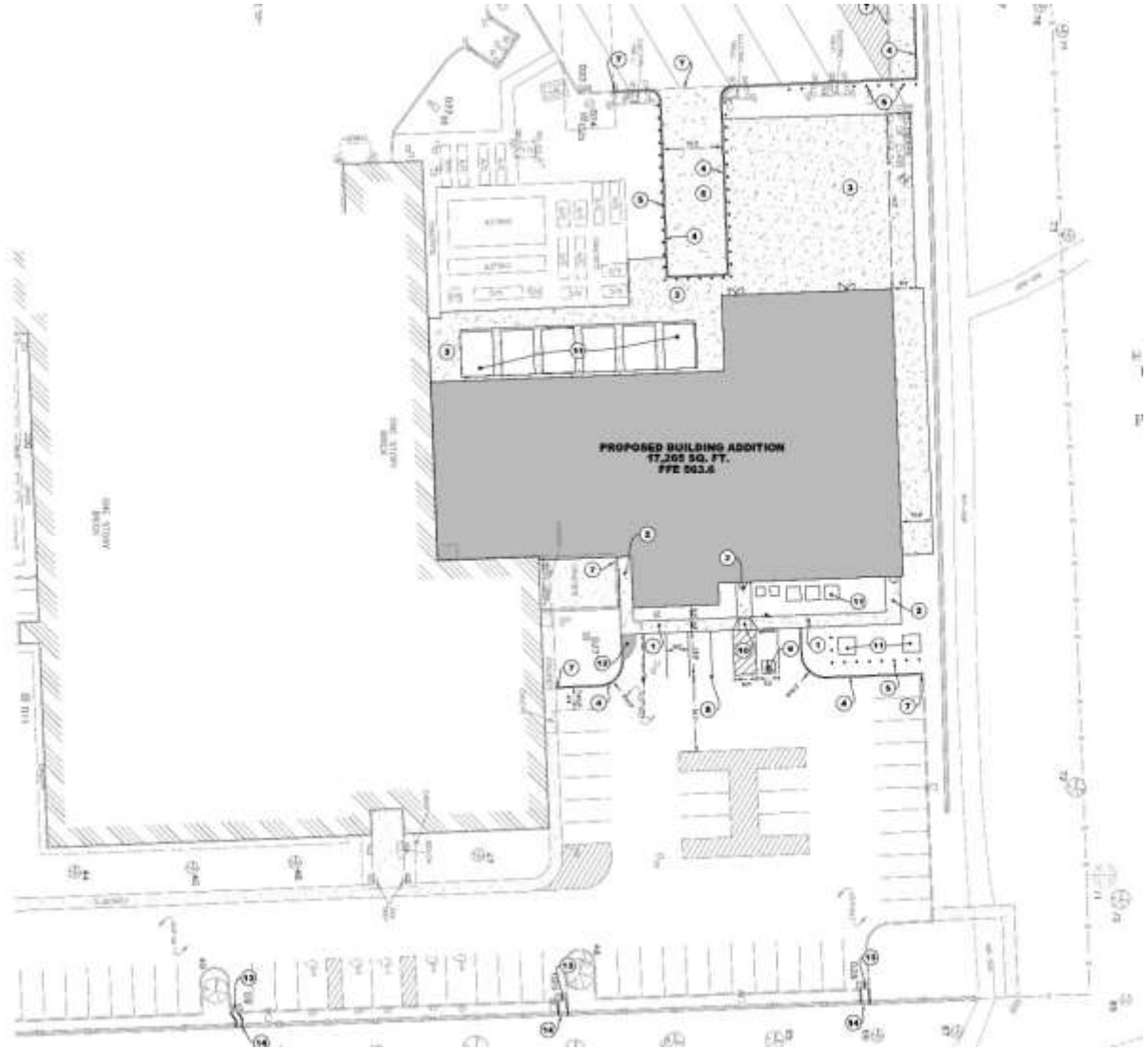
One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *Uses including density and intensity are regulated by the PUD. The PUD permits various light industrial, office, commercial, and residential uses.*

**PLAN DETAILS**

The approximately 12-acre site is located at 575 Hickory Hills Boulevard. Hickory Hills Boulevard connects to Old Hickory Boulevard at the intersection with I-24. The site is in the



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**Proposed Site Plan**



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Hickory Hills PUD. The Hickory Hills PUD was approved by Council in 1973, for various light industrial, office and commercial uses. The PUD also includes residential. The PUD has been revised several times since 1973. The last revision approved by the Planning Commission for this site was approved in 2015. That revision permitted a 15,314 sq. ft. addition to the existing building. The previous addition was not constructed and the proposal is to increase the size of the expansion.

### Site Plan

The site plan includes an existing single-story building and identifies the proposed 17,265 sq. ft. addition. The expansion is located on the north side of the existing building. As proposed, the total building area will be 68,670 sq. ft.

### **ANALYSIS**

Section 17.40.120.G permits the Planning Commission to approve “minor modifications” under certain conditions. Staff finds that the request is consistent with and meets all of the criteria of Section 17.40.120.G, and is provided below for review.

- G. Status of Earlier Planned Unit Developments (PUDs). The following provisions shall apply to a planned unit development (PUD) approved under the authority of a previous Zoning Code and remaining a part of the official zoning map upon the enactment of this title.
1. The planned unit development (PUD) shall be recognized by this title according to the master development plan and its associated conditions specified in the PUD ordinance last approved by the metropolitan council prior to the effective date of the ordinance codified in this title.
  2. The planning commission may consider and approve minor modifications to a previously approved planned unit development subject to the following limitations. All other modifications shall be considered by the planning commission as an amendment to the previously approved planned unit development and shall be referred back to the council for approval according to the procedures of Section 17.40.120(A)(5). That portion of a planned unit development master plan being amended by the council shall adhere to all provisions of this code:
    - a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
    - b. The boundary of the planned unit development overlay district is not expanded;
    - c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);
    - d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;
    - e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;



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- f. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;
- g. There is no change from a PUD approved exclusively for single-family units to another residential structure type;
- h. The total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council;
- i. If originally limited to office activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- j. If originally limited to office, retail and other general commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to include industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- k. If originally limited to commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- l. In the determination of the commission, the nature of the change will have no greater adverse impact on those environmentally sensitive features identified in Chapter 17.28 of this code than would have occurred had the development proceeded in conformance with the previous approval.
- m. In the judgment of the commission, the planned unit development or portion thereof to be modified does not meet the criteria for inactivity of Section 17.40.120.H.4.a.

This expansion is not in addition to the 15,314 sq. ft. addition that was approved in 2015 and is a larger version of the previous plan. As proposed, the plan is consistent with the Council approved plan and all applicable Zoning Code requirements, including Section 17.40.120.G.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Limited building detail, and/or building construction information provided. Construction must meet all applicable building and fire codes. Any additional fire code or access issues





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will be addressed during the construction permitting process. Future development or construction may require changes to meet adopted fire and building codes.

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

- Approved with condition that all Grading Permit comments are addressed.

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

- Final construction plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.

### **TRAFFIC & PARKING RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approval does not apply to private water and sewer line design. Plans for these must be submitted and approved through a separate review process with Metro Water Permits before their construction may begin.
- Capacity fees must be paid before issuance of building permits for new addition.

### **STAFF RECOMMENDATION**

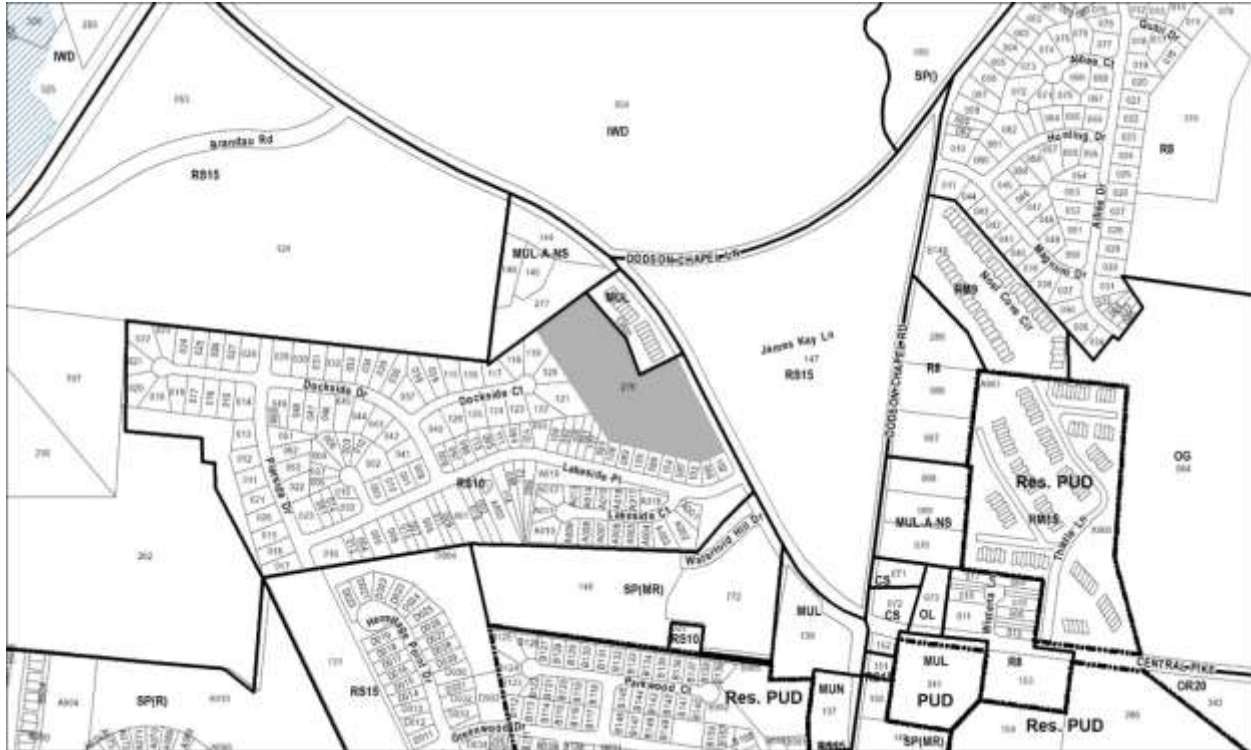
Staff recommends approval with conditions.

### **CONDITIONS**

1. This approval does not include any signs. Signs in Planned Unit Developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require reapproval by the Planning Commission and/or Metro Council.



# Metro Planning Commission Meeting of 05/27/21



## 2021Z-041PR-001

Map 086, Parcels 276

14, Donelson – Hermitage – Old Hickory

14 (Kevin Rhoten)



<b>Project No.</b>	<b>Zone Change 2021Z-041PR-001</b>
<b>Council District</b>	14 - Rhoten
<b>School District</b>	4 - Little
<b>Requested by</b>	Smith Gee Studios, applicant; Gary Leeper and Van Leeper, owners.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	Approve.

**APPLICANT REQUEST**

**Zone change from RS10 to MUL-A-NS.**

Zone Change

A request to rezone from Single-Family Residential (RS10) to Mixed Use Limited-Alternative-No Shorth Term Rentals (MUL-A-NS) zoning for property located at 3754 Central Pike, approximately 370 feet south of Dodson Chapel Lane (5.24 acres).

**Existing Zoning**

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 23 residential units.*

**Proposed Zoning**

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

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

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

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



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### ANALYSIS

The proposed MUL-A-NS is consistent with the T3 NC policy that applies to the site. The T3 NC policy permits a mixture of residential and nonresidential uses which are permitted by MUL-A-NS. The alternative standards for MUL-A-NS permit shallower setbacks along Central Pike as well as limits parking along Central Pike. This is intended to provide a streetscape that is more pedestrian friendly including sidewalks and fewer curb cuts consistent with the design goals of the policy. The proposed MUL-A-NS is also consistent with recent zone changes along Central Pike and allows for the continuation of development consistent with the policy. The conservation policy applies to a small pocket of steep slopes. Any development in this area will be reviewed under the hill side development standards of the Metro Zoning Code.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

- Fire Code issues will be addressed in the permit phase.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- A traffic study may be required at the time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	5.24	4.356 D	22 U	259	21	24

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 (220)	2.62	1.0 F	114 U	821	55	67

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 (814)	1.31	1.0 F	57,063 SF	9705	487	1046

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 (931)	1.31	1.0 F	57,063 SF	4785	42	446

Traffic changes between maximum: **RS10 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
-	-	-	-	+15052	+563	+1535



## **Metro Planning Commission Meeting of 05/27/21**

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing RS10 district: 2 Elementary 1 Middle 1 High**

**Projected student generation existing MUL-A-NS district: 9 Elementary 7 Middle 6 High**

The proposed MUL-A-NS zoning will generate 18 additional students than what is typically generated under the existing RS10 zoning district. Students would attend Tulip Grove Elementary School, Dupont Tyler Middle School and McGavock High School. All three schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

Staff recommends approval.



## Metro Planning Commission Meeting of 05/27/21



### **2021Z-048PR-001**

Map 119-09, Parcels 093-099, 103

11, South Nashville

16 (Ginny Welsch)



<b>Project No.</b>	<b>Zone Change 2021Z-048PR-001</b>
<b>Council District</b>	16 - Welsch
<b>School District</b>	07 – Player-Peters
<b>Requested by</b>	Forstone Capital LLC, applicant; Furniture Warehouse and Showroom Inc., owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from IWD to MUG-A.**

Zone Change

A request to rezone from Industrial Warehousing/Distribution (IWD) to Mixed Use General-Alternative (MUG-A) zoning for properties located at 504, 508, 510, 512, 514, 518 and 520 Thompson Lane and 2807 Grandview Avenue, at the northwest corner of Grandview Avenue and Thompson Lane (4.51 acres).

**Existing Zoning**

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

**Proposed Zoning**

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

**SOUTH NASHVILLE COMMUNITY PLAN**

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

**ANALYSIS**

The approximately 4.51-acre site consist of seven parcels and are located between McClain Avenue, Grandview Avenue, Thompson Lane and Landers Avenue. The site is developed and includes a large retail building and surface parking lot. The site is surrounded by various commercial and light industrial uses. The surrounding zoning is industrial and commercial, including IWD, IR and CS.

The proposed MUG-A is consistent with the T4 CC land use policy as it permits a mixture of uses including residential, office and commercial. The intensity permitted by MUG-A is



## Metro Planning Commission Meeting of 05/27/21

appropriate given the sites location along Thompson Lane which is a busy high capacity roadway and is classified as a mixed-use arterial.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

- Fire Code issues will be addressed in the permit phase.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- A traffic study may be required at the time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	4.51	0.8 F	157,164 SF	294	45	47

#### Maximum Uses in Proposed Zoning District: MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	2.25	3.0 F	294 U	2182	133	155

#### Maximum Uses in Proposed Zoning District: MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	1.13	3.0 F	147,668 SF	9373	470	1011

#### Maximum Uses in Proposed Zoning District: MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	1.13	3.0 F	147,668 SF	12381	108	1152

#### Traffic changes between maximum: IWD and MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+23642	+666	+2271

### METRO SCHOOL BOARD REPORT

Given the mix of uses permitted by the MUG-A zoning district, the number of residential units ultimately built on site may vary and an assumption as to impact at this point is premature. School students generated by future development would attend Fall-Hamilton Elementary School, Cameron College Prep Middle School, and Glencliff High School. Fall Hamilton Elementary and Glencliff High School are identified as having capacity for additional students. Cameron College Prep Middle School is identified as overcapacity. This information is based





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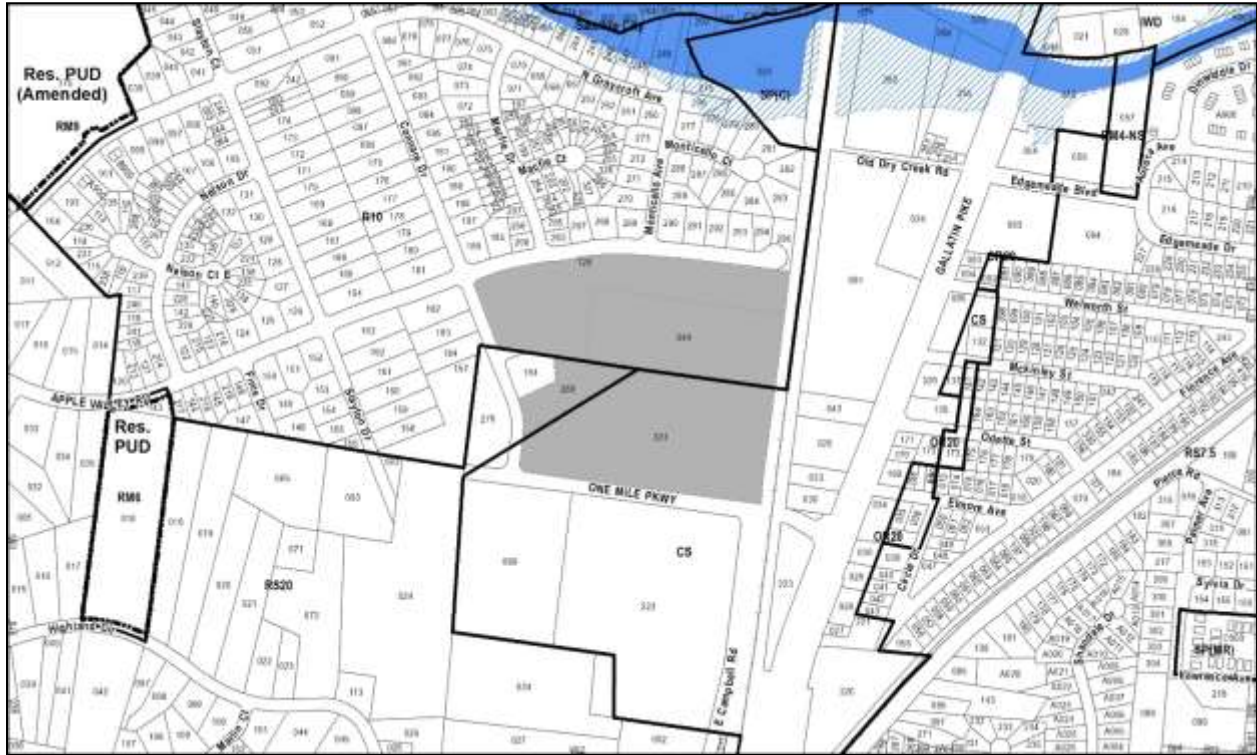
upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

Staff recommends approval.



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### **2021SP-031-001**

ONE MILE PARKWAY SP

Map 033, Parcel(s) 126

Map 033-16, Parcel(s) 280

Map 034, Parcel(s) 044

Map 034-13, Parcel(s) 331

04, Madison

10 (Zach Young)



**Project No.** Specific Plan 2021SP-031-001  
**Project Name** One Mile Parkway SP  
**Council District** 10 – Young  
**School District** 3 – Masters  
**Requested by** Kimley-Horn and Associates, applicant; Grand Prix LLC, Lyman Davis Jr. and Judith Gayle Davis, owner(s).

**Deferrals** This item was deferred at the May 13, 2021, Planning Commission meeting. No public hearing was held.

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

**APPLICANT REQUEST**

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

Zone Change

A request to rezone from Commercial Service (CS), Single-Family Residential (RS20) and One and Two-Family Residential (R10) to Specific Plan – Residential (SP-R) zoning for properties located at 320 Connare Drive, 110 One Mile Parkway and Gallatin Pike (unnumbered), at the northeast corner of One Mile Parkway and Connare Drive (21.81 acres), to permit 396 multi-family residential units.

**Existing Zoning**

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

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. *Approximately 1.32 acres of the site is zoned RS20. Based on this acreage, RS20 zoning would permit a maximum of two single-family lots, based solely on a minimum lot size of 20,000 square feet as required by the zoning. This calculation does not account for infrastructure, road layout, functional lot configuration, or meeting all requirements of the Metro Subdivision Regulations.*

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *Approximately 11.34 acres of the site is zoned R10. Based on this acreage, R10 zoning would permit a maximum of 49 lots with 12 duplex lots for a total of 61 units, based solely on a minimum lot size of 10,000 square feet as required by the zoning. This calculation does not account for infrastructure, road layout, functional lot configuration, or meeting all requirements of the Metro Subdivision Regulations.*





## Metro Planning Commission Meeting of 05/27/21

### **Proposed Zoning**

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

### **MADISON COMMUNITY PLAN**

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.

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

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

### Supplemental Policy

The site is located within the 04-T3-CM-01 Supplemental Policy Area (SPA) known as the Motor Mile. This SPA is intended to maintain the “motor mile” as an economic resource for Madison and Davidson County, allowing the expansion and creation of such uses with design guidelines not found in other areas along Gallatin Pike. The site is located along the edge of the SPA, where Gallatin Pike is intended to develop with more intense uses to meet the goals of the SPA and adjacent to residential policies. In this case, the site is able to transition between the intense SPA along the corridor and the residential policies to the west.



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

The 21 acre site is located to the west of Gallatin Pike, at the northeast intersection of One Mile Parkway and Connare Drive. The site has frontage along One Mile Parkway, Connare Drive, and Apple Valley Road. The eastern property line of the site is immediately adjacent to a rail line. The site is currently undeveloped.

The properties to the north and west are zoned R10 and have been developed with one and two-family residential uses. The properties to the south and west, along Gallatin Pike, are primarily non-residential uses and zoned CS and RS20.

#### Site Plan

The proposed SP would permit a maximum of 396 units across the site in several multi-family structures. The proposed structures are limited to three stories and 45 feet in height. The preliminary SP includes proposed elevations. All buildings located along One Mile Parkway have pedestrian entrances to the proposed sidewalk along the street. There are sidewalks throughout the interior of the site to provide internal connectivity throughout the site.

There are two vehicular entrances proposed for the development. The first is located along One Mile Parkway and the second along Connare Drive. These drives lead to a private drive throughout the interior of the site.

There is an existing lot along Connare Drive that is currently zoned RS20 and developed with an existing single-family structure. This property is not located within the boundaries of the SP. A 20-foot wide C-3 landscape buffer is provided where this property abuts the proposed SP. The northern portion of the site abutting Apple Valley Drive contains existing trees which are shown in a tree preservation area. The northwest corner of the site is intended to be private open space associated with the development.

The proposed plan includes improved sidewalks and planting strips across all the street frontages of the site. Apple Valley Road, an existing local street, will be developed with a five-foot sidewalk and four-foot sidewalk across the frontage. Connare Drive is classified as a proposed collector avenue in the Major and Collector Street Plan (MCSP). The MCSP standard for One Mile Parkway, a collector avenue, is met with an eight-foot sidewalk and 6-foot planting strip shown. Connare Drive is shown with a five-foot sidewalk and four-foot planting strip. Using the existing ROW in front of the RS20 parcel, a complete and continuous sidewalk is provided along the site frontage.

### **ANALYSIS**

The proposed plan is consistent with the policies on the site. There are several common goals between the T3 CM Policy and the T3 NE Policy including, but not limited to: moderate to high density residential development, creating buildings that are compatible with the general character of suburban neighborhoods, and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and existing or planned mass transit. The T3 NE Policy is a completely residential policy, whereas the T3 CM Policy calls for a mix of uses and it indicates a preference for residential uses off of the corridors. Similarly, the Supplemental Policy on site is intended to develop the Motor Mile along Gallatin Pike. However, given that the site is located



## **Metro Planning Commission Meeting of 05/27/21**

off of the corridor, there is less of a desire to create an intense commercial development on this site and focus on a transition into the existing neighborhood to the west of the site. The site is located between a high intense corridor, Gallatin Pike to the east and a residential area to the west, which is primarily one and two-family uses. The proposed development contains a moderate density of multi-family units which can serve as a transition from higher intensity to lower intensity.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- The following comments apply to sanitary sewer issues only. Madison Suburban Utility District serves this site with water: Approved as a Preliminary SP only. Public sewer construction plans must be submitted and approved prior to Final Site/Development Plan approval. These approved construction plans must match the Final Site/Development Plans. Submittal of an availability study is required before the final site plan 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 Sewer Capacity must be reserved before issuance of building permits.

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.

- Note: A private hauler will be required for waste/recycle site disposal.
- Show sidewalks along Connare to match MCSP and tie (90) into new sidewalks along out parcel on Connare.
- Show ADA ramps at corners of public streets.
- Show new curb and gutter along One Mile Pkwy and Apple valley Rd.
- Comply w/ traffic comments.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Install updated pavement markings and signage per the TIS recommendations at the intersection of Graycroft Avenue at Apple Valley Road.
- Prior to permit approval, conduct additional turning movement counts and prepare a revised signal timing plan for the intersection of Gallatin Pike at One Mile Parkway. Analysis shall include upstream and downstream signal.



## Metro Planning Commission Meeting of 05/27/21

- Coordinate with WeGo prior to Final SP approval on bus stop upgrades on Gallatin Pike. Either install additional sidewalk to connect to the existing bus stop and update the stop or remove the existing bus stop and install a new bus stop on the south side of the intersection.
- Restripe One Mile Parkway from Connare Drive to Gallatin Pike per Public Works standard.
- Continue to coordinate with Planning and Public Works on sidewalks along Apple Valley Road.

### Maximum Uses in Proposed Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	9.15	0.6 F	239,144 SF	15179	761	1636

### 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
Single-Family Residential (210)	1.32	2.178 D	2 U	19	2	2

### Maximum Uses in Existing Zoning District: R10

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	11.34	4.356 D	61 U	660	49	64

\*Based on two-family lots

### Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	21.81	-	396 U	2953	177	202

### Traffic changes between maximum: CS, RS20, R10 and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+17453	+887	+1772

## METRO SCHOOL BOARD REPORT

**Projected student generation existing RS20/R10 districts: 5 Elementary 5 Middle 5 High**  
**Projected student generation proposed SP-R district: 69 Elementary 53 Middle 35 High**

The proposed SP-R zone district is anticipated to generate 142 additional students than what could be generated under the existing residential zoning districts. Students would attend Old Center Elementary, Goodlettsville Middle School, and Hunters Lane High School. Hunters Lane Highschool has been identified as having additional capacity and Old Center Elementary and





## Metro Planning Commission Meeting of 05/27/21

Goodlettsville Middle School are identified as overcapacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to 396 multi-family units. Short Term Rental Property (STRP) not owner-occupied shall be prohibited and Short Term Rental Property (STRP) owner occupied shall be prohibited.
2. Units shall front One Mile Parkway with pedestrian entrances provided from ground floor units to the sidewalk.
3. Along the eastern property line, 20 feet of existing trees shall remain to provide a buffer. If there are not sufficient existing trees to provide a buffer, a B level landscape buffer shall be provided.
4. At the time of final site plan, existing sidewalk infrastructure along Connare shall be evaluated and the applicants shall work with Planning and Public Works to determine final sidewalks and grass strips.
5. The final site plan shall show sidewalks along all public rights-of-way consistent with the Major and Collector Street Plan (MCSP) and Public Works design standards.
6. With the submittal of the final site plan, the applicant shall provide architectural elevations complying with the elevations submitted with the Preliminary SP for review and approval.
7. Parking shall comply with requirements of the Metro Zoning Code.
8. Comply with all conditions and requirements of Metro reviewing agencies.
9. A corrected copy of the Preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM40 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
11. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
12. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
13. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the



## **Metro Planning Commission Meeting of 05/27/21**

plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

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



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 05/27/21



**2021SP-033-001**  
4020 ESTES ROAD SP  
Map 116-16, Parcel(s) 089  
10, Green Hills - Midtown  
34 (Angie Henderson)



**Project No.** Specific Plan 2021SP-033-001  
**Project Name** 4020 Estes Road SP  
**Council District** 34 – Henderson  
**School District** 8 – Pupo-Walker  
**Requested by** Steven Lupear, applicant; Steven Lupear and Susan Lupear, owners.

**Deferrals** This item was deferred at the May 13, 2021, Planning Commission meeting. No public hearing was held.

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

**APPLICANT REQUEST**  
**Preliminary SP to permit a DADU.**

Zone Change

A request to rezone from Single-Family Residential (RS20) to Specific Plan – Residential (SP-R) zoning for property located at 4020 Estes Road, approximately 430 feet north of Hobbs Road (1.03 acres), to permit a detached accessory dwelling unit (DADU).

**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 two single-family lots, based solely on a minimum lot size of 20,000 square feet as required by the zoning.*

**Proposed Zoning**

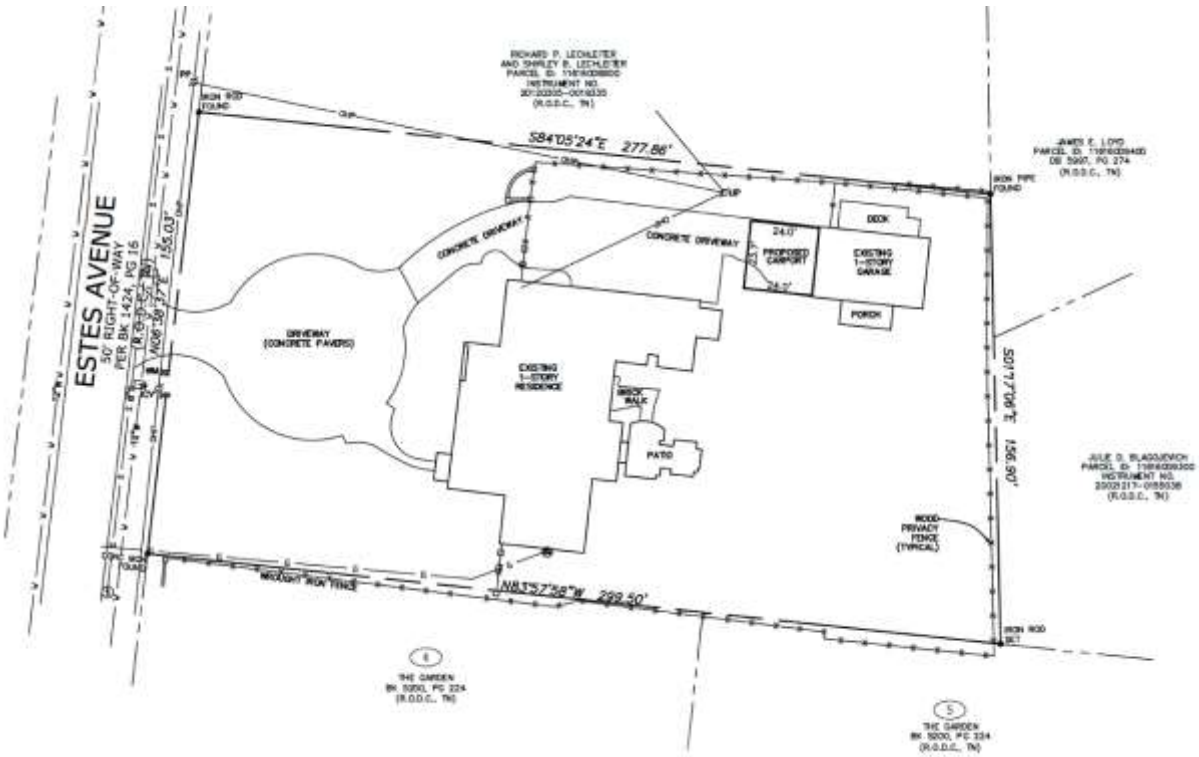
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan would permit a detached accessory dwelling unit (DADU).*

**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.



# Metro Planning Commission Meeting of 05/27/21



**Proposed Preliminary SP**



## **Metro Planning Commission Meeting of 05/27/21**

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

The one acre property is located on the east side of Estes Road, north of the intersection of Hobbs Road and Estes Road. The site has been developed with an existing single-family structure and detached garage.

The surrounding properties are all residential with varying levels of intensity. The properties to the north and west of Estes Road are zoned RS20 and have been developed with primarily single-family structures with some two-family as well. To the east, the properties are one and two-family residential with most properties zoned RS20 and RS30 and some zoned R20. The five acre property immediately to the south at the intersection of Estes Road and Hobbs Road has been developed with 18 detached units.

The proposed SP would permit the conversion of the existing detached garage in the northeast corner of the site into a detached accessory dwelling unit (DADU). The proposed structure will be approximately 1,400 square feet and 20 feet in height. The proposed materials will be similar in nature to the primary structure on the site.

### **ANALYSIS**

The site is within the T3 NM Policy which is intended to maintain and enhance suburban neighborhoods. When development occurs within this policy, efforts should be made to retain the existing character of the neighborhood, in terms of its development pattern, building form, land use, and the public realm. The proposed DADU is located within an existing structure, and adds one additional unit to the site; however, it maintains the residential land use on the site and within the area. The location of the structure is located away from the street and would not impact the existing development pattern or public realm along Estes Road. Additionally, the site is double the size of the minimum lot size for the zoning district and adjacent to a more intense residential development. The proposed use of the SP is consistent with the T3 NM Policy at this location.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

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

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approved as a Preliminary SP only. Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final SP plans. Submittal of an



## Metro Planning Commission Meeting of 05/27/21

availability study is required before the final site plan can be reviewed. Once this study has been submitted, the applicant will need to address any outstanding issues brought forth by the results of this study. A minimum of 30% of W&S Capacity must be reserved before issuance of building permits.

### PUBLIC WORKS RECOMMENDATION N/A

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
Single-Family Residential (210)	1.03	2.178 D	2 U	19	2	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	1.03	-	2 U	19	2	2

\*Based on two-family lots

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

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

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS20 district: 0 Elementary 0 Middle 0 High**  
**Projected student generation proposed SP-R district: 0 Elementary 0 Middle 0 High**

The proposed SP is not anticipated to generate any additional students beyond what is generated under the current zoning. Students would attend Julia Green Elementary, J.T. Moore Middle School, and Hillsboro High School. Julia Green and Hillsboro High School have been identified as having additional capacity, whereas J.T. Moore Middle School has been identified as over capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to all uses permitted by the RS20 zoning district and one Detached Accessory Dwelling Unit (DADU).
2. Prior to the issuance of a permit, an instrument shall be prepared and recorded with the register's office covenanting that the detached accessory dwelling is being established accessory to a principal structure and may only be used under the conditions listed above.





## Metro Planning Commission Meeting of 05/27/21

3. Comply with all conditions and requirements of Metro reviewing agencies.
4. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RS20 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
6. The Final SP plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
7. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
8. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



## Metro Planning Commission Meeting of 05/27/21



**2021SP-035-001 (formerly 2021Z-034PR-001)**

943, 945, 947 WOODLAND SP

Map 082-12, Parcels 352-354

05, East Nashville

06 (Brett Withers)



**Project No.** Specific Plan 2021SP-035-001  
**Project Name** 943, 945, 947 Woodland SP  
**Council District** 6 – Withers  
**School District** 5 – Buggs  
**Requested by** Public Square LLC, applicant; FC Woodland QOZB LLC, owner.

**Deferrals** This case was deferred from the April 22, 202 and the May 13, 2021, Planning Commission meetings. No public hearing was held.

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

**APPLICANT REQUEST**

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

Zone Change

A request to rezone from Mixed Use Limited-Alternative (MUL-A) to Specific Plan-Mixed Use (SP-MU) zoning for properties located at 943, 945, and 947 Woodland Street, approximately 445 feet west of S. 10th Street and located within the East Bank Redevelopment District Overlay (0.60 acres), to permit a mixed-use development.

**Existing Zoning**

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

**Proposed Zoning**

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

**SITE CONTEXT AND PLAN DETAILS**

The approximately 0.60 acre (26,136 sq. ft.) site is located in East Nashville. It is made up of three individual parcels that are located on the north side of Woodland Street, between South 10<sup>th</sup> Street to the east and McFerrin Avenue to the west. An alley runs along the back of the site between South 10<sup>th</sup> Street to the east and McFerrin Avenue. The site slopes downward from Woodland Street to the alley. The site is occupied by the remains of a building that was destroyed in last year’s tornado that went through East Nashville. The properties abutting the eastern and western property lines are zoned MUL-A. The properties directly on the opposite of the rear alley that front onto Main Street are zoned MUG-A.



## Metro Planning Commission Meeting of 05/27/21



Case Number: 2021SP-035-001  
943, 945, 947 Woodland SP  
Map 082-12, Parcels 352-354  
Community Plan: 05 East Nashville  
Policy: Urban Mixed Use Center (T4MU)  
Council District: 06 (Withers)

**Purpose:** The purpose of this SP is to provide the appropriate standards for future development consistent with the T4 MU land use policy that applies to the site.

**Permitted Uses:** All uses permitted by MUL-A are permitted with the exception that Short Term Rental – Owner Occupied and Short Term Rental – Not Owner Occupied is prohibited.

**Max Height:** Four stories in 60' feet along Woodland Street; Five stories in 72 feet at the alley.

**Max. Floor Area Ratio (FAR):** 2.75

**Max. Impervious Surface Ratio (ISR):** 1.00

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.

Comply with all conditions and requirements of Metro reviewing agencies.

If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application.

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

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.

### **Policy Consistency**

As proposed, this SP would permit future development consistent with the T4 MU land use policy. The SP permits a mixture of uses consistent with the policy. Given the site location and topography, this SP provides appropriate bulk standards that meet the intent of the T4 MU land use policy and provide an appropriate transition between the MUG-A zoning district abutting the north side of the site and the opposite side of Woodland Street.

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### **Proposed regulatory plan**



## Metro Planning Commission Meeting of 05/27/21

### Regulatory SP

The proposed SP is regulatory and does not include a site plan. Instead, the SP provides bulk standards and other standards specific to the subject site. As proposed, the regulatory utilizes the standards of MUL-A with some exceptions. Exceptions pertain to height on the rear of the site, floor area ratio (FAR), and how much of the site may be impervious (ISR).

The SP allows for a maximum height of four stories in 60 feet along Woodland Street and five stories in 72 feet along the alley. The SP allows a maximum Floor Area Ratio (FAR) of 2.75 and a maximum Impervious Surface Ratio (ISR of 1.00). All other standards in the SP are per the MUL-A zoning, including permitted land uses.

### **EAST NASHVILLE COMMUNITY PLAN**

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

### **ANALYSIS**

Staff recommends approval with conditions and disapproval without all conditions. As proposed, the SP is consistent with the T4 MU land use policy at this location. The policy is intended to allow for a mixture of uses, including residential, office, and commercial. The properties directly north of the site and located along Main Street are zoned MUG-A. The properties directly to the south of the site on the opposite side of Woodland Street are zoned MUL-A and abut a Historic Preservation Overlay district. The maximum height in the MUG-A zoning district is seven stories in 105 feet. The maximum height in the MUL-A zoning district is four stories in 60 feet. The maximum height in the proposed SP is four stories in 60 feet along Woodland Street and five stories in 75' along the rear alley.

While the maximum height permitted in the proposed SP is consistent with the maximum height for MUL-A, the SP does not require a stepback away from Woodland Street. The maximum FAR in the MUG-A zoning district is three and the maximum FAR in MUL-A is one. As proposed, the increase in permitted height, floor area, and impervious surface provides an adequate transition between the MUG-A zoning district along Main Street and the MUL-A on the opposite side of Woodland Street consistent with the policy. A similar application would likely not be appropriate along the south side of Woodland Street as the properties along the south are adjacent to a Historic Preservation Overlay.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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



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### STORMWATER RECOMMENDATION

Approve

### WATER SERVICES RECOMMENDATION

Approve

### PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Final SP plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions. Coordinate with planning on sidewalk requirement. Show sidewalks, ramps, curb/gutter on the plans per MCSP requirements MPW standards and specs. Indicate the solid waste and recycling plan for the site. MPW cannot service a development of this scale. A private hauler will be required.

### TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- TIS may be required with Final SP submittal.
- Off-site improvements may be required after review of Final SP submittal.
- Woodland Street is designated on the WalknBike plan. Vehicular access should be via Alley 258.
- No head-in parking is permitted onto Woodland Street.
- Parking is required per Code.

Maximum Uses in Existing Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.30	1.0 F	13 U	96	6	8

Maximum Uses in Existing Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.15	1.0 F	6,534 SF	415	21	45

Maximum Uses in Existing Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	0.15	1.0 F	6,534 SF	548	5	51



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	0.30	2.75 F	39 U	286	18	22

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.15	2.75 F	17,968 SF	1,245	63	135

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	0.15	2.75 F	17,968 SF	1,644	15	153

Traffic changes between maximum: **MUL-A and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+2,116	+64	+206

### **METRO SCHOOL BOARD REPORT**

Given the mix of uses permitted by the SP, the number of residential units ultimately built on site may vary and an assumption as to impact at this point is premature. School students generated by future development would attend Warner Elementary School, Stratford Stem Campus Middle School, and Stratford High School. All three schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions and disapproval without all conditions.

### **CONDITIONS**

1. Permitted uses shall be limited to all uses permitted by the MUL-A zoning district with the exception that Short Term Rental – Owner Occupied and Not Owner Occupied are prohibited.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. The development shall provide adequate access that meets the requirements of the Fire Marshal’s Office and Department of Public Works.



## Metro Planning Commission Meeting of 05/27/21

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

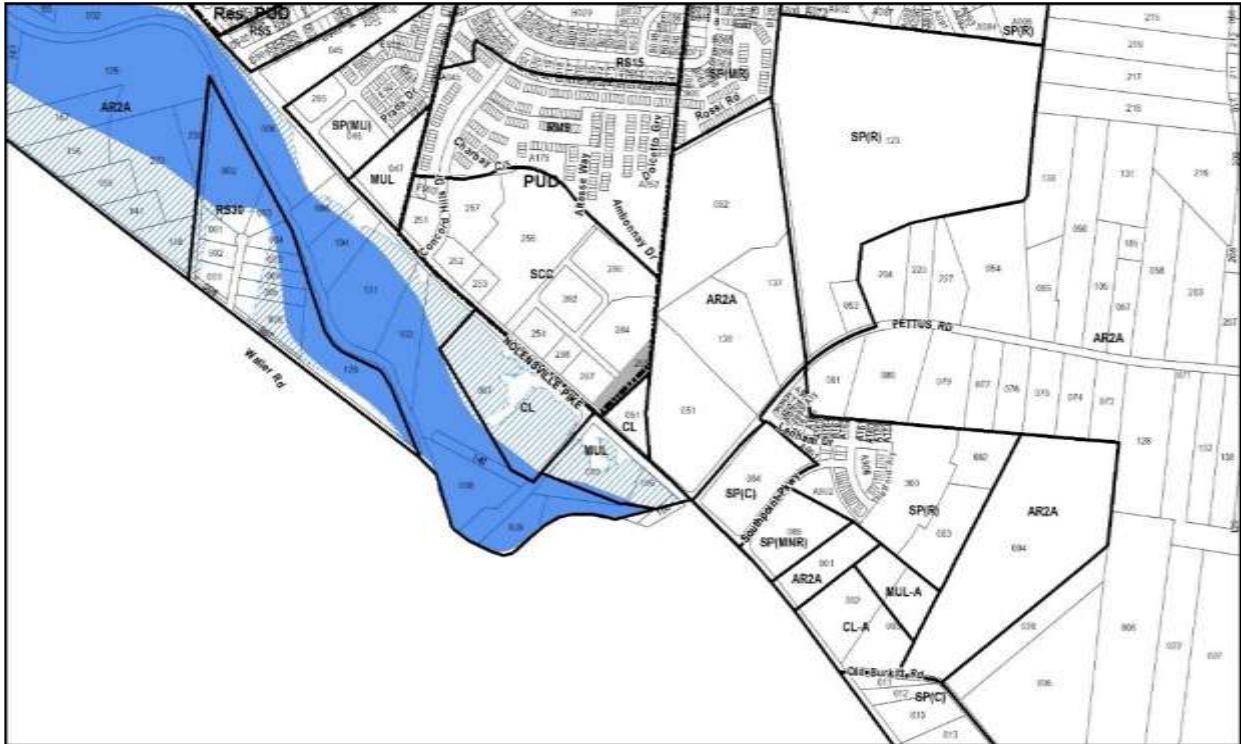




**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 05/27/21



**2004P-013-009**

**MILL CREEK TOWN CENTRE PHASE 2 (AMENDMENT)**

Map 181, Part of Parcel(s) 255

12, Southeast

31 (John Rutherford)



<b>Project No.</b>	<b>Planned Unit Development 2004P-013-009</b>
<b>Project Name</b>	<b>Mill Creek Town Centre Phase 2 (Amendment)</b>
<b>Council District</b>	31 - Rutherford
<b>School District</b>	2 - Elrod
<b>Requested by</b>	WNRI Holdings, LLC; Mill Creek Town Center Ph. II Property Owners Association, Inc., owner.
<b>Deferrals</b>	This item was deferred from the March 25, 2021, April 8, 2021, and the April 22, 2021, Planning Commission meetings. No public hearing was held.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Amend a planned unit development to remove right-of-way reservation.**

Amend a PUD

A request to amend a Planned Unit Development Overlay District for a portion of property located at Nolensville Pike (unnumbered), approximately 630 feet southeast of Concord Hills Drive, zoned Shopping Center Community (SCC) and within a Corridor Design Overlay District, to remove right-of-way reservation (3.15 acres).

**Existing Zoning**

Shopping Center Community (SCC) is intended for moderate intensity retail, office, restaurant, and consumer service uses for a wide market area.

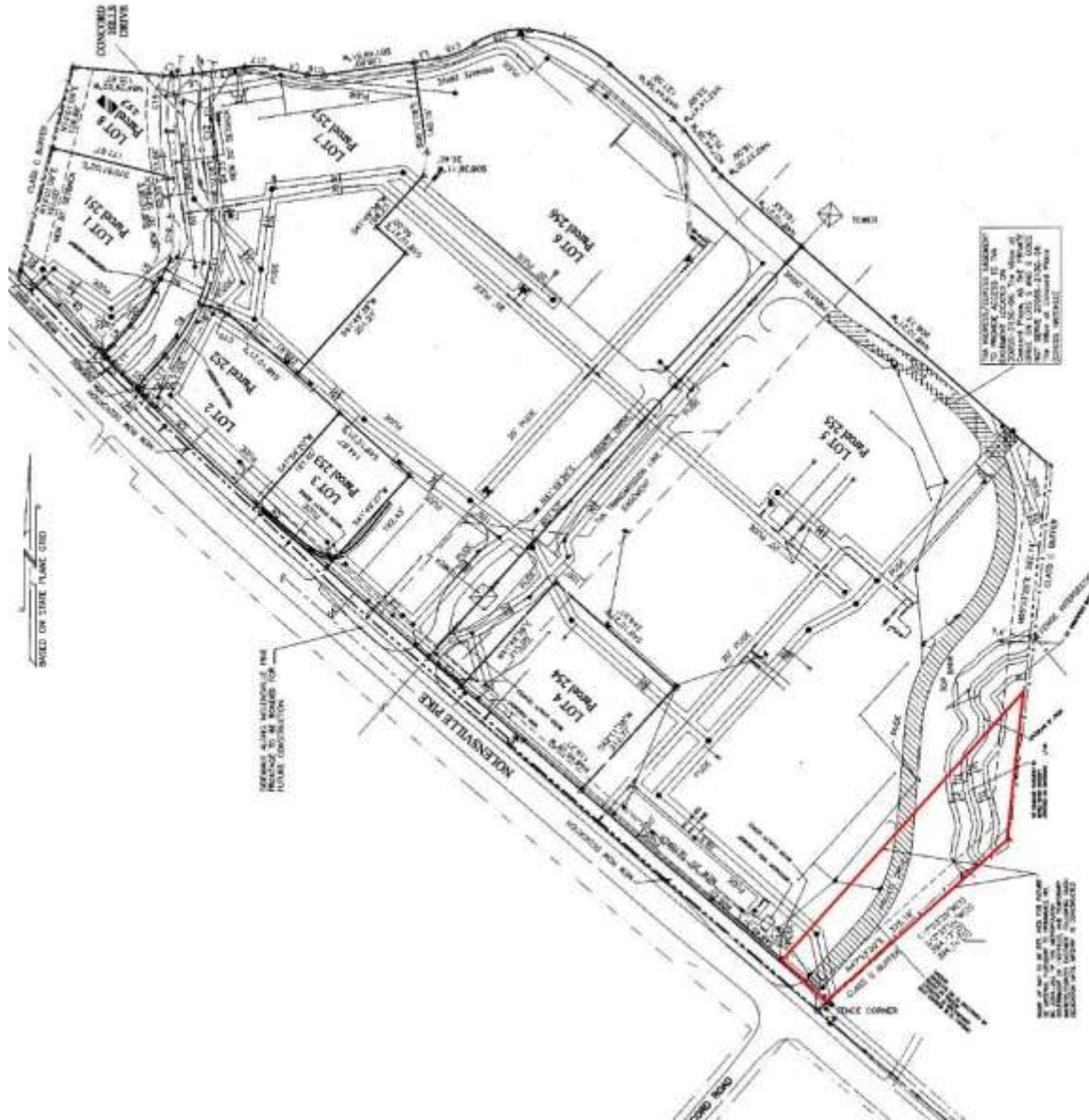
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of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

**HISTORY**

The PUD was approved in 2004 (BL2004-282) to permit a mixed use development on approximately 75 acres, located on the east side of Nolensville Pike. The site has since developed with office, commercial, multi-family, and single-family residential uses, and includes a network of public streets that connects to the surrounding area. There were several conditions placed on the PUD generated from the review of the Traffic Impact Study (TIS), including a



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**Plat establishing right-of-way reservation (Portion of PUD under review outlined in red. No changes are proposed to the remainder of the PUD)**



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condition to dedicate and/or reserve right-of-way for a planned arterial street that was then proposed as the Southeast Arterial Roadway, near the southeast boundary. The right-of-way reservation was subsequently platted, per the PUD conditions. This request is to remove the condition for right-of-way reservation since it is no longer needed.

### PLAN DETAILS

The current request is to remove the right-of-way reservation area that was platted pursuant to the conditions of BL2004-282. The reservation area was platted near the southeastern boundary for a planned arterial street, known as the Southeast Arterial Roadway, which was then planned to extend northeasterly from the terminus of Concord Road, located on the south side of Nolensville Pike. Three access points are provided into the development from Nolensville Pike. The southernmost access point, where the reservation area is located, was to be removed upon construction of the Southeast Arterial Roadway. The site has since been developed and the right-of-way reservation designation has been retained as platted.

The Major and Collector Street Plan, Nashville's comprehensive plan and implementation tool for guiding public and private investments in the major streets, has evolved since the PUD was adopted and no longer identifies the Southeast Arterial Roadway as part of Metro's current or future plans. Therefore, the right-of-way reservation area is no longer needed.

The plan maintains the same access points as previously approved, and no changes to the building layout or unit count are proposed.

### ANALYSIS

This request is being considered as a modification to the Master Development Plan (amendment) and does require Council approval. Staff finds that the request is consistent with the requirements of Section 17.40.120.F, provided below for review.

#### F. Changes to a Planned Unit Development.

1. Modification of Master Development Plan. Applications to modify a master development plan in whole or in part shall be filed with and considered by the planning commission according to the provisions of subsection A of this section. If approved by the commission, the following types of changes shall require concurrence by the metropolitan council in the manner described:
  - a. Land area being added or removed from the planned unit development district shall be approved by the council according to the provisions of Article III of this chapter (Amendments);
  - b. Modification of special performance criteria, design standards, or other requirements specified by the enacting ordinance shall be authorized by council ordinance;
  - c. A change in land use or development type beyond that permitted by the specific underlying zoning district shall be authorized only by council ordinance; or
  - d. An increase in the total number of residential dwelling units above the number last authorized by council ordinance or, for a PUD district enacted by council ordinance after September 1, 2006, an increase in the total number of residential dwelling units above the number last authorized by council ordinance or above



## **Metro Planning Commission Meeting of 05/27/21**

the number last authorized by the most recent modification or revision by the planning commission; or

- e. When a change in the underlying zoning district is associated with a change in the master development plan, council shall concur with the modified master development plan by ordinance.
- f. Any modification to a master development plan for a planned unit development or portion thereof that meets the criteria for inactivity of Section 17.40.120.H.4.a.

The amended plan does not result in any changes to the basic development concept, the acreage within the PUD, or the underlying zoning. The amended plan simply removes the right-of-way reservation area, as it is no longer needed.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve**

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

- MPW takes no exception to the removal of ROW for the planned SE Arterial.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve**

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

1. The right-of-way reservation area shall be removed via plat, per Metro's standard subdivision review procedures.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 05/27/21



### **2021Z-031PR-001**

Map 181, Part of Parcel(s) 096, 296

Map 181, Parcel(s) 172

12, Southeast Nashville

04 (Robert Swope)





**Project No.** **Zone Change 2021Z-031PR-001**  
**Council District** 4 – Swope  
**School District** 2 – Elrod  
**Requested by** Samaroo Development Group LLC, applicant; LG Assets Properties LLC, LIG Assets Incorporated, Marvin Thomas Baker and Ann Marie Baker, owners.

**Deferrals** This item was deferred at the April 8, 2021, April 22, 2021, and May 13, 2021, Planning Commission meetings. No public hearing was held.

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

**APPLICANT REQUEST**

**Zone change from AR2a and RS10 to RM4.**

Zone Change

A request to rezone from Agricultural/Residential (AR2a) and Single-Family Residential (RS10) to Multi-Family Residential (RM4) zoning for property located at 6578 Bluff Road and a portion of properties located at Bluff Road (unnumbered), approximately 925 feet southwest of Nolensville Pike (23.0 acres).

**Existing Zoning**

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *Approximately 2 acres of this site are located in the proposed AR2a district. AR2a would permit a maximum of 1 lot for a total of 2 units. A final determination on duplex eligibility is made by Codes.*

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 4.356 dwelling units per acre. *Approximately 21 acres of this site are located in the proposed RS10 district. RS10 would permit a maximum of 91 units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer lots at this property.*

**Proposed Zoning**

Multi-Family Residential (RM4) is intended for single-family, duplex, and multi-family dwellings at a density of four dwelling units per acre. *RM4 would permit a maximum of 92 units.*

**SOUTHEAST NASHVILLE 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



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

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

### ANALYSIS

The application includes a 2 acre parcel near the southern boundary of Davidson County and two portions of parcels to the north that makes up an approximately 21 acre site. Combined, the application proposes to rezone 23 acres to RM4. Both sites are on the west side of Bluff Road, south of the intersection of Nolensville Pike and Holt Road. The 2 acre parcel currently has a single-family residence and has significant slopes on the site. The portion of parcels to the north on Bluff Road are vacant and contain heavy vegetation, a stream, and areas with significant slopes. Mill Creek, a creek on the opposite side of Bluff Road, runs parallel with Bluff Road and merges with Holt Creek which runs parallel with the northern property line of the 21 acre site. The surrounding area includes primarily low intensity residential uses and vacant properties, with the exception of a residential SP to the north, along Holt Road and Nolensville Pike. The Nolensville Pike corridor contains a mixture of residential and non-residential uses.

The 21 acre site is located in the T3 NE and CO policy areas. CO policy is identified along the entire Bluff Road frontage and a majority of the northern property line, recognizing floodway/floodplain and associated stormwater regulation buffers, stream buffer associated with Mill and Holt Creeks, and a significant area of steep slopes in excess of 25 percent. CO policy is also identified internal to the site, recognizing contiguous areas of steep slopes. Bluff Road, the site’s only point of access, is located within the floodway, and is situated at a much lower elevation than the hillside portion of the property along the eastern property line. The areas within CO policy bisect the front of the site from the unencumbered areas located behind the floodplain and slopes, in T3 NE policy.

The 2 acre site is also within the T3 NE and CO policy areas. The Conservation policy here recognizes the significant slopes on the site that also bisect the T3 NE policy area from Bluff Road. The presence of steep slopes makes accessing this site challenging and leaves little area available that is suitable for development.



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The areas within T3 NE policy may support new residential development; however, given the environmentally constrained areas on the rest of the site and the resulting challenges of providing a sensitive design that preserves the natural landform, while also achieving the goals of the T3 NE policy to enhance housing choice and improve connectivity, staff does not support the proposed RM4 zoning district. Additionally, the density permitted by the proposed zoning district may result in development that is too intense, given the site's limited access to Bluff Road. Staff does not find the requested rezone to be in keeping with policy guidance at this site, and recommends a design-based SP that demonstrates protection and preservation of sensitive environmental features, improved access management, and a street network that meets the goals of the policy.

### FIRE RECOMMENDATION

#### Approve with conditions

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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Roadway improvements may be required on Bluff Road during development.

#### 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
Two-Family Residential* (210)	2.01	0.5 D	2 U	19	2	2

\*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	20.99	4.356 D	91 U	954	70	93

#### Maximum Uses in Proposed Zoning District: RM4

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	23	4 D	92 U	655	45	55

#### Traffic changes between maximum: AR2a, RS10 and RM4

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-1 U	-318	-27	-40



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### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing AR2a/RS10 district: 11 Elementary 8 Middle 9 High**

**Projected student generation proposed RM4 district: 8 Elementary 7 Middle 5 High**

The proposed RM4 zoning is expected to generate 8 less students than the existing RS10 and AR2a zoning. Students would attend Shayne Elementary School, William Henry Oliver Middle School, and Overton High School. All three schools are identified as being overcapacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

Staff recommends disapproval.



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## Metro Planning Commission Meeting of 05/27/21



### **2021Z-035PR-001**

Map 091-06, Parcel(s) 178-179, 339, 342  
07, West Nashville  
20 (Mary Carolyn Roberts)



<b>Project No.</b>	<b>Zone Change 2021Z-035PR-001</b>
<b>Council District</b>	20 - Roberts
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Dewey Engineering, applicant; Jeff Estepp LLC and Jeff Estepp, owner.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	Approve.

**APPLICANT REQUEST**

**Zone change from R6 to RM9.**

Zone Change

A request to rezone from One and Two-Family (R6) to Multi-Family Residential (RM9) zoning for properties located at 5607, 5607 B, 5609 and 5611 Morrow Road, approximately 60 feet southeast of 57th Avenue North (2.46 acres).

**Existing Zoning**

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 17 lots with 4 duplex lot for a total of 21 units based upon acreage alone; application of the subdivision regulations may result in fewer units.*

**Proposed Zoning**

Multi-Family Residential (RM9) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre. RM9 would permit a maximum of 22 units.

**WEST NASHVILLE COMMUNITY PLAN**

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

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 flood prone areas and a stream. Two of the parcels contain flood plain and flood way. A stream is located along the western property line which flows towards the rear of the site.



## Metro Planning Commission Meeting of 05/27/21

### ANALYSIS

The property is located at 5607, 5607 B, 5609 and 5611 Morrow Road, approximately 60 feet southeast of 57th Avenue North. The property contains a total of 2.46 acres. The surrounding zone district is R6, one and two family residential. The neighborhood contains a diverse mixture of lot sizes and structure types. This site is located along a residential collector street, Morrow Road. The most intense residential development along Morrow Road is attached townhome structures. The site currently contains three single-family structures and some mature trees.

This property is located within the T4 Urban Neighborhood Maintenance (T4 NM) policy area. This policy intends 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. The requested zoning, which is noted as one of the more intense zone districts supported by the T4 NM policy, would permit a maximum of 22 dwelling units on the site. The proposed RM9 zone district would result in less intensity than existing multi-family uses within the surrounding neighborhood. The proposed density is generally consistent with the currently permitted density on the site but would allow for more flexibility to avoid the sensitive features on the site.

The proposed RM9 is consistent with the T4 NM policy at this location. The policy recognizes that the area will change over time. The site fronts Morrow Road which is classified as a Residential Collector Street within the Major and Collector Street Plan. Due to the property's frontage along Morrow Road additional density is appropriate. Additional density supports commercial uses located to the north west of the site along Morrow Road.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

- Limited building detail, and/or building construction information provided. Any additional fire code or access issues will be addressed during the construction permitting process.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Traffic study may be required at time of development.

#### Maximum Uses in Existing Zoning District: R6

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	2.46	7.26 D	21 U	248	20	23

\*Based on two-family lots

#### Maximum Uses in Proposed Zoning District: RM9

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	2.46	9 D	22 U	162	11	13





## Metro Planning Commission Meeting of 05/27/21

Traffic changes between maximum: R6 and RM9

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+1 U	-86	-9	-10

### METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed RM9 district: 2 Elementary 1 Middle 1 High**

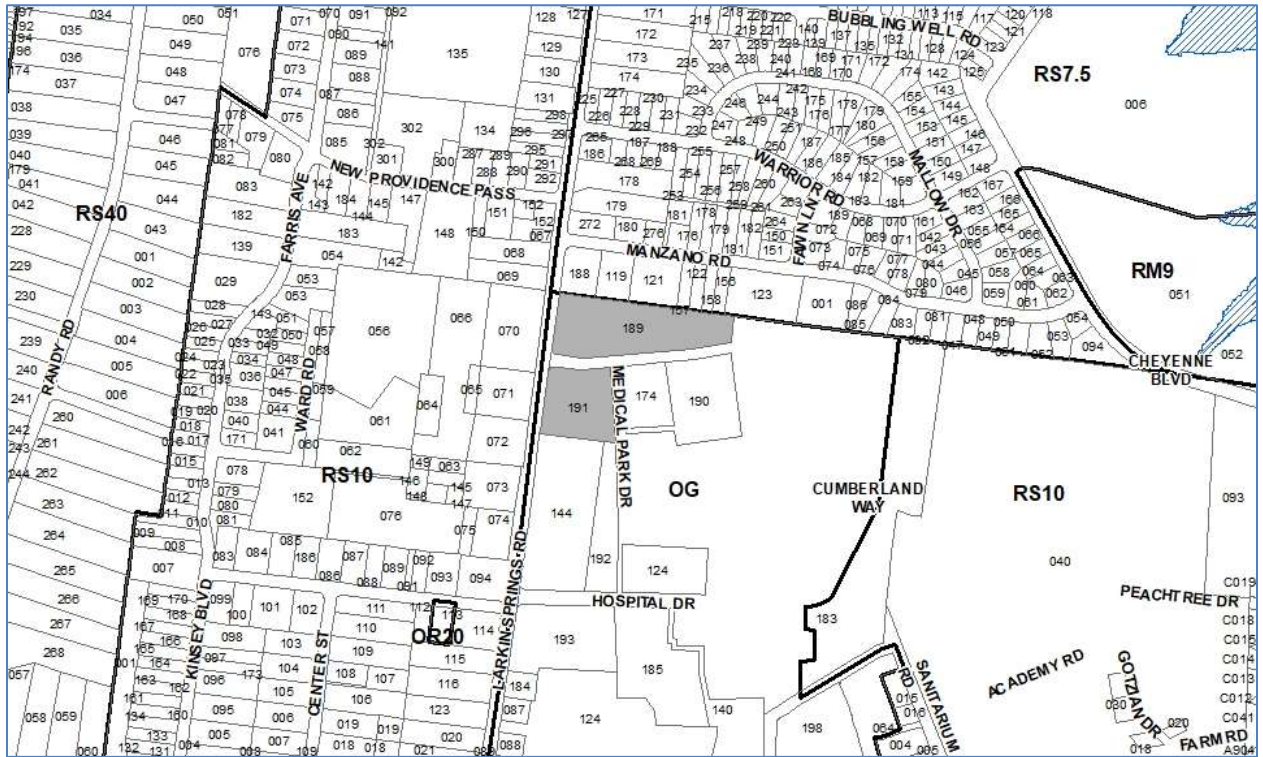
The proposed RM9 zoning district would generate one additional student than the existing R6 zoning district. Students would attend Cockrill Elementary, McKissack Middle School and Pearl Cohn High School. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval as the request is consistent with the T4 Urban Neighborhood Maintenance policy at this location.



# Metro Planning Commission Meeting of 05/27/21



**2021Z-037PR-001**

Map 052-03, Parcels 189, 191  
04, Madison  
09 (Tonya Hancock)



**Project No.** **Zone Change 2021Z-037PR-001**  
**Council District** 9 - Hancock  
**School District** 3 - Masters  
**Requested by** Dale and Associates, applicant; Jar Development, owner.

**Deferrals** This item was deferred from the May 13, 2021, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Approve.*

**APPLICANT REQUEST**  
**Zone change from OG to MUL-A.**

Zone Change

A request to rezone from Office General (OG) to Mixed Use Limited-Alternative (MUL-A) zoning for properties located at 321 Larkin Springs Road and 601 Medical Park Drive, at the southeast corner of Manzano Road and Larkin Springs Road (5.26 acres).

**Existing Zoning**

Office General (OG) is intended for moderately high intensity office uses.

**Proposed Zoning**

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

**MADISON COMMUNITY PLAN**

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

**ANALYSIS**

The D MI land use policy recognizes the TriStar Skyline Medical Campus. While the D MI primarily supports large institutions such as medical campuses, hospitals, and colleges and universities, it also supports ancillary uses that support the primary land uses supported by the policy. The proposed MUL-A zoning district permits a mixture of uses, including residential and nonresidential, such as office, medical office, retail, and restaurants. These type uses benefit the existing campus as well as the surrounding neighborhood by allowing for additional services as well as a different housing option for the area.



## Metro Planning Commission Meeting of 05/27/21

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

- Fire Code issues will be addressed in the permit phase.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- A traffic study may be required at the time of development.

#### Maximum Uses in Existing Zoning District: OG

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	5.26	1.5 F	343,688 SF	3515	350	368

#### Maximum Uses in Proposed Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	2.64	1.0 F	114 U	821	55	67

#### Maximum Uses in Proposed Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	1.31	1.0 F	57,063 SF	3622	182	391

#### Maximum Uses in Proposed Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	1.31	1.0 F	57,063 SF	4785	42	446

#### Traffic changes between maximum: OG and MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+5713	-71	+536

### METRO SCHOOL BOARD REPORT

Given the mix of uses permitted by MUL-A, the number of residential units ultimately built on site may vary and an assumption as to impact at this point is premature. Students would attend Neely's Bend Elementary School, Neely's Bend College Prep Middle School, and Hunters Lane High School. All three schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 05/27/21



### **2021Z-039PR-001**

Map 042-12, Parcel(s) 060, 063

04, Madison

08 (Nancy VanReece)



**Project No.** Zone Change 2021Z-039PR-001  
**Council District** 8 - VanReece  
**School District** 3 - Masters  
**Requested by** Catalyst Design Group, applicant; Jack Holt, Janelle Holt, and Kathy Weedman, owners.

**Deferrals** This item was deferred at the May 13, 2021, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Rickoff  
**Staff Recommendation** *Approve with conditions.*

**APPLICANT REQUEST**

**Zone change from R10 to RM15-A-NS.**

Zone Change

A request to rezone from One and Two-Family Residential (R10) to Multi-Family Residential-Alternative-No STRP (RM15-A-NS) zoning for properties located at 404 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), at the northeast corner of Walker Street and Old Hickory Boulevard (0.70 acres).

**Existing Zoning**

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 2 lots with 2 duplex lots for a total of 4 units, based on the existing configuration. Application of the Subdivision Regulations may result in fewer units. Metro Codes would provide a final determination on duplex eligibility.*

**Proposed Zoning**

Multi-Family Residential-Alternative-No STRP (RM15-A-NS) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre 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. *RM15-A-NS would permit a maximum of 11 units.*

**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



## Metro Planning Commission Meeting of 05/27/21

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 AND CONTEXT

The site is 0.70 acres and includes two parcels located on the north side of Old Hickory Boulevard, at the northwest corner of Old Hickory Boulevard and Walker Street. Each parcel is similarly sized and approximately 0.35 acres. The eastern parcel is vacant and the western parcel contains a single-family residential use. The site is located directly west of Madison Middle School, with Stratton Elementary School located to the north on the same property. Property located on the west side of Walker Street, opposite the site, is zoned OR20, Office/Residential, and contains a small medical office. The site is across the street from an existing church, located on the south side of Old Hickory Boulevard.

### ANALYSIS

The site is located along a major corridor, Old Hickory Boulevard, an arterial-boulevard designated by the Major and Collector Street Plan (MCSP) in the Urban Neighborhood Evolving policy (T4 NE), intended to enhance the corridor with moderate intensity residential development that would increase housing choice in the area. The site is also located adjacent to a Tier 1 Center identified by the NashvilleNext Growth & Preservation Concept Map. Centers are intended to be the focus of coordinated growth where additional intensity, such as RM15-A-NS, is expected to support existing and future transit service. The standards for building placement, parking and access included in the RM15-A-NS district would improve the relationship of development to the street, enhancing an urban neighborhood, consistent with the goals of the T4 NE policy. In order to provide better access management along the corridor, staff recommends a condition requiring that all vehicular access be limited to Walker Street.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.70	4.356 D	4 U	38	3	4

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.70	20 D	14 U	103	7	8





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Traffic changes between maximum: R10 and RM20-NS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+10	+65	+4	+4

### METRO SCHOOL BOARD REPORT

**Projected student generation existing R10 district: 0 Elementary 0 Middle 0 High**

**Projected student generation proposed RM15-A-NS district: 1 Elementary 1 Middle 1 High**

The proposed RM15-A-NS zoning district is expected to generate 3 additional students than what is typically generated under the existing R10 zoning district. Students would attend Stratton Elementary School, Madison Middle School, and Hunters Lane High School. All three schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval with conditions.

### CONDITION

1. Access shall be limited to Walker Street. No access to Old Hickory Boulevard shall be permitted.