

# Metropolitan Planning Commission



## Staff Reports

**July 25, 2024**



## Metro Planning Commission Meeting of 7/25/24

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



**SEE NEXT PAGE**





## Metro Planning Commission Meeting of 7/25/24

<b>Item #1a</b>	<b>Major Plan Amendment 2024CP-008-001</b>
<b>Project Name</b>	<b>North Nashville Community Plan Amendment</b>
<b>Associated Case</b>	2024Z-057PR-001
<b>Council District</b>	21 – Taylor
<b>School District</b>	05 – Buggs
<b>Requested by</b>	On The Buc, LLC, applicant and owner.
<b>Staff Reviewer</b>	Barbour
<b>Staff Recommendation</b>	<i>Approve.</i>

### APPLICANT REQUEST

**Amend North Nashville Community Plan to change the policy.**

#### Major Plan Amendment

A request to amend the North Nashville Community Plan by changing land use policy from Urban Neighborhood Maintenance (T4 NM) policy to Transition (TR) policy for 1809 9th Avenue North, approximately 136 feet north of Buchanan Street and 9th Avenue North (0.20 acres).

### NORTH NASHVILLE COMMUNITY PLAN

#### **Current Policy**

Urban Neighborhood Maintenance (T4 NM) policy is intended to maintain urban neighborhoods as characterized by their moderate to high density residential development pattern, building form/types, setbacks, and building rhythm along the street. T4 NM areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and transit.

#### **Requested Policy**

Transition (TR) policy is intended to provide transitions in scale, intensity, and use at locations between high-intensity and low-intensity policy categories or development. The predominant uses in TR areas are small-scale offices and moderate to high density residential in various building types. TR areas may be used in situations where it would otherwise be difficult to provide a transition between higher-intensity development or a major thoroughfare and an adjacent residential neighborhood and where there is a market for compatibly scaled office and/or residential uses.

### BACKGROUND

The vacant property at 1809 9<sup>th</sup> Avenue North is located in an area with residential uses extending to the north and mixed use and commercial uses to the south. Across the street to the east is Jones Paideia Elementary School.

### COMMUNITY PARTICIPATION

On March 28, 2024, Community Plans staff conducted an in-person community meeting at Crossroad’s Buchanan Campus located at 2231 26<sup>th</sup> Avenue North to discuss the applicant’s community plan amendment request. Notices were mailed to 720 property owners in a 1,300-foot buffer of the plan amendment site. Details of the community meeting were made readily available on the department’s webpage. Four community members were present at the meeting. Staff outlined the request to change policy, and the applicant team presented their plan for the property. Following the presentation, attendees were given the opportunity to ask questions and share comments. Several



## Metro Planning Commission Meeting of 7/25/24

questions were asked of the applicant and staff by attendees. Questions and comments mainly focused on:

- Potential extension of TR policy beyond the current parcel
- Parking
- Landscaping

The community meeting lasted an hour and a half. Since the community meeting was held, there have not been any letters or emails submitted to the Planning Department.

### ANALYSIS

#### **Growth & Preservation Concept Map**

The Growth & Preservation Concept Map (Concept Map) is a county-wide vision and tool to shape improvements in quality of life so that new development and redevelopment align with community values. The Concept Map designates the policy amendment area as *Neighborhood*. Neighborhoods primarily include a mix of housing types and character, with smaller civic and employment areas and small neighborhood centers. Neighborhoods have different contexts—rural, suburban, urban, or downtown—depending on their location.

The proposed policy amendment area is primarily surrounded by residential uses along 9<sup>th</sup> Avenue North and commercial uses along Buchanan Street. The requested policy would not change the Neighborhood designation; however, it would support commercial uses along Buchanan Street while maintaining the continuity of residential uses along 9<sup>th</sup> Avenue North.

#### **Community Character Policy Application**

There are 14 Community Plans which provide the development vision and policy guidance for communities within Davidson County. The North Nashville Community Plan makes use of Community Character Policy elements to ensure those areas continue to grow consistent with the community's vision.

The North Nashville Community Plan consists of mainly urban and suburban policies along with natural areas along the Cumberland River. The Community Character Policies support a variety of development and reinforce and enhance the pattern of existing neighborhoods. Per the Community Character Manual, a TR policy area generally includes small-scale offices and moderate to high density residential in various building types. TR policy thoughtfully encourages transitions between higher intensity uses and lower density residential neighborhoods. These areas provide transitions—in building types as well as scale and form—between higher intensity uses or major thoroughfares and lower density residential neighborhoods.

#### **Transportation and Connectivity**

Urban areas are served by complete streets supporting various modes of travel. The Major and Collector Street Plan (MCSP) is a comprehensive plan and implementation tool for guiding public and private investment in the major streets (arterial-boulevards, arterial-parkways, and collector-avenues) that make up the backbone of the city's transportation system. In the MCSP, both 9<sup>th</sup> Avenue North and Buchanan Street are classified as Collector Avenues. In the policy amendment area, 9<sup>th</sup> Avenue North has sidewalks while Buchanan Street is a complete street with sidewalks and protected bike lanes. The site also has alley access.



## **Metro Planning Commission Meeting of 7/25/24**

Currently, WeGo provides transit service to this area. Route 22 services the neighborhood with stops along Buchanan Street. In addition, the newly built Dr. Ernest Rip Patton, Jr. North Nashville Transit Center is approximately 1.1 miles from the policy amendment area and connects bus routes to other areas.

### **Analysis Summary**

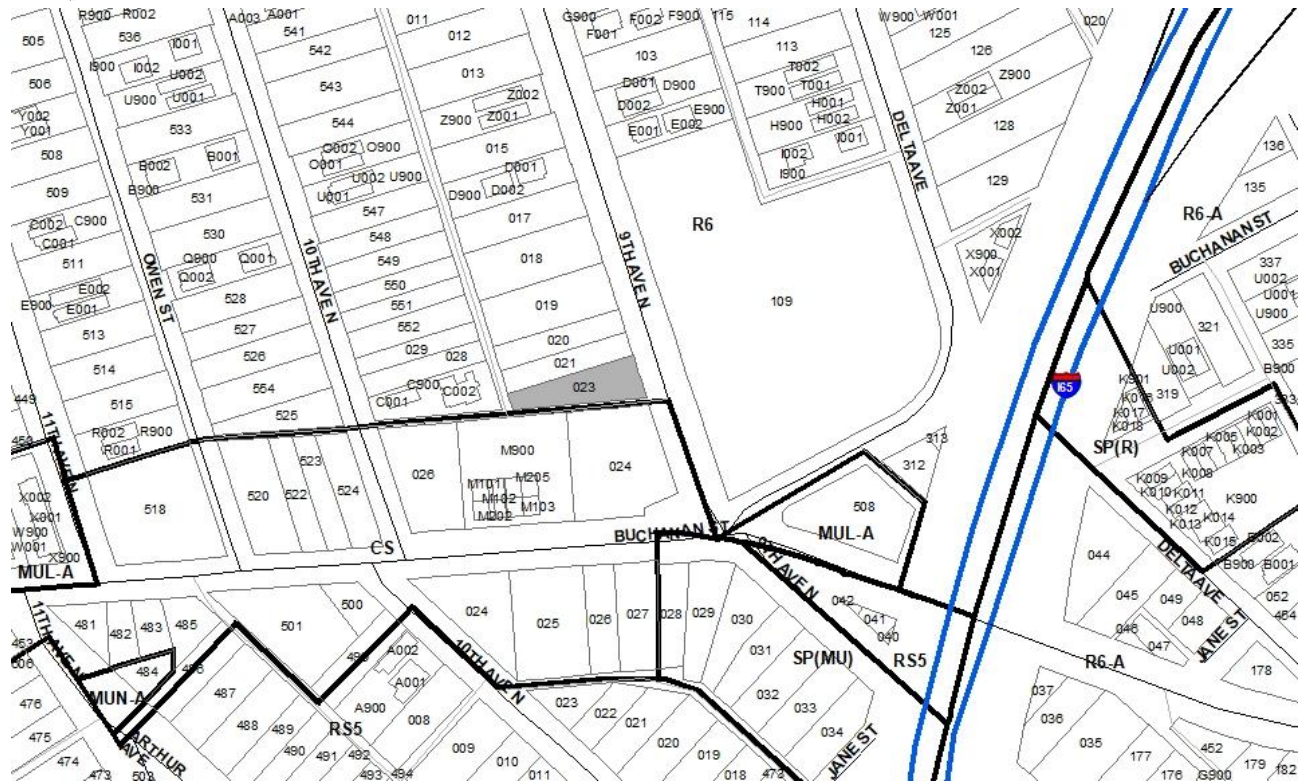
Changing the policy to TR creates a small buffer area between the adjacent residential area and Buchanan Street's growing mix of uses. Complete streets in the area allow for growth and support a variety of travel modes.

### **STAFF RECOMMENDATION**

Staff recommends approval of the policy change from Urban Neighborhood Maintenance (T4 NM) policy to Transition (TR) policy.



# Metro Planning Commission Meeting of 7/25/24



**2024Z-057PR-001**  
Map 081-08, Parcel(s) 023  
08, North Nashville  
12 (Brandon Taylor)





## Metro Planning Commission Meeting of 7/25/24

**Item #1b**

Associated Case

Council District

School District

Requested by

**Zone Change 2024Z-057PR-001**

2024CP-008-001

12 – Taylor

05 – Buggs

On The Buc, LLC, applicant and owner.

Staff Reviewer

Garland

Staff Recommendation

*Approve if associated plan amendment is approved and disapprove if the associated plan amendment is not approved.*

**APPLICANT REQUEST****Zone change from R6 to OR20-A-NS**Zone Change

A request to rezone from One and Two-Family Residential District (R6) to Office/Residential-Alternative-No STRP (OR20-A-NS) for property located at 1809 9<sup>th</sup> Avenue North, approximately 145 feet north of Buchanan Street and located within a Detached Accessory Dwelling Unit Overlay District (0.2 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 one lot.*

**Proposed Zoning**

Office/Residential-Alternative No STRP (OR20-A-NS) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. A designation of NS (no Short Term Rental Properties) will prohibit any short-term rentals. *OR20-A would permit a maximum of 4 units.*

**NORTH NASHVILLE COMMUNITY PLAN****CURRENT POLICY**

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

**PROPOSED POLICY**

Transition (TR) is intended to enhance and create areas that can serve as transitions between higher intensity uses or major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices and/or residential development. Housing in TR areas can



## Metro Planning Commission Meeting of 7/25/24

include a mix of types and is especially appropriate for “missing middle” housing types with small- to medium-sized footprints.

### ANALYSIS

The application consists of one parcel (Map 181-08, Parcel 023) totaling 0.2 acres, located along the west side of 9<sup>th</sup> Avenue North, and 145 feet north of Buchanan Street. The property has been zoned One and Two-Family Residential (R6) since 1974 and is currently vacant. The application proposes to rezone the property from R6 to OR20-A-NS. There are a variety of land uses around the subject site. The property abuts residential uses to the north, commercial to the south, and Jones Elementary School is located across the street to the east. The parcel has frontage along 9<sup>th</sup> Avenue North, which is classified as a Collector Avenue by the MCSP. The parcel also has vehicular access via improved Alley #493, south of the parcel, and Alley #490 west of the parcel.

The property is currently located within the T4 NM (Urban Neighborhood Maintenance) Policy. The proposed zoning, OR20-A-NS, is not compatible with the current policy because T4 NM areas are characterized by their moderate -to-high density residential development pattern. T4 NM policy areas are areas where the primary land use is residential or envisioned to remain primarily residential. The proposed OR20-A-NS district permits office and other nonresidential uses and would therefore align better with the proposed Transition (TR) policy through associated case 2024CP-008-001. The Transition Policy’s purpose is to serve as a transition between higher intensity uses or major thoroughfares and lower density residential neighborhoods. These transition areas can minimize land use conflicts while providing opportunities for small-scale office and a mixture of mainly moderate -to-higher density housing types. The subject site is surrounded by a mix of uses where it transitions from residential to commercial, and community/institutional. The proposed Alternative (-A) standard would ensure that future development on the site has an urban form, consistent with the proposed policy guidance, and makes use of the alleys for access. The TR policy supports high level of connectivity with complete street networks, sidewalks, bike paths, and mass transit. The TR area usually includes multiple properties; however, it is sometimes applied to one property, such as when an owner wants to use an existing house as an office. Staff supports the proposed rezoning to OR20-A-NS as long as the associated case to amend the policy to TR policy is approved. The rezone request would not be appropriate in the current T4 NM policy, as it generally does not support non-residential uses.

**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
One and Two-Family* (210)	0.20	10 F	2 U	28	7	2

\*Based on two-family lots

**Maximum Uses in Proposed Zoning District: OR20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family (221)	0.10	20 D	2 U	9	1	1



## Metro Planning Commission Meeting of 7/25/24

Maximum Uses in Proposed Zoning District: **OR20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.10	0.8	3,485 SF	41	30	5

Traffic changes between maximum: **R6 and OR20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+22	+24	+4

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing R6 districts: 0 Elementary 0 Middle 0 High**

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

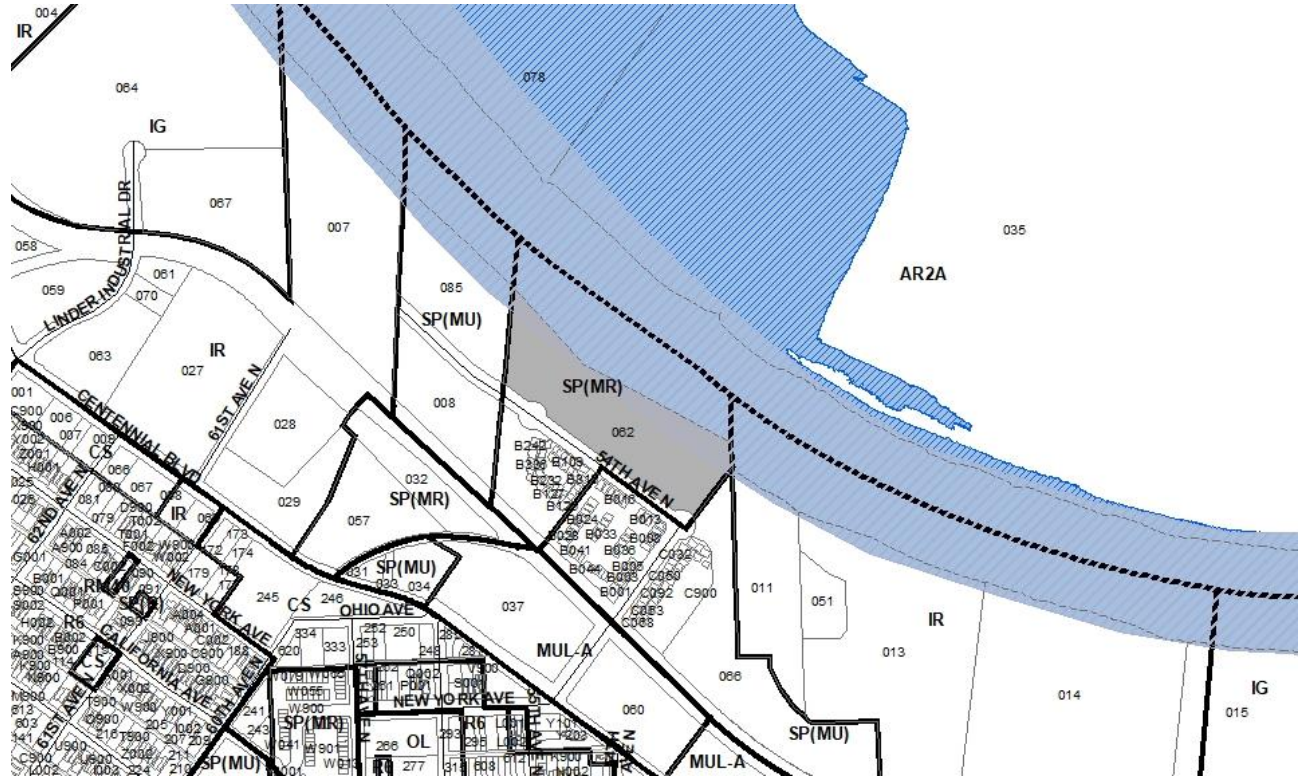
The proposed OR20-A-NS zoning is not expected to generate any additional students than the existing R6 zoning. Students would attend Jones Paideia Elementary Magnet School, John Early Middle School, and Pearl-Cohn High School. Jones Paideia Elementary Magnet School is under capacity. John Early Middle School and Pearl-Cohn High School are identified as exceedingly under capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

Approve if associated plan amendment is approved and disapprove if the associated plan amendment is not approved.



# Metro Planning Commission Meeting of 7/25/24

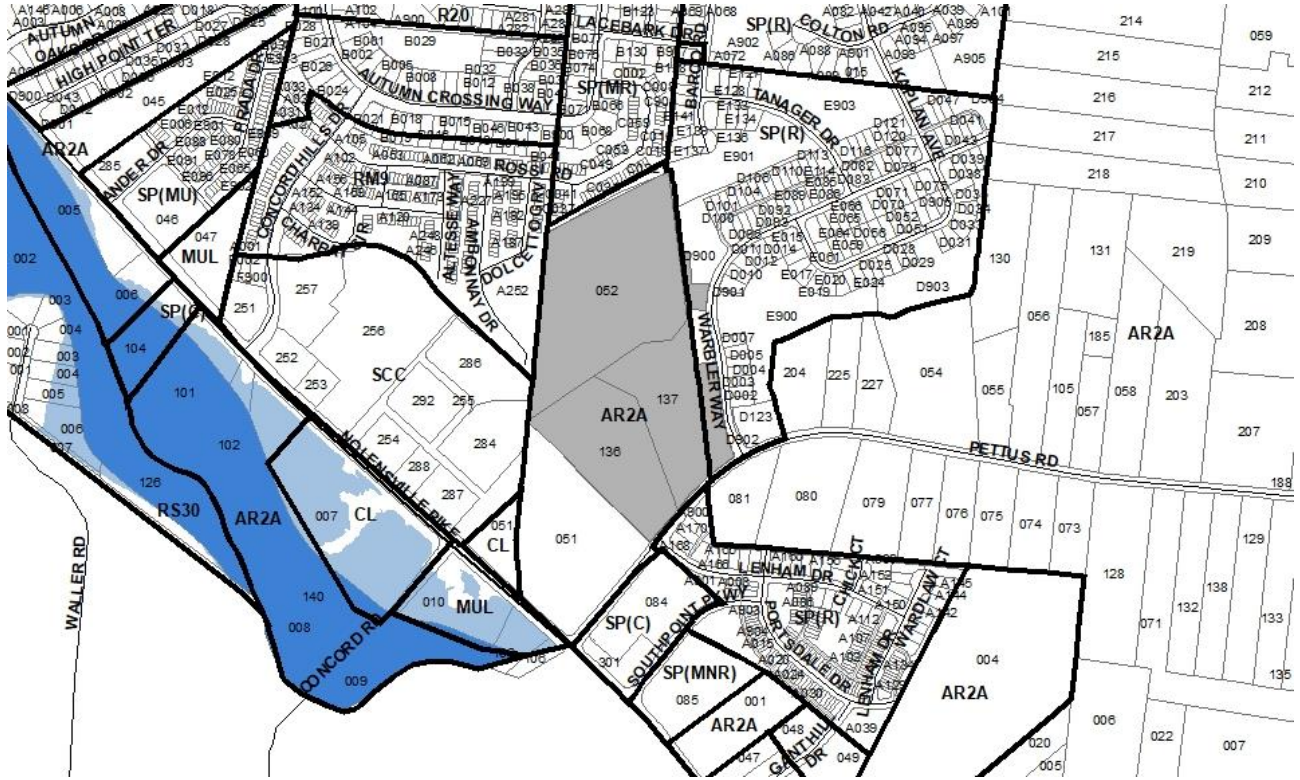


**2016SP-019-007**  
**SILO BEND SP (AMENDMENT)**  
Map 091, Parcel(s) 062  
07, West Nashville  
20 (Rollin Horton)





# Metro Planning Commission Meeting of 7/25/24



## 2023SP-016-001

THE VILLAGE AT AUTUMN VIEW SP

Map 181, Parcel(s) 052, 136-137

Map 181-11, Part of Parcel 900

12, Southeast

31 (John Rutherford)



## Metro Planning Commission Meeting of 7/25/24

<b>Item #3a</b>	<b>Specific Plan 2023SP-016-001</b>
<b>Project Name</b>	<b>The Village at Autumn View SP</b>
<b>Council Bill No.</b>	BL2023-56
<b>Associated Case</b>	2017SP-087-004
<b>Council District</b>	31 – Rutherford
<b>School District</b>	02 – Elrod
<b>Requested by</b>	Land Solutions Company, applicant; Green Trails, LLC, owner.
<b>Staff Reviewer</b>	Schenk
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

### **APPLICANT REQUEST**

**Rezone to SP to permit 233 multi-family residential units.**

#### Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) and Specific Plan to Specific Plan (SP) zoning on properties located at 6419, 6423 and 6431 Pettus Road, and a portion of property located at 8001 Warbler Way, approximately 620 feet northeast of Nolensville Pike, (28.71 acres), to permit 233 multi-family residential units and a fire station.

#### **Existing Zoning**

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and is intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 12 units on the AR2a portion.*

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

#### **Proposed Zoning**

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

### **CASE HISTORY**

A previous iteration of this proposal to permit 230 multi-family residential units and a fire station received a recommendation of approval from the Planning Commission at its June 22, 2023, meeting. During the Council legislative review process, changes to the plan were requested and due to the scope of these changes, the plan was remanded back to the Planning Commission for consideration. The current iteration of the plan incorporates layout changes including the proposed

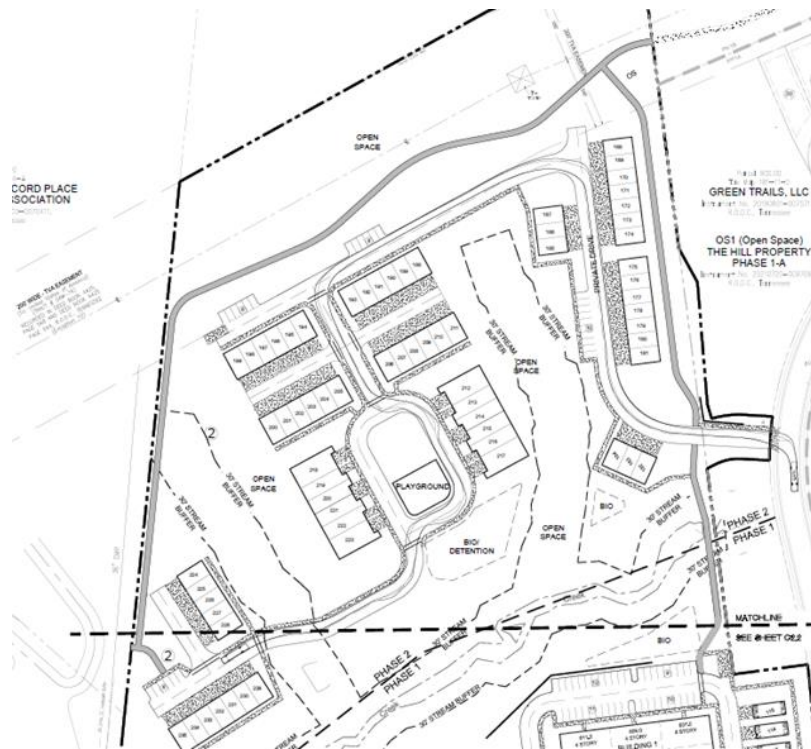


## Metro Planning Commission Meeting of 7/25/24

fire station location, residential unit types, and private drives, all of which are discussed further in this report.

### SITE

The site is approximately 28.71 acres and is located on the northern side of Pettus Road, about 620 feet northeast of Nolensville Pike and adjacent to the Hill Property SP (associated case x), which is under construction. The site includes a portion of the Hill Property SP along the western property boundary. The plan proposes to utilize access from Warbler Way, which is a public street located in the adjacent Hill Property SP, as well as Pettus Road, which is classified as a Collector-Avenue in the Major and Collector Street Plan (MCSP). The subject site contains several water features and an area of slopes greater than 25% located in the interior portion of the site. Currently, the site has three single-family residential structures, including a pre-1865 historic structure on the southern portion of the site. The surrounding parcels have developed with commercial, civic, and a mixture of residential uses.

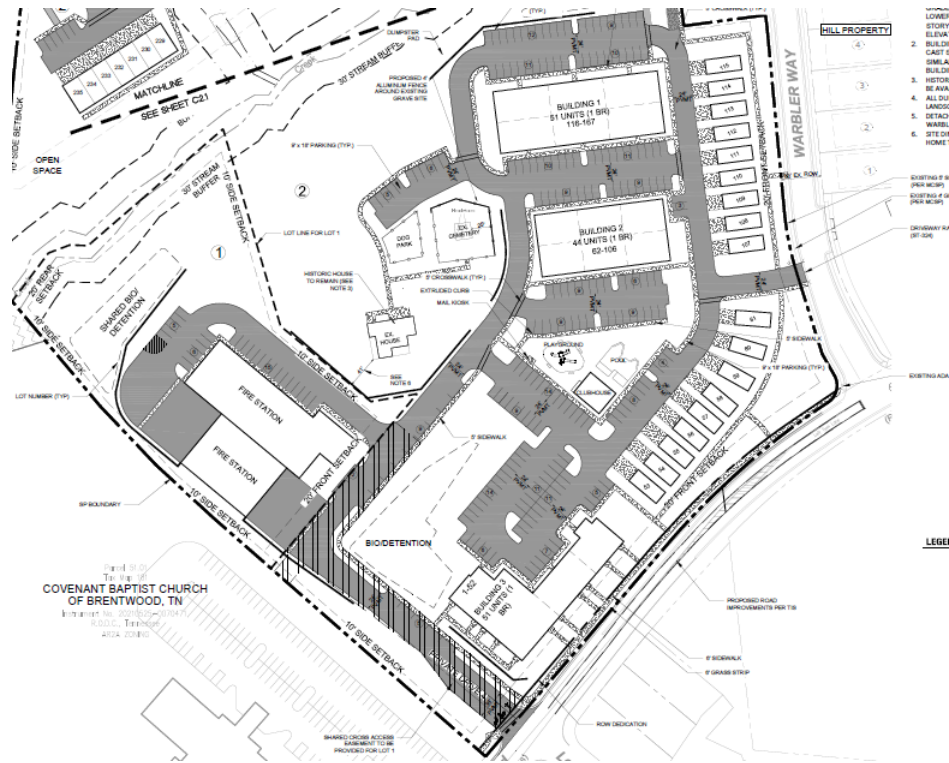


**Proposed Site Plan – Northern Portion**





## Metro Planning Commission Meeting of 7/25/24



### Proposed Site Plan – Southern Portion

#### PLAN DETAILS

##### Northern Portion

The northern portion of the plan proposes 68 multi-family residential units. These units are accessed via a private drive network that connects to Warbler Way in the neighboring Hill Property SP. All of the units front onto private drives or open space areas. The northern portion is connected to the southern portion of the site and the adjacent SP by a pedestrian connection. These units are limited in height to 3 stories and 46 feet.

##### Southern Portion

The southern portion of the plan proposes 165 multi-family residential units with two different unit types. These units are accessed by a private drive network connecting to Pettus Road and Warbler Way. Located at the southwest portion of the site is a proposed Metro Fire Station. The plan proposes both stacked-flat and detached units. The detached units would be limited to a height of 3 stories and 30 feet, while the stacked-flat units would be 3- to 4-story split level structures. Elevations are included for both the stacked-flat and detached units. The plan proposes to retain the pre-1865 structure and existing cemetery as part of an open space area. Pedestrian connections are provided to the northern portion of the site, as well as the neighboring Hill Property SP pedestrian network.



## Metro Planning Commission Meeting of 7/25/24

### **SOUTHEAST COMMUNITY PLAN**

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

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

### **ANALYSIS**

The proposed SP is located within the T3 Suburban Neighborhood Evolving (T3 NE) and Conservation (CO) policy areas. The T3 NE policy is intended to promote a broader range of housing types, improved connectivity, and moderate density development. The proposed SP includes different residential types which would provide housing options while designed in a building form consistent with the goals of the T3 NE policy. The plan also proposes improved pedestrian and vehicular connections to neighboring properties. The CO policy is confined to areas of streams and slopes on the site. The proposed plan maintains the stream buffers and areas of steep slopes, consistent with the intent of the CO policy.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **NDOT RECOMMENDATION**

#### **Approve with conditions**

- With the final: Include proposed public roadway construction drawings (profiles, grades, drainage).
- Roadway construction drawings shall comply with NDOT Subdivision Street Design Standards. Callout roadway sections, (access and ADA) ramps, sidewalks, curb & gutter, etc. per NDOT detail standards.
- Show 'Now Entering Private Drive' signage where applicable off public roads. Provide internal stop control at intersections.



## **Metro Planning Commission Meeting of 7/25/24**

- Provide stopping sight distance exhibits at any relevant intersections and accesses.
- Provide clear line of sight around proposed on-street parking at internal intersections.
- Provide curb ramps and continuous sidewalks at all public intersections.
- Provide retaining wall heights-TOW, BOW. Retaining wall offsets shall be equal to (or greater than) wall heights in regions close to public ROW (back of sidewalks).
- Dimension ROW pavement widths for clarity. Note: A private hauler will be required for waste/recycle disposal. Comply w/ NDOT traffic comments.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- On future submittals show full sidewalk that is to be constructed on Warbler. Everything along this property's frontage shall be built by this development. If there are portions to be built by others, call that out on the site plan, but do show the full sidewalk so we can see what will and won't be done/proposed.
- Add a pedestrian landing that is ADA compliant with a detectable warning mat and crosswalk connecting to the sidewalk on the south side of Pettus Road at the intersection with Lenham Drive (east leg).

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

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

### **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 & 100% of DAPARC fees must be paid to receive approval of final SP Plan. (W&S Capacity Fee Permit No's T2022020750 and T2022020750).

### **METRO HISTORIC STAFF RECOMMENDATION**

#### **Approve with conditions**

- The MHC recommends a Phase I archaeological survey of the property prior to ground disturbance.
- The Metro Historical Commission recommends approval with the conditions that the applicant apply for a Historic Landmark to include the historic house and cemetery and that the applicant fund a Historical Marker to be located near the house and cemetery, with the exact location to be determined by mutual agreement of the applicant and the Metro Historical Commission.



## Metro Planning Commission Meeting of 7/25/24

### Maximum Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	28.71	0.50 D	12 U	150	13	13

### Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential 3-10 (221)	-	-	233 U	1,268	78	100

### Traffic changes between maximum: AR2A and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1,118	+65	+87

\* The portion of the property currently zoned SP was previously permitted as open space and no entitlements were applied to this area; therefore it was not considered in the estimated traffic counts above.

### METRO SCHOOL BOARD REPORT

**Projected student generation existing AR2a/SP district: 1 Elementary 1 Middle 1 High**  
**Projected student generation proposed SP district: 29 Elementary 12 Middle 16 High**

The proposed SP zoning is expected to generate 54 additional students than the existing AR2a zoning district. Students would attend Maxwell Elementary School, Marshall Middle School, and Cane Ridge High School. Maxwell Elementary and Marshall Middle School are identified as at capacity and Cane Ridge High School is identified as being over capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 233 multi-family residential units and a Fire Station. Short term rental property, owner occupied and short term rental property, not owner occupied shall be prohibited.
2. Prior to or with submittal of the final site plan, applicant shall apply for a Historic Landmark to include the historic house and cemetery.
3. On the corrected set, remove all references to single-family units.
4. The fire station site layout is subject to General Services and Nashville Fire Department Approval. Modifications and final details will be reviewed at the final site plan application.
5. Comply with all conditions and requirements of Metro reviewing agencies.
6. Parking shall meet the requirements of the Zoning Code for multi-family residential. If a reduction is sought, a parking study must be prepared and approved by NDOT and Planning.

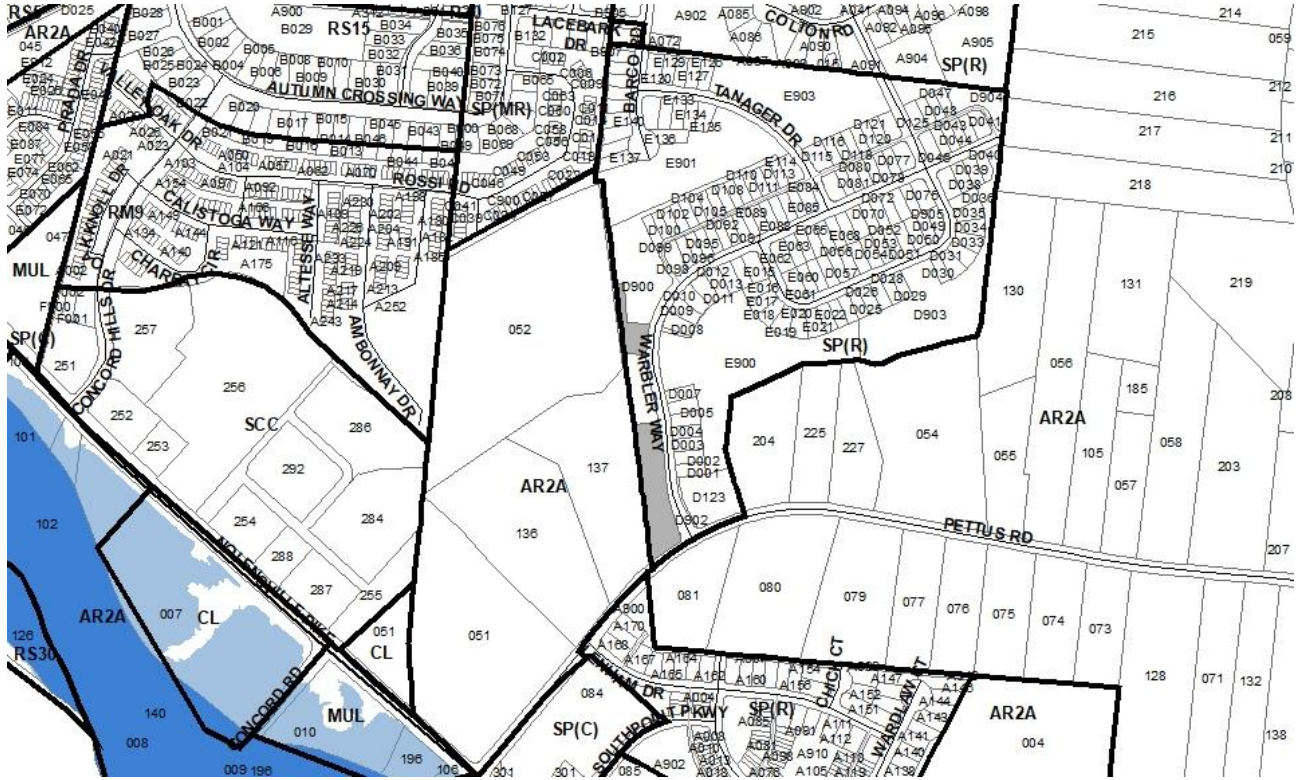


## Metro Planning Commission Meeting of 7/25/24

7. With the final site plan submittal, elevations consistent with those included in the preliminary site plan shall be submitted for review and approval.
8. Add the following note to the corrected set: Building facades fronting a street or private drive shall provide a minimum of 25% glazing.
9. Add the following note to the corrected set: All mechanical units shall be screened from the right-of-way by landscaping or an enclosure, or a combination of both. Screening details are to be submitted with the final site plan.
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 RM9 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 label all internal driveways as “Private Driveways.” A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
13. The final site plan shall depict any required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
14. 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.
15. 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.
16. 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 7/25/24



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



## Metro Planning Commission Meeting of 7/25/24

<b>Item #3b</b>	<b>Specific Plan 2017SP-087-004</b>
<b>Project Name</b>	<b>The Hill Property SP (Amendment)</b>
<b>Council Bill No.</b>	BL2023-58
<b>Associated Case</b>	2023SP-016-001
<b>Council District</b>	31 – Rutherford
<b>School District</b>	02 – Elrod
<b>Requested by</b>	Land Solutions Company, applicant; Green Trails, LLC, owner.

<b>Staff Reviewer</b>	Schenk
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions if the associated SP is approved. Disapprove if the associated SP is not approved.</i>

### APPLICANT REQUEST

**Amend an SP to remove open space area.**

#### Amend Preliminary SP

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

#### **Existing Zoning**

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

#### **Proposed Zoning (associated case 2023SP-016-001)**

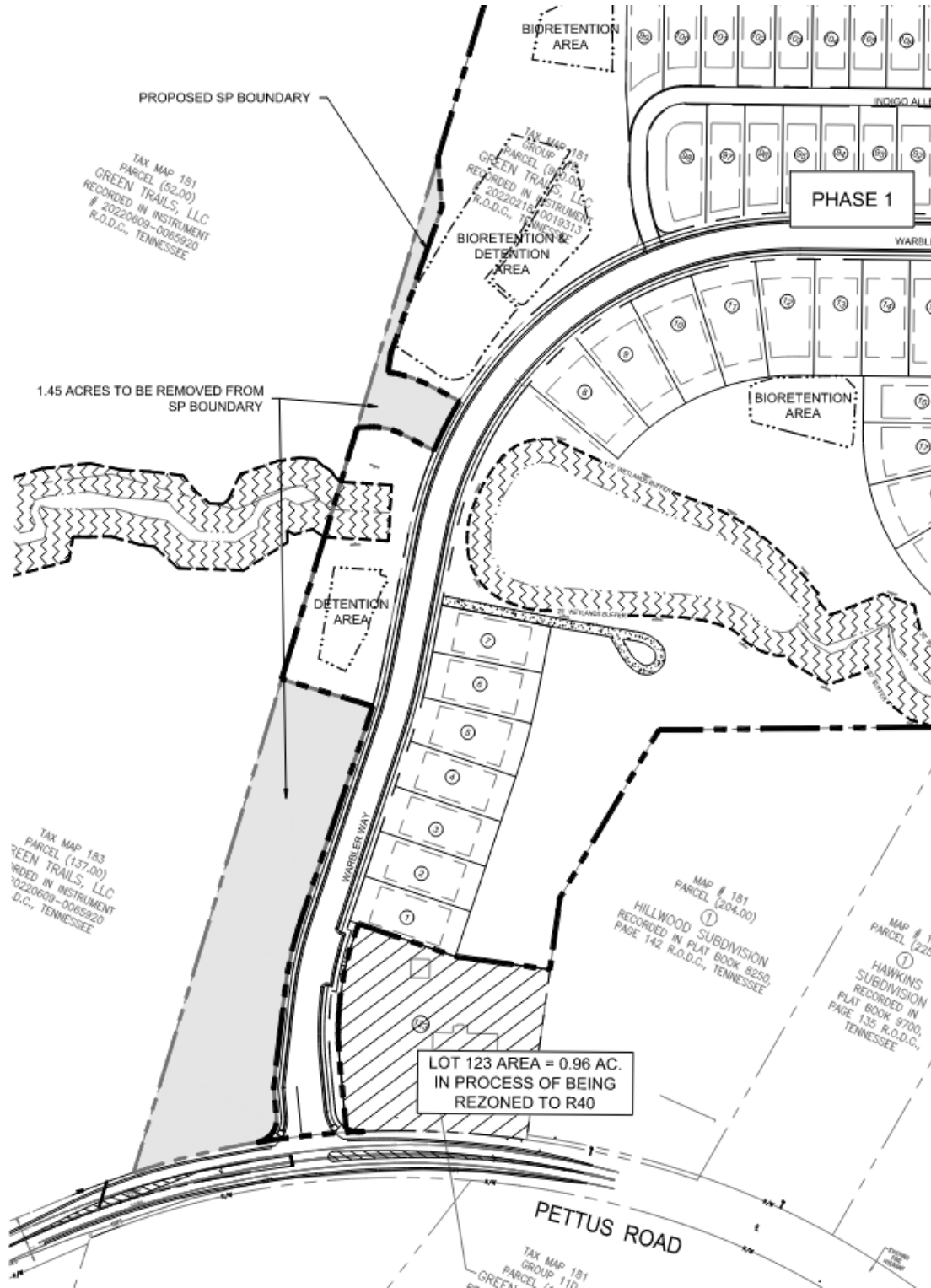
Specific Plan-Mixed Residential (SP-MR) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes multiple residential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

### **SOUTHEAST COMMUNITY PLAN**

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



# Metro Planning Commission Meeting of 7/25/24



Proposed Site Plan







## **Metro Planning Commission Meeting of 7/25/24**

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.

### **PLAN HISTORY**

This application was previously considered at the June 22, 2023, Planning Commission meeting and received a recommendation of approval. Due to proposed changes of the associated SP case, 2023SP-016-001, this case was remanded back to Planning Commission for additional consideration.

### **SITE**

The approximately 1.45-acre site is a portion of the Hill Property SP that is currently under construction. The subject site is located on the western side of the newly built public street, Warbler Way. The adjacent property to the west is the subject site of the associated SP case 2023SP-016-001.

### **PLAN DETAILS**

The application proposes to remove the subject site from Hill Property SP and the associated SP case proposes to include the subject site in that SP zoning. The area was approved as open space in the currently approved SP (Hill Property SP).

### **ANALYSIS**

Staff finds it appropriate to remove this area from the Hill Property SP and include the site in the proposed associated case SP. Removal of this small area of open space does not significantly change the concept of the approved SP and additional open space is being provided in the proposed SP. Therefore, staff recommends approval with conditions and disapproval without all conditions if the associated SP zoning is approved, and disapproval if the associated SP zoning is not approved.

### **FIRE MARSHAL RECOMMENDATION**

**Approve**

### **STORMWATER RECOMMENDATION**

**Approve**

### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

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



## **Metro Planning Commission Meeting of 7/25/24**

### **NASHVILLE DOT RECOMMENDATION**

#### **Approve with conditions**

- Defer to planning on approval for removal of open space for the Hill property. Open space removed by amendment allocated to adjacent property, reference case 2023SP-016-001 for NDOT road comments.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Update all notes referencing 'Metro Public Works/MPW' to NDOT. Parking shall be per code.

### **STAFF RECOMMENDATION**

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

### **CONDITIONS**

1. All Conditions of BL2018-1229 remain in effect.



**SEE NEXT PAGE**





## Metro Planning Commission Meeting of 7/25/24

<b>Item #4</b>	<b>Specific Plan 2019SP-066-003</b>
<b>Project Name</b>	<b>Clarksville Pike Mixed Use (Modification)</b>
<b>Council District</b>	02 - Toombs
<b>School District</b>	01 – Gentry
<b>Requested by</b>	Elmington, applicant; Clarksville Pike LLC, owner.
<b>Staff Reviewer</b>	Shane
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

### APPLICANT REQUEST

**Modify the Clarksville Pike Mixed Use Specific Plan District to change the layout.**

#### SP modification

A request to modify a portion of a Specific Plan for property located at Clarksville Pike (unnumbered), approximately 25 feet north of Bellefield Avenue, to modify the layout, zoned SP (2.21 acres).

#### **Existing Zoning**

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

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

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

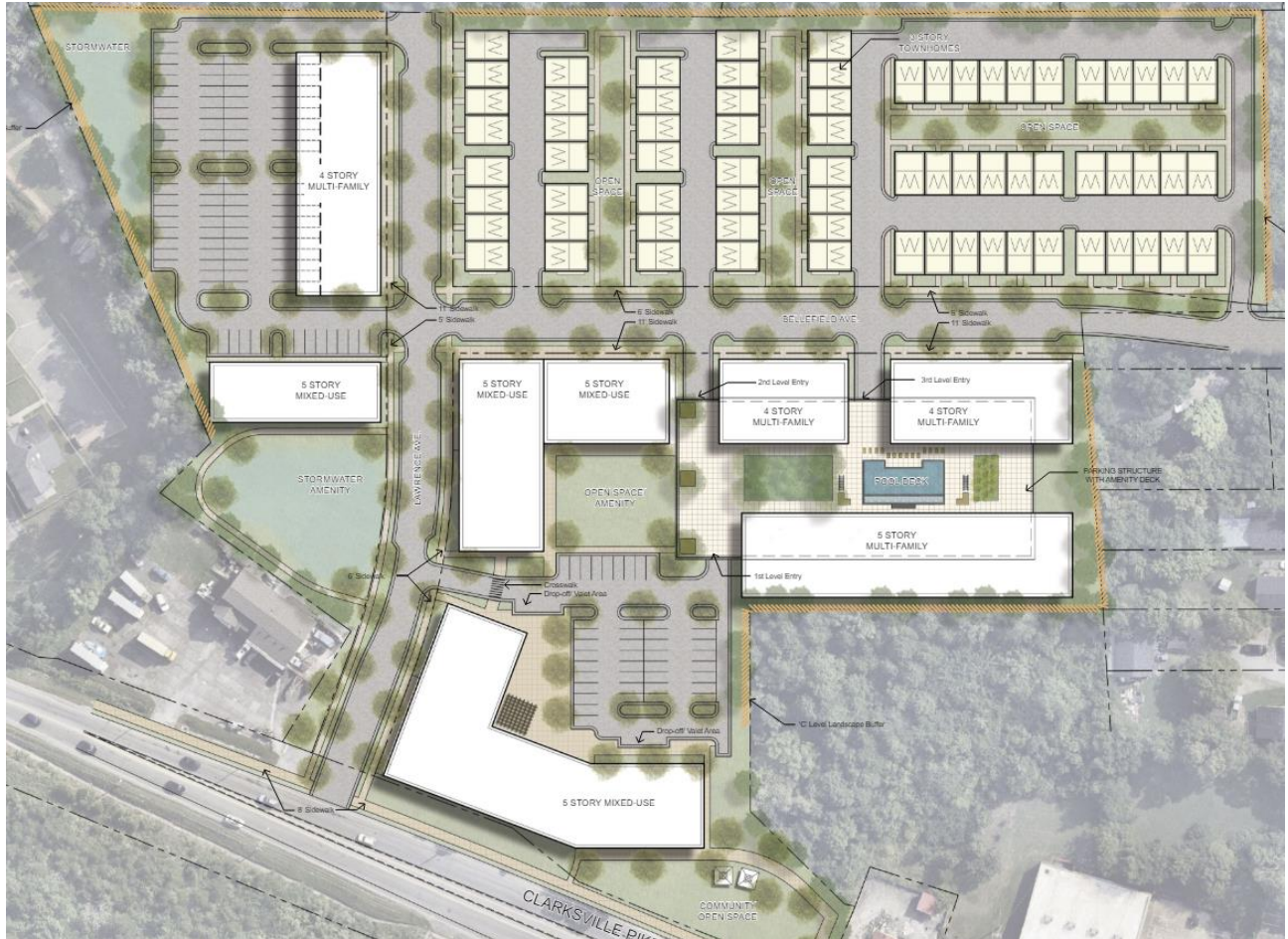
T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy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



## Metro Planning Commission Meeting of 7/25/24

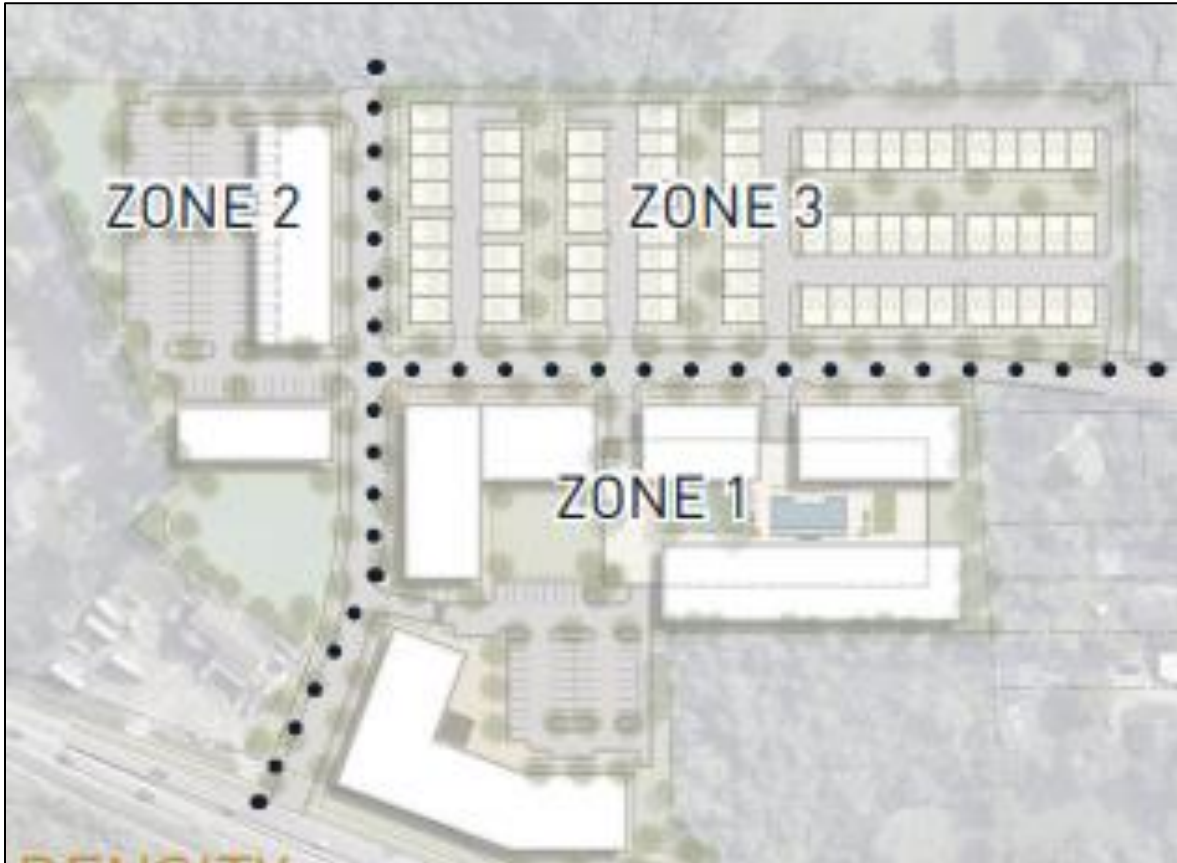
Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.



**Council Approved Preliminary SP**



## Metro Planning Commission Meeting of 7/25/24



### Council Approved Preliminary SP - SP Zones

#### CASE HISTORY

This mixed-use SP (Clarksville Pike SP) was approved at the October 24, 2019, Planning Commission meeting. The plan includes a maximum of 500 multi-family residential units, and a maximum of 10,000 square feet of non-residential uses, split into three zones. Zone 1, the closest to Clarksville Pike, is undergoing permitting. Zone 2, encompassing the area northwest of the proposed new Lawrence Avenue (which intersects with Clarksville Pike), was approved for a mixed-use structure containing a maximum height of 5 stories within 75 feet and a multi-family structure with a maximum height of 4 stories within 75 feet. A maximum of 200 multi-family units was approved for this zone.

To the north is a multi-family residential SP (Curtis Property SP – also on this agenda for modification) that was approved at the October 14, 2021, Planning Commission meeting (Case No. 2021SP-041-001). It includes a maximum of 300 multi-family residential units, split into three zones and three housing types. Zone 1, the closest to Clarksville Pike, includes townhomes and stacked flats (with a maximum of 200 multi-family units possible). If the proposed modifications to this SP (Case No. 2021SP-041-002) are approved, one final site plan will be submitted for Zone 2 of the Clarksville Pike SP and Zone 1 of the Curtis Property SP, which will allow the two SPs to become a coordinated development.



## Metro Planning Commission Meeting of 7/25/24



### Proposed Modification to Zone 2

#### PLAN DETAILS

The SP modification proposes changes to Zone 2 of the approved plan:

- The five-story mixed use building closer to Clarksville Pike has been removed.
- The more northerly four-story multifamily building has been redesigned as a split-level four-story/five-story building, with the fifth story along the rear of the building where the property slopes down.
- Less surface parking is now shown behind the multifamily building and instead a parking garage is proposed, which straddles the property line to the northeast.





## Metro Planning Commission Meeting of 7/25/24

- The amenity walk around the stormwater feature has been removed.
- The plan indicates the following parking ratios: 1 bedroom: 0.55; 2 bedroom: 1.10; 3 bedroom: 1.65 (based on ITE Code 223 - Affordable Housing, Income Limits Subcategory).
- A note allows buffer yards and setbacks to be removed between this SP and the adjacent Curtis Property SP (2021SP-041-001) if the two develop as one development.  
A note allows one additional story in the form of a basement level that is not visible from the ROW.

### **ANALYSIS**

Planning staff has reviewed this application (along with the adjacent Curtis Property modification application 2021SP-041-002) as a modification to the approved preliminary plan. The proposed changes do not rise to the level of an SP amendment as described in Section 17.40.106.F of the Metro Zoning Code. Rule VIII.F of the Rules and Procedures of the Metropolitan Planning Commission allow minor changes to be made to approved specific plan zones by the Executive Director on behalf of the Planning Commission. Modifications may also be submitted to the Commission for approval. The changes contemplated by this application do not increase the entitlements of the SP or change its circulation and access. They consist of layout and design changes that meet the intent of the original Council-approved SP bill and therefore do not require Council consideration. However, staff determined the modifications warrant MPC consideration in this case.

With the modification, one mixed use building will be removed, a split-level fifth story will be added to the already approved multifamily building, and surface parking will be reduced (with a parking garage added that is hidden behind buildings). The proposed changes meet the intent of the original SP zoning. All previous conditions of approval remain in place.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Limited building details provided. Zone 3 interior units may be limited to 30 feet height due to lack of aerial fire apparatus access. Possible dead-end condition in excess of 150' without an approved turnaround. (Scale not provided for reference). Subject to review prior to construction. May require changes to meet fire and building codes.

### **WEGO RECOMMENDATION**

#### **Approve**

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

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

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

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



## Metro Planning Commission Meeting of 7/25/24

availability study is required before the Final SP can be reviewed. Once this study has been submitted, the applicant will need to address any outstanding issues brought forth by the results of this study. A minimum of 30% W&S Capacity must be paid before issuance of building permits. (Water & Sewer Capacity Fee Permit No's. T2024028433 & T2024028445).

### **NASHVILLE DOT RECOMMENDATION**

#### **Approve with conditions**

- Final SPs with proposed public roads will serve as the official road plan set. Therefore, include proposed public roadway construction drawings (profiles, grades, drainage, etc.). Roadway construction drawings shall comply with NDOT Subdivision Street Design Standards. Any proposed public roadway sections, (access and ADA) ramps, sidewalks, curb & gutter, etc. shall be constructed per NDOT detail standards and specifications. All private roads for this development should be called out on plans and built to NDOT road paving standards (refer to ST-252 detail). Show 'Now Entering Private Drive' signage where applicable off public roads. Provide internal stop control at intersections. Provide stopping sight distance exhibits at any relevant intersections and accesses. Provide adequate sight distance spacing at all access ramps, driveways, and public streets with on-street parking. Provide a loading/unloading, mail kiosk, plan for each aspect of the development or amenities. Provide any truck turning exhibits relevant to loading/unloading activities-at intersections, site access points. A private hauler will be required for waste/recycle disposal. Provide a landscape (street tree) plan with Final SP.
- Per approved prelim plan, Provide sidewalks along West side of Lawrence Avenue on site plan.
- Some on-street bulb-in parking near intersection should be removed, as previously required.
- Bulb-in parking shall be designed before and after access at Lawrence/intersection. Pull gutter pan through parking bulb-ins.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Parking for the development shall align with Metro code, however since there was a recent expansion of the affordability component of this development, a parking study may be submitted to justify a reduced parking ratio. The parking study shall take into account the anticipated parking demand for the entire development and not individual phases. A reduced parking ratio shall only be permitted if the expansion of the affordability component remains, and the ratio is agreed upon by NDOT and Metro Planning.
- Install the sidewalk connection along the West side of Lawrence Ave down to Clarksville Pike, per the preliminary SP.
- Comply with NDOT constructed road section for Lawrence Ave, further coordination with Chris Gregory may be required.
- Comply with all previous traffic conditions associated with this case (2019SP-066-001), if not already constructed by the applicant or through the Clarksville Pike TDOT widening project.
- The applicant shall coordinate with NDOT's Traffic Demand Management Coordinator to develop TDM strategy/plan prior to U&O.



## Metro Planning Commission Meeting of 7/25/24

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

### STAFF RECOMMENDATION

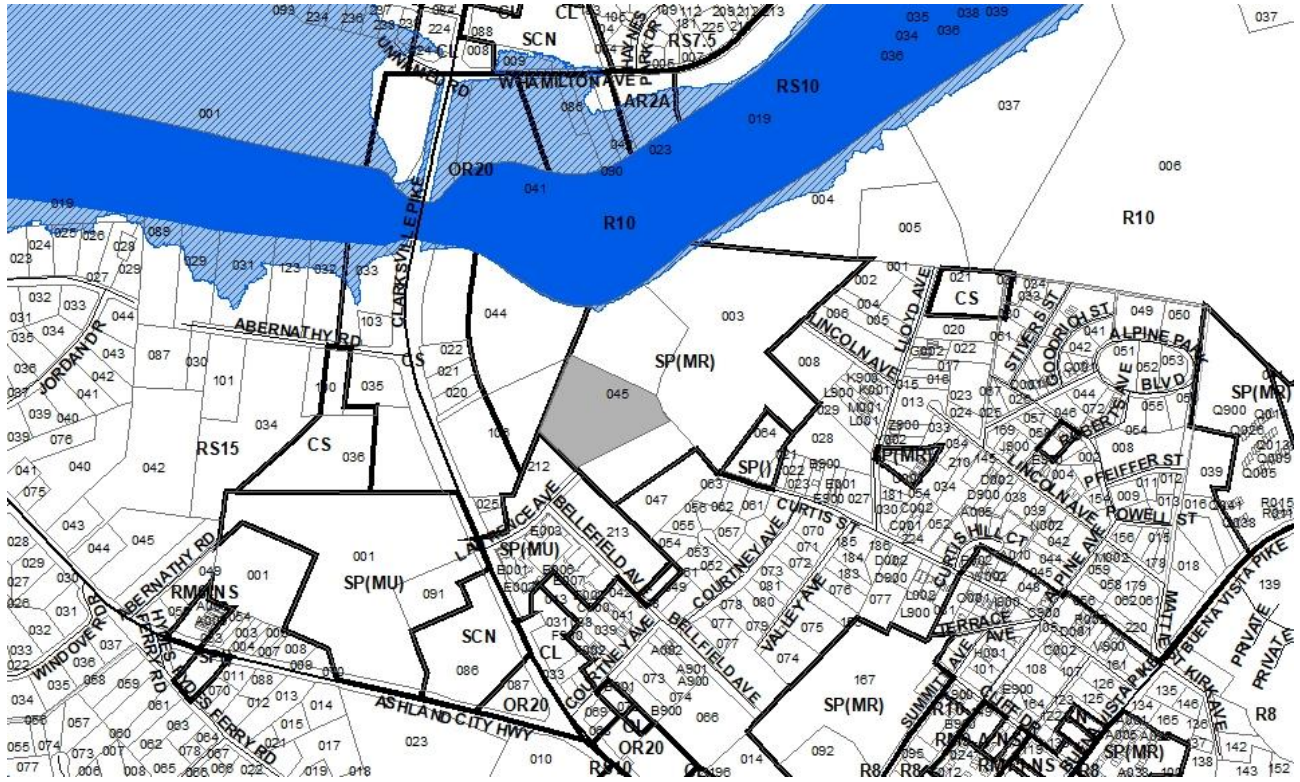
Staff recommends approval with conditions.

### CONDITIONS

1. Permitted uses for the overall development shall be limited to a maximum of 500 multi-family residential units, and 100,000 square feet of non-residential uses as permitted by the MUL-A zoning district. MUL-A uses shall be limited to Zone 1. Short term rental property-owner occupied and short term rental property-not-owner occupied shall be prohibited.
2. Permitted uses in Zone 2 shall be limited to a maximum of 200 multi-family residential units. Short term rental property-owner occupied and short term rental property-not-owner occupied shall be prohibited.
3. On the corrected copy, show the originally approved street cross-sections for Lawrence Avenue that include grass strips and sidewalks along both sides of the street for its entire length.
4. On the corrected copy, add a note indicating that the drive accessing Zone 2 shall be screened with a Type B Landscape Buffer to minimize visibility of the parking area.
5. On the corrected copy, provide an exhibit showing accurately the boundary between this SP and the Curtis SP (2021SP-041-001) to the north, including shared buildings and how the two SPs will function as a whole.
6. Zone 2 of this SP and the northern half of Zone 1 of the Curtis Property SP (2021SP-041-002) to the north will be reviewed as one final site plan.
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. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
10. Comply with all conditions and requirements of Metro reviewing agencies.



# Metro Planning Commission Meeting of 7/25/24



## 2021SP-041-002

CURTIS PROPERTY (MODIFICATION)

Map 069, Part of Parcel(s) 045

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyonzté Toombs)



## Metro Planning Commission Meeting of 7/25/24

<b>Item #5</b>	<b>Specific Plan 2021SP-041-002</b>
<b>Project Name</b>	<b>Curtis Property (Modification)</b>
<b>Council District</b>	02 – Toombs
<b>School District</b>	01 – Gentry
<b>Requested by</b>	Elmington, applicant; Curtis Partners LLC, owner.
<b>Staff Reviewer</b>	Shane
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

### APPLICANT REQUEST

**Modify the Curtis Street Specific Plan District to change the layout.**

#### SP Modification

A request to modify a portion of a Specific Plan for property located at Curtis Street (unnumbered), at the northwest terminus of Curtis Street, zoned Specific Plan (SP) (13.99 acres), to modify the layout.

#### **Existing Zoning**

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

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

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

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



## Metro Planning Commission Meeting of 7/25/24



### Currently Approved SP with area to be modified

#### CASE HISTORY

This multi-family residential SP (Curtis Property SP) was approved at the October 14, 2021, Planning Commission meeting. It included a maximum of 300 multi-family residential units, split into three zones and three housing types. Zone 1, the closest to Clarksville Pike, included townhomes and stacked flats. Zone 2, encompassing most of the buildable interior area, included townhomes and detached units. Zone 3 also included townhomes and detached units that backed up to steep slopes and largely consisted of conservation area.

To the south is a mixed-use SP (Clarksville Pike SP) that was approved at the October 24, 2019, Planning Commission meeting (Case No. 2019SP-066-003). It includes a maximum of 500 multi-family residential units, and a maximum of 10,000 square feet of non-residential uses, split into three zones. Zone 2, in the northwest corner, includes a maximum of 200 multi-family units. If the proposed modifications to this SP (Case No. 2019SP-066-003) are approved, one final site plan will be submitted for Zone 2 of the Clarksville Pike SP and Zone 1 of the Curtis Property SP, which will allow the two SPs to become a single coordinated development.





## Metro Planning Commission Meeting of 7/25/24



### Proposed Modification to Zone 1

#### PLAN DETAILS

The SP modification proposes changes to Zone 1:

- A four-story stacked flats building and 36 townhomes have been replaced with a larger four-story stacked flats building, six townhomes, and an outdoor amenity area. This would result in 30 townhome units converting to stacked flats units. It is worth noting, however, that the SP was approved with flexible unit counts among the various zones (with the total of all three zones not to exceed 300 units). Townhomes or detached units shown on the





## Metro Planning Commission Meeting of 7/25/24

preliminary layout within other zones may not be buildable if the 200-unit max buildout scenario (approved with the original SP) is achieved for Zone 1.

- The layout of this southwestern corner of Zone 1 now features a parking garage that will be wrapped by and no taller than the stacked flats building. Surface parking has been removed and what surface parking does remain is located behind the six townhomes. The street wall has become more continuous as a result of the larger flats building.
- A split-level fifth story will be present on the backside of the stacked flats building but will not be visible from the ROW because the topography slopes down and away from the building.
- The plan indicates the following parking ratios: 1 bedroom: 0.55; 2 bedroom: 1.10; 3 bedroom: 1.65 (based on ITE Code 223 - Affordable Housing, Income Limits Subcategory).
- A note allows one additional story if in the form of a basement level that is not visible from the ROW.

### ANALYSIS

Planning staff has reviewed this application (along with the adjacent application 2019SP-066-003) as a modification to the approved preliminary plan. The proposed changes do not rise to the level of an SP amendment as described in Section 17.40.106.F of the Zoning Code. Rule VIII.F of the Rules and Procedures of the Metropolitan Planning Commission allows minor changes to be made to approved specific plan zones by the Executive Director on behalf of the Planning Commission. The changes contemplated by this application do not increase the entitlements of the SP or change its circulation and access. They consist of layout changes that meet the intent of the original Council-approved SP bill and therefore do not require Council consideration. However, staff determined the modifications warrant MPC consideration in this case.

With the modification, thirty townhomes will be converted to stacked flats units, a split-level fifth story will be added to the already approved multifamily building, and surface parking will be reduced (with a parking garage added that is hidden behind buildings). The proposed changes meet the intent of the original SP zoning. All previous conditions of approval remain in place.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

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

### WEGO PUBLIC TRANSIT RECOMMENDATION

#### Approve

### PARKS AND GREENWAYS RECOMMENDATION

#### Approve with conditions

- Prior to issuance of final site plan approval, an executed standard Conservation Greenway Agreement easement that includes at a minimum, the Whites Creek floodway plus an additional 75' with the floodway buffers shall be provided to staff. The agreement will need



## Metro Planning Commission Meeting of 7/25/24

to navigate the Park Board and Metro Council prior to being recorded. Coordinate with the Metro Parks – Greenways and Open Space Division on that process.

- Prior to final site plan approval, developer shall coordinate with Metro Parks – Greenways to determine desirability of accepting the areas indicated on the plan as trailhead, trail to greenway, public parking, and conservation area. Should Parks decline the offer of some or all of the area, the developer shall propose an agreement for reasonable public access (e.g., hours of operation and other operational expectations) to this privately-owned, publicly accessible open space and appropriate easements shall be recorded. This shall be reviewed by Metro Planning and Metro Legal and recorded prior to issuance of building permits.

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

- Preliminary approval only. Final submittal to meet Stormwater Management Manual requirements.

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

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

### **NASHVILLE DOT RECOMMENDATION**

#### **Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- All recommendations from the traffic study still apply:
  - At Buena Vista Pike & Curtis St: The SB Curtis Street approach should be widened to provide one ingress and two egress. The egress should be 1 LTL and 1 RTL with 100' storage.
  - At Clarksville Pike & Buena Vista/S Hamilton Road, signal timings should be optimized upon completion of the development.
  - At Clarksville Pike & Courtney Avenue/Ashland City Hwy: Modify the EB approach to align with the WB approach and provide a traffic signal at the intersection expected to be addressed with the completion of TDOT's SR 112 Road Widening project.
  - Signal timings should be optimized upon completion of the development and should coordinate with the existing signal at the intersection of Clarksville & Buena Vista/S Hamilton. The WB approach should be widened to provide 1 ingress and 2 egress w/ 1 LTL and 1 RTL with 75' storage.
  - TDM: It is recommended that the development provide residents extensive information about area transit service including routes, nearby stops, and schedules.



## Metro Planning Commission Meeting of 7/25/24

This information may be provided by an informational kiosk, maps, or posters at prominent locations.

- Parking/storage options should be provided for bicycle and scooters on-site.
- It is NDOT's expectation that affordable housing developments have direct, ADA compliant access to transit facilities. Coordinate with WeGo on accommodating this. These facilities should be constructed/provided with the affordable housing phase of development.

### STAFF RECOMMENDATION

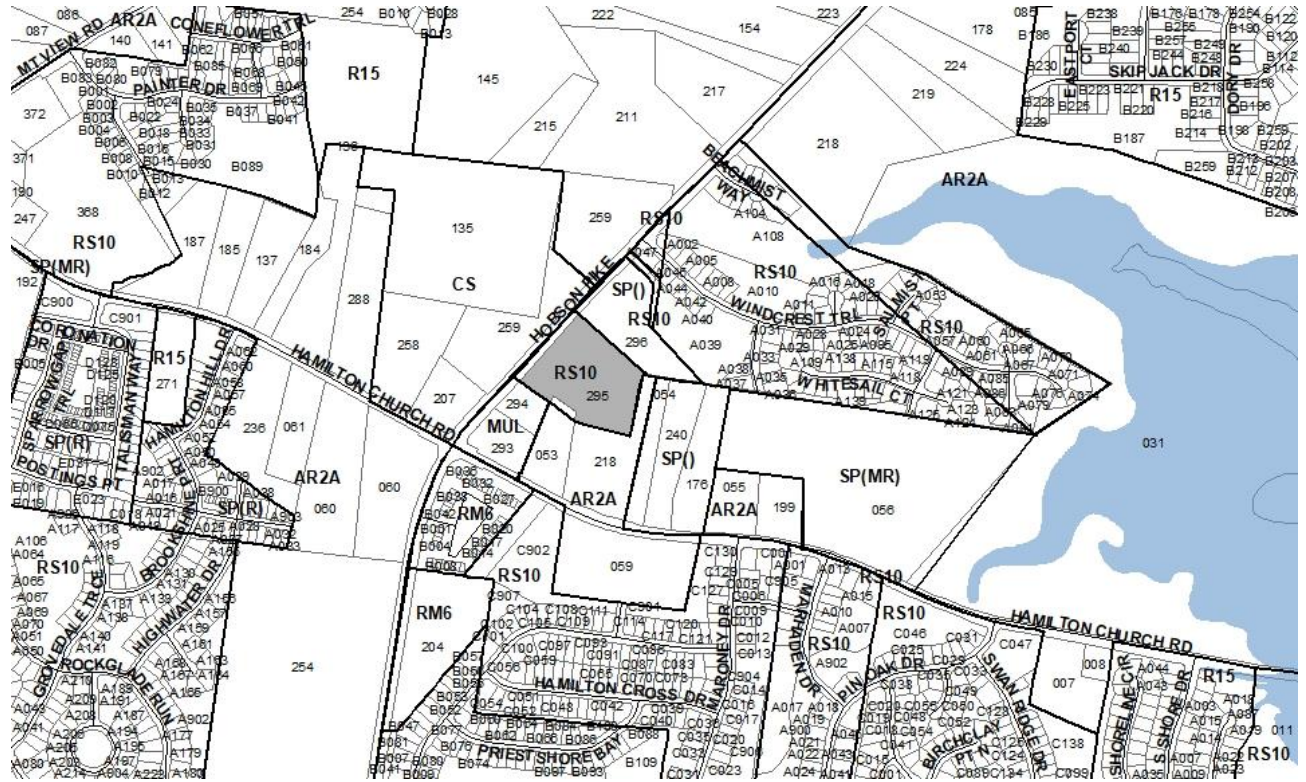
Staff recommends approval with conditions.

### CONDITIONS

1. Permitted uses for the overall development shall be limited to a maximum of 300 multi-family residential units. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited.
2. Permitted uses in Zone 1 shall be limited to 200 multi-family residential units. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited.
3. On the corrected copy, add north arrows and scales to all maps.
4. On the corrected copy, correct trailhead relocation on the first sheet.
5. On the corrected copy, add a note that the new townhomes will address the public street they front on and will have pedestrian connections to the same.
6. On the corrected copy, show slopes greater than 20% and conservation policy areas overlaid onto the plan.
7. On the corrected copy, add to the architectural standards: "A raised foundation of 18"- 36" is required for all residential structures."
8. On the corrected copy, provide an exhibit showing accurately the boundary between this SP and the Clarksville Pike SP (2019SP-066-003) to the south, including shared buildings and how the two SPs will function as a whole.
9. The northern half of Zone 1 of this SP and Zone 2 of the Clarksville Pike SP (2019SP-066-003) to the south will be reviewed as one final site plan.
10. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
11. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
12. The 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.
13. Comply with all conditions and requirements of Metro reviewing agencies.



# Metro Planning Commission Meeting of 7/25/24



**2021SP-057-001**  
**MARINA GROVE**  
Map 164, Parcel(s) 295  
13, Antioch – Priest Lake  
8 (Deonté Harrell)



## Metro Planning Commission Meeting of 7/25/24

<b>Item #6</b>	<b>Specific Plan 2021SP-057-001</b>
<b>Project Name</b>	<b>Marina Grove</b>
<b>Council District</b>	08 – Harrell
<b>School District</b>	06 – Mayes
<b>Requested by</b>	Civil Design Consultants, applicant; FAM Properties, LLC, owner.
<b>Staff Reviewer</b>	Marton
<b>Staff Recommendation</b>	<i>Defer to the August 22, 2024, Planning Commission meeting.</i>

---

### **APPLICANT REQUEST**

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

#### Zone Change

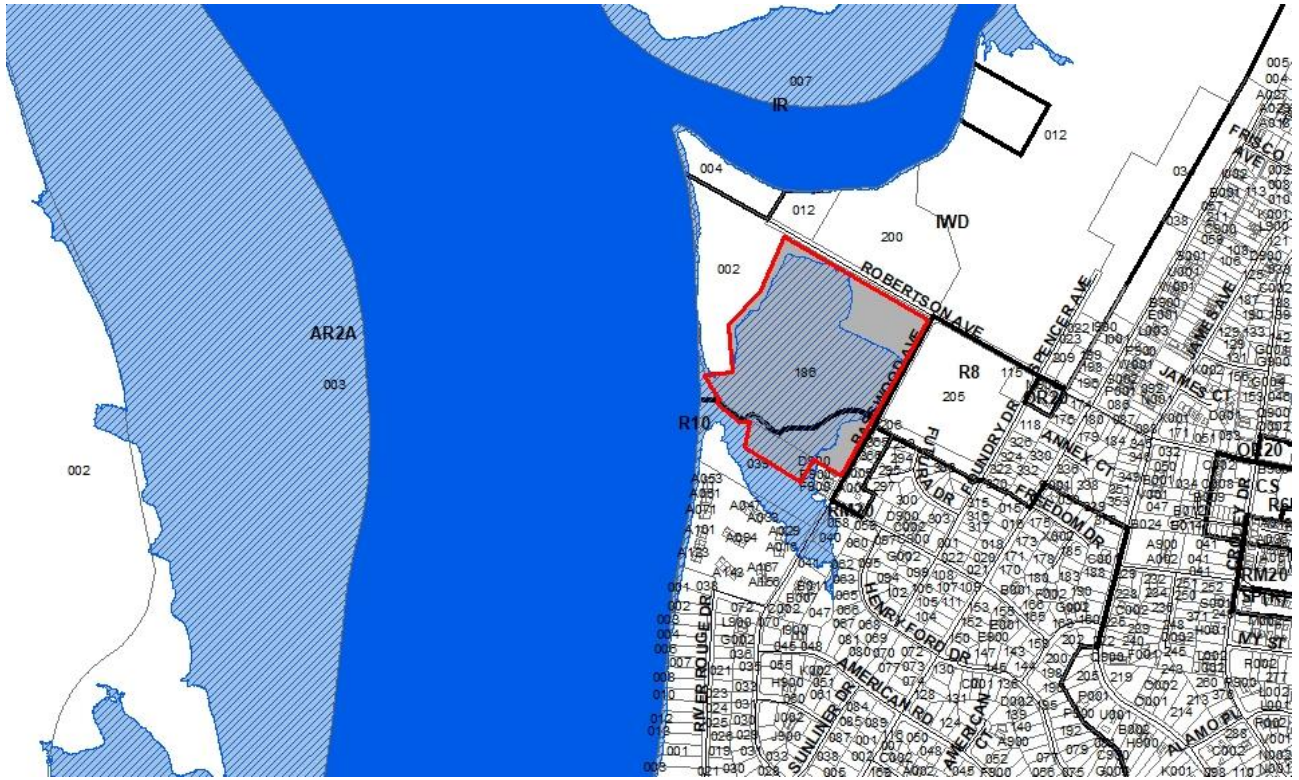
A request to rezone from Single Family Residential (RS10) to Specific Plan (SP) zoning for property located at Hobson Pike (unnumbered), approximately 460 feet northeast of Hamilton Church Road, to permit a mixed-use development (5.94 acres).

### **STAFF RECOMMENDATION**

Staff recommends deferral to the August 22, 2024, Planning Commission meeting.



# Metro Planning Commission Meeting of 7/25/24



## 2024SP-002-001

### ROCK HARBOR SP

Map 090-08, Parcel(s) 186

Map 090-11, Parcel(s) 039

07, West Nashville

20 (Rollin Horton)



## Metro Planning Commission Meeting of 7/25/24

<b>Item #7</b>	<b>Specific Plan 2024SP-002-001</b>
<b>Project Name</b>	<b>Rock Harbor SP</b>
<b>Council District</b>	20 – Horton
<b>School District</b>	09 – Tylor
<b>Requested by</b>	Centric Architecture, applicant; PSF Rock Harbor Propco LLC, and Western Express, Inc., owners.

**Deferrals** This item was deferred at the June 13, 2024, and June 27, 2024, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Marton  
**Staff Recommendation** *Defer to the August 8, 2024, Planning Commission meeting.*

### **APPLICANT REQUEST**

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

Preliminary SP

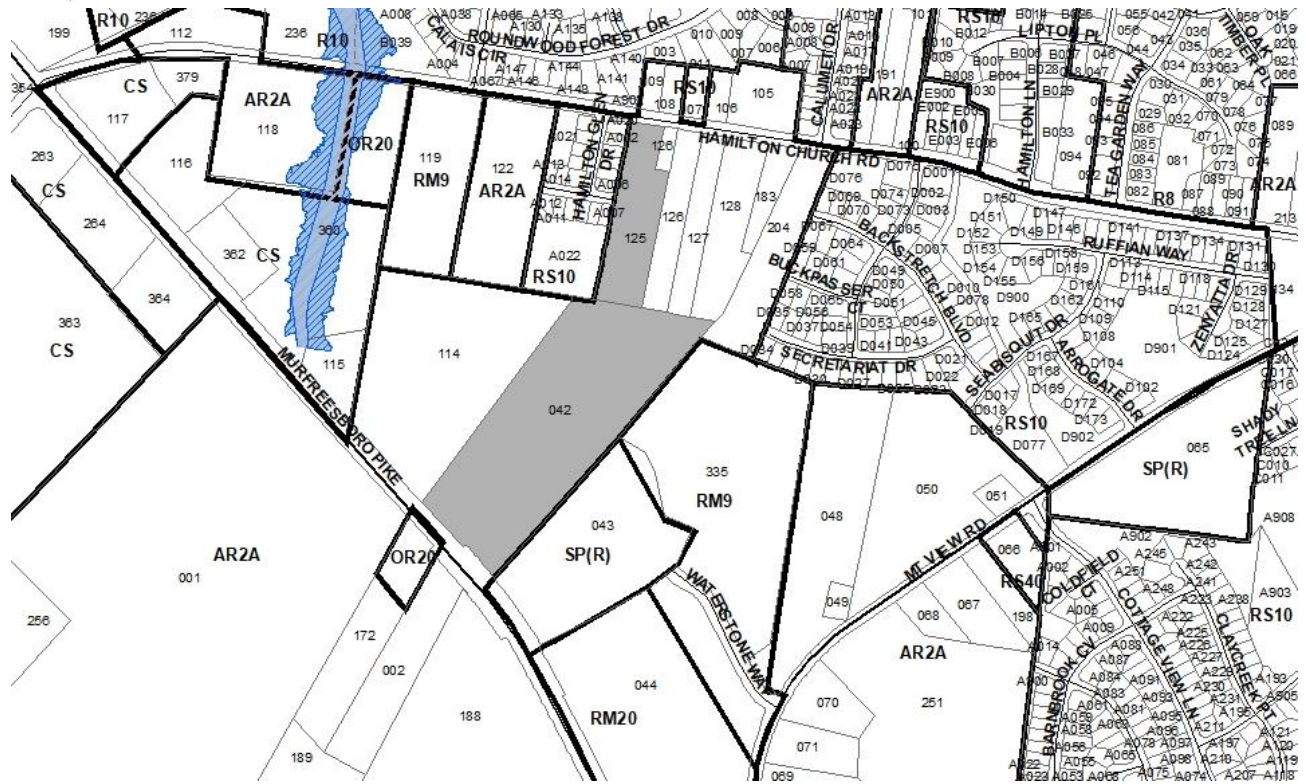
A request to rezone from Industrial Warehousing/Distribution (IWD) and One and Two-Family Residential (R10) to Specific Plan (SP) zoning for property located at 525 Basswood Avenue and a portion of property located at 517 Basswood Avenue, at the southwest corner of Robertson Avenue and Basswood Avenue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

### **STAFF RECOMMENDATION**

Staff recommends deferral to the August 8, 2024, Planning Commission meeting.



# Metro Planning Commission Meeting of 7/25/24



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





## Metro Planning Commission Meeting of 7/25/24

<b>Item #8</b>	<b>Specific Plan 2024SP-013-001</b>
<b>Project Name</b>	<b>3124 Murfreesboro Pike</b>
<b>Council District</b>	33 – Harrell
<b>School District</b>	06 – Mayes
<b>Requested by</b>	Kimley-Horn, applicant; Ammon & Ruth Shreibman and NIR Homes Inc., owners.

**Deferrals** This item was deferred from the May 9, 2024, May 23, 2024, June 13, 2024, and the June 27, 2024, 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 171 multi-family residential units.**

#### Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for properties located at 3201 Hamilton Church Road and 3124 Murfreesboro Pike, approximately 1310 feet northwest of Mt. View Road (19.11 acres), within the Murfreesboro Pike Urban Design Overlay, to permit 171 multi-family residential units.

#### **Existing Zoning**

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and is intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of nine residential lots with two duplex lots for a total of 11 residential units.*

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

#### **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.



# Metro Planning Commission Meeting of 7/25/24



**Proposed site plan**



## Metro Planning Commission Meeting of 7/25/24

### ANTIOCH-PRIEST LAKE 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.

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

### SITE CONTEXT AND PLAN DETAILS

The approximately 19-acre site consist of two adjacent parcels. The largest parcel is located along the north side of Murfreesboro Pike and the smaller parcel is located along the south side of Hamilton Church Road. Metro records classifies both lots as single-family. The site consists of wooded areas and open field. A TVA and Colonial Pipeline easement bisect the site. The zoning for adjacent parcels includes AR2a, RS10/PUD, RM9 and SP. Adjacent land uses include single-family residential and vacant land.

#### Site Plan

The proposed plan includes a total of 171 multi-family residential units, consisting of 150 front-loaded units and 21 rear-loaded units. The plan prohibits all forms of short-term rentals. Height is limited to three stories in 38 feet and the plan includes example renderings of both types of units and material standards. Primary access into the site is provided from Murfreesboro Pike. An emergency access to Hamilton Glen Place (proposed to extend through the site as a public road) is provided to the north. Access to all units is provided from Murfreesboro Pike by private drives and public streets. The 21 rear-loaded units all front proposed public streets and the 150 front-loaded units front private drives. The plan includes two stub streets to the north and the south and an extension of Hamilton Glen Place. Sidewalks are included along private drives and public streets. There are approximately nine acres of open space and an approximately one-acre active open space area along Hamilton Church Place. Sidewalks consistent with the Major and Collector Street Plan are included along Murfreesboro Pike.

### ANALYSIS

Staff finds that the proposed plan is consistent with the land use policies. The majority of the site is within the T3 CM policy. The intent of the T3 CM policy is to enhance suburban mixed-use corridors by encouraging a greater mix of higher-density residential and mixed-use development along the corridor. It encourages street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and existing or planned mass transit. The proposed SP provides higher density than the existing zoning district, providing needed additional housing. The plan accommodates the Major and Collector Street Plan (MCSP), providing a planned collector



## **Metro Planning Commission Meeting of 7/25/24**

across the property on the southern portion of the property that will align with road networks planned on adjacent properties. The plan includes an internal sidewalk network connecting to proposed public sidewalks, including sidewalks proposed along Murfreesboro Pike. The plan also provides for the planned extension of Hamilton Glen Place on the northern portion of the property. This will allow for improved street connectivity when adjacent parcels develop. The project area within the T3 NM policy area includes attached housing and an active open space area. While the proposed unit type is different than the adjacent single-family housing, it provides for a transition from Hamilton Church Road to Murfreesboro Pike.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

- Preliminary approval only. Final must comply with all requirements of the Stormwater Management Manual.

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

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

### **NASHVILLE DOT RECOMMENDATION**

#### **Approve with conditions**

- Final SPs with proposed public roads will serve as the official road plan set. Therefore, include proposed public roadway construction drawings (profiles, grades, drainage, etc.).
- Roadway construction drawings shall comply with NDOT Subdivision Street Design Standards.
- Any proposed public roadway sections, (access and ADA) ramps, sidewalks, curb & gutter, etc. shall be constructed per NDOT detail standards and specifications.
- Provide relevant NDOT detail sheets (ST-260,-252B, -210, -200, -324, -320, etc.) in plan set for reference.
- All private roads for this development should be called out on plans and built to NDOT road paving standards (refer to ST-252 detail).
- Any retaining walls off public (and private) roadways, sidewalks and multi-use paths shall be designed and stamped by a geotechnical/structural licensed PE. Retaining wall designs should be submitted with final SP (road plans).



## Metro Planning Commission Meeting of 7/25/24

- Show 'Now Entering Private Drive' signage where applicable off public roads.
- Provide internal stop control at intersections. Provide stopping sight distance exhibits at any relevant intersections and accesses. Provide adequate sight distance spacing at all access ramps, driveways and public streets with on-street parking.
- All residential driveways shall meet minimum edge-to-edge spacing of 25 ft. (refer to metro code).
- Flared driveways are permitted beyond ROW/property line.
- Dimension ROW pavement widths for clarity.
- Label assumed truck and bus routes around and/or through the site-internal or along ROW frontage(s).
- Provide a loading/unloading, mail kiosk, plan for each aspect of the development or amenities.
- Provide any truck turning exhibits relevant to loading/unloading activities-at intersections, site access points.
- A private hauler will be required for waste/recycle disposal. Add Note: A private hauler will be required for waste/recycle disposal.
- Provide a landscape (street tree) plan with Final SP.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Per Review of the MMTA, the applicant shall install off-site sidewalk on Hamilton Church Rd from the subject project westbound to 3183 Hamilton Church Rd (Pishoy Coptic Orthodox Church). Crosswalk stripping will be required on the southern leg of the intersection of Hamilton Glen Rd and Hamilton Church Rd.
- The applicant shall continue to coordinate with NDOT on any remaining items associated with the improvements at the intersection of Mt. View Rd and Hamilton Church Rd.
- Parking shall be to code.
- Comply with MCSP requirements on all public ROW frontages. Murfreesboro Pike half section is to be 50', and the Hamilton Church Rd half section is to be 31'.
- The applicant's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	18.63	0.5 D	11 U	171	15	16

\*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 (220)	18.63	-	171 U	988	64	78



## Metro Planning Commission Meeting of 7/25/24

Traffic changes between maximum: AR2a and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 160 U	+817	+49	+62

### METRO SCHOOL BOARD REPORT

**Projected student generation existing AR2a district: 3 Elementary 1 Middle 2 High**

**Projected student generation proposed SP-R district: 28 Elementary 11 Middle 18 High**

The proposed SP zoning is expected to generate 51 more students than the existing AR2a zoning. Students would attend Thomas A. Edison Elementary School, J.F. Kennedy Middle School, and Antioch High School. Both Thomas A. Edison Elementary and J.F. Kennedy Middle School are identified at capacity. Antioch High School is identified as overcapacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 171 multi-family residential units. Short Term Rental Property (STRP) owner-occupied and not owner-occupied shall be prohibited.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
6. No master permit/HPR shall be recorded prior to final SP approval.
7. Final plat may be required prior to permitting.
8. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
9. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
10. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted



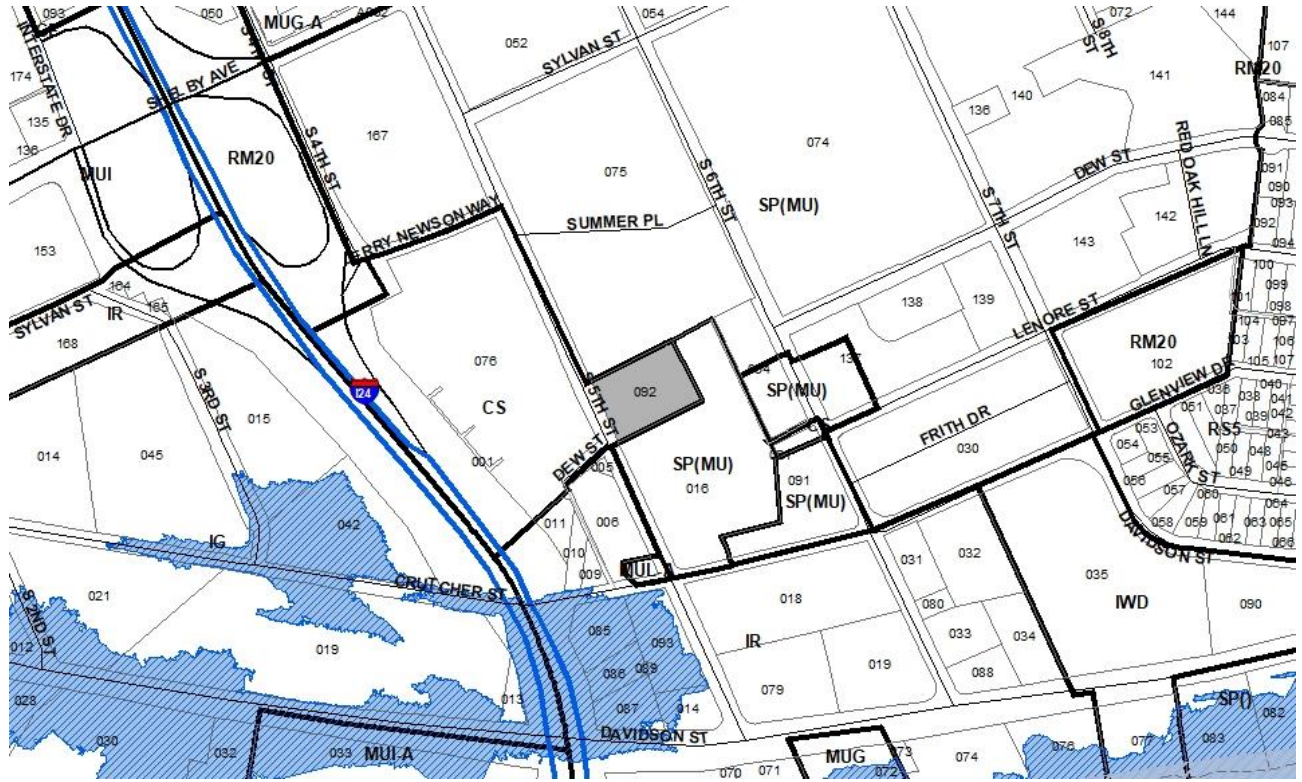
## **Metro Planning Commission Meeting of 7/25/24**

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

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



# Metro Planning Commission Meeting of 7/25/24



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





## Metro Planning Commission Meeting of 7/25/24

<b>Item #9</b>	<b>Specific Plan 2024SP-016-001</b>
<b>Project Name</b>	<b>751 S. 5<sup>th</sup> Street</b>
<b>Council District</b>	06 – Capp
<b>School District</b>	01 – Gentry
<b>Requested by</b>	Dream Capital Management LLC, applicant; Professional Services Industries, Inc., owner.

**Deferrals** This item was deferred from the May 9, 2024, May 23, 2024, June 13, 2024, and the June 27, 2024, 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.**

#### Preliminary SP

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

#### **Existing Zoning**

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

#### **Proposed Zoning**

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 REQUEST DETAILS

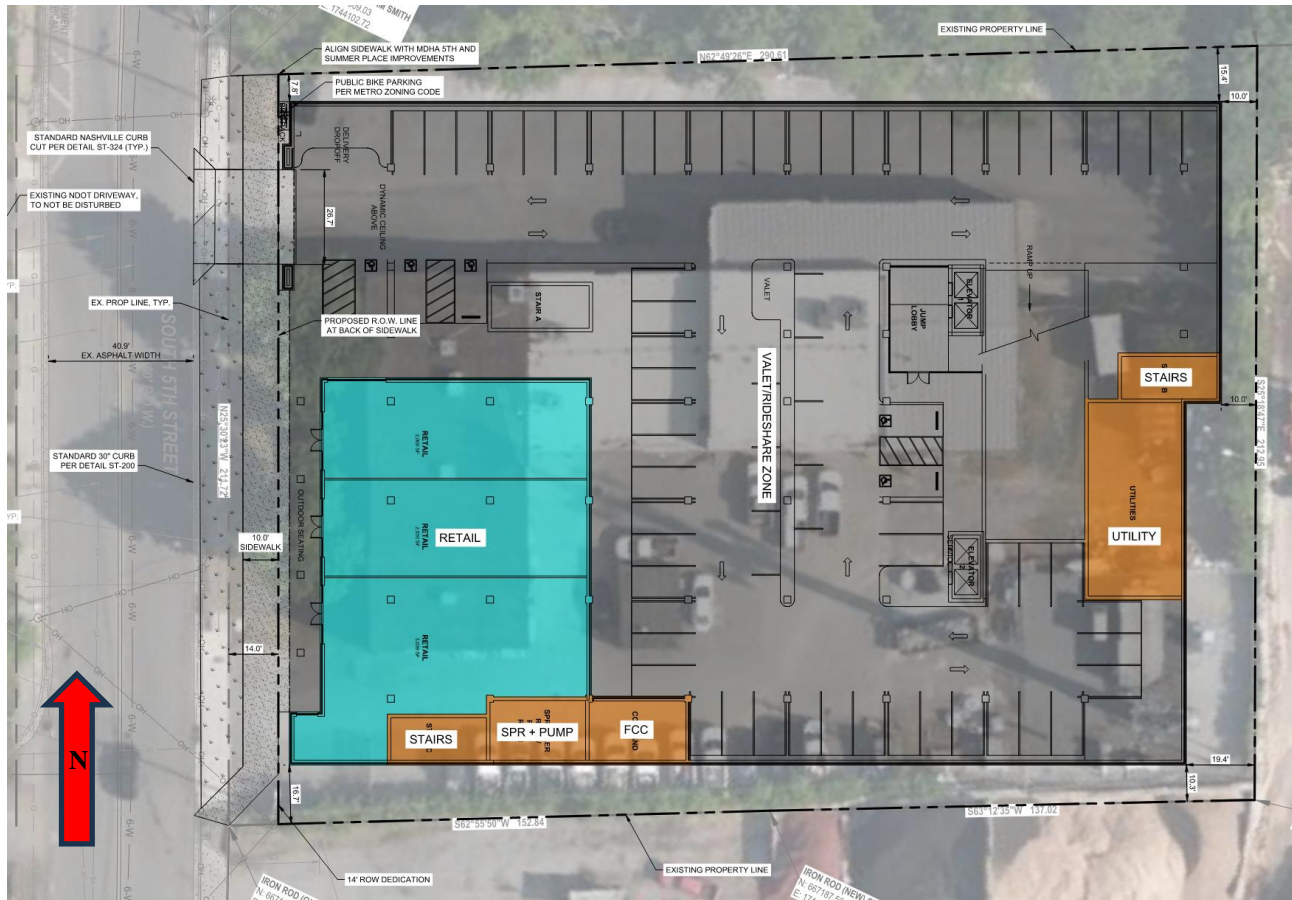
The approximately 1.41-acre site is located on the east side of S. 5<sup>th</sup> Street in East Nashville. The property is developed and contains one light industrial building, associated parking, and a telecommunications tower. Metro NDOT offices are located on the opposite side of S. 5<sup>th</sup> Street. MDHA properties, Cayce Place, abut the northern boundary. Surrounding zoning includes CS, SP and IR.

#### Site Plan

The plan proposes a mixed use building with a maximum of 265 hotel rooms and up to 8,000 sq. ft. nonresidential uses. The only uses permitted include hotel/motel, retail, restaurant (full service and take out), general office, medical office, ATM, financial institution, grocery store, liquor sales, personal care service and telecommunication facility. The plan permits eight stories within 95 feet. The build-to-zone is 0-15 feet. The plan includes elevations for all sides of the proposed building.



## Metro Planning Commission Meeting of 7/25/24



**Proposed Preliminary Site Plan**

Commercial space is located at street level along S. 5<sup>th</sup> Street. The proposed mixed-use building has garage parking and access into the garage is from a single drive off of S. 5<sup>th</sup> Street. The number of parking spaces required is per Metro Zoning. The plan includes a 14' wide right-of-way dedication along the S. 5<sup>th</sup> Street frontage and a new sidewalk per the Major and Collector Street Plan (MCSP).

### **EAST NASHVILLE COMMUNITY PLAN**

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



## **Metro Planning Commission Meeting of 7/25/24**

### **Analysis**

Staff finds that the proposed SP is consistent with the T5 MU land use policy. The plan permits a mixture of uses supported by the policy. The design is urban in nature consistent with the urban nature of the policy. It engages the street by providing for commercial uses that front onto S. 5<sup>th</sup>. Street and provides an area for outdoor dining or other outdoor amenities. The plan includes sidewalks consistent with the MCSP.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

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

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

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

### **NASHVILLE DOT RECOMMENDATION**

#### **Approve with conditions**

- In general, with the final: Callout roadway sections, ramps, sidewalks, curb & gutter, etc. per NDOT detail standards.
- All ROW frontages shall adhere to the Major Collector Street Plan(MCSP).
- Dedicate ROW along all frontages to accommodate MCSP requirements.
- Provide call outs on final site plan for MCSP requirements.
- If applicable, Show 'Now Entering Private Drive' signage where applicable off public roads into site.
- Provide internal stop control at private or public drive intersections.
- Where there may be potential vehicular or pedestrian sight distance issues, provide stopping sight distance exhibits at any relevant intersections and/or site access points.
- Provide adequate sight distance spacing at all access ramps and public streets with proposed on-street parking.
- Dimension ROW pavement widths for clarity.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water



## Metro Planning Commission Meeting of 7/25/24

services for waste disposal requirement (solidwastereview@nashville.gov).

- Additional 1-1/2' mill and overlay may be required to cover full extents of utility work in public ROW. (cont.) Extents to be coordinated in field with NDOT inspector.
- Per previous comments, along 5th South ROW frontage, maintain/match new curb and gutter alignment w/ adjacent (Northern) Cayce redevelopment.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Per review of the MMTA:
  - At the intersection of S 5th & Shelby install green thermoplastic bike lane markings through the Intersection and along Shelby Avenue. Further coordination with NDOT will be required.
  - Update all deficient pedestrian infrastructure at the intersections of S 5th St & Shelby St, S 5th St & Summer Place, S 5th St & Crutcher St, and S 5th Sr & Davidson St. (crosswalk striping, ADA ramps, warning mats, missing push buttons and ped signal heads at signalized intersections, etc.).
  - Continue to coordinate with NDOT on the traffic control at the intersection of S 5th St and Crutcher St.
- This development is only permitted to have one access point onto S 5th Street.
- Comply with the MCSP requirements on S 5th Street.
- Parking is to be shown per metro code.
- The applicant shall continue to coordinate with NDOT on the proposed Valet operations for the proposed use.
- The applicant will be required to coordinate with NDOT's Traffic Demand Management coordinator (Meghan Matheson; meghan.matheson@nashville.gov) to develop a TDM plan for the future tenants and employees of this development.
- The applicant's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	1.41	0.6 F	36,852 SF	1,391	34	140

#### 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)	-	-	265 Rooms	2,565	127	173



## Metro Planning Commission Meeting of 7/25/24

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	-	-	4,000 SF	151	3	15

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	-	-	4,000 SF	449	40	39

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1,774	+136	+87

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 265 hotel rooms and up to 8,000 square feet of non-residential uses as specified in the SP. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited.
2. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
3. The final site plan/building permit site plan shall depict any required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within any 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 any required sidewalk. Vertical obstructions are only permitted within any required grass strip or frontage zone.
4. Final plat may be required prior to permitting.
5. This approval does not include any signs.
6. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
7. Comply with all conditions and requirements of Metro reviewing agencies.
8. A corrected copy of the preliminary SP plan, incorporating any conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the



## **Metro Planning Commission Meeting of 7/25/24**

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

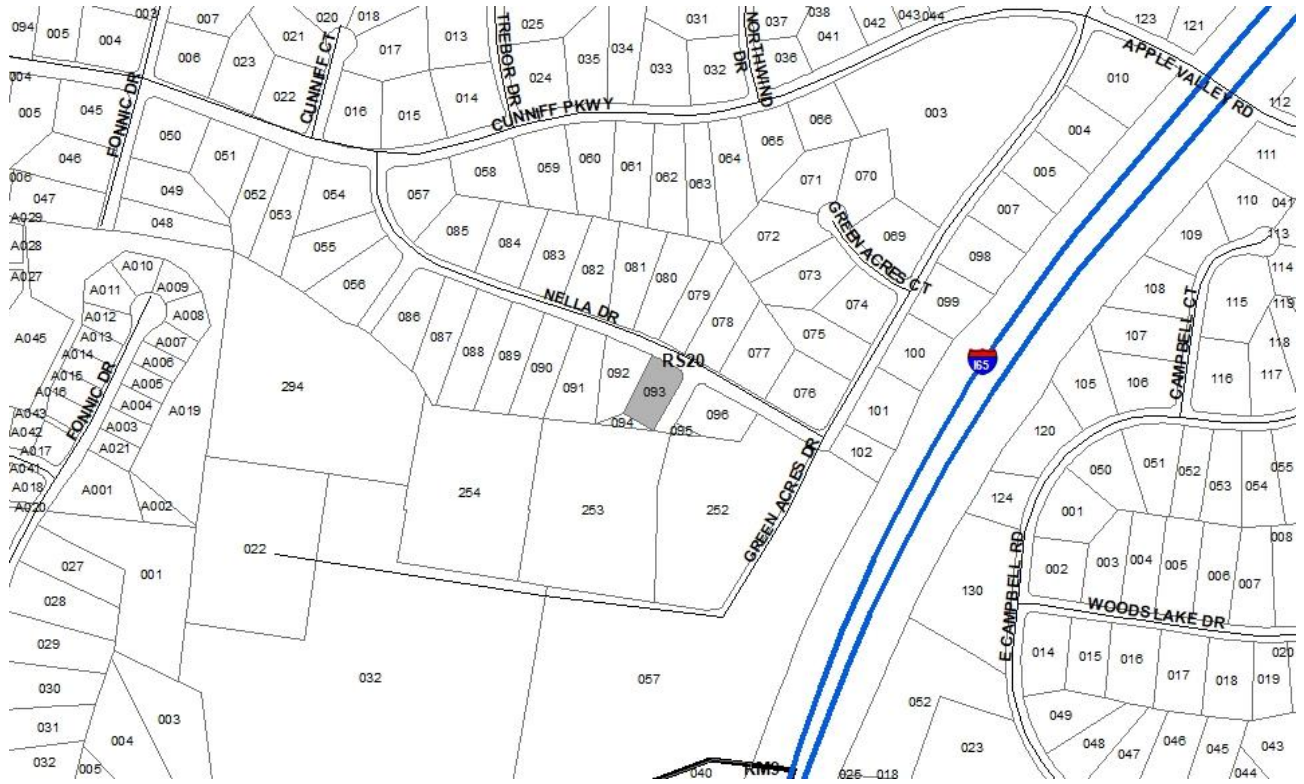
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
11. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval,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



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 7/25/24



**2024NL-002-001**  
815 NELLA DRIVE  
Map 033-14, Parcel(s) 093  
02, Parkwood – Union Hill  
03 (Jennifer Gamble)





## Metro Planning Commission Meeting of 7/25/24

<b>Item #10</b>	<b>Neighborhood Landmark 2024NL-002-001</b>
<b>Project Name</b>	<b>815 Nella Drive</b>
<b>Council District</b>	03 – Gamble
<b>School District</b>	03 – Masters
<b>Requested by</b>	Natalie Hannigan, applicant; Natalie & Andrew Hannigan, owners.
<b>Deferrals</b>	This item was deferred from the June 27, 2024, Planning Commission meeting. No public hearing was held.
<b>Staff Reviewer</b>	Garland
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

### APPLICANT REQUEST

#### Apply a Neighborhood Landmark Overlay District.

##### Neighborhood Landmark Overlay District

A request to apply a Neighborhood Landmark Overlay District on property located at 815 Nella Drive, approximately 486 feet west of Green Acres Drive, zoned Single-Family Residential (RS20) (0.61 acres), and located within a Historic Landmark Overlay District, to permit a cultural center, short term rental property-not owner occupied, and multi-media production uses.

##### **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 one single-family lot.*

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

##### **Proposed Overlay**

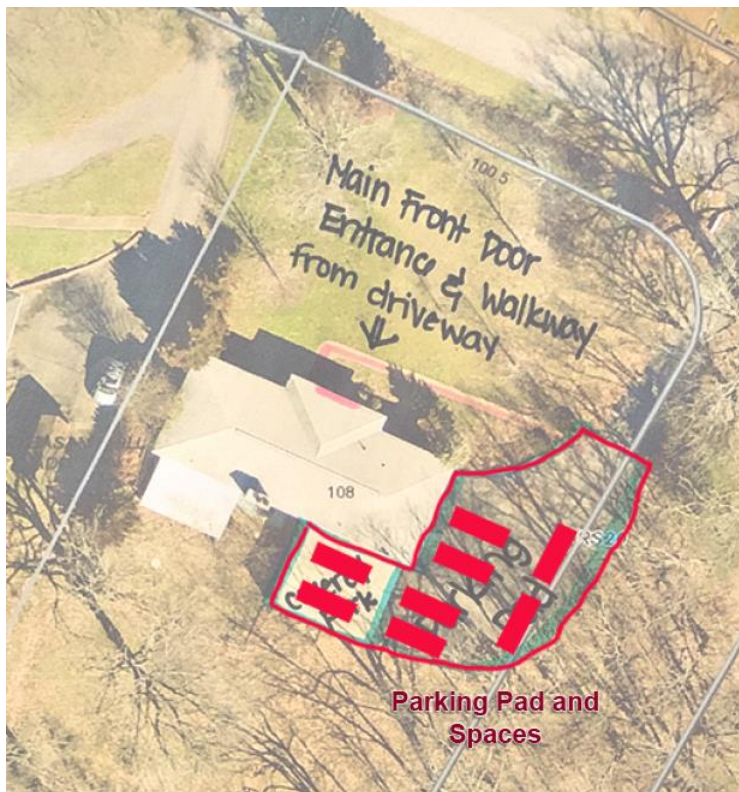
Neighborhood Landmark Overlay District (NLOD) is intended to preserve and protect landmark features whose demolition or destruction would constitute an irreplaceable loss to the quality and character of the neighborhood or community.

### **PARKWOOD – UNION HILL 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 7/25/24



Site Conditions



## **Metro Planning Commission Meeting of 7/25/24**

### **SITE AND CONTEXT**

The site is located along Nella Drive, west of Green Acres Drive. The site is one parcel, approximately 0.61 acres, with an existing single-story residential structure. The surrounding land use is primarily residential and the surrounding zoning is R20 with RS20 to the north of the subject site. The property is located within the Pleasant Hill Neighborhood and within a Historic Landmark Overlay District. The subject site was approved for a Historic Landmark Overlay by Metro Council in 2023 due to its significance as Patsy Cline's 1961 ranch house "dream home." Patsy moved to Nashville in 1959 and in 1960 she became a member of the Grand Ole Opry. In 1973 the Country music icon became the first female solo artist inducted into the Country Music Hall of Fame.

The purpose and intent of the Neighborhood Landmark District (NL) is to preserve and protect features that are important to maintain and enhance neighborhood character by allowing for adaptive reuse of the existing structure. In 2018, Metro Council approved BL2018-1317, an amendment to the Zoning Code that consolidated the NL District process into a single application process, where establishment of the NL District and approval of the development plan are considered concurrently. This request is for establishment of the Neighborhood Landmark District Overlay on the property and approval of the development plan outlining the proposed reuse of the existing structure. The purpose of the existing Historic Landmark Overlay District on the property is to preserve and protect the historical/architectural value of buildings, structures, or areas of significant importance. The proposed Neighborhood Landmark Overlay District (NLOD) establishes uses that are not permitted in the base zoning district to allow for the preservation and re-use of unique structures.

### **PLAN DETAILS**

The Neighborhood Landmark Overlay proposes new land uses for the property, included within the existing 2,770 square foot structure on the property. Uses proposed on the development plan include short-term rental property (not-owner occupied), museum (which is classified as a Cultural Center by the Metro Zoning Code), and a multi-media production studio. There will be one permit for the short-term rental unit with four bedrooms, and information provided by the applicant states that when the house is not being rented out it will be a cultural center to tour with limited hours established. The proposed multi-media production studio will be available for use by individuals who book studio time, separate from the STRP and museum uses. The production studio is proposed to be on the underground side of the garage area and information provided by the applicant states that they are working with a sound engineer to incorporate sound mitigation improvements to absorb sound, and that the studio hours will conclude at 8 pm so as not to impact the surrounding residential units. No signage is proposed or permitted except for the existing historic landmark sign in the front yard that denotes the house is Patsy Cline's Dream Home. No exterior modifications to the structure or the site are proposed. There is currently space for approximately eight cars on the property without impacting street parking. No additional parking is proposed. The lot fronts Nella Drive and vehicular access will continue to be from Nella Drive.

### **ANALYSIS**

Neighborhood Landmark districts are intended to preserve and protect neighborhood features that are considered critical components of the neighborhood context by permitting additional uses, beyond uses permitted by the underlying zoning district, provided that the Planning Commission



## Metro Planning Commission Meeting of 7/25/24

determines that they are “compatible with, and sensitive to, abutting properties and the overall neighborhood fabric and appropriate to preserve and maintain the district.”

Applications to establish a NL district follow similar procedures as a rezoning application because the creation of an overlay district is considered an amendment to the Official Zoning Map. A requirement of creating a Neighborhood Landmark District is that a Development Plan be submitted with drawings, written text, and any information necessary to demonstrate how the proposal will protect the character of the district and neighborhood, and to ensure compatibility with surrounding uses. Therefore, this request is for establishment of the Neighborhood Landmark District and approval of the development plan outlining the proposed reuse of the feature.

The proposed uses are sensitive to surrounding properties considering the use will occupy an existing structure and not expand beyond those limitations. The proposed uses are also low in intensity and not anticipated to generate heavy traffic. The role of the Planning Commission for this application is to consider the criteria to establish a Neighborhood Landmark District and make a recommendation to the Metro Council.

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

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

Staff finds that the proposed development plan meets all the above criteria. The proposal does not include any exterior changes to the structure, including no expansion of the footprint. The proposed uses are contained to the existing structure. The retention of the feature is necessary to preserve the neighborhood character and the proposed reuse of the building will facilitate its preservation. The Neighborhood Landmark permits additional uses beyond the limited uses of the existing base zoning as to provide for the opportunity to preserve and enhance the existing structure. The Neighborhood Landmark is intended to be applied in unique circumstances, and not intended to serve as an impetus for more commercial development in the area. Staff recommends approval of the Neighborhood Landmark District.

### **HISTORIC ZONING COMMISSION RECOMMENDATION**

- Staff has no comment as the proposal does not include any new construction or demolition. Historic review is limited to exterior changes and does not include review of building usage.
- No exception taken.

### **STORMWATER RECOMMENDATION**

**Approve**



## **Metro Planning Commission Meeting of 7/25/24**

### **NASHVILLE DOT RECOMMENDATION**

**Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

### **METRO WATER SERVICES RECOMMENDATION**

**Approve**

- 2024NL-002-001, 815 Nella Drive WS has no objection or exception regarding the NL with respect to the existing sanitary sewer. Water is provided by the Madison Suburban Utility District.

### **STAFF RECOMMENDATION**

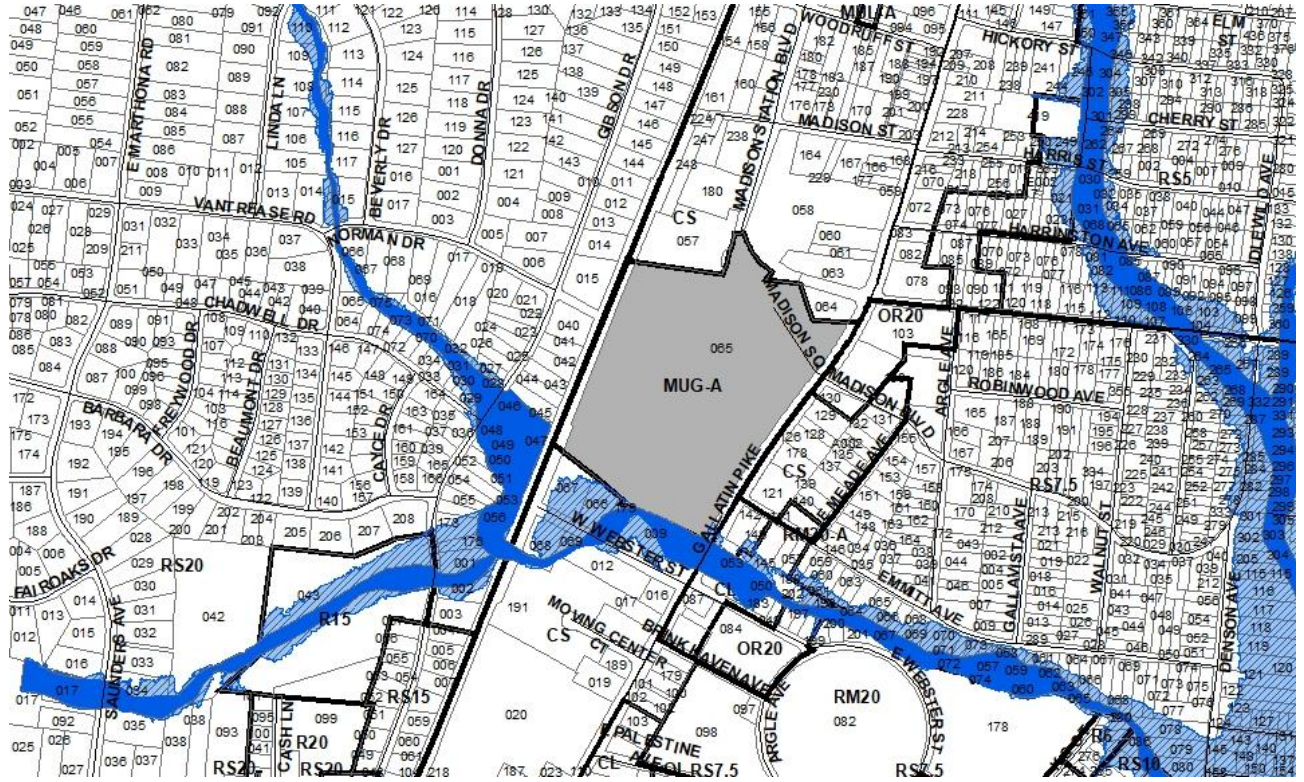
Staff recommends approval with conditions.

### **CONDITIONS**

1. Permitted uses are limited to uses of RS20, short term rental property (not-owner occupied), cultural center, and multi-media production.
2. Short term-rental property use shall be limited to one unit within the existing structure.
3. This approval does not include any changes to the exterior of the structure. If any changes are proposed, it may require a new development plan.
4. No signage is permitted with the exception of the existing Historic Landmark Sign currently on the property.
5. Any changes to the NL District and/or its associated development plan are subject to the provisions of Section 17.40.160.



# Metro Planning Commission Meeting of 7/25/24



**2024S-025-001**  
**MADISON STATION**  
Map 051-04, Parcel(s) 065  
04, Madison  
09 (Tonya Hancock)



## Metro Planning Commission Meeting of 7/25/24

**Item #11**

**Concept Plan 2024S-025-001**

**Project Name**

**Madison Station**

**Council District**

09 – Hancock

**School District**

03 – Masters

**Requested by**

BCA Civil, applicant; 721 Madison Square LLC, owner.

**Deferrals**

This item was deferred from the February 22, 2024, March 14, 2024, April 11, 2024, April 25, 2024, May 23, 2024, and June 27, 2024, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**

Marton

**Staff Recommendation**

*Defer to the August 8, 2024, Planning Commission meeting.*

---

**APPLICANT REQUEST**

**Request for concept plan approval to create 10 lots.**

Concept Plan

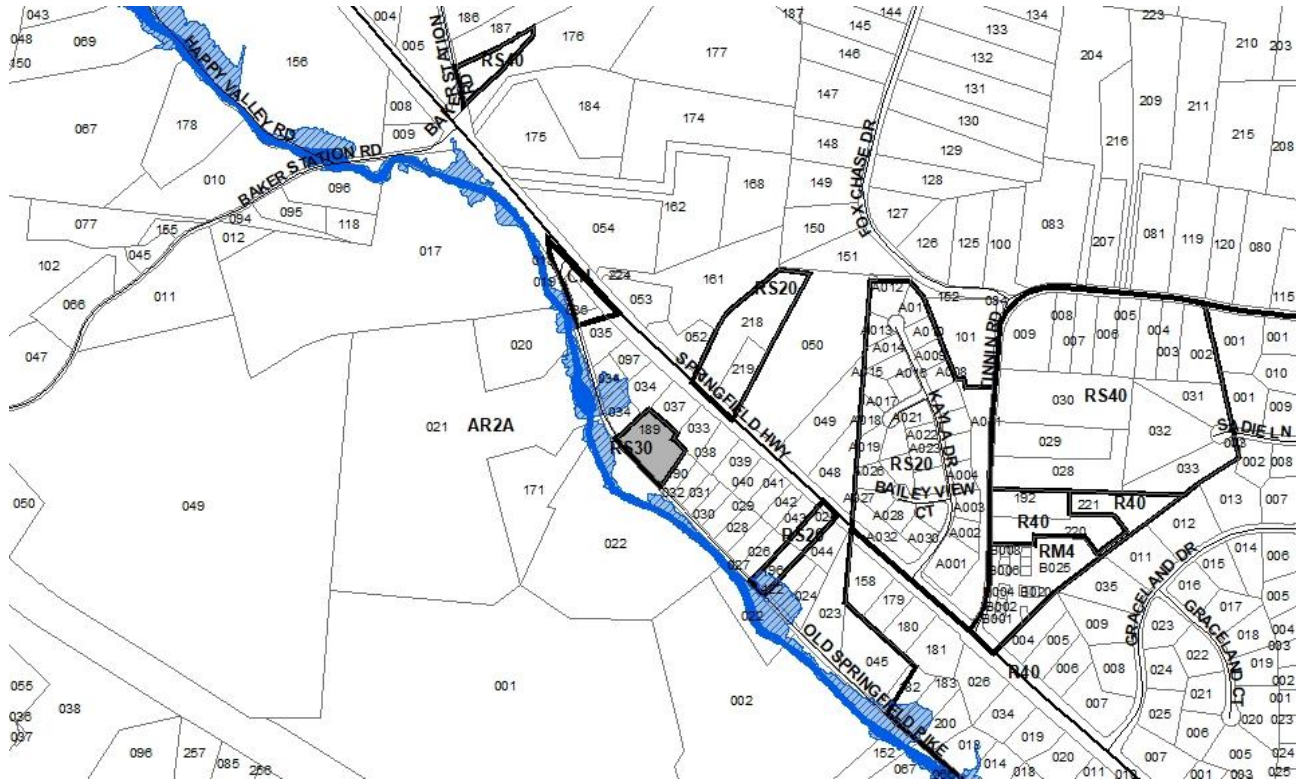
A request for concept plan approval to create 10 lots on property located at 721 Madison Square, approximately 135 feet south of Neely’s Bend Road, zoned Mixed Use General-Alternative (MUG-A), and located within a Corridor Design Overlay District (31.72 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the August 8, 2024, Planning Commission meeting.



# Metro Planning Commission Meeting of 7/25/24



**2024S-042-001**  
**MICHAEL ARMISTEAD PROPERTY**  
Map 007, Parcel(s) 189  
02, Parkwood – Union Hill  
10 (Jennifer Webb)





## Metro Planning Commission Meeting of 7/25/24

<b>Item #12</b>	<b>Final Plat 2024S-042-001</b>
<b>Project Name</b>	<b>Michael Armistead Property</b>
<b>Council District</b>	10 – Webb
<b>School District</b>	03 – Masters
<b>Requested by</b>	Bruce Rainey & Associates, applicant; Michael S. Armistead, owners.

**Deferrals** This item was previously deferred from the April 11, April 25, May 23, and June 27, 2024, Planning Commission meetings.

**Staff Reviewer** Marton  
**Staff Recommendation** *Approve with conditions including a variance to Section 4-2.5.a.1.b for lot depth.*

### APPLICANT REQUEST

**Request for final plat approval to create two lots.**

#### Final Plat

A request for final plat approval to create two lots on property located at Old Springfield Pike (unnumbered), approximately 200 feet southwest of Springfield Highway, zoned Single-Family Residential (RS30) (1.76 acres).

### SITE DATA AND CONTEXT

**Location:** The site consists of one property located along Old Springfield Pike.

**Street Type:** The site has frontage on Old Springfield Pike, which is classified as a local street with a minimum half right-of-way of 25 feet.

**Approximate Acreage:** 1.76 acres or approximately 76,665 square feet.

**Parcel/Site History:** The site consists of one parcel.

**Zoning History:** The property was rezoned to Single-Family Residential (RS30) in 2022 (2022Z-025PR-001). Previously the property had been zoned Agricultural/Residential (AR2a).

**Existing Land Use and configuration:** The subject property is currently vacant and surrounding properties include single-family residential, office, and church uses.

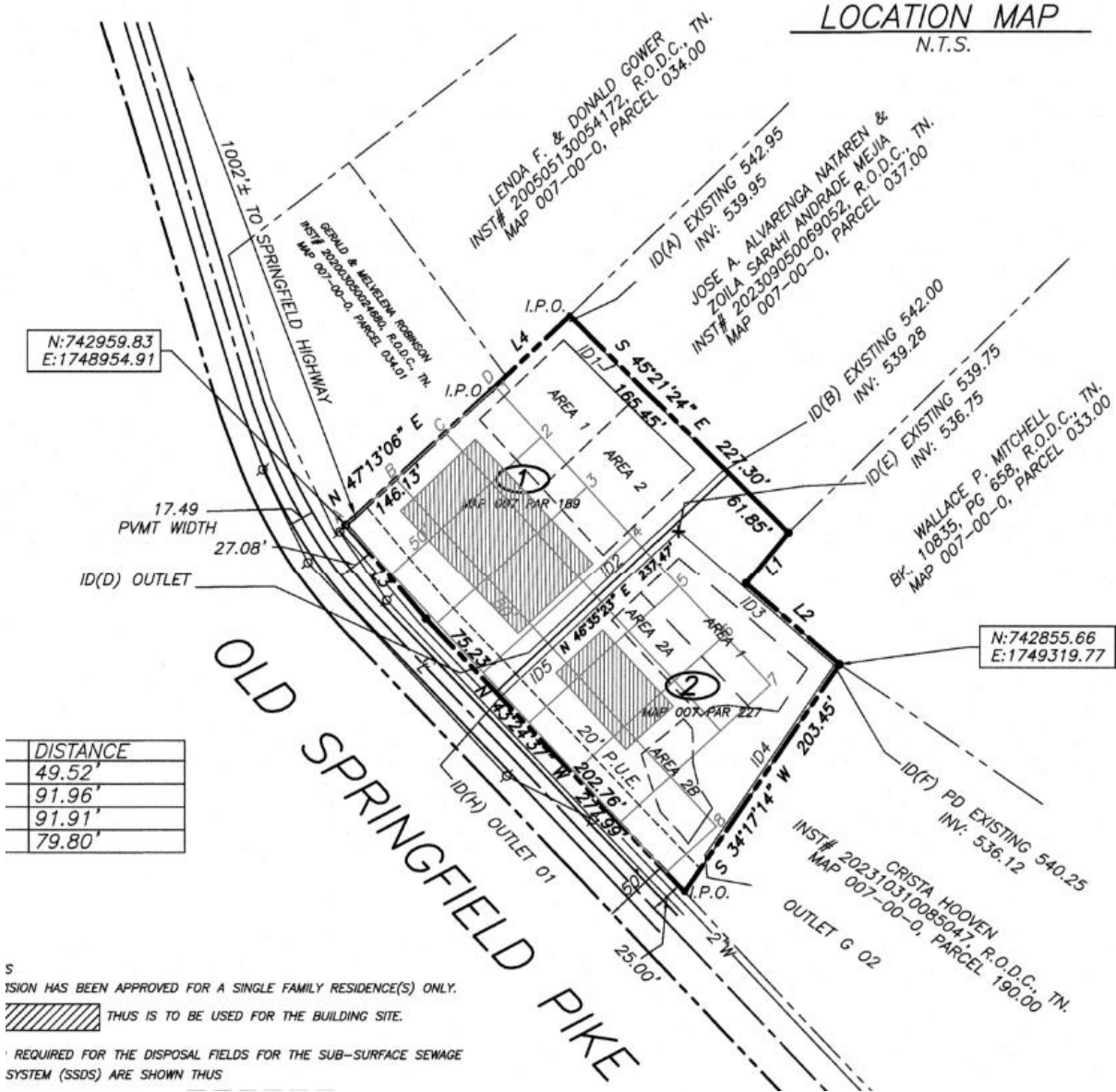
#### **Surrounding Land Use and Zoning:**

- North: Single-Family Residential/AR2a
- South: Single-Family Residential/AR2a
- East: Single-Family Residential/ AR2a
- West: Single-Family Residential/AR2a



# Metro Planning Commission Meeting of 7/25/24


LOCATION MAP  
N.T.S.



N:742959.83  
E:1748954.91

N:742855.66  
E:1749319.77

DISTANCE
49.52'
91.96'
91.91'
79.80'

S  
VISION HAS BEEN APPROVED FOR A SINGLE FAMILY RESIDENCE(S) ONLY.  
 THIS IS TO BE USED FOR THE BUILDING SITE.  
 REQUIRED FOR THE DISPOSAL FIELDS FOR THE SUB-SURFACE SEWAGE SYSTEM (SSDS) ARE SHOWN THUS

## Proposed Final Plat



## Metro Planning Commission Meeting of 7/25/24

**Zoning:** Single-Family Residential (RS30)

Min. lot size: 30,000 square feet

Max. building coverage: 0.30

Min. rear setback: 20'

Min. side setback: 15'

Max. height: 3 stories

Min. street setback: See setback section below.

### PROPOSAL DETAILS

**Number of lots:** 2

**Lot sizes:** The proposed Lot 1 is 0.89 acres (38,590 square feet) and the proposed Lot 2 is 0.87 acres (38,099 square feet).

**Access:** Access is provided from Old Springfield Pike.

### APPLICABLE SUBDIVISION REGULATIONS

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

Prior versions of Subdivision Regulations for Nashville and Davidson County contained a uniform set of standards that were applied Metro-wide. This did not take into account the diverse character that exists across the County. In order to achieve harmonious development within the diversity of development patterns that exist in Nashville and Davidson County, the Planning Commission has adopted the current Subdivision Regulations. The Subdivision Regulations incorporate the General Plan policies by including rules or standards for each specific transect. This allows policies of the General Plan to be followed through application of the varying Subdivision Regulations to reflect the unique characteristics found in the different transects. The site is within the Rural Maintenance (T2 RM) policy. For T2 RM, the Rural Subdivision Regulations found in Chapter 4 are utilized.

There are several subdivision options in the Rural Subdivision Regulations. This proposal utilizes the Countryside Character Option – Open Alternative as described in Section 4-2.5.a.1 of the subdivision regulations.

#### **4-2. Development Standards**

*4-2.1. Identification of Primary Conservation Land. Prior to design of any subdivision plan with new streets or joint access easement, Primary Conservation Land shall be identified and, subject to the provisions of Sections 4-2.2 and 4-2.3, preserved from any disturbance.*

Not applicable as no new streets or joint access easements are proposed.

*4-2.2. Preservation of Conservation Land. Unless an exception is granted under Section 4-2.3, all Primary Conservation Areas shall be preserved and set aside through an appropriate means such as conservation easements and/or open space.*



## Metro Planning Commission Meeting of 7/25/24

Not applicable as no new streets or joint access easements are proposed.

*4-2.3 Development Footprint. The remaining land outside of the boundary of the Primary Conservation Land shall be designated as the Development Footprint.*

Not applicable as no new streets or joint access easements are proposed.

*4-2.4 Building Placement. In subdivisions without new streets or joint access easements, any subdivision application shall note proposed building envelopes. Building envelopes shall not be within areas listed in Section 4-2.1.*

When there are no new streets, or joint access easements, any subdivision application shall note proposed building envelopes. The primary intent of platting building envelopes in this section is to plat around features intended to be preserved as conservation land. The subject site does not contain any of these features. However, because the site is served by septic, the plat identifies a buildable area outside of the areas designated for septic use.

### *4-2.5 Rural Character Design*

*1. Countryside Character Option. This option may be used for any rural character subdivision. It is intended to maintain a natural, open rural character by minimizing the visual intrusion of development along primary roadways through the use of setbacks, building placement, existing vegetation and natural topographic features that obscure the view of development from the street.*

*1. Open Alternative – Street frontage without existing vegetative or topographical screening. For purposes of this section, “surrounding parcels” is defined as the five R, RS, AR2a, or AG parcels oriented to the same block face on either side of the parcel proposed for subdivision, or to the end of the same blockface, whichever is less. If there are no surrounding parcels, the screened alternative shall be used.*

Lots 1 and 2 are located along existing public streets and were reviewed against below (a) through (d).

*a. Building Setback along existing public streets.*

The proposed plat complies. The average front setback of the abutting parcels along Old Springfield Pike is approximately 64 feet and less than the 69-foot minimum setback that would be required by the Zoning Code. The plat is not required to show the building setbacks, because the Code requirement is greater than the requirement of the Subdivision Regulations.

*b. Lot Depth along existing public streets.*

The proposed plat does not comply. The minimum depth for lots along existing public streets shall be the building setback required by Sec 4-2.5(a) plus 300 feet. This provision requires a 369-foot lot depth. Lot 1 has a depth of approximately 234 feet and Lot 2 has a depth of approximately 186 feet. A variance is needed and will be discussed below.



## Metro Planning Commission Meeting of 7/25/24

*c. Lot size along existing public streets.*

Complies. A compatibility analysis was conducted per this requirement. Minimum lot size is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than the smallest of the surrounding parcels, whichever is greater. The outcome of the analysis is that the minimum lot size is 0.41 acres. Lot 1 is 0.89 acres while Lot 2 is 0.87 acres. The plat meets the minimum lot size requirements required by this section. The lots also exceed the minimum lot size required by the zoning code.

*d. Lot frontage abutting existing public streets.*

Complies. A compatibility analysis was conducted per this requirement. Minimum lot frontage is either equal to or greater than 70% of the frontage of the average frontage of surrounding parcels or equal to or larger than the frontage of the surrounding parcels, whichever is greater. The outcome of the analysis is that the minimum lot frontage along Old Springfield Pike is 93.8 feet. The frontage for Lot 1 is approximately 167 feet while the frontage for lot 2 is approximately 202 feet.

*e. Street lights.*

Not applicable for this case as the property is located in the GSD.

*f. Cluster lot option.*

Not applicable for this case as the cluster lot standards are not proposed to be used.

**Subdivision Variances or Exceptions Requested:** Yes. The request requires a variance from Section 4-2.5.a.1.b. pertaining to lot depth along existing public streets.

Section 1-11, Variances, permits the Planning Commission to grant variances to the Subdivision Regulations when it finds that extraordinary hardships or practical difficulties may result from strict compliance with the regulations. While the regulations grant the Commission the authority to grant variances, the regulations state that “such variance shall not have the effect of nullifying the intent and purpose of the Subdivision Regulations.” In order to grant a variance, the Commission must find that:

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



## Metro Planning Commission Meeting of 7/25/24

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

### **Variance Analysis**

The only required variance is from the lot depth standard. Lot depths for existing lots along the north side of Old Springfield Pike range from 112 feet to 296 feet. The proposed Lot 1 has a depth of 234 feet and Lot 2 has a depth of 186 feet. Given that the lots fall within the range of lot depths for properties nearby, the lots as proposed would be consistent with the established development pattern along the road. Additionally, the lots meet the frontage requirements for compatibility which is more visually perceived from the public realm than the lot depth.

As proposed, staff finds that the variance from the lot depth is consistent with Section 1-11 of the Subdivision Regulations. The granting of the variance will not have any impact on public safety and is not inconsistent with the long-range plan.

### **PLANNING STAFF COMMENTS**

With the variance for the lot depth (4-2.5.a.1.b.) the proposed subdivision meets the standards of the Metro Subdivision Regulations and Metro Zoning Code.

### **POLICY CONSIDERATIONS**

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

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to the entirety of this property is T2 RM (Rural Maintenance). The goal of the T2 RM Policy is to maintain the rural character as a permanent choice for living and not as a holding or transitional zone for future urban or suburban development. Appropriate land uses in the T2 RM policy include maintenance of the land in its natural state, small scale agricultural and related accessory and support uses, residential, institutional, and rural subdivisions. Staff finds that the Rural Subdivision regulations meet the intent of the T2 RM policy to provide rural residential lots as a permanent choice of living.

### **COMMENTS FROM OTHER REVIEWING AGENCIES**

#### **FIRE MARSHAL RECOMMENDATION**

**Approved**

#### **STORMWATER RECOMMENDATION**

**Approved**

#### **NASHVILLE DOT RECOMMENDATION**

**Approved**



## **Metro Planning Commission Meeting of 7/25/24**

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

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

### **WATER SERVICES RECOMMENDATION**

#### **Approved with conditions**

- Site to be served via septic system.

### **METRO HEALTH RECOMMENDATION**

#### **Approve**

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions, including a variance to the lot depth (4-2.5.a.1.b.).

### **CONDITIONS**

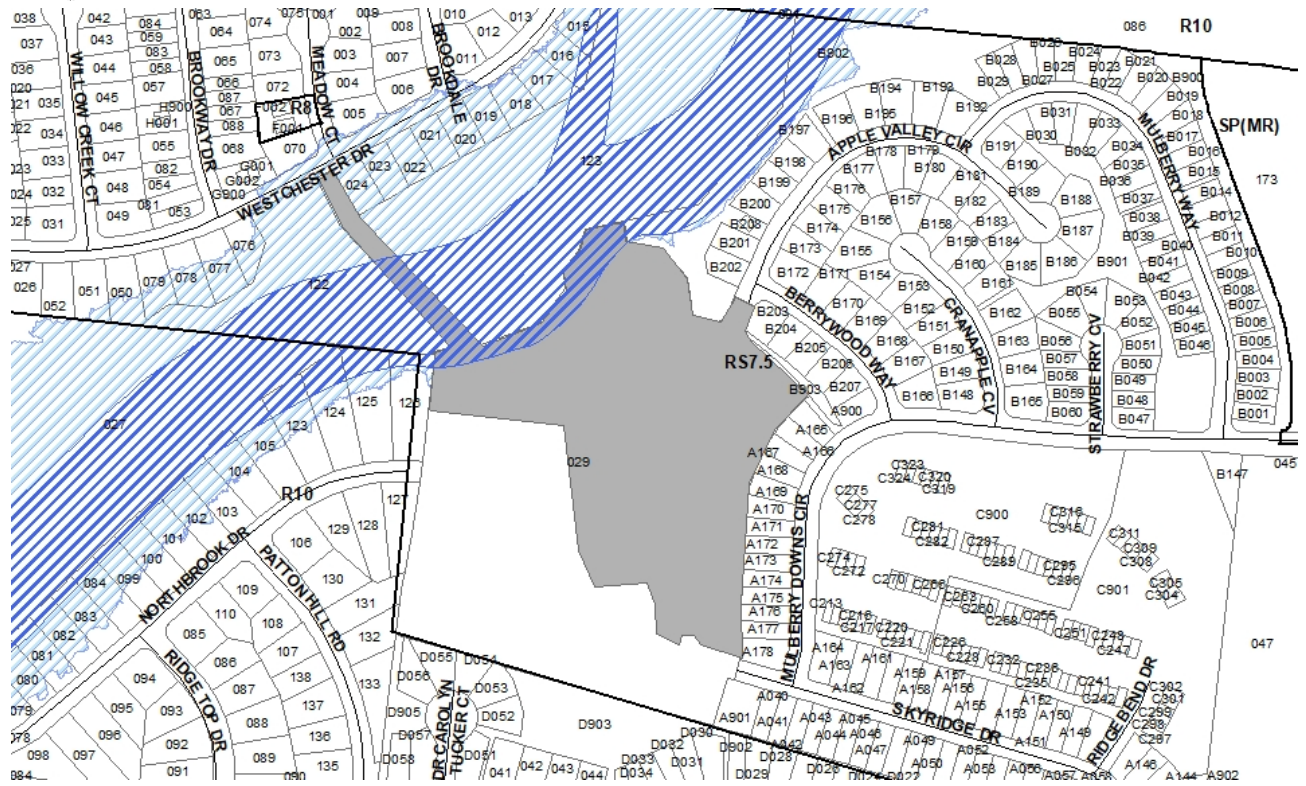
1. Comply with all conditions and requirements of Metro reviewing agencies.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.
4. On the corrected copy, revise note 7 on the plat, "Setbacks shall be per Metro Code."
5. On the corrected copy, revise note 2 on the plat, "Parcel numbers being showing thus (000) pertain to property map 007, Property Assessor's Office, Davidson County, Tennessee."
6. The mylar shall be approved and signed by the Metro Health Department prior to recording.

### **RECOMMENDED ACTION**

Motion to approve proposed subdivision Case No. 2024S-042-001, including a variance to the lot depth (4-2.5.a.1.b.) based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



# Metro Planning Commission Meeting of 7/25/24



**2024S-098-001**  
**SKYRIDGE PHASE 6**  
Map 050, Part of Parcel(s) 029  
02, Parkwood – Union Hill  
03 (Jennifer Gamble)





## Metro Planning Commission Meeting of 7/25/24

<b>Item #13</b>	<b>Final Plat 2024S-098-001</b>
<b>Project Name</b>	<b>Skyridge Phase 6</b>
<b>Council District</b>	03 – Gamble
<b>School District</b>	01 – Gentry
<b>Requested by</b>	Wilson and Associates, P.C., applicant; Meritage Homes of Tennessee, Inc., owner.

**Deferrals** This item was deferred from the June 27, 2024 Planning Commission meeting. No public hearing was held.

<b>Staff Reviewer</b>	Konigstein
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

### APPLICANT REQUEST

**Request for final plat approval to create 33 lots.**

#### Final Plat

A request for final plat approval to create 33 lots on a portion of property located at 3517 Brick Church Pike, at the current terminus of Northbrook Drive, zoned Single-Family Residential (RS7.5) and within a Planned Unit Development Overlay District (PUD) (11.61 acres).

### CASE HISTORY

The site is located in the Skyridge Subdivision PUD, which was originally approved as Mulberry Downs PUD in 1989. A final site plan for Phases 2-6 was approved in 2022; Phases 2-6 include a total of 214 lots. The proposed Phase 6 final plat includes 33 lots and is consistent with the approved final site plan.

A final plat for Phase 6 (case number 2023S-039-001) was approved by the Planning Commission on April 13, 2023; the approved final plat was not recorded and prior to expiration. With the exception of a greenway easement that was not shown on the previously approved plat, the proposed final plat is consistent with the previously approved plat.

### SITE DATA AND CONTEXT

**Location:** The site consists of a portion of one property located northwest of the existing terminus of Skyridge Drive and south of the existing terminus of Apple Valley Circle.

**Approximate Acreage:** 11.61 acres or approximately 505,732 square feet.

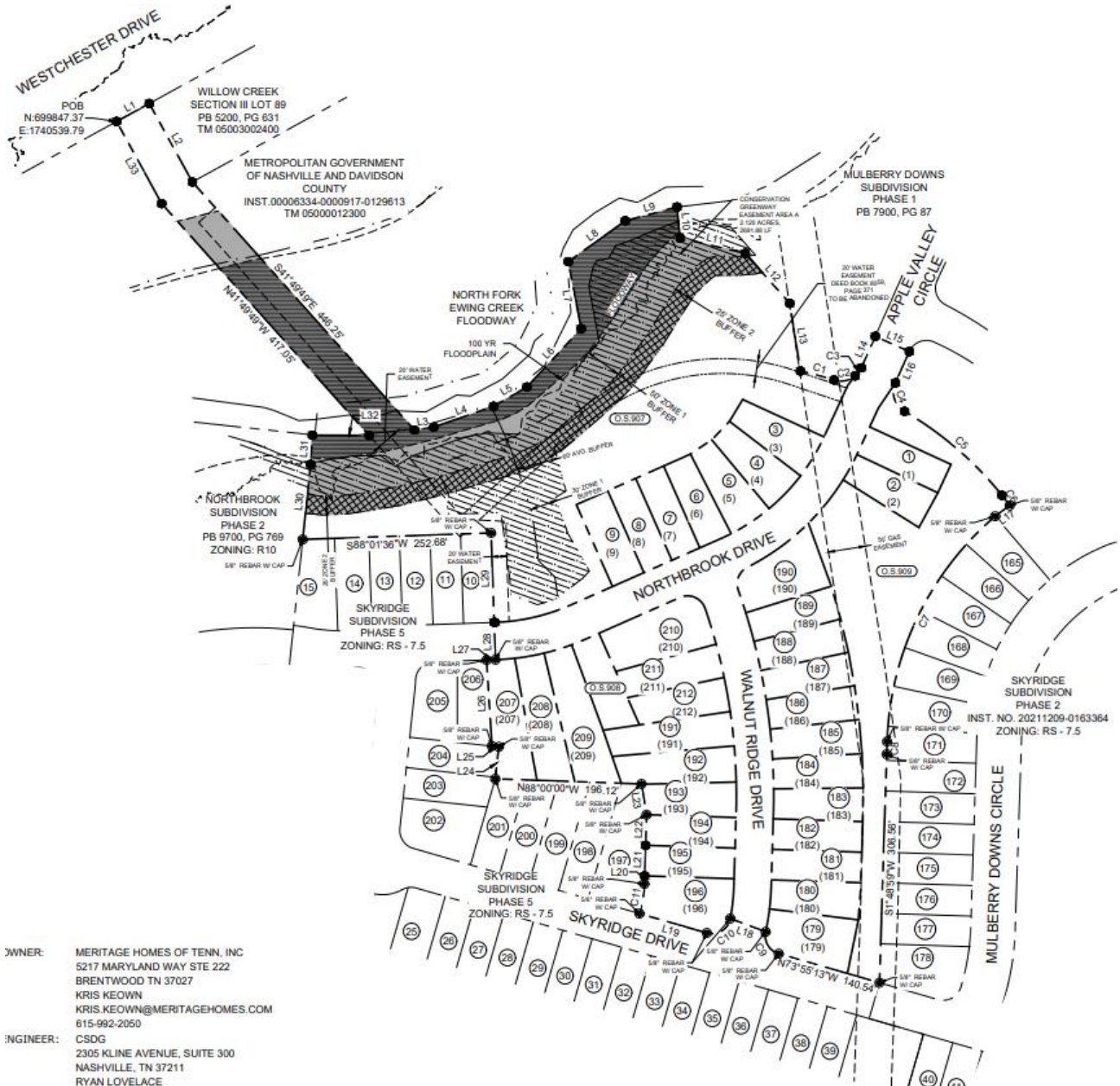
### PROPOSAL DETAILS

**Number of lots:** 33

**Subdivision Variances or Exceptions Requested:** None.



# Metro Planning Commission Meeting of 7/25/24



OWNER: MERITAGE HOMES OF TENN, INC  
 5217 MARYLAND WAY STE 222  
 BRENTWOOD TN 37027  
 KRIS KEOWN  
 KRIS.KEOWN@MERITAGEHOMES.COM  
 615-992-2050

ENGINEER: CSDG  
 2305 KLINE AVENUE, SUITE 300  
 NASHVILLE, TN 37211  
 RYAN LOVELACE

▲ North

## Proposed Final Plat

### UPDATED FINAL PLAT RULES AND PROCEDURES

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



## **Metro Planning Commission Meeting of 7/25/24**

if certain criteria are met, and all final plats for subdivisions that received preliminary/concept plan approval.

The subject site received preliminary plan approval in 1999 and final site plan approval in 2022. Because the plat contains more than 25 lots, consideration by the MPC is required per amended TCA Sections 13-3-402 and 13-4-302 under Public Chapter 994.

### **APPLICABLE SUBDIVISION REGULATIONS**

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

### **COMMENTS FROM OTHER REVIEWING AGENCIES**

#### **GREENWAYS RECOMMENDATION**

##### **Approve with conditions**

- The Conservation Greenway Easement must be dedicated and memorialized in a Metro Parks Conservation Greenway Easement Agreement, utilizing Metro Parks' standard template and including two exhibits: a legal description and a boundary survey of the easement, all of which must be recorded with the Davidson County Register of Deed's Office prior to any use and occupancy or issuance of the first Use and Occupancy Letter.
- The Conservation Easement Agreement must be approved by Metro Parks Board and Metro Council. Coordinate with Metro Parks Greenway staff on approval process.
- Maintenance within the Greenway Conservation Easement shall be performed by the Applicant until such time as the greenway is built by Metro. No Maintenance is permitted within a Zone 1 buffer zone or floodway without a variance per MWS requirements. Zone 2 buffers may be routinely maintained.
- A Greenway trail, once constructed, shall be open to the public 365 days/year per Metro Parks approved operating hours, except for times of routine maintenance where temporary closure is required for public safety.
- Any future or proposed access from a development onto a greenway shall be approved by Metro Parks.

#### **FIRE MARSHAL RECOMMENDATION**

**Approve**

#### **STORMWATER RECOMMENDATION**

**Approve**

#### **NASHVILLE DOT RECOMMENDATION**

**Approve**



## Metro Planning Commission Meeting of 7/25/24

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

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

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approval is contingent on construction and completion of MWS Project #'s 20SL0218 & 20WL0112. A bond amount of \$210,000.00 is assigned to 20SL0218, and an amount of \$65,000.00 is assigned to 20WL0112.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

1. If the final plat will be recorded without first constructing the required public infrastructure improvements (roads, water, and sewer line extensions), then the applicant shall request a bond for those improvements. Submit a completed bond application with a check in the amount of \$750 made payable to the "Metropolitan Government" at least three weeks prior to when the plat will be recorded with the Metro Register of Deeds. The bond review and approval process is subject to receiving estimates from Metro departments and outside utilities for the amount that is required to be bonded. Amounts are calculated after all plat revisions have been made and approved by the Metro agencies. Contact the Bond Desk at 615-862-7202 or [bond.desk@nashville.gov](mailto:bond.desk@nashville.gov).
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

### **RECOMMENDED ACTION**

Motion to approve proposed subdivision Case No. 2024S-098-001 with conditions based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 7/25/24



## 2024Z-028PR-001

Map 068, Parcel(s) 030

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Joy Kimbrough)



## Metro Planning Commission Meeting of 7/25/24

**Item #14**  
**Council District**  
**School District**  
**Requested by**

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

**Deferrals**

This item was deferred at the May 9, 2024, and June 13, 2024, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**  
**Staff Recommendation**

Konigstein  
*Defer to the September 26, 2024, Planning Commission meeting.*

---

**APPLICANT REQUEST**  
**Zone change from AR2a to IR.**

Zone Change

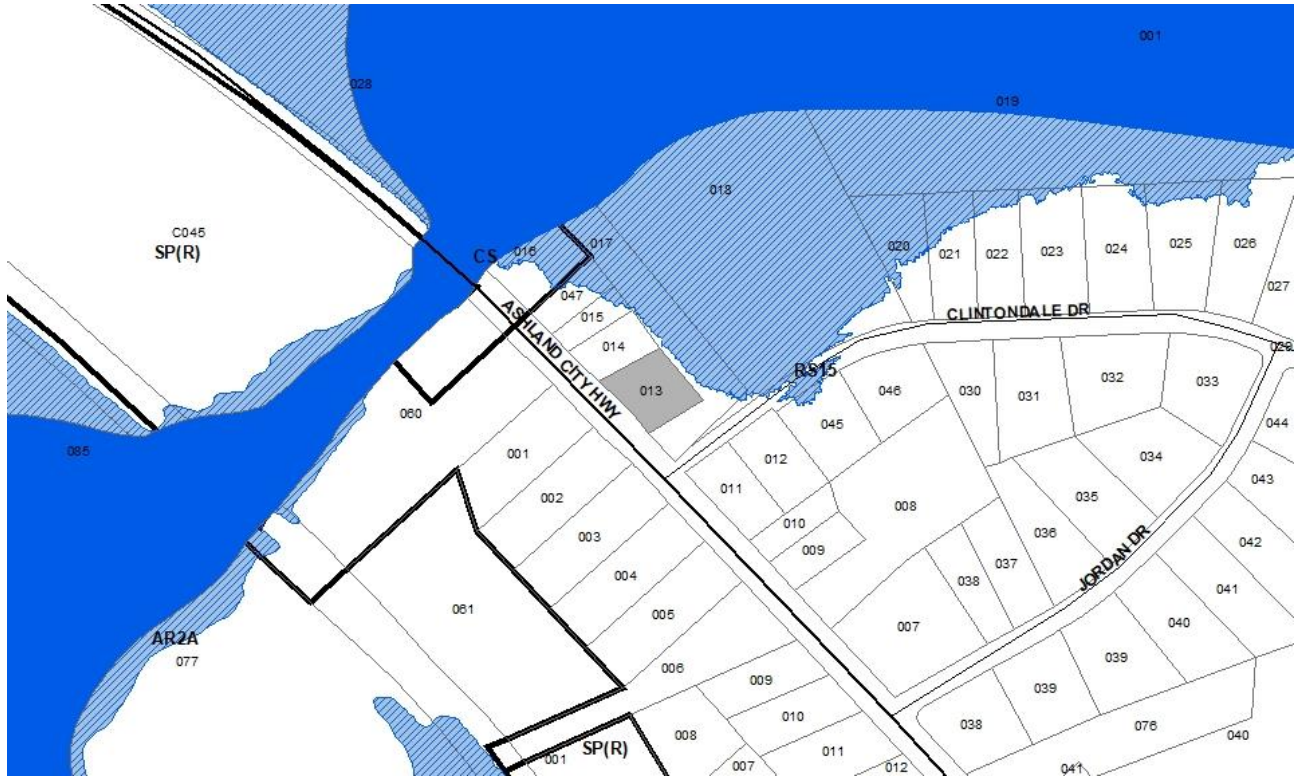
A request to rezone from Agricultural Residential (AR2a) to Industrial Restrictive (IR) zoning for property located at Ashland City Highway (unnumbered), at the northwest corner of Amy Lynn Drive. (1.71 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the September 26, 2024, Planning Commission meeting.



## Metro Planning Commission Meeting of 7/25/24



### 2024Z-065PR-001

Map 069-07, Parcel(s) 013

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Joy Kimbrough)





## Metro Planning Commission Meeting of 7/25/24

**Item #15**  
**Council District**  
**School District**  
**Requested by**

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

**Deferrals**

This item was deferred at the June 27<sup>th</sup>, 2024 Planning Commission meetings. No public hearings has been held.

**Staff Reviewer**  
**Staff Recommendation**

Garland  
*Defer to the August 8, 2024, Planning Commission meeting.*

---

**APPLICANT REQUEST**

**Zone Change from RS15 to RM9-NS**

Zone Change

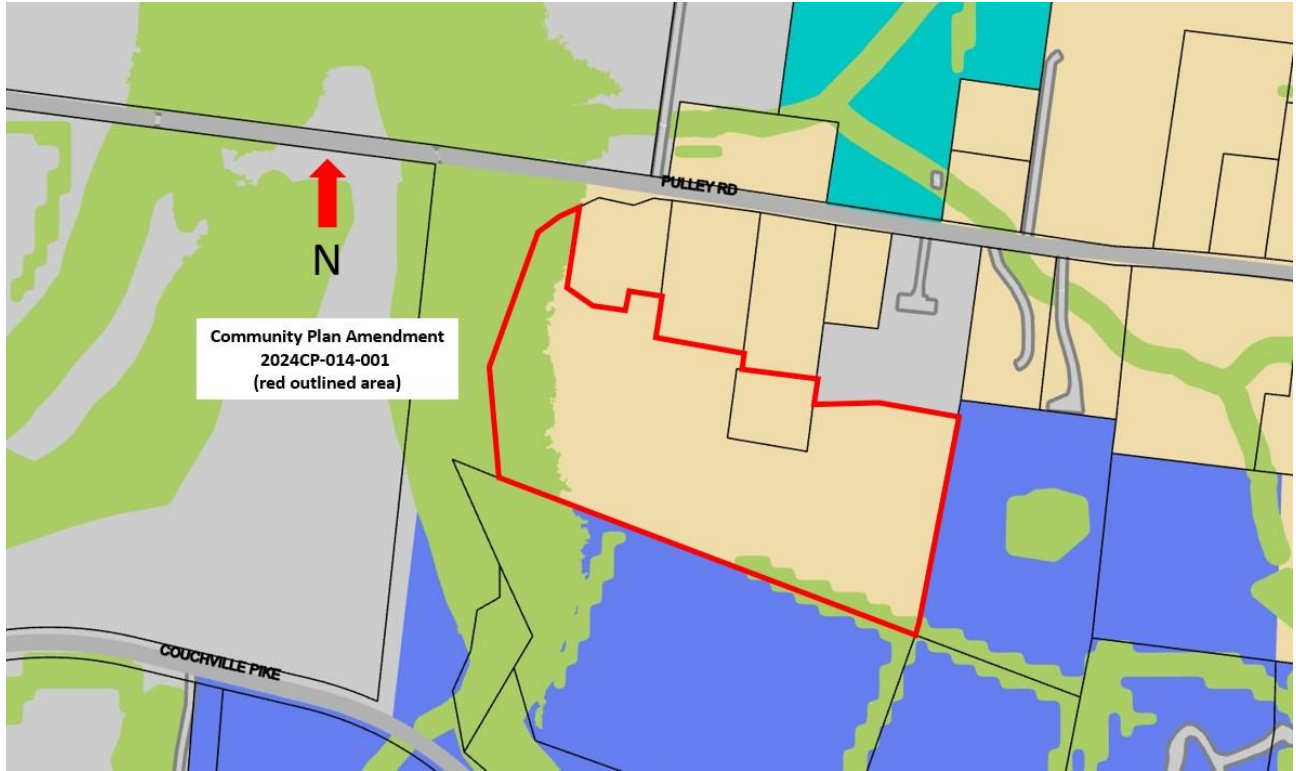
A request to rezone from Single-Family Residential (RS15) to Multi-Family Residential – No Short-Term Rental (RM9-NS) zoning for property located at 4212 Ashland City Highway, approximately 83 feet north of Clintondale Drive (0.53 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the August 8, 2024, Planning Commission meeting.



## Metro Planning Commission Meeting of 7/25/24



### **2024CP-014-001**

### **DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN AMENDMENT**

Map 121, Parcel(s) 036,180

14, Donelson-Hermitage-Old Hickory

13 (Russ Bradford)



## Metro Planning Commission Meeting of 7/25/24

**Item #16a**  
**Project Name**

**Minor Plan Amendment 2024CP-014-001**  
**Donelson-Hermitage-Old Hickory Community**  
**Plan Amendment**

**Associated Case**  
**Council District**  
**School District**  
**Requested by**

2024Z-079PR-001  
13 – Bradford  
07 – Player  
Kimley-Horn, applicant; Crown Enterprises Inc., owner.

**Staff Reviewer**  
**Staff Recommendation**

Clark  
*Approve.*

### **APPLICANT REQUEST**

**Amend the Donelson-Hermitage-Old Hickory Community Plan to change the community character policy.**

#### Minor Plan Amendment

A request to amend the Donelson-Hermitage-Old Hickory Community Plan by changing the land use policy from Suburban Neighborhood Evolving (T3 NE) policy to District Industrial (D IN) policy for properties located at 2435 Pulley Road and Pulley Road (unnumbered), approximately 700 feet north of Couchville Pike, zoned AR2a (Agricultural/Residential) (16.91 acres)

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

#### **Current Policy**

Suburban Neighborhood Evolving (T3 NE) policy is intended to create and enhance suburban neighborhoods with the best qualities of classic suburban neighborhoods— greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques. T3 NE areas are undeveloped, underdeveloped, or suitable for substantial infill and redevelopment and are anticipated to be developed in suburban residential patterns, but at higher densities and with greater housing variety than classic suburban neighborhoods.

Conservation (CO) policy is intended to keep undisturbed environmentally sensitive land features in a natural state and remediate environmentally sensitive features that have been disturbed when new development or redevelopment takes place. In this location, CO policy is applied to a floodplain area. CO policy will remain in place.

SPA 13-T3-NE-01– Couchville Pike Antioch-Priest Lake’s T3 Suburban Neighborhood Evolving supplemental policy applies to residential areas in the Couchville Pike Study Area. The areas today contain primarily single-family houses on large lots that vary in size and pattern from more rural-type properties in the northern portion to suburban lots in the southern portion. Due to the variety of lot sizes and the presence of sensitive environmental features, including mature groves of trees, throughout the area, T3 NE is applied instead of T3 NM. Although due to the lack of infrastructure and proximity to the Airport, densities will be on the lower end and in the form of single and two-family houses primarily.



## **Metro Planning Commission Meeting of 7/25/24**

**Requested Policy** (Note: CO policy remains in place. The supplemental policy will be removed from the property with approval of the policy change.)

District Industrial (D IN) policy is intended to maintain, enhance, and create Districts that are dominated by one or more industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Types of uses in D IN areas include non-hazardous manufacturing, distribution centers, and mixed business parks containing compatible industrial and nonindustrial uses.

### **BACKGROUND**

The plan amendment area is adjacent to the Nashville International Airport on its western boundary, north of Couchville Pike. This community plan amendment was requested by the engineering, planning, and design company, Kimley-Horn. The plan amendment will change the community character policy from Suburban Neighborhood Evolving (T3 NE) to District Industrial (D IN) for properties located at 2435 Pulley Road and Pulley Road (unnumbered). The properties being requested for the land use policy change have been owned by Crown Enterprises since 2014 and the owner has been considering a planned expansion for this site since the property acquisition. These two properties are within the Couchville Pike Area Study whose policy guidance was adopted last year by the Commission. As part of the Study, planners recommended that properties along Pulley Road (with Pulley Road addresses) be placed in a residential policy and the Commission adopted the recommendation. A few months after the Study's adoption, Crown Enterprises reached out to staff about consolidating their properties into IWD zoning for an industrial development oriented toward Couchville Pike. As such, they need to amend the land use policy for these two properties.

### **COMMUNITY PARTICIPATION**

As part of the policy review, the Planning Department determined the proposed community plan amendment to be minor with a required community meeting. On Tuesday, May 14, 2024, District 13 Councilmember Russ Bradford held a community meeting at the Smith Springs Community Center and asked the applicant to discuss the community plan amendment and their plans for the property. Approximately eight people attended, including Councilmember Bradford and the applicant. The community meeting was recorded and has been viewed four times. No one has voiced any concerns about the plan amendment.

### **ANALYSIS**

#### **NashvilleNext Growth and Preservation Concept Map**

The Growth & Preservation Concept Map (Concept Map) is a county-wide vision and tool to shape improvements in quality of life so that new development and redevelopment align with community values. The Concept Map designates the community plan amendment area (site) as a Center due to its adjacency to the Nashville International Airport. Centers are areas foreseen to grow, develop, and redevelop and are expected to accommodate a range of future growth, improved public spaces, transit, and sustainable economic activity. The site's Concept Map designation will not change.

#### **Community Character Policy**

Nashville-Davidson County is divided into 14 Community Plan areas which provide history and context along with community-specific issues, strategies, and visions of how different places in the community could change over time. The Donelson-Hermitage-Old Hickory Community Plan uses



## **Metro Planning Commission Meeting of 7/25/24**

community character policies that are tailored to the character of its neighborhoods and areas. The Couchville Pike Study placed properties with residential policy into a supplemental policy area that limits their densities due to the lack of infrastructure in this area along with the proximity to the Airport. With the applicant's request to change the policy to D IN, the supplemental policy also will be removed from this site, as the supplemental policy only applies to T3 NE areas. A policy change from T3 NE to D IN is appropriate for these two properties as it provides the opportunity for them to be part of a larger, coordinated development oriented towards Couchville Pike.

### **Transportation and Connectivity**

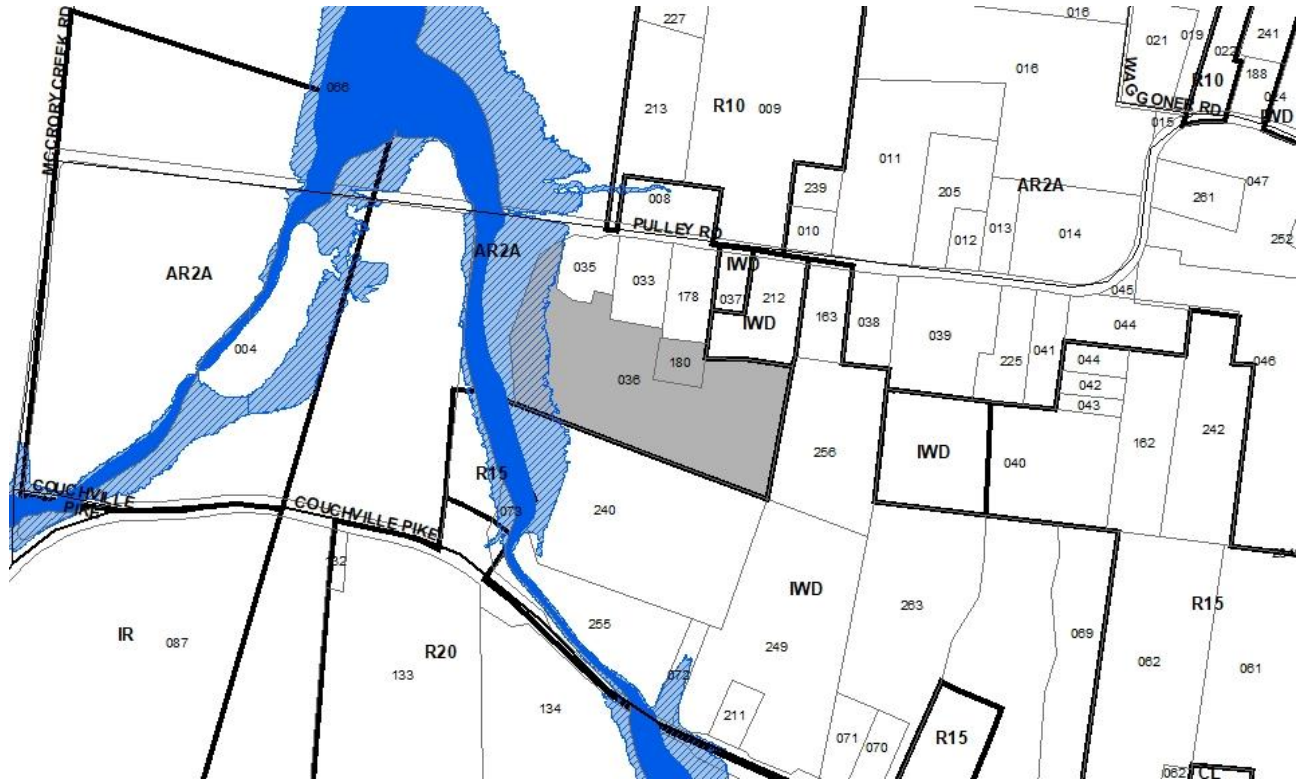
The Major & Collector Street Plan (MCSP) is a comprehensive plan and implementation tool used to address the needs of bicyclists, pedestrians, public transit users, and vehicular users by guiding public and private investment of the roadway infrastructure in Nashville and Davidson County. Couchville Pike, which the development will access, is classified as an arterial-boulevard by the MCSP and provides connections to Murfreesboro Pike to the south, Donelson Pike and the Airport to the west, and Bell Road to the east.

### **STAFF RECOMMENDATION**

Staff recommends approval.



# Metro Planning Commission Meeting of 7/25/24



**2024Z-079PR-001**

Map 121, Parcels 036, 180

14, Donelson – Hermitage – Old Hickory

13 (Russ Bradford)



## Metro Planning Commission Meeting of 7/25/24

**Item #16b****Associated Case****Council District****School District****Requested by****Zone Change 2024Z-079PR-001**

2024CP-014-001

13 – Bradford

07 – Player

Kimley Horn, applicant; Crown Enterprises Inc., owner.

**Staff Reviewer**

Marton

**Staff Recommendation***Approve if the associated plan amendment is approved and disapprove if the associated plan amendment is not approved.***APPLICANT REQUEST****Zone change from AR2a to IWD.**Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Industrial Warehousing/Distribution (IWD) zoning for properties located at 2435 Pulley Road and Pulley Road (unnumbered), approximately 698 feet north of Couchville Pike (16.91 acres).

**Existing Zoning**

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and is intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. AR2a would permit a maximum of 8 lots with 2 duplex lots for a total of 10 units.

**Proposed Zoning**

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

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

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

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



## Metro Planning Commission Meeting of 7/25/24

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 Couchville Pike Supplemental Policy (13-T3-NE-01) was created in 2023 and applies to the residential areas in the Couchville Pike Study Area. The policy provides guidance on appropriate building types throughout the area and encourages a lower density residential pattern that is more aligned with the existing large lot residential development pattern.

### **Requested Policy**

D Industrial (D IN) is intended to maintain, enhance, and create industrial districts in appropriate locations. The policy creates and enhances areas that are dominated by one or more industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Types of uses in D IN areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses. Uses that support the main activity and contribute to the vitality of the D IN are also found.

### **ANALYSIS**

The application consists of two parcels (Map 121, Parcels 036, 180) totaling 16.91 acres, located approximately 698 feet north of Couchville Pike. The property has been zoned Agricultural/Residential since 1976 and is currently undeveloped. Surrounding properties are primarily zoned Industrial Warehousing/Distribution (IWD) as well as Agricultural/Residential (AR2a). Surrounding properties to the north, along Pulley Road, have primarily single-family residential uses, while properties along Couchville Pike have been developed with warehousing and manufacturing uses.

The subject properties currently lie in the T3 Suburban Neighborhood Evolving (T3 NE) and Conservation (CO) policy areas. The associated application (2024CP-014-001) would amend the Donelson – Hermitage – Old Hickory Community Plan for the subject properties. If the amendment is approved by the Planning Commission, the T3 NE policy on the site would be replaced by the District Industrial (D IN) policy. The CO Policy would remain in place. T3 NE policy does not support the requested IWD zoning, however if the D IN policy is approved, the requested IWD district would be appropriate given the intent of D IN to maintain, enhance, and create industrial districts in appropriate locations. If the plan amendment is approved the existing supplemental policy would be removed as well, as the supplemental policy is only applicable to properties in the T3 NE Policy area.

The surrounding parcels to the east and south are currently zoned IWD and have existing warehousing and distribution uses. Uses permitted by the IWD district generally include warehouse, light manufacturing, distributive business/wholesale, and other commercial and industrial uses. D IN policy supports concentrating these uses so that they are strategically located and buffered from the surrounding community. Given the site's adjacency to existing industrial uses, staff recommends approval if the associated plan amendment is approved.





## Metro Planning Commission Meeting of 7/25/24

### FIRE RECOMMENDATION

**Approve**

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	16.91	0.50 D	10 U	125	12	11

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	16.91	0.8 F	589,279 SF	977	100	112

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+852	+88	+101

### METRO SCHOOL BOARD REPORT

The proposed IWD zoning is not expected to generate any additional students than the existing AR2a zoning. Students would attend Hickman Elementary School, Donelson Middle School, and McGavock High School. Hickman Elementary and McGavock High School are identified as at capacity while Donelson Middle School is identified as exceedingly under capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval if the associated plan amendment is approved, and disapproval if the associated plan amendment is not approved.



**NO SKETCH**



## Metro Planning Commission Meeting of 7/25/24

**Item #17**

**Project Name**  
**Council Bill No.**  
**Council District**  
**School District**  
**Requested by**

**Text Amendment 2024Z-009TX-001**

**Notice of Text Amendment**  
BL2024-255  
Countywide  
Countywide  
Councilmember Tonya Hancock and Councilmember  
Jennifer Webb

**Deferrals**

This item was deferred from the April 25, 2024, Planning Commission meeting. A public hearing was held and closed.

**Staff Reviewer**

Milligan

**Staff Recommendation**

*Disapprove.*

**APPLICANT REQUEST**

Amend Section 17.40.720 of the Metro Zoning Code.

**PROPOSED AMENDMENTS TO TITLE 17**

The proposal would amend Section 17.40.720 of the Metro Zoning Code by adding the following section:

- F. Amendments to this title that result in an increase or decrease in the number of permissible dwelling units on a parcel zoned R, R-A, RS, or RS-A shall require mailed notice of the public hearing that meets the requirements of subsections A and D of this section. The planning department shall have the responsibility for the preparation and mailing of these written notices.

**SUMMARY OF FINDINGS**

The proposed legislation overall aims to improve public awareness of certain categories of residential land use and zoning decisions through significant increases in public notice requirements. While Staff supports policies to improve public understanding and engagement around countywide text amendments overall, we do not support this legislative approach. And, given its narrow scope, we did not find a straightforward path to providing a simple substitute that reflects our recommendations. Rather, staff notes that both the Planning Commission and Council processes shape the public's ability to review and provide comment on countywide text amendments, and there are several points along the process – in addition to noticing - where improvements could be evaluated.

Staff recommends starting with an assessment of the Planning Commission Rules around how this body reviews countywide text amendments. Therefore, at the conclusion of the report, staff notes several opportunities to amend our own process that we believe would improve the manner that countywide text amendments are reviewed. We are available to continue to work with Metro Council on its procedures, if desired.



## Metro Planning Commission Meeting of 7/25/24

### HISTORY

The Planning Commission heard this item at the April 25, 2024, Planning Commission meeting and deferred the item to allow staff to continue to evaluate the proposal. As part of this evaluation, Planning staff sought input from the cities of Memphis and Chattanooga related to how they process, evaluate, and notice text amendments to their respective Codes. Text amendments are changes to the adopted Code that apply to the entire jurisdiction. The outlined processes below are not for individual property rezoning. Understanding how peer cities operate can provide clarity as we work to better process changes to our own Code. Although current research focused on Memphis and Chattanooga as in-state peer jurisdictions, Planning staff can undertake additional research if the Planning Commission or Metro Council members would find additional peer research on combined forms of government helpful.

The processes utilized by Memphis and Chattanooga vary but one commonality is the actual drafting of proposed amendments. In both cities, Planning or Codes division staff draft proposed amendments and in both cases the departments may undertake stakeholder and public engagement as part of that process. It is our understanding that the departments are expected to tailor the reach of the engagement with the scope of the proposed change. In some instances, multiple amendments may be combined into one larger package when appropriate. This packaging of information itself has potential upsides and downsides in terms of raising public awareness of new countywide text amendments.

Memphis allows for a 60-day public comment period in advance of the hearing at the Land Use Control Board (Planning Commission equivalent) prior to any filing at the legislative level. This allows for changes to be made based on feedback in advance legislative filing. Notice is posted on the city website for this review period and proposed amendments are also sent out via an email listerv and posted by official account to NextDoor. Chattanooga also places notice on their website and staff contacts any industry groups, special interest groups, or neighborhood groups who may have a stake to make sure they are aware of changes and can provide input in advance of any formal recommendations. For both, formal notice is provided per state law at the legislative level and no mailings are sent to individual property owners.

### PRIOR ANALYSIS

With the original staff report, staff provide a detailed analysis of the proposal outlining several concerns. Below is a brief summary:

- Interpreting to determine if an amendment triggers the noticing requirement would be challenging and at the discretion of staff.
- Applying Section 17.40.720.D would require not only mailed notice but notice by sign for any properties developed as multi-family or mobile home park. A parcel by parcel analysis would be needed to determine applicability.
- The cost of notices and signs and the staff hours needed to support the effort would be significant. A single mailing would cost approximately \$255,000, not including signs (which cost roughly \$35 per sign). This estimate is based on 254,906 properties that currently fall within the zoning districts identified and the buffer required by the Code section referenced and the cost for mailing each (printing, folding, envelopes, and postage).



## Metro Planning Commission Meeting of 7/25/24

Finally, and most importantly, zoning and the adoption of the Zoning Code is a tool to implement the countywide vision for growth and development of the overall community. Often, countywide adjustments to the Code are needed to address the needs of the community as a whole. At times, as has been done several times in Metro's history, an entire new Zoning Code is drafted and adopted. Tennessee State Law, which gives municipalities the power to adopt a Zoning Code, requires that for adoption of a Code or amendment to the Code, a notice be placed in a newspaper of general circulation. This requirement is complied with for all text amendments. Requiring notice to be sent to some but not all types of properties implies that those properties deserve a greater level of input on amendments to the Zoning Code.

Given these reasons, staff recommends disapproval.

### **RECOMMENDATION AND FURTHER CONSIDERATIONS**

Planning Staff recognizes that the countywide text amendment process can be improved and made more transparent. Further, a more robust review and engagement at the Commission level, particularly for more complex proposals, is beneficial. Staff recommends the Commission first hold a work session to discuss our review of citywide text amendments, and at a future meeting, the Commission may consider a change to the Rules of Procedure.

The following is one potential scenario to be discussed at a work session. In order to provide for a more productive conversation around countywide text amendments, the Commission may consider updating the Rules = to require that such amendments appear at the Commission at 2 meetings, whereas one is required today. At the 1<sup>st</sup>, a public hearing would be held and the Commission would be given an opportunity to ask questions of staff and provide feedback. The item would be automatically deferred for a month at the 1<sup>st</sup> meeting. The item would then be placed on a second meeting for a recommendation from the Commission. The deferral allows for additional needed work based on input from the public and Commission. This will give staff adequate time to propose changes to address Commission goals prior to the Commission making a recommendation to Council. Additionally, staff suggests the Commission adopt a policy related to notification that may involve website posting, emails, social media, and contacting organizations/groups representing various interests.

Transparency and engagement on text amendments that affect the City are always at the top of mind for staff and modifying the Commission review cycle is a good first step toward opening the process.

### **FISCAL IMPACT RECOMMENDATION**

There is a significant fiscal impact associated with this proposal as it relates to the cost of preparing and mailing notices as well as posting signs. Additionally, significant staff time would be required.

---

BL2024-255

An ordinance amending Section 17.40.720 of the Metropolitan Code to require mailed notice to all affected property owners of R, R-A, RS, and RS-A parcels when a change to the Zoning Code



## **Metro Planning Commission Meeting of 7/25/24**

results in an increase or decrease in the number of allowed dwelling units on the affected parcels (Proposal No. 2024Z-009TX-001).

**BE IT ENACTED BY THE METROPOLITAN COUNCIL OF NASHVILLE AND DAVIDSON COUNTY:**

Section 1. That Section 17.40.720 of the Metropolitan Code of Laws is amended by adding the following as a new Subsection F:

F. Amendments to this title that result in an increase or decrease in the number of permissible dwelling units on a parcel zoned R, R-A, RS, or RS-A shall require mailed notice of the public hearing that meets the requirements of subsections A and D of this section. The planning department shall have the responsibility for the preparation and mailing of these written notices.

Section 2. The Metropolitan Clerk is directed to publish a notice announcing such change in a newspaper of general circulation within five days following final passage.

Section 3. This Ordinance shall take effect upon publication of above said notice announcing such change in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.



**SEE NEXT PAGE**



**NO SKETCH**





## Metro Planning Commission Meeting of 7/25/24

<b>Item #18</b>	<b>Text Amendment 2024Z-013TX-001</b>
<b>Project Name</b>	<b>Commercial Amusement</b>
<b>Council Bill No.</b>	BL2024-467
<b>Council District</b>	Countywide
<b>School District</b>	Countywide
<b>Requested by</b>	Councilmember Jason Spain
<b>Staff Reviewer</b>	Shane
<b>Staff Recommendation</b>	<i>Approve.</i>

### APPLICANT REQUEST

Amend the Zoning Code regarding the definition of commercial amusement.

### PROPOSED AMENDMENTS TO TITLE 17

The bill as filed would amend Section 17.04.060 of the Metropolitan Code of Laws by deleting the definitions for “commercial amusement, inside” and “commercial amusement, outside” in their entirety and replacing them with definitions that clarify certain other uses that should be included within their definitions.

The proposed changes are shown below (new text in underline):

Section 1. That Section 17.04.060 of the Metropolitan Code is hereby amended by deleting the definitions for “commercial amusement, inside” and “commercial amusement, outside” in their entirety and replacing them with the following:

“Commercial amusement, inside” or “inside commercial amusement” means the provision of entertainment, performances, or games of skill to the general public for a fee, or a permanent event space, and that is wholly enclosed in a building, including but not limited to a bowling alley, billiard parlor, batting facility, golf driving range, skating rink, wall climbing, arcade, or sport simulation. This use does not include an arena.

“Commercial amusement, outside” or “outside commercial amusement” means the provision of entertainment or games of skill to the general public for a fee, or a permanent event space, where any portion of the activity takes place outside of a building, including but not limited to a golf driving range, archery range, miniature golf course, batting facility, or go-kart track. This use does not include a stadium.

### BACKGROUND

The Zoning Code currently does not specify whether batting facilities, golf driving ranges, skating rinks, wall climbing, arcades, sports simulations, or go-kart tracks fall under the definition of “commercial amusement.” Some of these uses could currently be classified as “recreation centers” because they may require membership in a club, which is something that distinguishes recreation centers from commercial amusement establishments. For example, recreation centers include “playing fields that are available to the membership of a club.”



## Metro Planning Commission Meeting of 7/25/24

### ANALYSIS

The current definition of “commercial amusement,” whether indoor or outdoor, is not sufficiently clear to allow for the consistent classification of uses that could also reasonably fall within the definition of “recreation center,” or even within the definition of “personal instruction.” Batting facilities, golf driving ranges, skating rinks, and wall climbing, for instance, could all involve membership in a club and/or services for training individuals in such subjects. However, the uses specified in this text amendment could also be considered more intense than those usually associated with a recreation center, which many people might assume is limited to the typical workout or swimming gym. Therefore, this text amendment performs a useful service by clarifying how these activities fit within Metro Nashville’s hierarchy of use allowances. For these reasons, planning staff recommends approval of the proposed text amendment.

### ZONING ADMINISTRATOR RECOMMENDATION

No exception taken.

### FISCAL IMPACT RECOMMENDATION

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

---

### STAFF RECOMMENDATION

Staff recommends approval of the proposed change to Title 17.

---

## ORDINANCE NO. BL2024-467

**An ordinance amending Section 17.04.060 of the Metropolitan Code, Zoning Regulations to amend the definitions of “commercial amusement, inside” and “commercial amusement, outside” (Proposal No. 2024Z-013TX-001).**

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

Section 1. That Section 17.04.060 of the Metropolitan Code is hereby amended by deleting the definitions for “commercial amusement, inside” and “commercial amusement, outside” in their entirety and replacing them with the following:

“Commercial amusement, inside” or “inside commercial amusement” means the provision of entertainment, performances or games of skill to the general public for a fee, or a permanent event space, and that is wholly enclosed in a building, including but not limited to a bowling alley, billiard parlor, batting facility, golf driving range, skating rink, wall climbing, arcade, or sport simulation. This use does not include an arena.

“Commercial amusement, outside” or “outside commercial amusement” means the provision of entertainment or games of skill to the general public for a fee, or a permanent event space, where any portion of the activity takes place outside of a building, including but not limited to a golf driving range, archery range, miniature golf course, batting facility, or go-kart track. This use does not include a stadium.



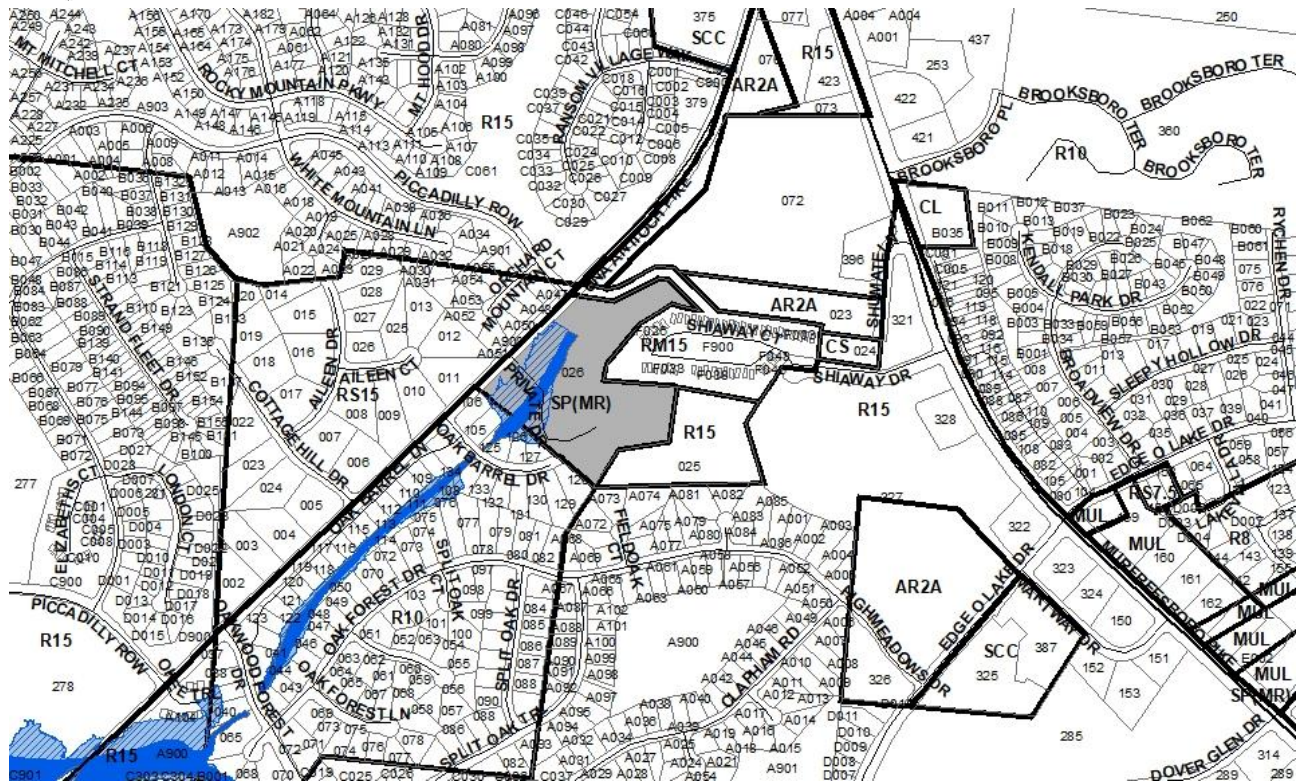
## **Metro Planning Commission Meeting of 7/25/24**

Section 2. The Metropolitan Clerk is directed to publish a notice announcing such change in a newspaper of general circulation within five days following final passage.

Section 3. This Ordinance shall take effect upon publication of above said notice announcing such change in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.



# Metro Planning Commission Meeting of 7/25/24



**2011SP-024-002**  
**EAGLE POINT SP (AMENDMENT)**  
Map 149, Parcel(s) 026  
13, Antioch-Priest Lake  
28 (David Benton)



## Metro Planning Commission Meeting of 7/25/24

**Item #19**

**Specific Plan 2011SP-024-002**

**Project Name**

**Eagle Point SP (Amendment)**

**Council District**

28 – Benton

**School District**

07 – Player

**Requested by**

Dale & Associates, applicant; Fahim Eryan, owner.

**Staff Reviewer**

Schenk

**Staff Recommendation**

*Approve with conditions and disapprove without all conditions.*

### **APPLICANT REQUEST**

**SP amendment to permit 45 multi-family residential units.**

#### SP Amendment

A request to amend a Specific Plan for property located at 2158 Una Antioch Pike, at the current terminus of Oak Barrel Drive, zoned SP (8.9 acres), to permit 45 multi-family residential units.

#### **Existing Zoning**

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

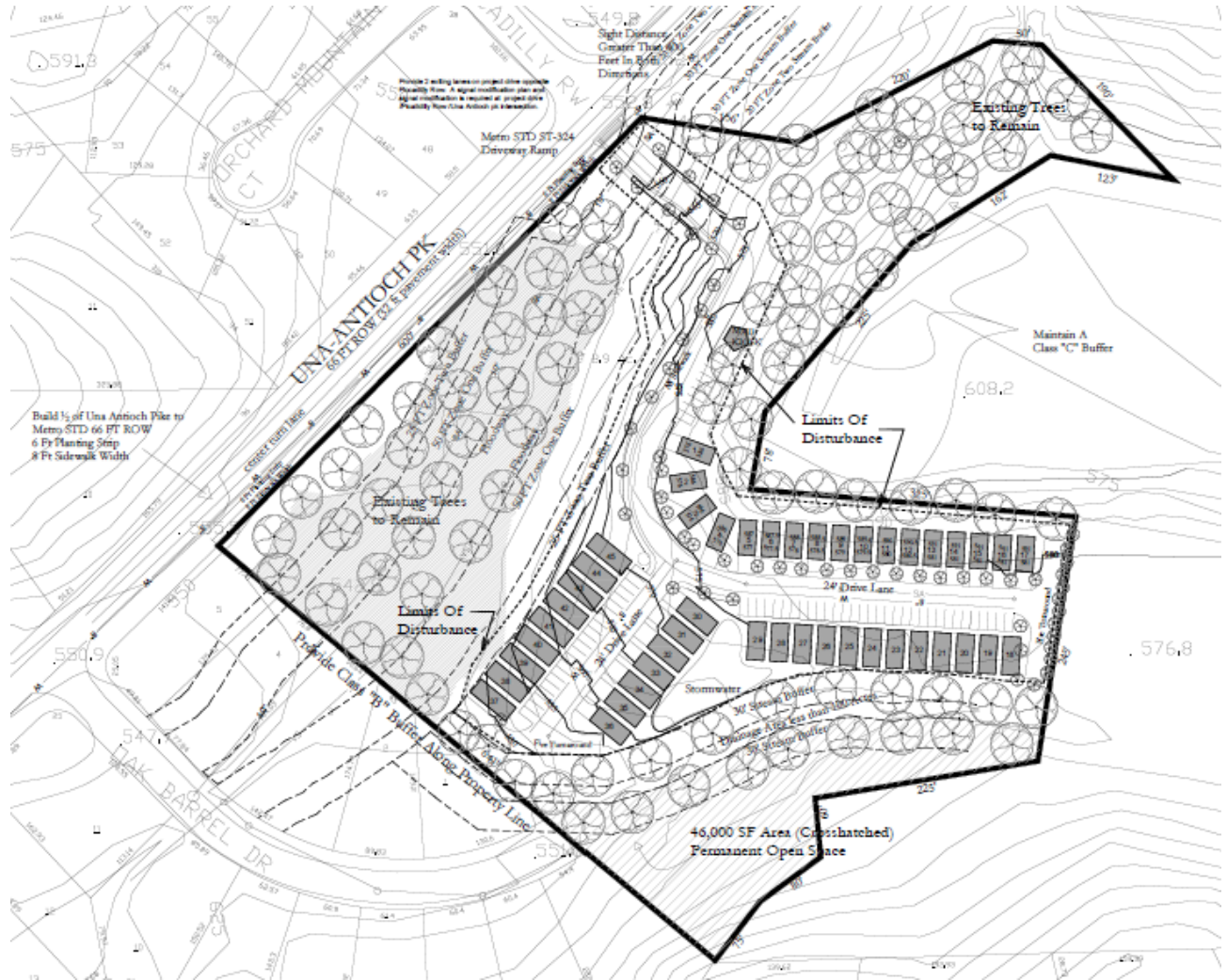
### **ANTIOCH-PRIEST LAKE COMMUNITY PLAN**

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



# Metro Planning Commission Meeting of 7/25/24



**Proposed Preliminary SP**



## **Metro Planning Commission Meeting of 7/25/24**

### **EXISTING SP AND HISTORY**

The existing SP zoning of this site was approved in 2011 and permits a nursing home or assisted living use with a maximum of 210 rooming units. In 2020, a preliminary SP application was filed to amend the plan to allow 51 multi-family units (case 2020SP-003-001). The 2020 case received a recommendation of approval by the Planning Commission at its April 9, 2020, meeting but did not move forward at Metro Council. The proposed use of multi-family residential necessitates this SP amendment application, as it changes the zoning entitlements and development plan for the property.

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

The site is approximately 8.9 acres and is located on the eastern side of Una Antioch Pike, north of Oak Barrel Drive. The site consists of a single parcel and is undeveloped. Uses in the surrounding area to the south and west have developed in a single-family residential pattern, while uses to the north are commercial and uses to the east are a mixture of commercial and multi-family residential. The subject site includes several areas of conservation policy, including two streams that cross the site and an area of steep slopes in the northern portion of the site.

#### Plan Details

The site plan proposes 45 multi-family residential units accessed via a single drive onto Una Antioch Pike, which is designated as an Arterial-Boulevard in the Major and Collector Street Plan (MCSP), that is aligned with Piccadilly Row. The units are located within the southeastern portion of the site and away from the floodplain areas. The units are oriented onto private drives, with some units having surface parking between the units and drive and others having garages on the lower floor, due to the slopes of the site and to reduce the grading required. The plan proposes improvements to Una Antioch Pike, including a sidewalk along the property frontage. Architectural standards, including materials and glazing are included in the plan.

The site contains several locations of undisturbed areas to protect the existing natural features. The plan designates several areas near the floodplain and slopes as tree protection areas. A Standard B landscaping buffer is provided along the southern property boundary, while a Standard C landscaping buffer is provided along the eastern property boundary.

### **ANALYSIS**

The proposed SP is located within the T3 Suburban Neighborhood Evolving (T3 NE) and Conservation (CO) policy areas. The T3 NE policy is intended to promote a broader range of housing types, improved connectivity, and moderate density development. The proposed SP would provide housing options while designed in a building form consistent with the goals of the T3 NE policy. The plan also proposes improved pedestrian connections to neighboring properties. The CO policy is confined to areas of streams and slopes on the site. The proposed plan maintains the stream buffers and avoids sensitive environmental features. Additionally, the proposed plan reduces the amount of disturbance to sloped areas than the existing SP zoning for the site, by reducing potential grading.

### **FIRE MARSHAL RECOMMENDATION**

**Approve**



## Metro Planning Commission Meeting of 7/25/24

### NDOT RECOMMENDATION

#### Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- All ROW frontages shall adhere to the Major Collector Street Plan(MCSP). Dedicate ROW along all frontages to accommodate MCSP requirements.
- Provide call outs on final site plan for MCSP requirements. In general, with a final: Any proposed roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT detail standards. Dimension lanes, sidewalks/grass and ROW on plan set for reference.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement ([solidwastereview@nashville.gov](mailto:solidwastereview@nashville.gov)).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility work in public ROW. (cont.) Extents to be coordinated in field with NDOT inspector.
- Provide recorded shared access easement instrument # on final site plans. Comply w/ traffic comments and conditions.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- With building permit plan set, provide designs for the site access intersection of Una Antioch Pike & Piccadilly Pkwy: provide full pedestrian infrastructure for all legs of the intersection with the signal modification as previously conditioned. (ADA ramps, crosswalks, detectable warning mats, signal heads, and push buttons)

### STORMWATER RECOMMENDATION

#### Approve with conditions

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

### WATER SERVICES RECOMMENDATION

#### Approve with conditions

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

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
Senior Adult Housing - Attached (252)	8.9	-	210 U	819	42	53





## Metro Planning Commission Meeting of 7/25/24

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (221)	8.9	-	45 U	156	9	13

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
-	-	-	-	-663	-33	-40

### METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed SP district: 7 Elementary 3 Middle 5 High**

The proposed SP zoning is expected to generate 15 additional students than the existing SP zoning district. Students would attend Una Elementary School, Margaret Allen Middle School, and Antioch High School. Una Elementary School and Antioch High School are identified as overcapacity, while Margaret Allen Middle School is identified as exceedingly under capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 45 multi-family residential units. Short term rental property, owner occupied and short term rental property, not owner occupied shall be prohibited.
2. A tree preservation plan will be required with the final site plan submittal.
3. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
4. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
5. The final site plan shall depict any required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM6-NS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.



## **Metro Planning Commission Meeting of 7/25/24**

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.
10. A final plat may be required prior to permitting.
11. No master permit or HPR shall be recorded on the property prior to final site plan approval.



**SEE NEXT PAGE**





## Metro Planning Commission Meeting of 7/25/24

**Item #20**

**Specific Plan 2017SP-023-006**

**Project Name**

**Burkitt Ridge (Amendment)**

**Council District**

31 – Rutherford

**School District**

02 – Elrod

**Requested by**

Smith Gee Studio, applicant; Regent Homes, LLC, owner.

**Staff Reviewer**

Marton

**Staff Recommendation**

*Defer to the August 8, 2024, Planning Commission meeting.*

---

### **APPLICANT REQUEST**

**Amend an SP to permit a mixed-use development.**

#### Zone Change

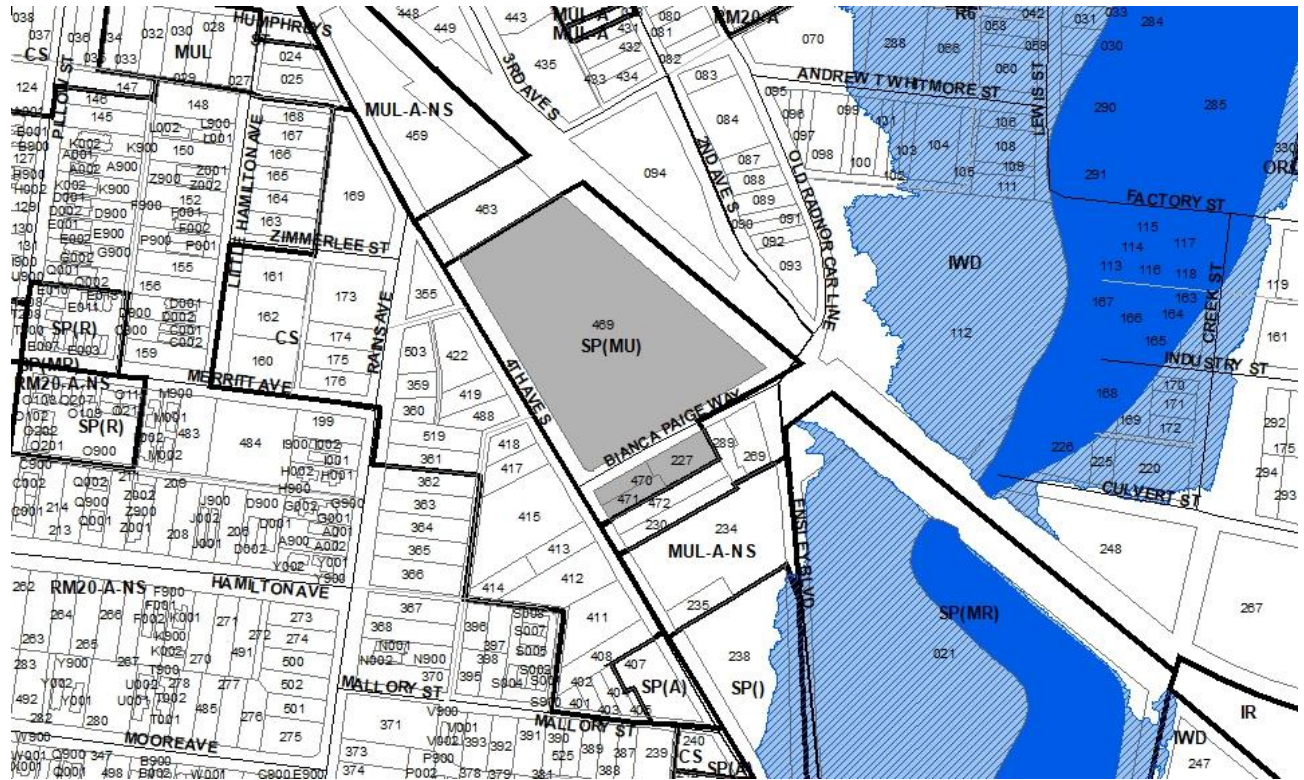
A request to amend a Specific Plan on property located at 820 Westcott Lane, at the southeast corner of Tasker Drive and Westcott Lane, zoned Specific Plan (SP), to permit a mixed-use development (0.36 acres).

### **STAFF RECOMMENDATION**

Staff recommends deferral to the August 8, 2024, Planning Commission meeting.



# Metro Planning Commission Meeting of 7/25/24



**2021SP-012-003**  
EMBLEM PARK(AMENDMENT)  
Map 105-07, Parcel(s) 469-471  
Map 105-08, Parcel(s) 227  
11, South Nashville  
17 (Terry Vo)



## Metro Planning Commission Meeting of 7/25/24

<b>Item #21a</b>	<b>Specific Plan Amendment 2021SP-012-003</b>
<b>Project Name</b>	<b>Emblem Park (Amendment)</b>
<b>Associated Case</b>	2024Z-013PR-001
<b>Council District</b>	17 – Vo
<b>School District</b>	05 – Buggs
<b>Requested by</b>	Kimley-Horn, applicant; MTP-1414 4th Avenue South, LLC, and Propco-1500 4th Ave. S., LLC, owners.
<b>Staff Reviewer</b>	Konigstein
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

### **APPLICANT REQUEST**

**Amend the previously approved SP.**

#### Preliminary SP

A request to amend a Specific Plan for properties located at 307 Bianca Paige Way, 1500, 1502 4th Avenue South, and 1414 4th Avenue South, at the southeast corner of Bianca Paige Way and 4th Avenue South, zoned Specific Plan (SP) (5.03 acres), to modify the permitted uses and remove 0.47 acres from the Specific Plan (SP) boundary.

#### **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.*

#### **SOUTH NASHVILLE COMMUNITY PLAN**

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

#### Wedgewood-Houston & Chestnut Hill Planning Study

The Wedgewood-Houston Chestnut Hill (WHCH) Planning Study was adopted on Thursday, October 24, 2019. The study includes updates to community planning, land use, and street plans in the Wedgewood Houston and Chestnut Hill Neighborhoods.

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

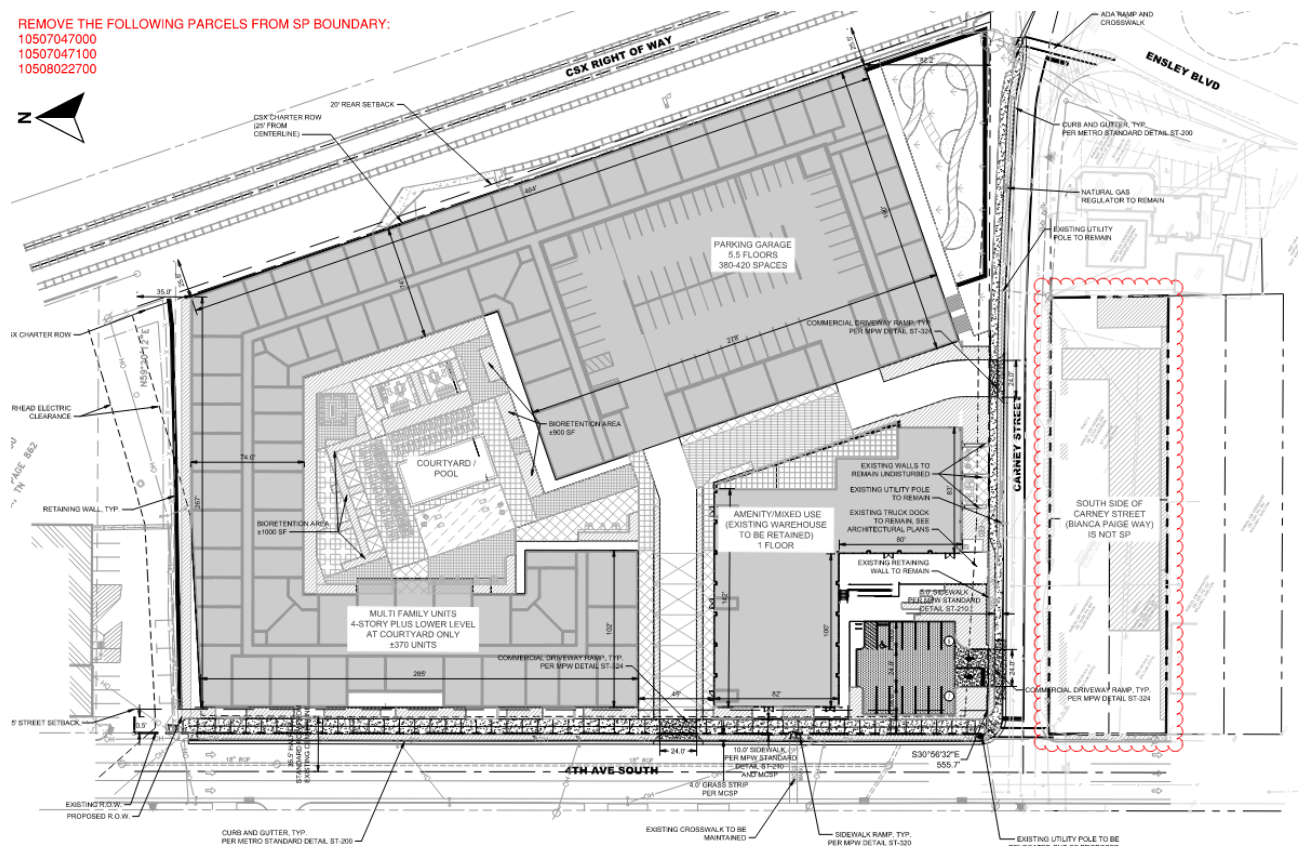


# Metro Planning Commission Meeting of 7/25/24

PROPOSED REVISION TO SP 2021SP-012-001

REMOVE THE FOLLOWING PARCELS FROM SP BOUNDARY:

- 10507047000
- 10507047100
- 10508022700



## Proposed Site Plan





## **Metro Planning Commission Meeting of 7/25/24**

The site is located in Character Area 4, 4<sup>th</sup> Avenue S./Nolensville Pike, Subdistrict 4d, which currently contains a mix of commercial and light industrial uses. Future development is intended to continue with these types of uses. Higher density residential, mixed use, and live/work could also be appropriate along 4<sup>th</sup> Avenue South/Nolensville Pike.

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

The existing SP consists of five parcels. All parcels are located on the east side of 4<sup>th</sup> Avenue South. Nearby zoning districts include SP, MUL-A-NS and Commercial Service (CS) with surrounding land uses being primarily residential, industrial, commercial, and vacant land.

The previously approved SP site plan permits three primary buildings; two located on the north side of Bianca Paige Way (formerly Carney Street), and one on the south side of Carney Street. The main building permits a maximum of 380 multi-family residential units, including 21 live/work units, and a parking garage that is accessed from a common drive that connects from 4<sup>th</sup> Avenue South to Bianca Paige Way. The second building adaptively reused the existing one-story warehouse as an amenity/mixed use building. Both buildings included plans for primary pedestrian entrances along 4<sup>th</sup> Avenue. The third building, located on property on the south side of Bianca Paige Way, permitted 31 multi-family residential units, 3 live/work units and non-residential uses. The preliminary SP plan included sidewalks along both 4<sup>th</sup> Avenue South and Bianca Paige way as well as offsite WeGo bus stop improvements at the intersection of 4<sup>th</sup> Avenue South and Rains Avenue.

### **ANALYSIS**

The application proposes the following changes to the SP: First, it proposes removal of the three parcels on the southern side of Bianca Paige Way from the SP boundary and second, it proposes the addition of liquor sales as a permitted use in the remainder of the SP. The three parcels proposed to be removed are located at 1500 and 1502 4<sup>th</sup> Avenue South and 307 Bianca Paige Way, south of the intersection of 4<sup>th</sup> Avenue South and Bianca Paige Way. There is an associated rezoning of these parcels to MUL-A-NS (2024Z-013PR-001).

For the portion of the SP south of Bianca Paige Way the approved preliminary SP permitted a 4-story building with a lower-level parking garage and three stories above grade. The building wrapped the corner of the site and contained 31 multi-family residential units, 3 live/work units and non-residential uses. A final site plan was approved in 2022 for the properties north of Bianca Paige Way and is under construction. The entitlements for the amended SP are being adjusted to remove all the entitlements that were previously identified for the parcels south of Bianca Paige Way. As mentioned above, the preliminary SP outlined several improvements associated with the development including improvements to the intersection of 4<sup>th</sup> Avenue S and Rains Avenue, identified as to be completed with the approved final. The sidewalks on the northern site along 4<sup>th</sup> Avenue South and on the north side of Bianca Paige Way will be completed as a part of the approved final site plan. The offsite improvements to 4<sup>th</sup> Avenue South and Rains Avenue were also shown in the approved final site plan, meaning they will still need to be completed and are not intended to be removed or canceled with the proposed amendment.

The amendment also proposes the addition of liquor sales as a permitted use on the part of the SP remaining in place. Liquor sales was previously identified as a prohibited use in the SP, nor is it a



## Metro Planning Commission Meeting of 7/25/24

permitted use by right in MUL. The inclusion of this as a permitted use does not exempt it from any local or state requirements for the use of liquor sales.

### FIRE MARSHAL RECOMMENDATION

**Approve**

### STORMWATER RECOMMENDATION

**Approve with conditions**

- Preliminary approval only. Final to meet requirements of Stormwater Management Manual.

### WEGO RECOMMENDATION

**Approve with conditions**

- All bus stop improvements described in 2021SP-012-002 (notably Sheet C-5) must be complete before Phase 1 is complete. Those improvement requirements remain upon the amended development.

### WATER SERVICES RECOMMENDATION

**Approve with conditions**

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

### NDOT RECOMMENDATION

**Approve with conditions**

- With amendment to remove portions of the approved final SP, Coordinate w/ NDOT traffic and roads, prior to a U&O sign-off of remaining SP development, on providing interim offsite improvements for pedestrian mobility (5' sidewalks/ramp) opposite Bianca Paige Way ROW. Contact Melisa Hancock and/or Chris Herr at NDOT if needed.

### TRAFFIC AND PARKING RECOMMENDATION

**Approve with conditions**

- Parking shall be provided per metro code requirements.
- With the building permit plan set submittal, all traffic study improvements are to be designed and included.

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 3-10 (221)	-	-	411 U	2,238	137	172



## Metro Planning Commission Meeting of 7/25/24

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	-	-	13,850 SF	523	13	52

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
Restaurant (932)	-	-	13,850 SF	1,554	138	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
Multi- Family Residential 3-10 (221)	-	-	380 U	1,960	120	151

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	-	-	11,600 SF	438	11	44

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	-	-	11,600 SF	1,301	115	113

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
-	-	-	-	-616	-42	-51

### METRO SCHOOL BOARD REPORT

**Projected student generation existing SP district: 62 Elementary 24 Middle 34 High**

**Projected student generation amended SP district: 57 Elementary 22 Middle 32 High**

The amended SP is expected to generate nine fewer students than the existing SP zoning. Students would attend John B. Whitsitt Elementary School, Cameron College Preparatory Middle School, and Glencliff High School. John B. Whitsett Elementary and Glencliff High school are identified as being overcapacity. Cameron College Prep Middle School has been identified as being under capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.



## Metro Planning Commission Meeting of 7/25/24

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

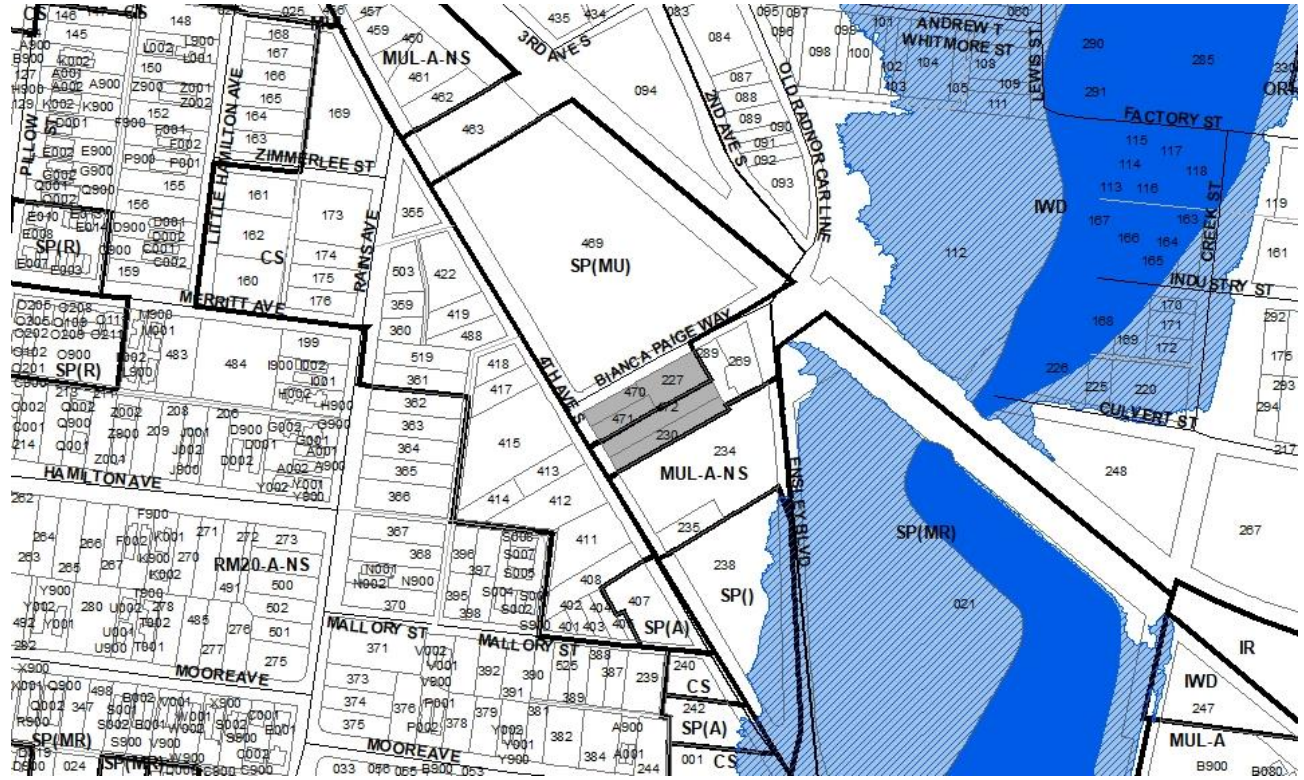
1. Permitted uses shall be limited to a maximum of 380 multi-family residential units, including up to 21 live/work units, and 23,200 square feet of non-residential uses, including existing non-residential square footage. The permitted non-residential uses include those permitted within the MUL-A zoning district, except for the prohibited uses as identified on the plan.
2. All conditions of BL2021-715 shall apply unless specifically included in this amendment.
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. 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.
5. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
6. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
7. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowners’ Association.
8. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any of any building permits.
9. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
10. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
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 MUL-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 7/25/24



## 2024Z-013PR-001

Map 105-07, Parcel(s) 470-472  
Map 105-08, Parcel(s) 227, 230  
11, South Nashville  
17 (Terry Vo)



## Metro Planning Commission Meeting of 7/25/24

**Item #21b**  
**Associated Case**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2024Z-013PR-001**  
2021SP-012-003  
17 - Vo  
5 - Buggs  
Holland & Knight LLP, applicant; MPT 1504 4th Ave. S. LLC and Propco-1500 4th Ave. S. LLC, owners.

**Staff Reviewer**  
**Staff Recommendation**

Konigstein  
*Approve if the associated SP amendment is approved and disapprove if the associated SP amendment is not approved.*

### **APPLICANT REQUEST**

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

#### Zone Change

A request to rezone from Specific Plan (SP) and Industrial Warehousing/Distribution (IWD) to Mixed Use Limited-Alternative No STRP (MUL-A-NS) zoning for properties located at 1500, 1502, 1504 4th Ave. S., 4th Avenue South (unnumbered) and 307 Bianca Paige Way, at the southeastern corner of 4th Avenue South and Bianca Paige Way (0.93 acres).

#### **Existing Zoning**

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

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

#### **Proposed Zoning**

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

#### **SOUTH NASHVILLE COMMUNITY PLAN**

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



## Metro Planning Commission Meeting of 7/25/24

### Wedgewood-Houston & Chestnut Hill Planning Study

The Wedgewood-Houston Chestnut Hill (WHCH) Planning Study was adopted on Thursday, October 24, 2019. The study includes updates to community planning, land use, and street plans in the Wedgewood Houston and Chestnut Hill Neighborhoods.

The WHCH Planning Study is a supplement to and part of the South Nashville Community Plan of NashvilleNext. WHCH includes six different character areas each comprising of several smaller subdistricts that address land use, transportation, and community design at the neighborhood scale. Each district is unique in terms of the recommended land use mix, intensity, and appropriate building types intended to guide future development of the neighborhoods.

The site is located in Character Area 4, 4<sup>th</sup> Avenue South/Nolensville Pike, Subdistrict 4d, which currently contains a mix of commercial and light industrial uses. Future development is intended to continue with these types of uses. Guidance in Subdistrict 4d indicates that higher density residential, mixed use, and live/work uses could be supported along 4<sup>th</sup> Avenue South/Nolensville Pike.

### **SITE AND CONTEXT**

The application consists of five parcels totaling 0.93 acres located on the east side of 4<sup>th</sup> Avenue South, south of Bianca Paige Way. Nearby zoning districts include SP, MUL-A-NS and Commercial Services (CS) with surrounding land uses being a mix of residential, industrial, commercial, and vacant land.

### **ANALYSIS**

The rezoning request consists of five parcels. The three parcels closest to Bianca Paige Way, 1500 and 1502 4<sup>th</sup> Avenue South and 307 Bianca Paige Way, are zoned SP and are the parcels being proposed to be amended to be removed from the SP district (see associated case 2021SP-012-003). A final site plan was approved for the properties located in the SP north of Bianca Paige Way (2021SP-012-002). These parcels requested to be rezoned were not a part of the approved final site plan.

The other two parcels included in this rezoning request, 1504 and 4<sup>th</sup> Avenue South (unnumbered) are presently zoned IWD. A rezone to MUL-A-NS from IWD would bring them closer to the intent of the policy to create urban mixed-use neighborhoods with developments consisting of a mix of uses.

Along 4<sup>th</sup> Avenue South, there are other properties zoned MUL although many are zoned Specific Plan (SP) to permit mixed use developments. The proposed MUL-A-NS would permit mixed-use development consistent with the goals of the policy and consistent with the surrounding uses along the corridor. The -A district adds additional design standards to provide an urban form, consistent with the policy guide. The -NS designation prohibits short term rental uses which aids in providing long term housing along corridors. For the parcels zoned IWD, this rezoning request is bringing these properties closer to the policy's intent.





## Metro Planning Commission Meeting of 7/25/24

Staff finds the proposed MUL-A-NS is consistent with the T4 MU policy and the goals of the WHCH planning study on the site. As such, staff recommends approval if the associated SP amendment is approved and disapproval if the associated SP amendment is not approved.

**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 3-10 (221)	0.235	-	31 U	167	11	15

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.1175	-	5,118 SF	193	5	19

**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
Restaurant (932)	0.1175	-	5,118 SF	574	51	50

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.46	0.8 F	16,030 SF	71	3	3

**Maximum Uses in Proposed Zoning District: MUL-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	0.465	1.0 F	20 U	107	7	10

**Maximum Uses in Proposed Zoning District: MUL-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.232	1.0 F	10,105 SF	381	10	38

**Maximum Uses in Proposed Zoning District: MUL-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.232	1.0 F	10,105 SF	1,134	100	99



## Metro Planning Commission Meeting of 7/25/24

Traffic changes between maximum: SP/TWD 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
-	-	-	-	+617	+47	+60

### METRO SCHOOL BOARD REPORT

MUL-A-NS zoning includes a mix of uses which could vary and assumption of impact at this point is premature. Students would attend John B. Whitsitt Elementary School, Wright Middle School, and Glencliff High School. John B. Whitsitt Elementary School has been identified as exceedingly over capacity, Wright Middle School has been identified as under capacity, and Glencliff High School have been identified as at capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

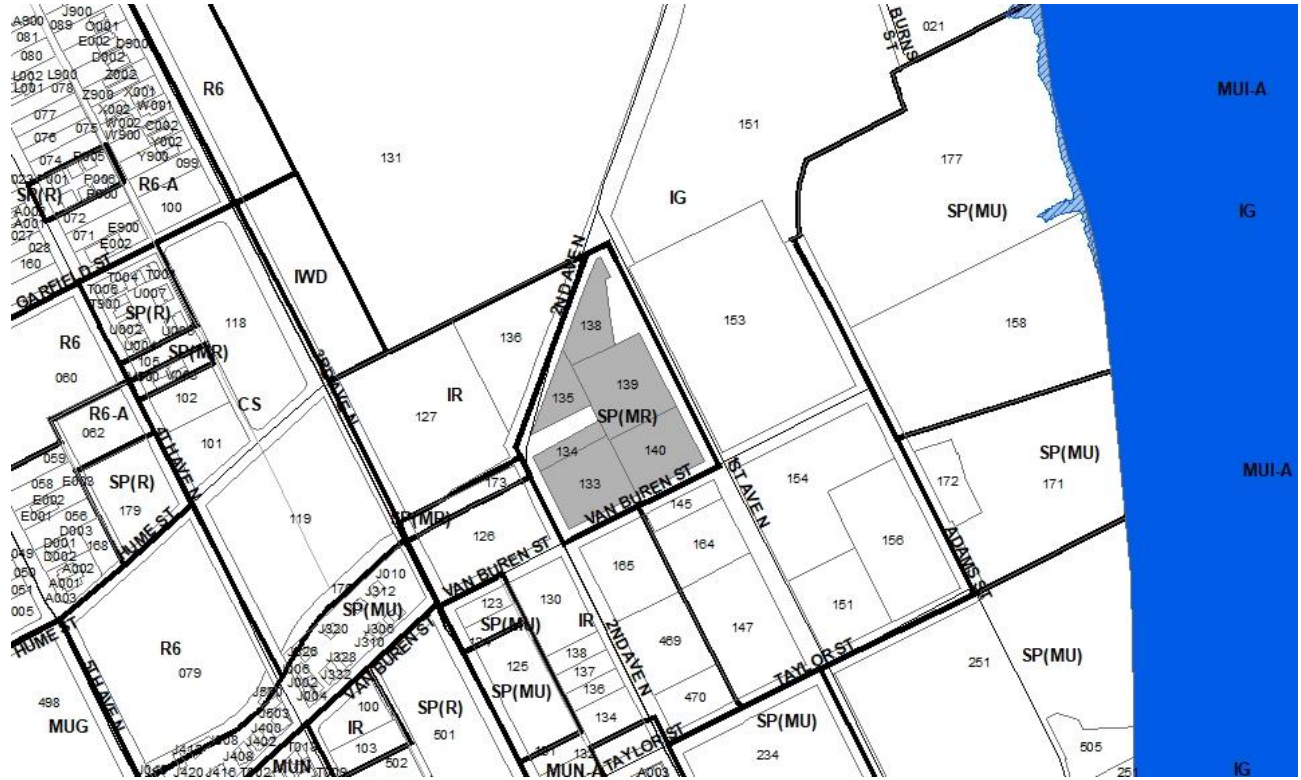
Staff recommends approval if the associated SP amendment is approved and disapproval if the associated SP amendment is not approved.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 7/25/24



## 2022SP-013-002

2<sup>ND</sup> AND VAN BUREN STREET SP (AMENDMENT)

Map 082-005, Parcel(s) 133-135, 138-140

08, North Nashville

19 (Jacob Kupin)



## Metro Planning Commission Meeting of 7/25/24

<b>Item #22</b>	<b>Specific Plan 2022SP-013-002</b>
<b>Project Name</b>	<b>2<sup>nd</sup> and Van Buren Street SP (Amendment)</b>
<b>Council District</b>	19 – Kupin
<b>School District</b>	05 – Buggs
<b>Requested by</b>	Holland & Knight, LLP, applicant; Byline Property Owner, LLC, owners
<b>Staff Reviewer</b>	Schenk
<b>Staff Recommendation</b>	<i>Defer to the August 8, 2024, Planning Commission meeting.</i>

---

### **APPLICANT REQUEST**

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

#### SP Amendment

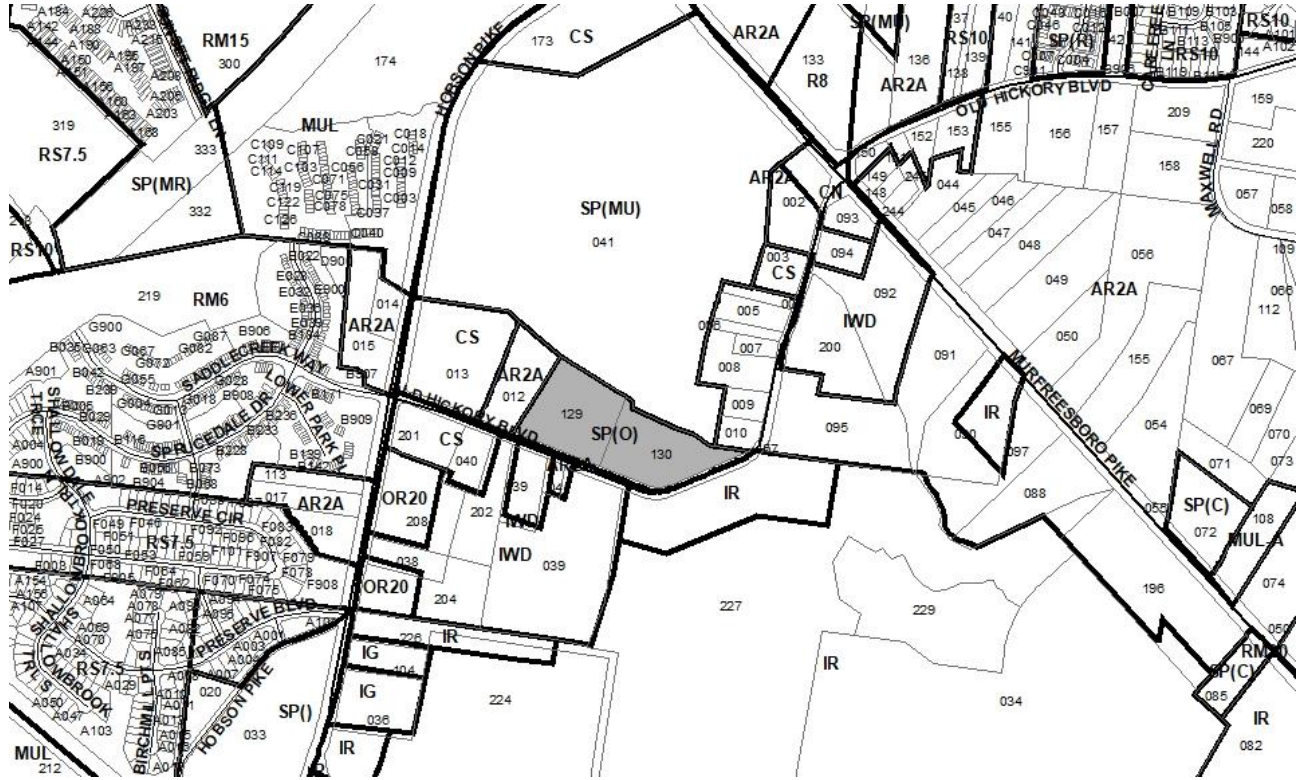
A request to amend a Specific Plan for properties located at 2nd Avenue North (unnumbered), 1st Avenue North (unnumbered), 1500, 1508 2nd Avenue North and 100 Van Buren Street, at the northwest corner of 1st Ave N and Van Buren Street, zoned SP (2.99 acres), to permit 395 multi-family residential units.

### **STAFF RECOMMENDATION**

Staff recommends deferral to the August 8, 2024, Planning Commission meeting.



# Metro Planning Commission Meeting of 7/25/24



**2022SP-051-002**  
12610 BUSINESS PARK SP (AMENDMENT)  
Map 175, Parcel(s) 129-130  
13, Antioch-Priest Lake  
32 (Joy Styles)



## Metro Planning Commission Meeting of 7/25/24

<b>Item #23</b>	<b>Specific Plan 2022SP-051-002</b>
<b>Project Name</b>	<b>12610 Business Park SP (Amendment)</b>
<b>Council District</b>	32 – Styles
<b>School District</b>	06 – Mayes
<b>Requested by</b>	Councilmember Joy Styles, applicant; Walia LLC, owner.
<b>Staff Reviewer</b>	Schenk
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

### APPLICANT REQUEST

**SP amendment to permit warehouse and office uses.**

#### SP Amendment

A request to amend a Specific Plan for properties located at 12610 and Old Hickory Boulevard (unnumbered), approximately 655 east of Hobson Pike, zoned SP (9.38 acres), to permit warehouse and office uses.

#### **Existing Zoning**

Specific Plan-Residential (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 warehouse and office uses.

#### **ANTIOCH-PRIEST LAKE COMMUNITY PLAN**

District Industrial (D IN) is intended to maintain, enhance, and create industrial districts in appropriate locations. The policy creates and enhances areas that are dominated by one or more industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Types of uses in D IN areas include non-hazardous manufacturing, distribution centers, and mixed business parks containing compatible industrial and non-industrial uses. Uses that support the main activity and contribute to the vitality of the D IN area are also found.

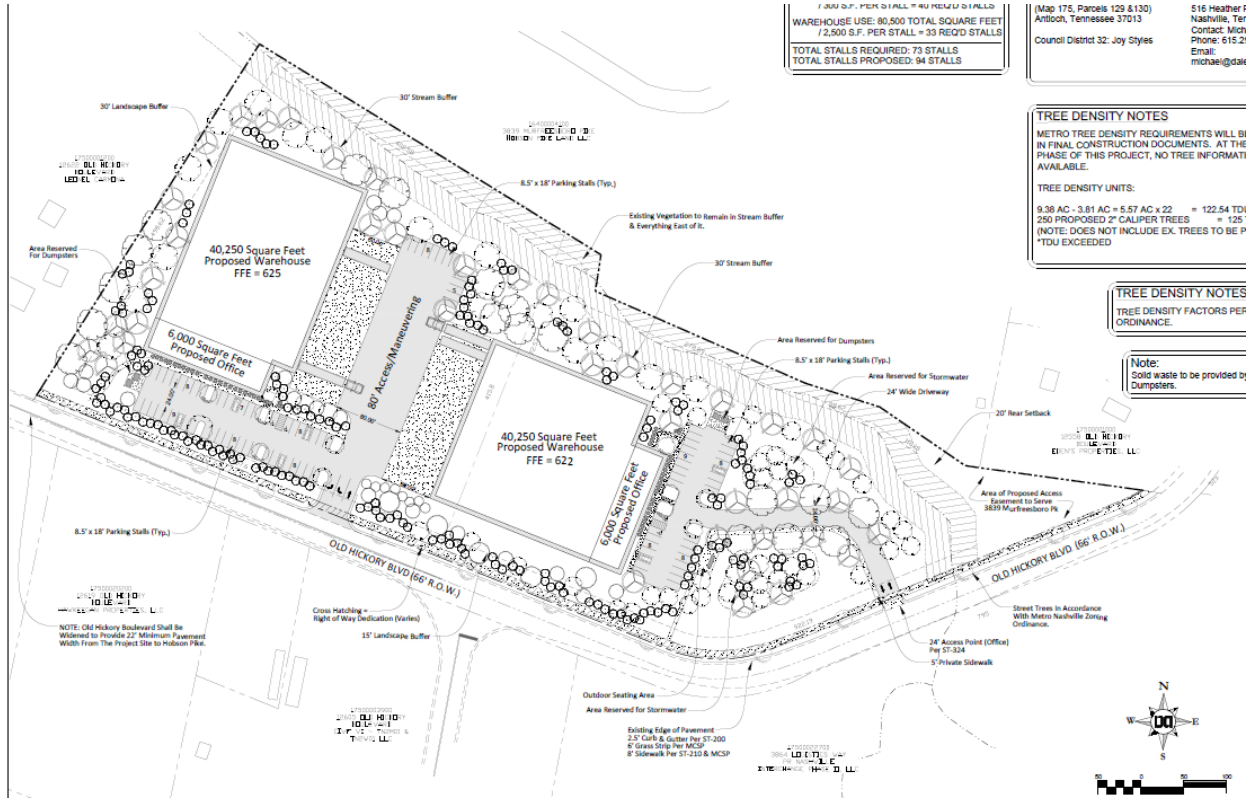
Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited 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.

#### **EXISTING SP**

The existing SP zoning of this site permits a maximum of 92,500 square feet of warehouse and office uses to be contained within the two buildings. The SP amendment is adjusting requirements for access, architectural requirements, and landscaping.



# Metro Planning Commission Meeting of 7/25/24



## Proposed Preliminary SP

### SITE CONTEXT AND PLAN DETAILS

The site is approximately 9.38 acres and is located on the northern side of Old Hickory Boulevard, east of Hobson Pike. The site consists of two parcels and is undeveloped. Uses in the surrounding area to the south and east have developed with industrial and non-residential uses, while uses to the north and west are a mixture of single-family residential, nonresidential, and vacant uses. The site is immediately adjacent to the Starwood Town Center SP to the north which is approved for a mixture of residential and non-residential uses. The site includes an area of conservation policy along a stream on the northern portion of the site.

#### Plan Details

The site plan proposes two, equally sized buildings containing a combined 92,500 square feet of warehouse and office uses, of which 80,500 square feet is allowed for warehouse uses and 12,000 square feet is allowed for office uses. The site is accessed by two private driveways, which do not connect to one another, onto Old Hickory Boulevard, which is classified at this location as a Collector-Avenue in the Major and Collector Street Plan (MCSP). The eastern private driveway, located at the southeastern portion of the site, leads to a surface parking area for the eastern building. The western private driveway, located between both buildings, leads to a surface parking area for the western building and loading and access areas for both buildings. In the northeastern corner of the site, an access easement for the adjacent property at 3839 Murfreesboro Pike is included.





## Metro Planning Commission Meeting of 7/25/24

Along Old Hickory Boulevard, the plan proposes improvements to Old Hickory Boulevard, including a sidewalk to meet the MCSP requirements. Private sidewalks will connect internally between the buildings and the streets. Landscaping is provided throughout the site, including along the periphery and streetscape. Additionally, the site maintains the stream buffer landscaping.

The proposed SP amendment would not adjust the existing uses, square footage allowed, or layout shown in the preliminary SP plan. The amendment is to allow an additional access easement to an adjacent property, adjust the architectural requirements, remove an internal walkway, and to change the access limitations for the site.

### ANALYSIS

The proposed SP is located within the District Industrial (D IN) and Conservation (CO) policy areas. The D IN policy is intended to promote industrial activities that serve the overall community. The proposed SP would provide uses consistent with this policy. The CO policy is confined to the northern portion of the property along the stream buffer. The proposed plan maintains this stream buffer and avoids sensitive environmental features, instead focusing development to the front of the site.

### FIRE MARSHAL RECOMMENDATION

**Approve**

### NDOT RECOMMENDATION

**Approve with conditions**

- Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- All ROW frontages shall adhere to the Major Collector Street Plan (MCSP).
- Dedicate ROW along all frontages to accommodate MCSP requirements. Provide call outs on final site plan for MCSP requirements.
- In general, with a final: Any proposed roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT detail standards.
- Note: A private hauler will be required for waste/recycle disposal.
- Contact Metro Water services for waste disposal requirement ([solidwastereview@nashville.gov](mailto:solidwastereview@nashville.gov)).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility work in public ROW. (cont.) Extents to be coordinated in field with NDOT inspector.
- Comply w/ traffic comments and conditions. Coordinate w/ NDOT roads and/or traffic on truck route site ingress/egress.
- Due to constrained pavement width sections (19 ft.) and horizontal road curvature to/from Murfreesboro Pike, there is a preference to restrict freight truck routes to/from Hobson Pike. Coordinate w/ NDOT to discuss truck route restrictions per the approved prelim conditions. There may be an expectation for truck route signs and site ramp/island design to restrict right-turns in and left-turns out-to/from Murfreesboro Pike.

### TRAFFIC AND PARKING RECOMMENDATION

**Approve with conditions**

- See Roads comments.



## Metro Planning Commission Meeting of 7/25/24

### STORMWATER RECOMMENDATION

#### Approve with conditions

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

### WATER SERVICES RECOMMENDATION

#### Approve with conditions

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

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 92,500 square feet of warehouse and office uses.
2. The minimum width of all internal sidewalks shall be 5 feet.
3. On the corrected copy, update the maximum height language: Height shall be measured per the Metro Zoning Ordinance. Maximum height shall be measured to the tallest point of the roof.
4. On the corrected copy, add note to the landscape plan: Landscaping and TDU Requirements shall be provided per the Metro Zoning Ordinance.
5. Comply with all conditions and requirements of Metro reviewing agencies.
6. 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.
7. On the corrected copy, update the purpose note to include the permitted uses.
8. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
9. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the IWD zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
10. The final site plan shall depict any required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
11. 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.
12. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site



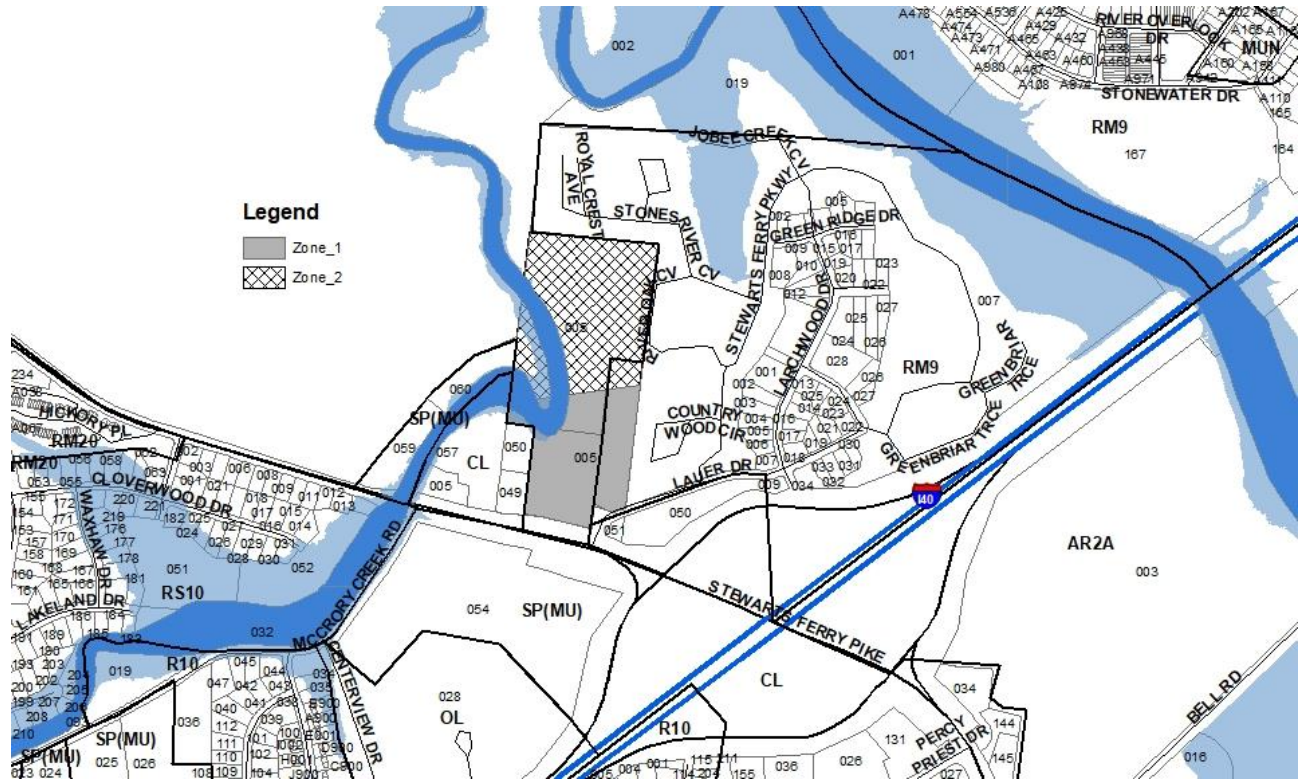
## **Metro Planning Commission Meeting of 7/25/24**

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

13. 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 7/25/24



## 2024SP-011-001

605 STEWARTS FERRY PIKE

Map 096, Parcel(s) 005.02, 005

11, Donelson – Hermitage – Old Hickory

14 (Jordan Huffman)



## Metro Planning Commission Meeting of 7/25/24

<b>Item #24</b>	<b>Specific Plan 2024SP-011-001</b>
<b>Project Name</b>	<b>605 Stewart's Ferry Pike</b>
<b>Council District</b>	14 – Huffman
<b>School District</b>	04 – Nabaa-McKinney
<b>Requested by</b>	Barge Design Solutions, applicant; Connection United Methodist Church, Inc., owner.
<b>Staff Reviewer</b>	Marton
<b>Staff Recommendation</b>	<i>Defer to the August 22, 2024, Planning Commission meeting.</i>

---

### **APPLICANT REQUEST**

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

#### Zone Change

A request to rezone from One and Two-Family Residential (R10) and Multi-Family Residential (RM9) to Specific Plan (SP) zoning for properties located at 605 Stewarts Ferry Pike and Stewarts Ferry Pike (unnumbered), at the northwest corner of Stewarts Ferry Pike and Lauer Drive to permit all uses within the MUL zoning district in Zone 1 and permit all uses within the RM20 zoning district in Zone 2 (22.31 acres).

### **STAFF RECOMMENDATION**

Staff recommends deferral to the August 22, 2024, Planning Commission meeting.





## Metro Planning Commission Meeting of 7/25/24

**Item #25**

**Specific Plan 2024SP-015-001**

**Project Name**

**Talbot's Corner**

**Council District**

02 - Toombs

**School District**

01 – Gentry

**Requested by**

Barge Design Solutions, applicant; various owners.

**Staff Reviewer**

Shane

**Staff Recommendation**

*Defer to the August 8, 2024, Planning Commission meeting.*

---

### **APPLICANT REQUEST**

**Rezone from AR2a and R10 to Specific Plan to permit a mixed-use development.**

#### Preliminary SP

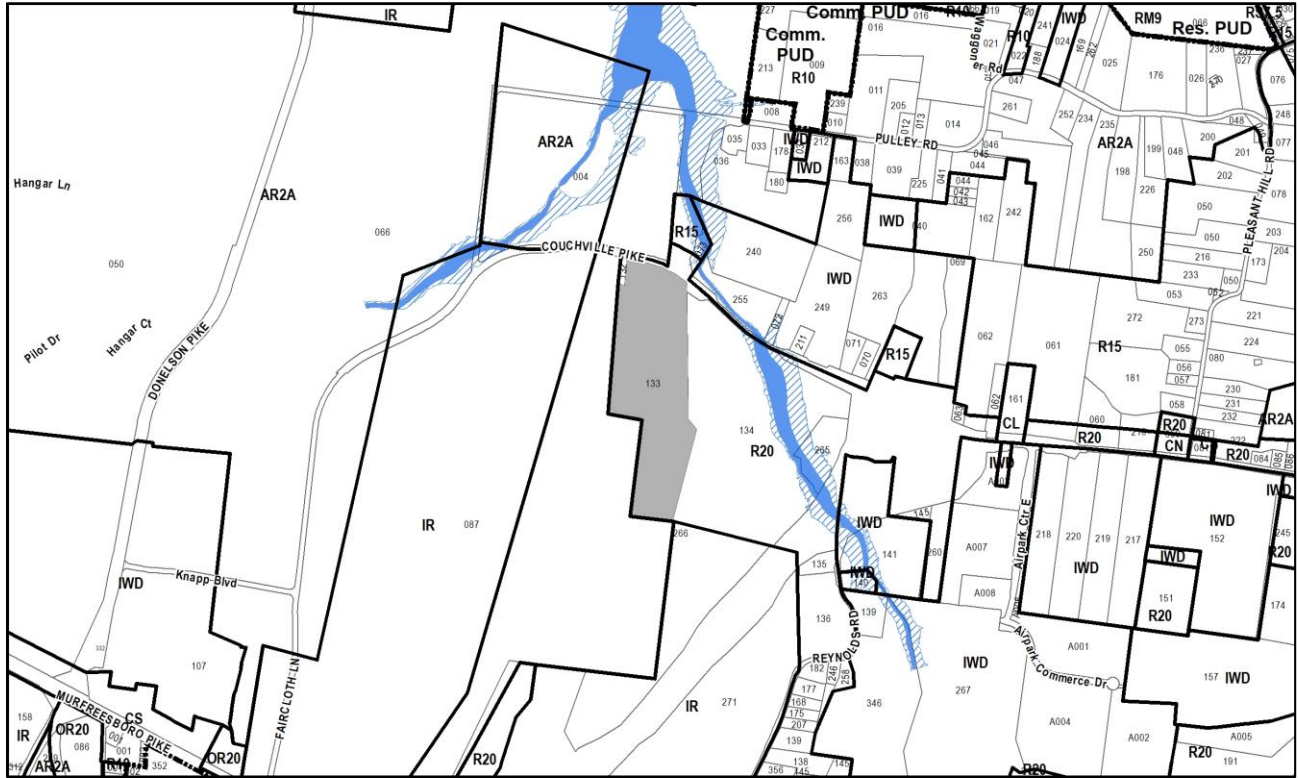
A request to rezone from Commercial Service (CS), Industrial Warehousing/Distribution (IWD), Specific Plan (SP) and Single-Family Residential (RS5) to Specific Plan (SP) for various properties along Dickerson Pike and West Trinity Lane, at the southwest corner of West Trinity Lane and Dickerson Pike (61.41 acres), partially within the Dickerson Pike Sign Overlay District, to permit a mixed-use development.

#### **STAFF RECOMMENDATION**

Staff recommends deferral to the August 8, 2024, Planning Commission meeting.



# Metro Planning Commission Meeting of 7/25/24



**2024SP-025-001**  
2377 COUCHVILLE PIKE  
Map 121, Parcel(s) 133  
13, Antioch - Priest Lake  
13 (Russ Bradford)





## Metro Planning Commission Meeting of 7/25/24

<b>Item #26</b>	<b>Specific Plan 2024SP-025-001</b>
<b>Project Name</b>	<b>2377 Couchville Pike</b>
<b>Council District</b>	13 – Bradford
<b>School District</b>	07 – Player
<b>Requested by</b>	Energy Land and Infrastructure, applicant; Couchville Pike Investors LLC, owner.
<b>Staff Reviewer</b>	Konigstein
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

### APPLICANT REQUEST

**Preliminary SP to permit industrial uses.**

#### Zone Change

A request to rezone from One and Two-Family Residential (R20) to Specific Plan (SP) zoning for property located at 2377 Couchville Pike, approximately 1471 feet west of Reynolds 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

District Industrial (D IN) is intended to maintain, enhance, and create industrial districts in appropriate locations. The policy creates and enhances areas that are dominated by one or more industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Types of uses in D IN areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses. Uses that support the main activity and contribute to the vitality of the D IN policy are also found.

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



# Metro Planning Commission Meeting of 7/25/24

Case Number: 2024SP-025-001  
 Parcel Address: 2377 Couchville Pike  
 Parcel ID: 12100013300  
 Existing Zoning: R20  
 Proposed Zoning: Regulatory SP, with a fallback zoning district of Industrial Warehousing/Distribution District (IWD)

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

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 Architectural and Design Standards:

1. Building facades shall be constructed of brick, brick veneer, stone, cast stone, cementitious siding, glass, or materials substantially similar in form and function, unless otherwise approved on detailed building elevations included with the preliminary SP.
2. Height shall be measured from the average elevation (4 most exterior corners) at the finished grade to the midpoint of the primary roof pitch or to the top of the parapet for a flat roof.
3. Height Control shall be per IWD as stated in Zoning Code Table 17.12.020, with an additional restriction of a maximum building height of 120'.

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                               | 10. Water Taxi Station            |
| 1. Alternative financial services         | Utility Uses                      |
| Medical Uses                              | 11. Wastewater treatment          |
| 2. Nonresidential drug treatment facility | 12. Water treatment plant         |
| 3. Outpatient Clinic                      | Waste Management Uses             |
| Commercial Uses                           | 13. Medical waste                 |
| 4. Beer and cigarette market              | 14. Sanitary landfill             |
| 5. Carpet cleaning                        | Recreation and Entertainment Uses |
| 6. Flea market                            | 15. Adult entertainment           |
| 7. Laundry plants                         | 16. Racetrack                     |
| 8. Liquor sales                           | 17. Sex club                      |
| Transportation Uses                       | Other Excluded Uses:              |
| 9. Boat dock (commercial)                 | 18. Mineral Extraction/Quarry     |

Land Use Note:

1. Waste transfer is a special exception use in IWD zoning.



## Metro Planning Commission Meeting of 7/25/24

### Parking, ROW, and Street Notes:

1. Right-of-way along Couchville Pike must be dedicated consistent with MCSP requirement (25 feet from centerline of road) and include a site data table with lot area before and after dedication at Final SP.
2. The final site plan/ building permit site plan shall depict any required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of any required sidewalk. Vertical obstructions are only permitted within any required grass strip or frontage zone.

### Landscaping and Buffer Notes:

1. Landscaping standards per IWD.
2. Landscaping buffer yards based on IWD zoning are required at time of final SP.
3. Landscaping and tree density requirements per Metro Zoning Code.
4. A complete landscape plan will be required with the Final SP submittal.

### Fire Protection Notes:

1. Construction must meet all applicable building and fire codes. Any additional fire code or access issues will be addressed during the construction permitting process. Site plans or construction may require changes to meet adopted fire and building codes.

### Nashville DOT Notes:

1. Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
2. All ROW frontages shall adhere to the Major Collector Street Plan (MCSP).
3. Dedicate ROW along all frontages to accommodate MCSP requirements. Provide call outs on final site plan for MCSP requirements.
4. In general, with a final: Any proposed roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT detail ST- standards. Dimensions ROW, lane widths, sidewalks, grass, etc. for reference.
5. Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement ([solidwastereview@nashville.gov](mailto:solidwastereview@nashville.gov)).
6. An additional 1-1/2" mill and overlay may be required to cover full extents of utility work in public ROW. Extents to be coordinated in field with NDOT inspector.

### Traffic and Parking Notes:

1. A TIS was conducted and submitted in 2021, which assumed a maximum density of 500,000 sq. ft. of warehouse. Per review of that study;
  - a. The applicant shall install a westbound left-turn lane at the proposed access on Couchville Pike.
  - b. Due to the increase in truck traffic on Couchville Pike the applicant may be required to widen a portion of the roadway to accommodate the additional traffic, specifics shall be finalized prior to Final SP.
2. NDOT may require additional traffic analysis at the time of Final SP based on the proposed density and/or the surrounding area.
3. MCSP requirements shall all be met.
4. Site access point(s) and loading (if applicable) shall be finalized with NDOT prior to final SP submittal.
5. Parking shall be per code.

### Stormwater Notes:

1. Final submittal to meet all requirements of Stormwater Management Manual.

### Water Services Notes:

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

### Historic Features Notes:

1. A 10-ft. buffer shall be maintained around the Pirtle and Sweeney-Townes cemeteries on the boundary of the property.
2. A Phase I archaeological survey is recommended prior to design.

**Proposed Preliminary SP**



## **Metro Planning Commission Meeting of 7/25/24**

### **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 shows a mix of uses including industrial, low density residential, institutional, and vacant or farmland.

The current case under review is a regulatory SP. The standards of the current regulatory SP 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. Demonstration of compliance 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 with the time of final site plan.

An application was filed at this property in 2020 as a straight rezoning to IWD. A rezoning to IWD would permit over one million square feet of building area at this property, given the site's acreage and permitted FAR of 0.80. It would also have permitted a wide range of uses. The 2020 straight rezone was converted to a regulatory SP after conversations with staff, the council member, and the community, to limit the maximum allowable square footage and permitted uses. The case received a recommendation of approval from the Planning Commission on July 22, 2021, (2021SP-027-001) but did not proceed to Metro Council.

### **ANALYSIS**

In 2023, there was a policy change in the Couchville Pike area that changed the policy on this site from District Impact (D I) to District Industrial (D IN). The difference in the policies is the types of industrial operations that can take place. Uses supported by D I policy may include hazardous operations, landfills, correction facilities, etc. Uses supported by D IN include non-hazardous operations and other various industrial operations.

The intent of the District Industrial (D IN) policy is to create and enhance industrial districts in appropriate locations designed to serve the overall community or region, but not at the expense of the immediate neighbors. While the use is not explicitly specified through the application of a regulatory SP, the uses have been limited and those that could be classified as hazardous are excluded. The main activity of D IN policy areas can include distribution centers, non-hazardous manufacturing, and secondary supporting uses.

The proposed rezoning from R20 to a regulatory industrial based SP is more consistent with the intent of the policy than the existing R20 zoning. A residential use, as permitted by the existing zoning on the site, would not be appropriate given the policy of the site and the policy on the surrounding properties. The proposed SP permits a range of industrial uses which are the types of uses anticipated by the policy. The environmental features on the site are identified by the Conservation (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



## Metro Planning Commission Meeting of 7/25/24

proposed within the SP limits the amount of buildable area, which is appropriate given the environmental features on the site.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	34.77	2.30 F	93 U	973	71	95

\*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	0.33 F	500,000 SF	836	85	95

**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
-	-	-	-	-137	+6	+0

### METRO SCHOOL BOARD REPORT

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

### FIRE MARSHAL RECOMMENDATION

**Approve with conditions**

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

### METRO HISTORIC RECOMMENDATION

**Approve with conditions**

- Recommend a Phase I archaeological survey. A 10-ft. buffer should be maintained around the Pirtle and Sweeney-Townes cemeteries on the boundary of the property.

### STORMWATER RECOMMENDATION

**Approve with conditions**

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

### 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



## Metro Planning Commission Meeting of 7/25/24

approved construction plans must match the Final Site Plan/SP plans. Submittal of an availability study is required before the Final SP can be reviewed. Once this study has been submitted, the applicant will need to address any outstanding issues brought forth by the results of this study. A minimum of 30% W&S Capacity must be paid before issuance of building permits.

### **NASHVILLE DOT**

#### **Approve with conditions**

- Final constructions plans shall comply with the design regulations established by NDOT.
- Final design and improvements may vary based on actual field conditions.
- All ROW frontages shall adhere to the Major Collector Street Plan (MCSP).
- Dedicate ROW along all frontages to accommodate MCSP requirements.
- Provide call outs on final site plan for MCSP requirements.
- In general, with a final: Any proposed roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called outed per NDOT detail ST- standards. Dimensions ROW, lane widths, sidewalks, grass, etc. for reference.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement ([solidwastereview@nashville.gov](mailto:solidwastereview@nashville.gov)).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility work in public ROW. (cont.) Extents to be coordinated in field with NDOT inspector.
- Submit sight distance exhibit per AASHTO, with plan and profile view, design speed, existing and proposed grade along frontage. Provide any truck routes to/from site and interstate roadways.
- Comply with NDOT traffic comments.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- A TIS was conducted and submitted in 2021, which assumed a maximum density of 500,000 sq ft of warehouse. Per review of that study;
  - The applicant shall install a westbound left-turn lane at the proposed access on Couchville Pike.
  - Due to the increase in truck traffic on Couchville Pike the applicant may be required to widen a portion of the roadway to accommodate the additional traffic, specifics shall be finalized prior to Final SP.
- NDOT may require additional traffic analysis at the time of Final SP based on the proposed density and/or the surrounding area.
- MCSP requirements shall all be met.
- Site access point(s) and loading (if applicable) shall be finalized with NDOT prior to final SP submittal.
- Parking shall be per code.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions and disapproval without all conditions.



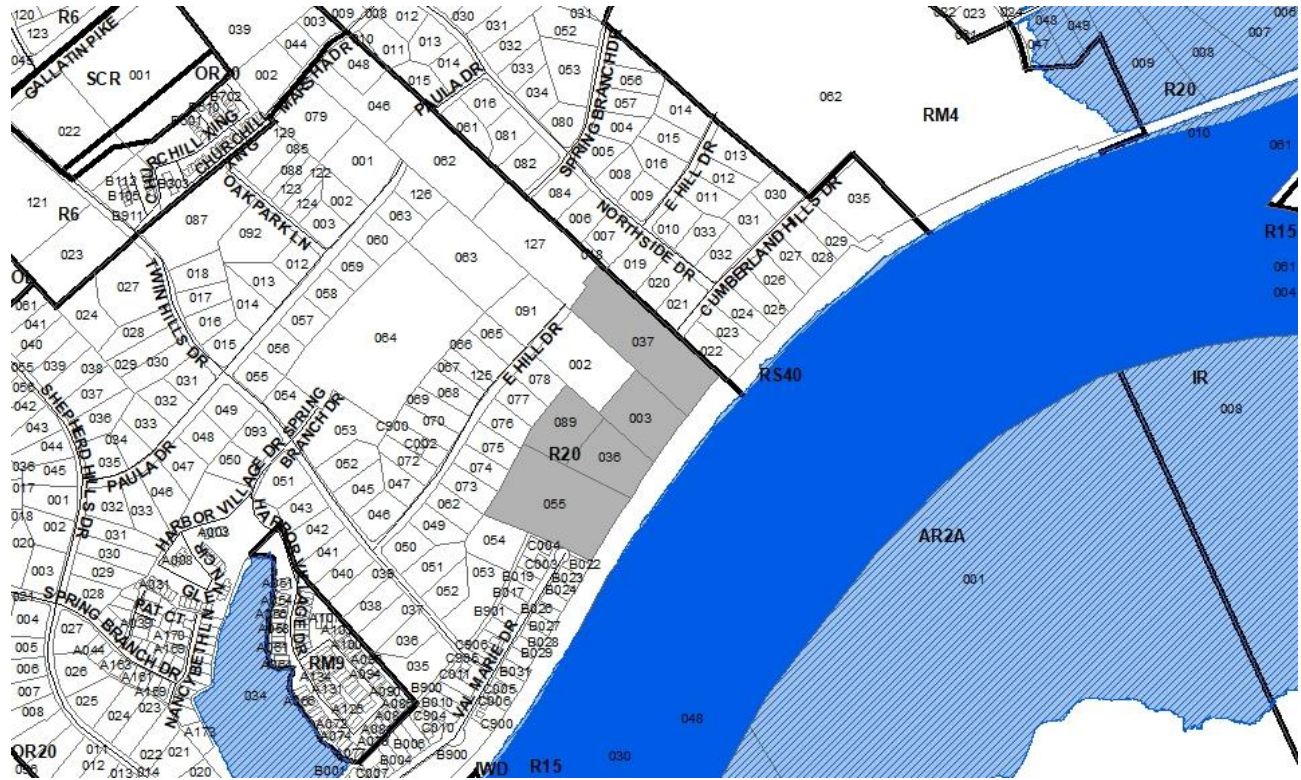
## Metro Planning Commission Meeting of 7/25/24

### CONDITIONS

1. Permitted uses shall be limited to 500,000 square feet of all uses of IWD with the exception of those uses prohibited in the SP document.
2. On the corrected copy, replace note 3 under proposed architectural and design standards with the following “Maximum height per IWD zoning standards.”
3. On the corrected copy, Historic notes shall be updated to be reflective of the language in this report under the Metro Historic Recommendation.
4. Elevations will be required at the final site plan stage.
5. Comply with all conditions and requirements of Metro reviewing agencies.
6. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
7. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the IWD zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
8. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
9. 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.
10. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
11. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.



## Metro Planning Commission Meeting of 7/25/24



### 2017S-254-005

#### RIVERVIEW AT CUMBERLAND HILLS

Map 034-03, Parcel(s) 089

Map 034-04, Parcel(s) 003, 036-037

Map 034-07, Parcel(s) 055

04, Madison

10 (Jennifer Webb)





## Metro Planning Commission Meeting of 7/25/24

<b>Item #27</b>	<b>Final Plat 2017S-254-005</b>
<b>Project Name</b>	<b>Riverview at Cumberland Hills</b>
<b>Council District</b>	10 – Webb
<b>School District</b>	03 – Masters
<b>Requested by</b>	JTA Land Surveying Inc., applicant; Patterson Company LLC, owner.
<b>Staff Reviewer</b>	Shane
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

### APPLICANT REQUEST

**Request for final plat approval to create 36 lots.**

#### Final plat

A request for final plat approval to create 36 residential cluster lots including 9 two-family lots for a total of 45 units on properties located at 2133 and 2135 B East Hill Drive, East Hill Drive (unnumbered), and Twin Hills Drive (unnumbered), at the current terminus of Cumberland Hills Drive, zoned One and Two-Family Residential (R20) (19.85 acres).

### CASE HISTORY

The site is located on vacant residential land along the Cumberland River near the Sumner County line. The site has been zoned R20 since 1974. A concept plan approving 36 residential lots (including 9 two-family lots for a total of 45 units) was approved at the August 25, 2022, Planning Commission meeting (Case No. 2017S-254-004). A final site plan has been approved (Case No. 2017S-254-002).

The proposed final plat application includes 36 lots (including 9 two-family lots for a total of 45 units), two new public roads and the extension of one public road, and five open space parcels and is consistent with the concept and final plans.

### SITE DATA AND CONTEXT

**Location:** The site is located at the current terminus of Cumberland Hills Drive.

**Approximate Acreage:** 19.85 acres or approximately 864,655 square feet.



# Metro Planning Commission Meeting of 7/25/24

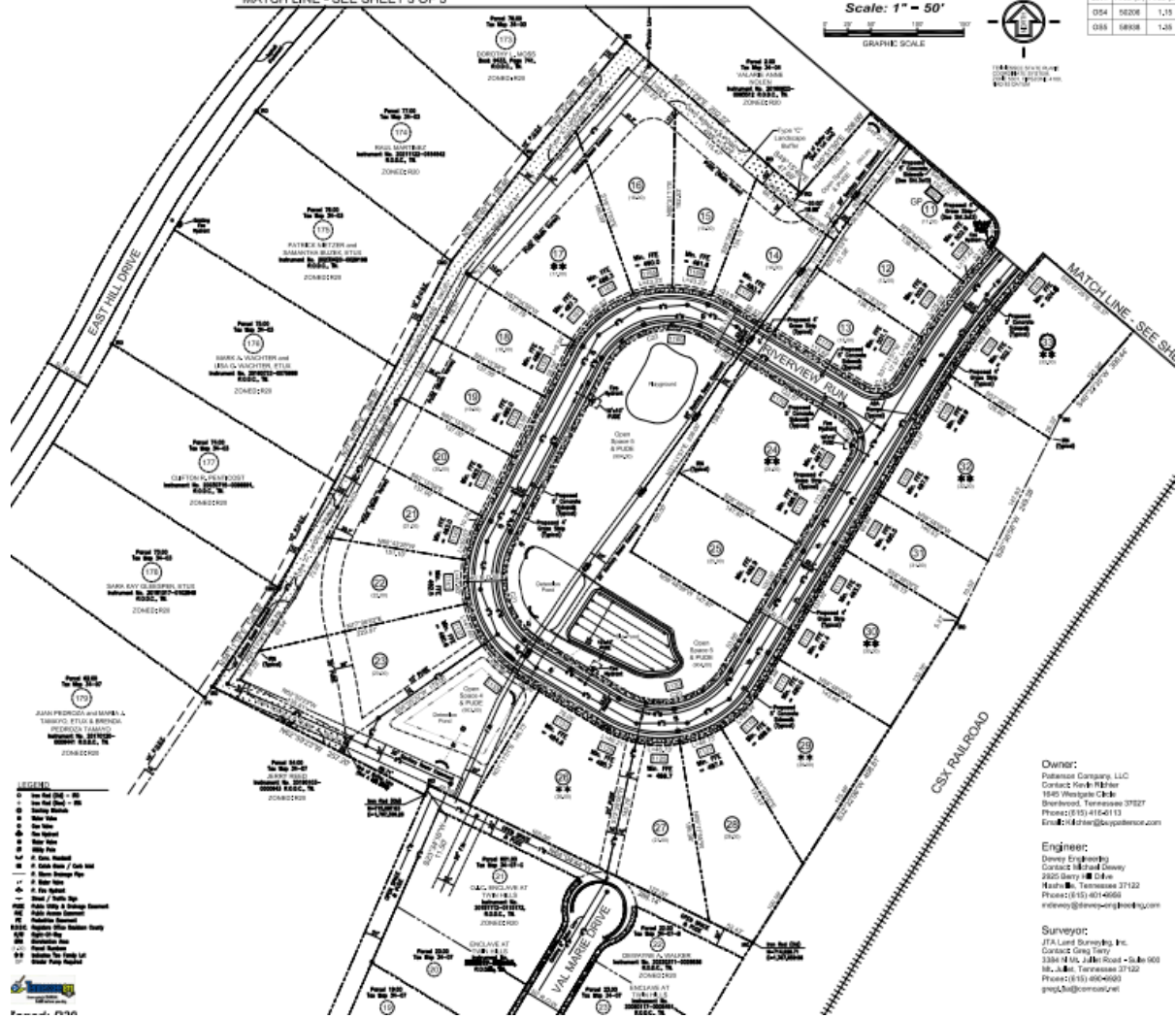
MATCH LINE - SEE SHEET 3 OF 3

Scale: 1" = 50'

GRAPHIC SCALE



Lot #	Area (±)	Area (±)
054	58206	1.15
055	58938	1.28



- LEGEND**
- 1. New Plat
  - 2. Old Plat
  - 3. Existing
  - 4. Proposed
  - 5. Easement
  - 6. Right of Way
  - 7. Utility
  - 8. Other
  - 9. Other
  - 10. Other
  - 11. Other
  - 12. Other
  - 13. Other
  - 14. Other
  - 15. Other
  - 16. Other
  - 17. Other
  - 18. Other
  - 19. Other
  - 20. Other
  - 21. Other
  - 22. Other
  - 23. Other
  - 24. Other
  - 25. Other
  - 26. Other
  - 27. Other
  - 28. Other
  - 29. Other
  - 30. Other
  - 31. Other
  - 32. Other
  - 33. Other
  - 34. Other
  - 35. Other
  - 36. Other
  - 37. Other
  - 38. Other
  - 39. Other
  - 40. Other
  - 41. Other
  - 42. Other
  - 43. Other
  - 44. Other
  - 45. Other
  - 46. Other
  - 47. Other
  - 48. Other
  - 49. Other
  - 50. Other
  - 51. Other
  - 52. Other
  - 53. Other
  - 54. Other
  - 55. Other
  - 56. Other
  - 57. Other
  - 58. Other
  - 59. Other
  - 60. Other
  - 61. Other
  - 62. Other
  - 63. Other
  - 64. Other
  - 65. Other
  - 66. Other
  - 67. Other
  - 68. Other
  - 69. Other
  - 70. Other
  - 71. Other
  - 72. Other
  - 73. Other
  - 74. Other
  - 75. Other
  - 76. Other
  - 77. Other
  - 78. Other
  - 79. Other
  - 80. Other
  - 81. Other
  - 82. Other
  - 83. Other
  - 84. Other
  - 85. Other
  - 86. Other
  - 87. Other
  - 88. Other
  - 89. Other
  - 90. Other
  - 91. Other
  - 92. Other
  - 93. Other
  - 94. Other
  - 95. Other
  - 96. Other
  - 97. Other
  - 98. Other
  - 99. Other
  - 100. Other

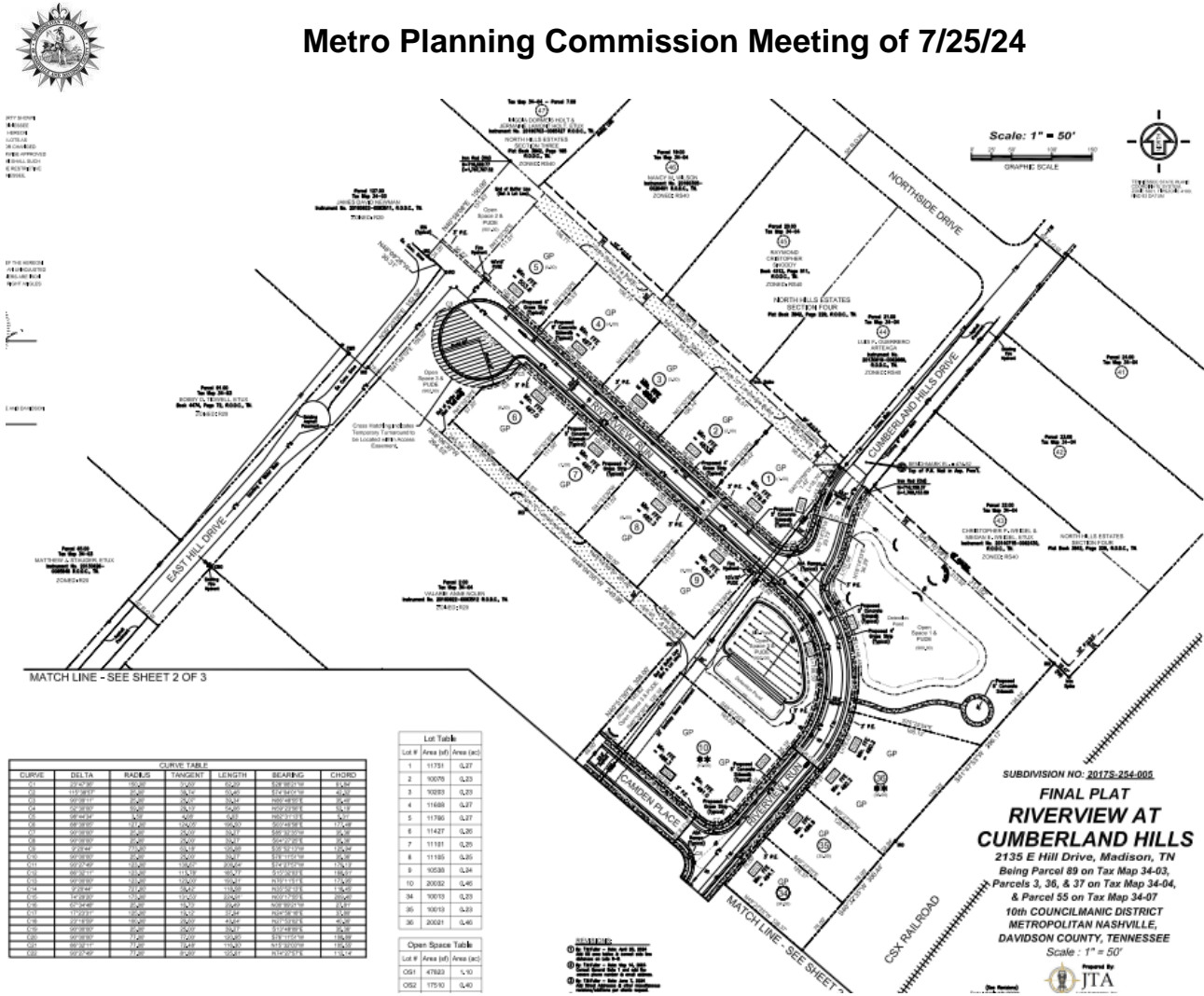
**Owner:**  
 Potomac Company, LLC  
 Contact: Kevin Miller  
 1540 Woodgate Circle  
 Brentwood, Tennessee 37027  
 Phone: (615) 415-4113  
 Email: krmiller@potomac.com

**Engineer:**  
 Design Engineering  
 Contact: Michael Dewey  
 2625 Berry Hill Circle  
 Nashville, Tennessee 37122  
 Phone: (615) 401-4000  
 mdewey@design-eng.com

**Surveyor:**  
 JTA Land Surveying, Inc.  
 Contact: Greg Tully  
 3384 Old US, Juliet Road - Suite 600  
 St. Louis, Tennessee 37122  
 Phone: (615) 456-0600  
 greg.tully@jta.com

Proposed Final Plat (southern extent)

# Metro Planning Commission Meeting of 7/25/24



CURVE TABLE					
CURVE	DELTA	RADIUS	TANGENT	LENGTH	CHORD
C1	22.222	150.000	240.000	69.426	108.203
C2	11.111	300.000	480.000	138.852	216.406
C3	22.222	150.000	240.000	69.426	108.203
C4	22.222	150.000	240.000	69.426	108.203
C5	22.222	150.000	240.000	69.426	108.203
C6	22.222	150.000	240.000	69.426	108.203
C7	22.222	150.000	240.000	69.426	108.203
C8	22.222	150.000	240.000	69.426	108.203
C9	22.222	150.000	240.000	69.426	108.203
C10	22.222	150.000	240.000	69.426	108.203
C11	22.222	150.000	240.000	69.426	108.203
C12	22.222	150.000	240.000	69.426	108.203
C13	22.222	150.000	240.000	69.426	108.203
C14	22.222	150.000	240.000	69.426	108.203
C15	22.222	150.000	240.000	69.426	108.203
C16	22.222	150.000	240.000	69.426	108.203
C17	22.222	150.000	240.000	69.426	108.203
C18	22.222	150.000	240.000	69.426	108.203
C19	22.222	150.000	240.000	69.426	108.203
C20	22.222	150.000	240.000	69.426	108.203
C21	22.222	150.000	240.000	69.426	108.203
C22	22.222	150.000	240.000	69.426	108.203
C23	22.222	150.000	240.000	69.426	108.203
C24	22.222	150.000	240.000	69.426	108.203
C25	22.222	150.000	240.000	69.426	108.203
C26	22.222	150.000	240.000	69.426	108.203
C27	22.222	150.000	240.000	69.426	108.203
C28	22.222	150.000	240.000	69.426	108.203
C29	22.222	150.000	240.000	69.426	108.203
C30	22.222	150.000	240.000	69.426	108.203

Lot Table		
Lot #	Area (sf)	Area (ac)
1	11751	0.27
2	9076	0.21
3	9283	0.21
4	11688	0.27
5	11780	0.27
6	11427	0.26
7	11181	0.25
8	11185	0.25
9	9038	0.21
10	20082	0.46
11	9212	0.21
12	9212	0.21
13	9212	0.21
14	9212	0.21
15	9212	0.21
16	9212	0.21
17	9212	0.21
18	9212	0.21
19	9212	0.21
20	9212	0.21
21	9212	0.21
22	9212	0.21
23	9212	0.21
24	9212	0.21
25	9212	0.21
26	9212	0.21
27	9212	0.21
28	9212	0.21
29	9212	0.21
30	30019	0.69
31	20021	0.46

SUBDIVISION NO: 2017S-254-005  
**FINAL PLAT**  
**RIVERVIEW AT CUMBERLAND HILLS**  
 2135 E Hill Drive, Madison, TN  
 Being Parcel 89 on Tax Map 34-03,  
 Parcels 3, 36, & 37 on Tax Map 34-04,  
 & Parcel 55 on Tax Map 34-07  
 10th COUNCILMANIC DISTRICT  
 METROPOLITAN NASHVILLE,  
 DAVIDSON COUNTY, TENNESSEE  
 Scale: 1" = 50'  
 Prepared by

## Proposed Final Plat (northern extent)

### PROPOSAL DETAILS

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

**Number of lots: 36**

**Subdivision Variances or Exceptions Requested: None**

### UPDATED FINAL PLAT RULES AND PROCEDURES

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



## **Metro Planning Commission Meeting of 7/25/24**

two lots, if certain criteria are met, and all final plats for subdivisions that received preliminary/concept plan approval.

Approval by the MPC is now required because the subject plat contains more than 25 lots, requiring consideration by the MPC per amended TCA Sections 13-3-402 and 13-4-302 under Public Chapter 994.

### **APPLICABLE SUBDIVISION REGULATIONS**

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

### **COMMENTS FROM OTHER REVIEWING AGENCIES**

#### **FIRE MARSHAL RECOMMENDATION**

**Approve**

#### **STORMWATER RECOMMENDATION**

**Approve**

#### **NASHVILLE DOT ROADS RECOMMENDATION**

**Approve**

#### **NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

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

#### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

- Attached is a copy of the above-referenced subdivision (uploaded by Planning on June 12, 2024) on which we have noted our comments and recommend approval. Approval is contingent on construction and completion of MWS Project #'s 17SL0246. A bond amount of \$420,000.00 is assigned to 17SL0246. Water provided by MSUD.

#### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

#### **CONDITIONS**

1. If the final plat will be recorded without first constructing the required public infrastructure improvements (roads, water, and sewer line extensions), then the applicant shall request a bond for those improvements. Submit a completed bond application with a check in the amount of \$750 made payable to the "Metropolitan Government" at least three weeks prior to when the plat will be recorded with the Metro Register of Deeds. The bond review and approval process is subject to receiving estimates from Metro departments and outside utilities for the amount



## Metro Planning Commission Meeting of 7/25/24

that is required to be bonded. Amounts are calculated after all plat revisions have been made and approved by the Metro agencies. Contact the Bond Desk at 615-862-7202 or [bond.desk@nashville.gov](mailto:bond.desk@nashville.gov).

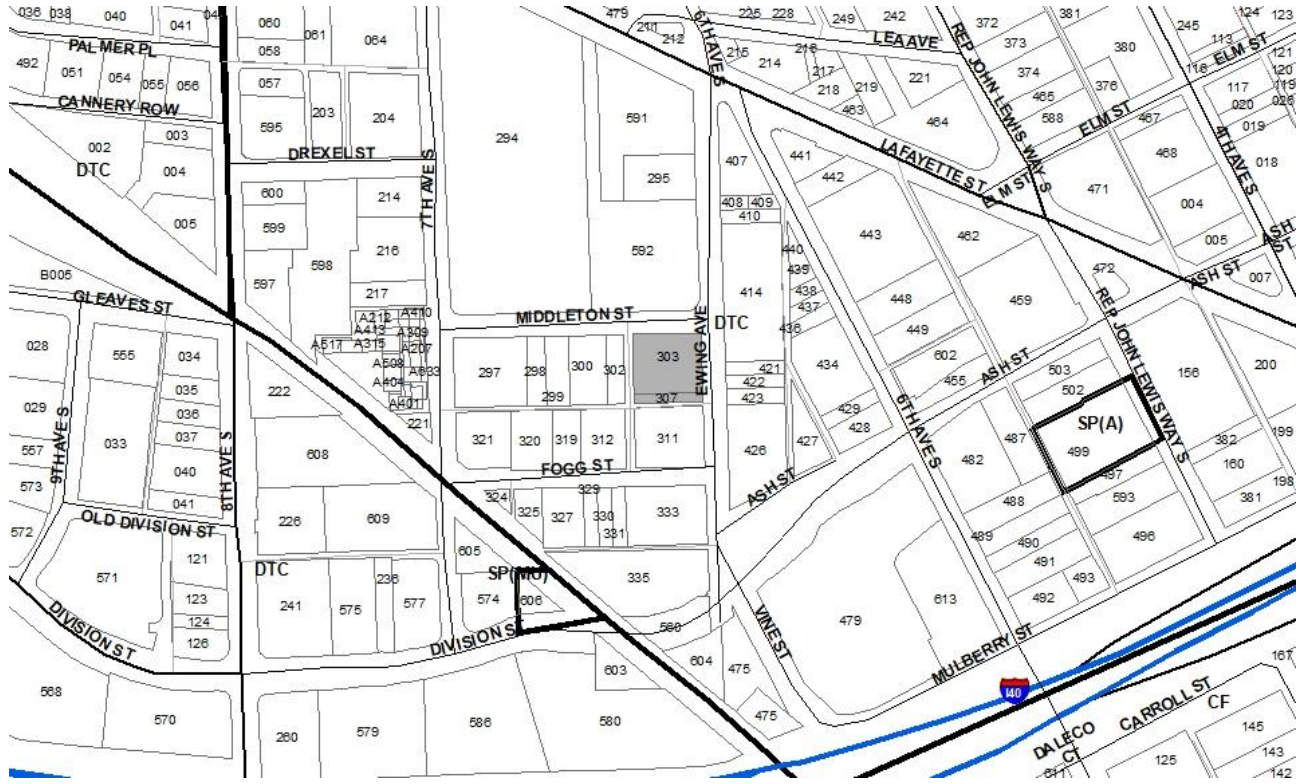
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. After approval, submit the corrected mylar or vellum copy of the plat reflecting all Conditions of Approval, with name printed under signatures and dates from property owner(s) and surveyor, one paper copy, a CD with the electronic copy of the plat (.dwg) saved on it, and recordation fee, to Planning.
4. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.
5. On the corrected copy, update the purpose note to read: "The purpose of this plat is to create 36 residential cluster lots including 9 two-family lots for a total of 45 units, create open space, and dedicate right-of-way and easements."
6. On the corrected copy, include a legend noting \*\* as a two-family lot.

### **RECOMMENDED ACTION**

Motion to approve proposed subdivision Case No. 2017S-254-005 with conditions based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



# Metro Planning Commission Meeting of 7/25/24



**2024SP-027-001**

701 & 709 EWING AVE

Map 093-14, Parcel(s) 303, 307

9, Downtown

19 (Jacob Kupin)



## Metro Planning Commission Meeting of 7/25/24

<b>Item #28</b>	<b>Specific Plan 2024SP-027-001</b>
<b>Project Name</b>	<b>701 &amp; 709 Ewing Ave</b>
<b>Council District</b>	19 – Kupin
<b>School District</b>	05 – Buggs
<b>Requested by</b>	Remick Architecture, applicant; Ewing Investments LLC, owner.
<b>Staff Reviewer</b>	Shane
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

### APPLICANT REQUEST

**Rezone from DTC to Specific Plan to permit nonresidential uses.**

#### Preliminary SP

A request to rezone from Downtown Code (DTC) to Specific Plan (SP) zoning for properties located at 701 and 709 Ewing Avenue, at the southwest corner of Middleton Street and Ewing Avenue (0.52 acres), to permit nonresidential uses.

#### **Existing Zoning**

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

#### **Proposed Zoning**

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

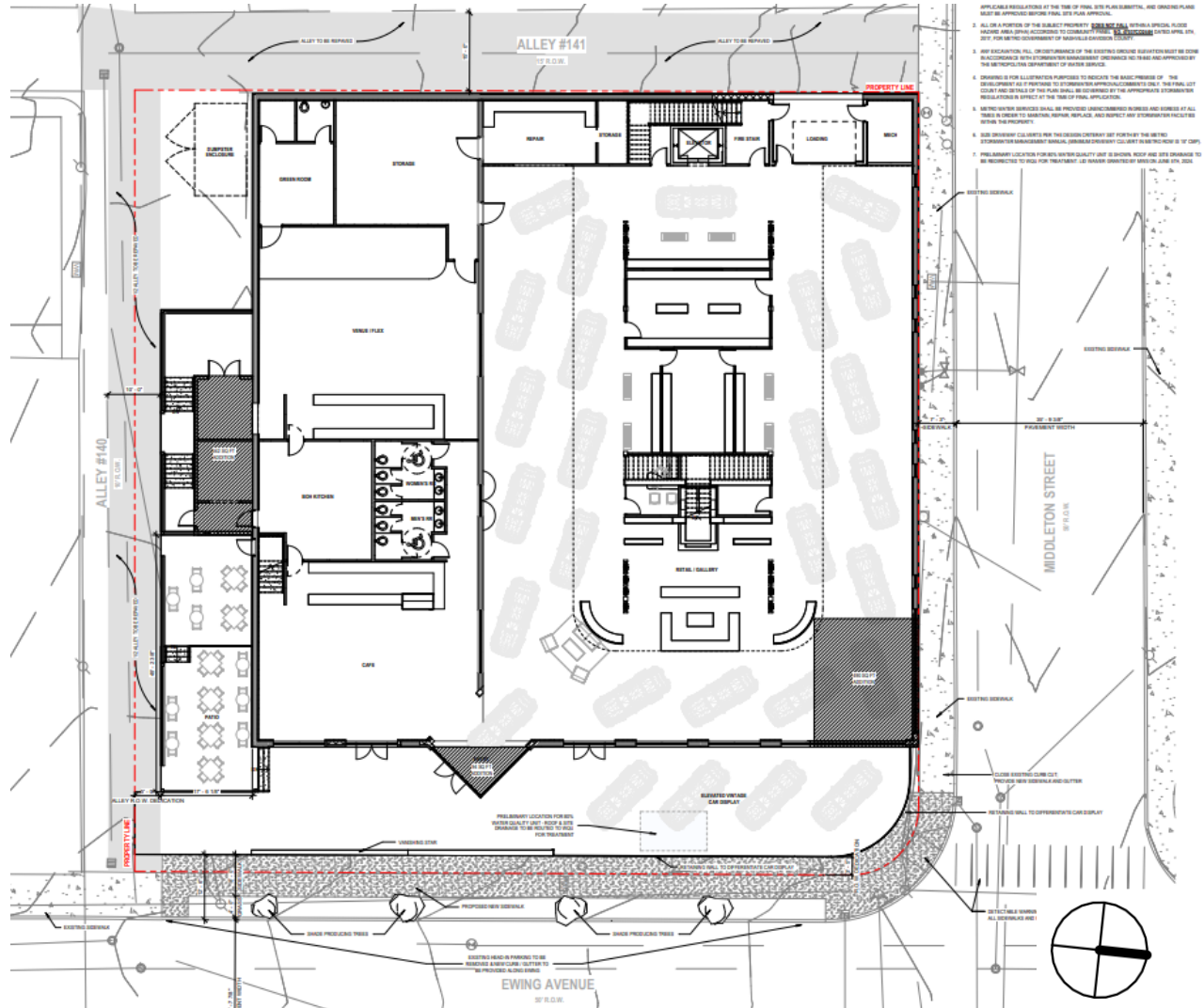
### SITE CONTEXT AND PLAN DETAILS

The 0.52-acre site is located at the southwestern corner of Middleton Street and Ewing Avenue, one block south of Lafayette Street. The one-story commercial building on site was built in 1966 and features a row of head-in parking and a continuous curb cut along Ewing Avenue. The building abuts the property line along Middleton Street and has frontage on two alleys along its other two sides, with head-in parking along the southern alley.

The plan seeks to permit automobile sales, used, which is not permitted under the base zoning of DTC. The plan indicates that this will be done in “a limited, controlled and purposeful capacity.” This will be accomplished through limiting all vehicles on the premise to those of a “collectible” nature, by requiring that at least 80% of the vehicles be within the building at all times, and by limiting outdoor display to no more than ten vehicles arranged in an orderly manner within the property lines. For bulk standards, the SP defaults to the requirements of the Lafayette Subdistrict of DTC, which has provisions that apply to existing buildings that are being modified.



# Metro Planning Commission Meeting of 7/25/24



**Proposed SP plan**

## **DOWNTOWN COMMUNITY PLAN**

T6 Downtown Neighborhood (T6 DN) is intended to maintain and create downtown neighborhoods comprised of diverse development characteristics, that contain a mix of uses such as residential, commercial, and institutional uses. The policy seeks to appropriately transition from less intense areas of T6 DN areas to the more intense T6 Downtown Core policy areas. The neighborhoods are comprised of high levels of connectivity and complete street networks, sidewalks, bikeways, and transit.

## **Supplemental Policy**

09-T6-DN-LF-01 is intended to accommodate a mix of uses limited to mid-rise developments. The supplemental policy identifies vital gateways, intersections where additional building height may be considered, as well as opportunities to provide recreation and leisure.





## **Metro Planning Commission Meeting of 7/25/24**

### **ANALYSIS**

The T6 DN and supplemental Lafayette policies for the site envision neighborhoods that feature a mix of uses, including diverse commercial establishments. Because DTC zoning does not permit used automobile sales, the applicants are seeking a rezoning to SP that will allow for the realization of their unique business model, which features the display and sale of collectible and antique automobiles (while meeting the DTC bulk standards). The prohibition on used car sales within the DTC is a valuable tool in preventing impacts of this use within the downtown context, but in this case the letter of the law would preclude what is clearly a different business model. To protect against incompatible future uses moving into the site, the SP features several conditions, as detailed above, that will prevent unsightly and inappropriate forms of automobile sales. With these conditions as a safeguard, the SP fits the goals and intent of the policies governing the property and will enhance this rapidly growing downtown neighborhood.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **NASHVILLE DOT ROADS RECOMMENDATION**

#### **Approve with conditions**

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. In general, with a final: Any proposed roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT detail standards. Any paving shall be called out per NDOT standard details, ST-263 (alley). Note: A private hauler will be required for waste/recycle disposal.
- Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov). Additional 1-1/2' mill and overlay may be required to cover full extents of utility work in public ROW. Extents to be coordinated in field with NDOT inspector.

### **NASHVILLE DOT TRAFFIC & PARKING RECOMMENDATION**

#### **Approve with conditions**

- See roads comments.

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

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

### **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



## Metro Planning Commission Meeting of 7/25/24

approved construction plans must match the Final Site Plan/SP plans. A minimum of 30% W&S Capacity must be paid before issuance of building permits.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

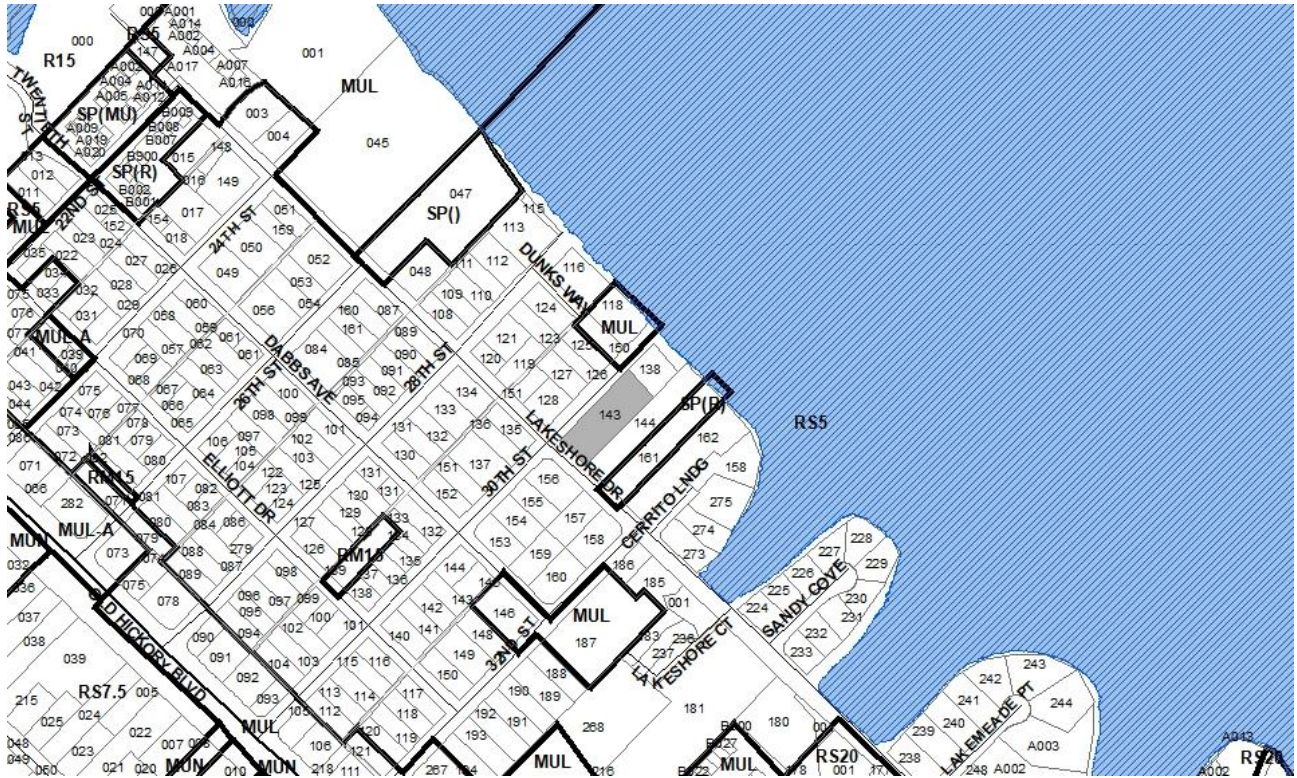
1. Permitted uses shall be per Downtown Code – South Area with the exception that automobile sales, used, shall be permitted with the conditions as detailed in the SP. Automobile parking shall be prohibited as a standalone use.
2. On the corrected copy, delete the second sentence of the purpose note.
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
5. The final site plan shall label all internal driveways as “Private Driveways.” A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the DTC – Lafayette Subdistrict zoning district as of the date of the applicable request or 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.
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 7/25/24



**2024S-065-001**

**DABBS AND ELLIOTT'S SUBDIVISION**

Map 053-08, Parcel(s) 143

14, Donelson - Hermitage - Old Hickory

11 (Jeff Eslick)



## Metro Planning Commission Meeting of 7/25/24

**Item #29**

**Final Plat 2024S-065-001**

**Project Name**

**Dabbs and Elliott's Subdivision**

**Council District**

11 – Eslick

**School District**

04 – Nabaa-McKinney

**Requested by**

Clint Elliott Survey, applicant; John & Marie Pratt, owners.

**Staff Reviewer**

Konigstein

**Staff Recommendation**

*Defer to the August 8, 2024, Planning Commission Meeting.*

---

### **APPLICANT REQUEST**

**Request for final plat approval to create two lots.**

#### Final Plat

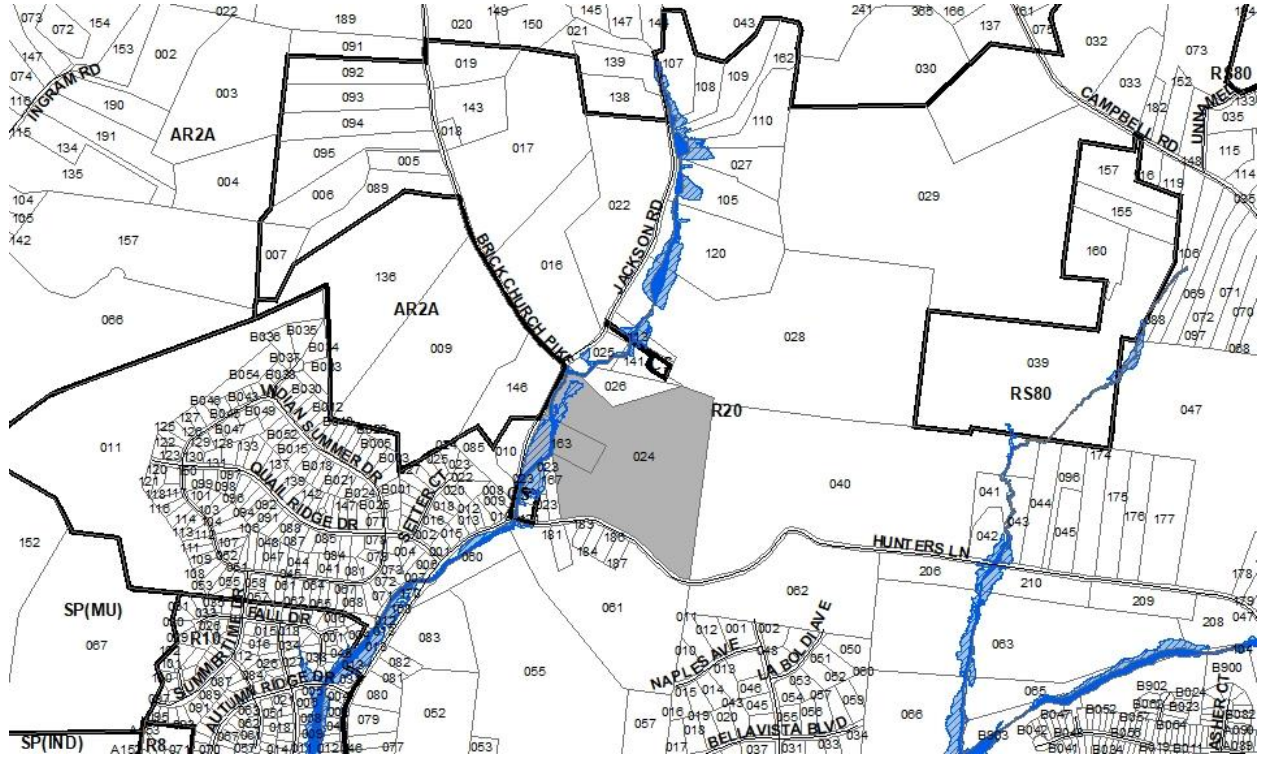
A request for final plat approval to create two lots on property located at 3001 Lakeshore Drive, at the southeastern corner of Lakeshore Drive and 30th Street, zoned Single-Family Residential (RS5) (0.61 acres).

### **STAFF RECOMMENDATION**

Staff recommends deferral to the August 8, 2024, Planning Commission Meeting.



# Metro Planning Commission Meeting of 7/25/24



**2024S-084-001**

**FINAL PLAT OF THE STEINBACK PROPERTY**

Map 032, Parcel(s) 024, 163

02, Parkwood – Union Hill

03 (Jennifer Gamble)



## Metro Planning Commission Meeting of 7/25/24

<b>Item #30</b>	<b>Final Plat 2024S-084-001</b>
<b>Project Name</b>	<b>Final Plat of the Steinback Property</b>
<b>Council District</b>	093 – Gamble
<b>School District</b>	03 – Masters
<b>Requested by</b>	Stivers Land Surveying, applicant; Eric Steinback, owner.
<b>Staff Reviewer</b>	Shane
<b>Staff Recommendation</b>	<i>Defer to the August 8, 2024, Planning Commission meeting.</i>

---

### APPLICANT REQUEST

**Request for final plat approval to shift lot lines.**

#### Final Plat

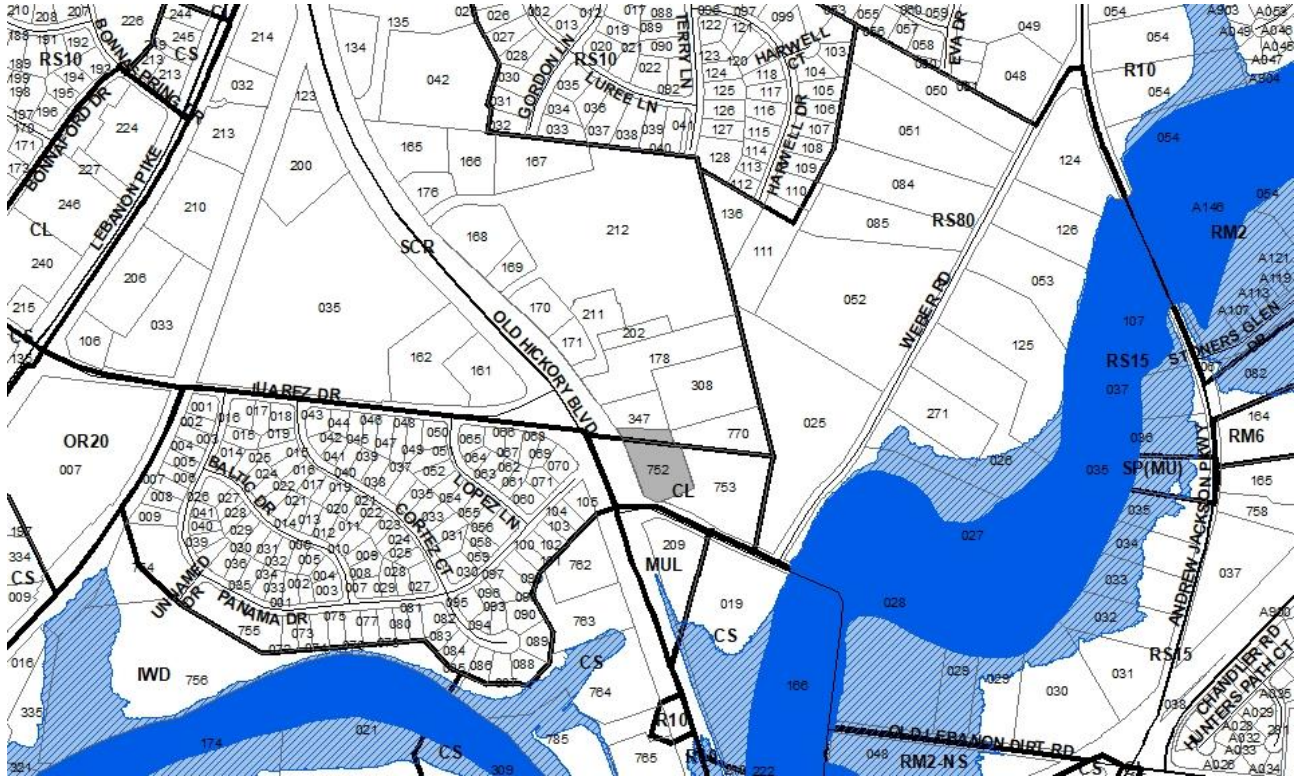
A request for final plat approval to shift lot lines on properties located at 4329 Brick Church Pike and Brick Church Pike (unnumbered), at the southeast corner of Jackson Road and Brick Church Pike, zoned One and Two-Family Residential (R20) (45.17 acres).

### STAFF RECOMMENDATION

Staff recommends deferral to the August 8, 2024, Planning Commission meeting.



# Metro Planning Commission Meeting of 7/25/24



## 16-86P-002

HERMITAGE MARKET PLACE (REVISION & FINAL)

Map 086, Parcel(s) 752 and P/O 347

14, Donelson – Hermitage – Old Hickory

14 (Jordan Huffman)





## Metro Planning Commission Meeting of 7/25/24

**Item #31****Project Name****Council District****School District****Requested by****Planned Unit Development 16-86P-002****Hermitage Market Place (Revision & Final)**

14 – Huffman

04 – Nabaa-McKinney

Interplan LLC, applicant; Las Palmas Enterprises Partnership and Mr. Hotels, LLC, owners.

**Staff Reviewer**

Konigstein

**Staff Recommendation***Approve with conditions.***APPLICANT REQUEST****Revise preliminary PUD and final site plan.**PUD Revision and Final

A request to revise the preliminary plan and for final site plan approval for property located at 303 Old Lebanon Dirt Road and a portion of property located at 5104 Old Hickory Boulevard, at the northeast corner of Old Hickory Boulevard and Old Lebanon Dirt Road, and partially located in a Planned Unit Development Overlay District, zoned Commercial Limited (CL) and Shopping Center Regional (SCR) (2.42 acres), to permit a 4,807 SF restaurant and remove a landscape buffer.

**Existing Zoning**

Shopping Center Regional (SCR) is intended for high intensity retail, office, and consumer service uses for a regional market area.

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

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.

**PUD HISTORY**

The preliminary PUD, which includes more properties beyond the subject properties, was approved by Metro Council in July 1986. The entire PUD permitted general retail, office, auto, and restaurant uses. There are two parcels involved in this request. The northern parcel (08600034700) is zoned SCR and is within the PUD. The second parcel, referred to as the southern parcel (08600075200) is zoned CL.





## Metro Planning Commission Meeting of 7/25/24

### SITE CONTEXT AND PLAN DETAILS

The subject property includes two parcels and is located on the east side of Old Hickory Boulevard, at the northeast corner of Old Hickory Blvd and Old Lebanon Dirt Road. The northern parcel, 347, is zoned SCR and within the PUD while the southern parcel, 752, is zoned CL. Both parcels have existing restaurants, Las Palmas on the northern parcel and Chick-Fil-A on the southern parcel. Adjacent zoning is SCR and adjacent land uses include general commercial, and residential. The subject property is developed with an approximately 4,807 sq. ft. fast-food restaurant with associated parking.

This application proposes to remove the landscape buffer on the shared property line of the parcels, to extend and relocate the drive-thru of the Chick-Fil-A drive to the northern parcel where Las Palmas is located, and to add 20 parking spaces south of the reconfigured drive-thru.

#### Site Plan

The site plan includes the existing fast-food restaurant, existing and proposed parking, removal of the remaining landscape buffer, and the relocated drive thru.

### 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 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;



## Metro Planning Commission Meeting of 7/25/24

- e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;
- 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.

The plan does not increase the floor area above what was approved by Council. The revision does not propose a use not permitted in the PUD. The request does not expand the boundary of the PUD, nor does it include any new access points where access was not already permitted.

As previously mentioned, this application consists of three main changes, the first is the removal of the landscape buffer, the second is modification to the existing drive through lane, and third expansion of the existing parking south of the reconfigured drive thru. With the change to the location of the drive thru and the removal of the previously approved landscape buffer, staff



## **Metro Planning Commission Meeting of 7/25/24**

considered the request a revision to the preliminary PUD plan. The proposed location of the drive thru extension will be shifted to a portion of the site located within a PUD, however, it is a private drive and not proposing any new access points to the PUD site.

Staff recommends approval with conditions as the plan meets all the above criteria.

### **FIRE MARSHAL RECOMMENDATION**

**Approve**

### **STORMWATER RECOMMENDATION**

**Approve with conditions**

- See SWGR 2024010963.

### **WATER SERVICES RECOMMENDATION**

**Approve**

### **NASHVILLE DOT RECOMMENDATION**

**Approve**

### **TRAFFIC & PARKING RECOMMENDATION**

**Approve**

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

1. On the corrected copy, add purpose note, "The purpose of this revision and final site plan is to remove the 10' landscape buffer and to relocate and extend a drive thru from parcel 347 to parcel 752."
2. On the corrected copy, the zoning for parcel 347 should identify, "SCR (Shopping Center Regional) and PUD Overlay."
3. On the corrected copy, the building setback information shall be provided for both parcels.
4. On the corrected copy, the parking information shall identify the number of existing spaces and the number of proposed spaces as shown on the final site plan.
5. Comply with all conditions and requirements of Metro reviewing agencies.
6. 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.
7. 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.
8. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.
9. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.



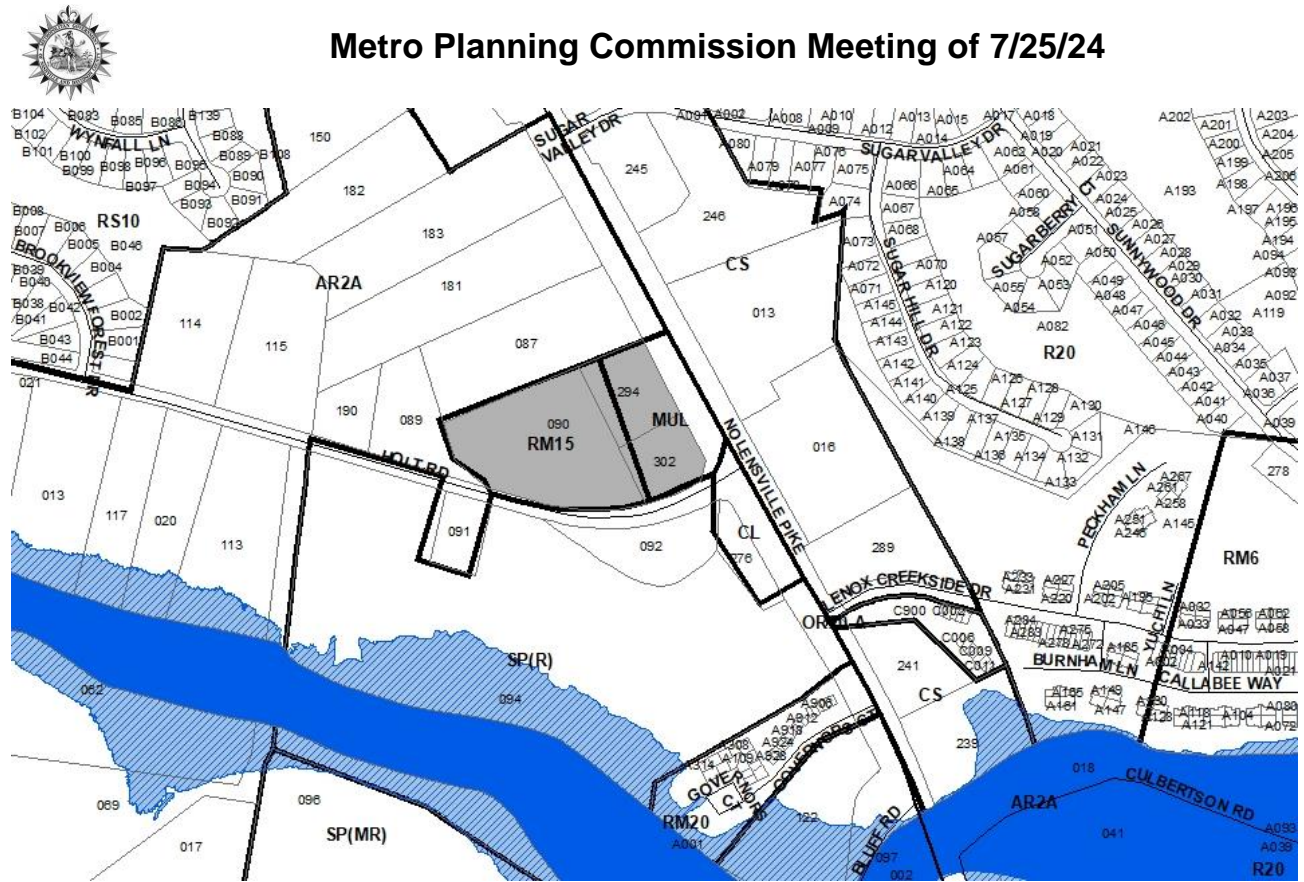
## **Metro Planning Commission Meeting of 7/25/24**

10. 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.



**SEE NEXT PAGE**

# Metro Planning Commission Meeting of 7/25/24



**2007P-004-003**  
GOVERNORS CHASE II (REVISION)  
Map 181, Parcel(s) 090, 294, 302  
12, Southeast  
04 (Mike Cortese)





## Metro Planning Commission Meeting of 7/25/24

<b>Item #32</b>	<b>Planned Unit Development 2007P-004-003</b>
<b>Project Name</b>	<b>Governors Chase II (Revision)</b>
<b>Council District</b>	04 – Cortese
<b>School District</b>	02 – Elrod
<b>Requested by</b>	Catalyst Design Group, applicant; 6361 Nolensville Pike LLC, 6361 Nolensville LLC and Holt Apartments LLC ET AL, owners.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

### APPLICANT REQUEST

**Revise preliminary PUD to permit automobile convenience and 60 multifamily residential units.**

#### PUD Revision

A request to revise the preliminary plan for a Planned Unit Development Overlay District for properties located at 6361 and 6365 Nolensville Pike and Nolensville Pike (unnumbered), at the northwest corner of Nolensville Pike and Holt Road, zoned Mixed Use Limited (MUL) and Multi-Family Residential (RM15), (7.12 acres), to permit automobile convenience and 60 multi-family residential units.

#### **Existing Zoning**

Mixed Use Limited (MUL) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses.

Multi-Family Residential (RM15) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre. *The Council approved PUD plan (BL2008-148) permits up to 72 multifamily units.*

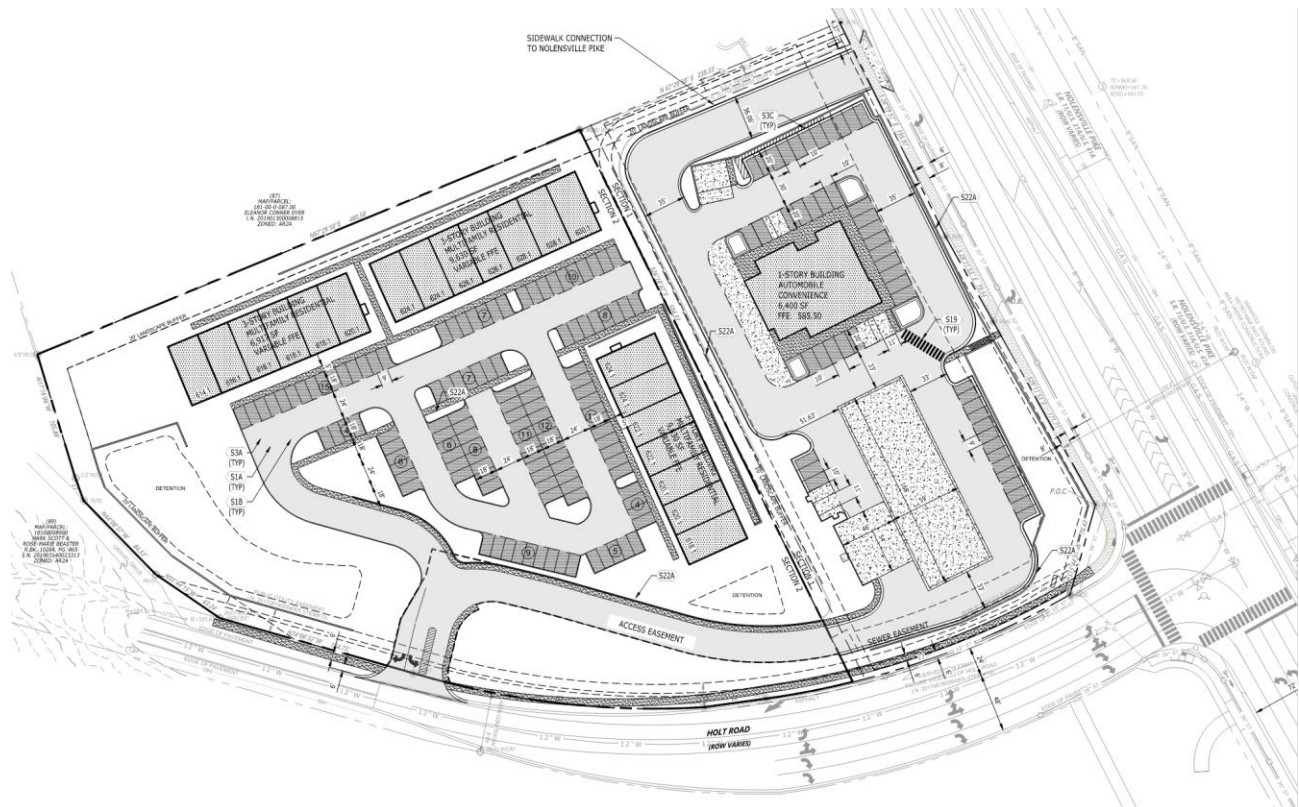
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of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



## Metro Planning Commission Meeting of 7/25/24

### SITE CONTEXT AND PLAN DETAILS

The subject site is located at the northwest corner of Nolensville Pike and Holt Road. The site is approximately seven acres in size and is undeveloped. The preliminary PUD was approved by Council in 2008. The Council approved plan includes 17,926 square feet of general office, 16,022 square feet of retail space and 72 multifamily units. The multifamily units are located within the RM15 zoning district, and the office and retail are located in the MUL zoning district. In 2016, the Commission approved a revision to permit a day care (over 75), financial institution, and 72 multifamily units. No final site plan has been approved and the PUD is undeveloped.



### Proposed Site Plan



#### Site Plan

The proposed plan includes an automobile convenience station and multi-family residential. The automobile convenience station is located along Nolensville Pike and the associated covered fuel pumps are located at the corner of Nolensville Pike and Holt Road. The convenience station is 6,400 square feet. The 60 multi-family units are located behind the automobile convenience use and along Holt Road. Access into the site is proposed from one drive on Nolensville Pike and one drive on Holt Road. Cross access is provided between the residential and nonresidential sections. The plan includes an eight-foot-wide sidewalk and six-foot grass strip along Nolensville Pike and a six-foot-wide sidewalk and six-foot-wide planting strip along Holt Road. The plan also includes an internal sidewalk system between the two sections. The residential units are distributed within



## Metro Planning Commission Meeting of 7/25/24

three, three-story buildings. A buffer yard is located between the residential and nonresidential sections. A buffer yard is also located along the northern and western property boundary.

### ANALYSIS

The Planning Commission may approve changes to an approved PUD without Council approval. Section 17.40.120.F of the Zoning Code specifies what types of changes to a PUD must be approved by Council.

- F. Changes to a Planned Unit Development District.
  - 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 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.
    - e.[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.
  - 2. Changes to a Final Site Plan. Applications to modify a previously approved final site plan shall follow the procedures of Section 17.40.170.
  - 3. Addition of a Special Exception Use. The addition or relocation of a special exception use otherwise permitted by the underlying base zone district shall be considered by the board of zoning appeals according to the applicable provisions of Chapter 17.16, Article III and Article VII of this chapter and may be approved upon consideration of a recommendation from the planning commission.
  - 4. Subsequent Change in Zoning District. Following adoption of a PUD district, no subsequent change in zoning district classification shall occur within that PUD without concurrent reapproval of the master development plan by the planning commission and council.
  - 5. Cancellation of a PUD District. Cancellation of a PUD district may be initiated by the planning commission, the metropolitan council, or a property owner within the



## **Metro Planning Commission Meeting of 7/25/24**

PUD district. A PUD district shall be canceled by ordinance according to the provisions of Article III of this chapter.

Staff finds the proposed plan is consistent with the Council approved plan. The proposed plan does not expand the land area or permitted uses. It is important to note that uses in the commercial portion of the PUD are limited to all uses permitted by the MUL base zoning district. It does not allow any additional access points not shown on the Council approved plan and does not increase the floor area or density above what is on the Council approved plan. Furthermore, the proposed plan provides an internal sidewalk connection to Nolensville Pike per a condition in the adoption of the Council approved plan. In conclusion, staff recommends approval with conditions per Section 17.40.120.F. of the Metro Zoning Code.

### **FIRE MARSHAL RECOMMENDATION**

**Approve**

### **STORMWATER RECOMMENDATION**

**Approve with conditions**

- Preliminary approval only. Final submittal shall meet all requirements of the stormwater management manual.

### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

- MWS recommends approval, on the following conditions: Approval does not apply to private water and sewer line design. Plans for these must be submitted and approved through a separate review process with Metro Water Permits before their construction may begin. A minimum of 30% of Water and Sewer Capacity fees must be paid before issuance of building permits.

### **NASHVILLE DOT RECOMMENDATION**

**Approve with conditions**

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. All ROW frontages shall adhere to the Major Collector Street Plan (MCSP). Dedicate ROW along all frontages to accommodate MCSP requirements. Provide call outs on final site plan for MCSP requirements. In general, with a final: Any proposed roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT detail standards. Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement ([solidwastereview@nashville.gov](mailto:solidwastereview@nashville.gov)). Additional 1-1/2' mill and overlay may be required to cover full extents of utility work in public ROW. (cont.) Extents to be coordinated in field with NDOT inspector. Provide recorded shared access easement instrument # on final site plans. Comply w/ traffic comments and conditions.

### **TRAFFIC & PARKING RECOMMENDATION**

**Approve with conditions**

- Parking shall continue to meet Metro code requirements.



## Metro Planning Commission Meeting of 7/25/24

- Sight distance shall continue to be met for the driveway on Holt Road.

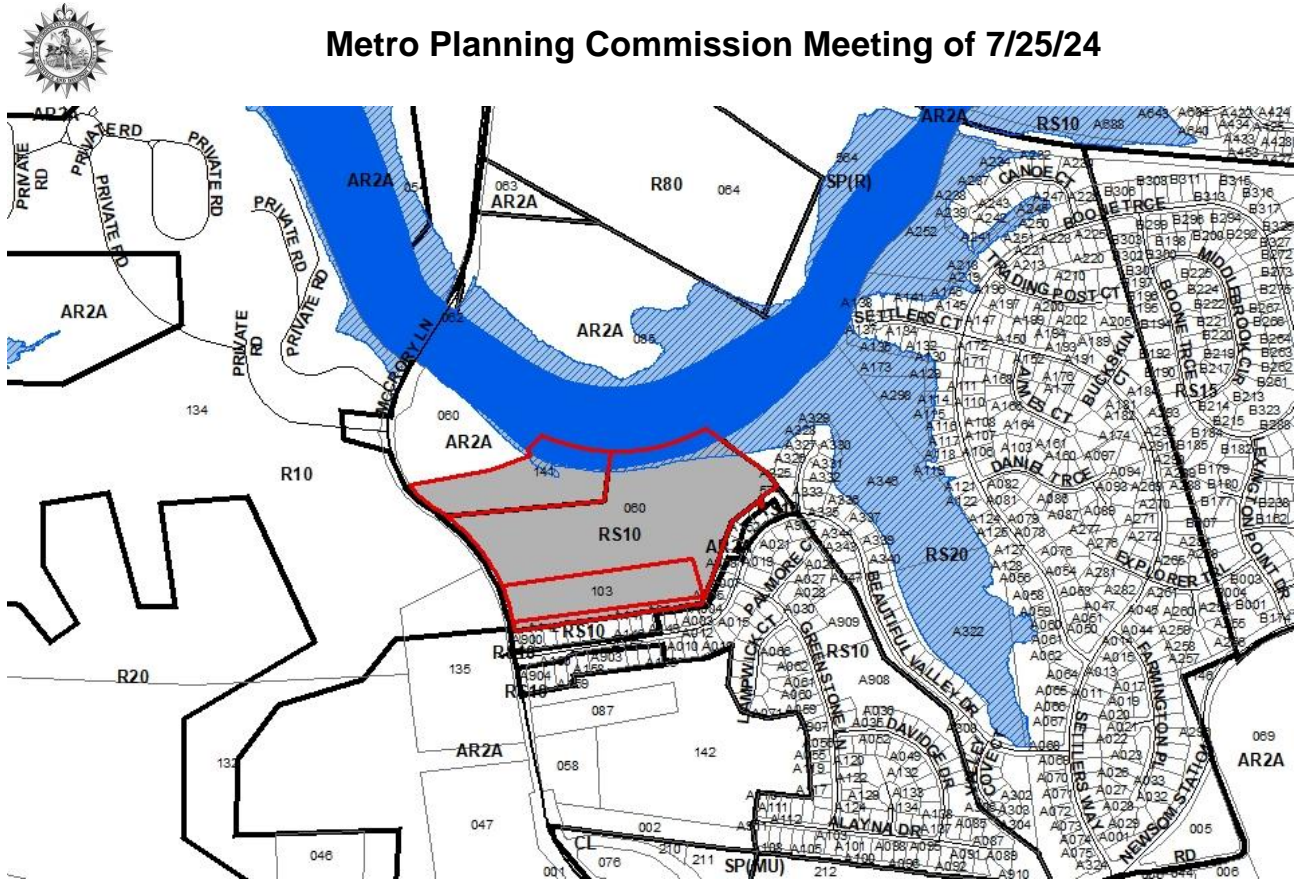
### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. 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.
3. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.

# Metro Planning Commission Meeting of 7/25/24



**2024S-083-001**  
**HARPETH OVERLOOK**  
Map 126, Parcel(s) 060, 103, 141  
06, Bellevue  
35 (Jason Spain)



## Metro Planning Commission Meeting of 7/25/24

<b>Item #33</b>	<b>Concept Plan 2024S-083-001</b>
<b>Project Name</b>	<b>Harpeth Overlook</b>
<b>Council District</b>	35 – Spain
<b>School District</b>	09 – Tylor
<b>Requested by</b>	JW Land Surveying, applicant; William & Shawna Travis ET UX, owners.
<b>Staff Reviewer</b>	Marion
<b>Staff Recommendation</b>	<i>Defer to the August 8, 2024, Planning Commission Meeting.</i>

---

### APPLICANT REQUEST

**Request for concept plan approval to create 35 lots.**

#### Concept plan

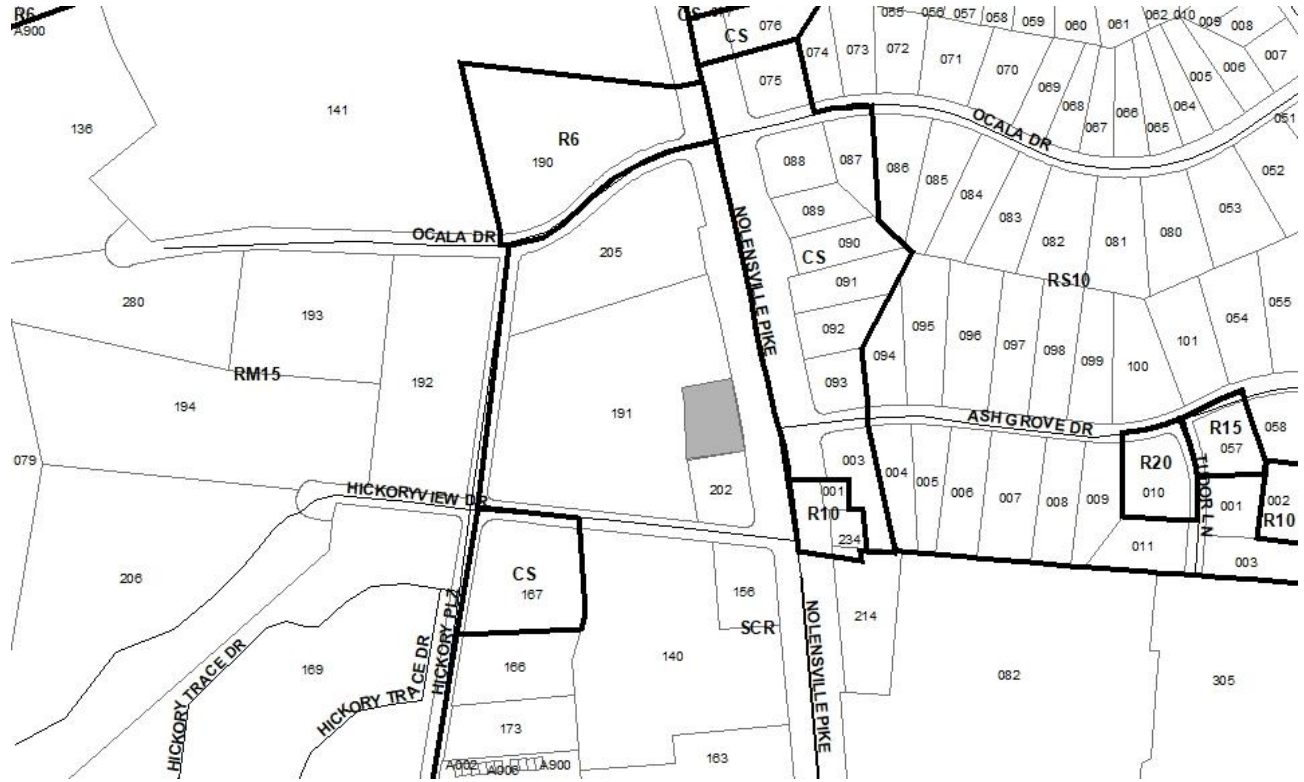
A request for concept plan approval to create 35 lots on properties located at 7934, 7946, and 7968 McCrory Lane, approximately 85 feet north of Beautiful Valley Drive, zoned AR2a and RS10 (27.93 acres).

### STAFF RECOMMENDATION

Staff recommends deferral to the August 8, 2024, Planning Commission meeting.



# Metro Planning Commission Meeting of 7/25/24



**64-76P-001**  
HICKORYVIEW COMMUNITY PARK  
Map 161, Parcel(s) 191  
12, Southeast  
27 (Robert Nash)





## Metro Planning Commission Meeting of 7/25/24

<b>Item #34</b>	<b>Planned Unit Development 64-76P-001</b>
<b>Project Name</b>	<b>Hickoryview Community Park</b>
<b>Council District</b>	27 – Nash
<b>School District</b>	02 – Elrod
<b>Requested by</b>	Ragan Smith, applicant; Hill Revolver, LLC, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

### **APPLICANT REQUEST**

**Revise preliminary PUD and final site plan to permit a take-out restaurant.**

#### PUD Revision and Final

A request to revise the preliminary plan and for final site plan approval for property located at 5431 Nolensville Pike, at the northwest corner of Nolensville Pike and Hickoryview Drive, zoned Shipping Center Reginal (SCR) and located within the Planned Unit Development Overlay District (PUD) and Corridor Design Overlay District (CDO), (6.41 acres) to permit a take-out restaurant.

#### **Existing Zoning**

Shopping Center Regional (SCR) is intended for high intensity retail, office, and consumer service uses for a regional 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 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.

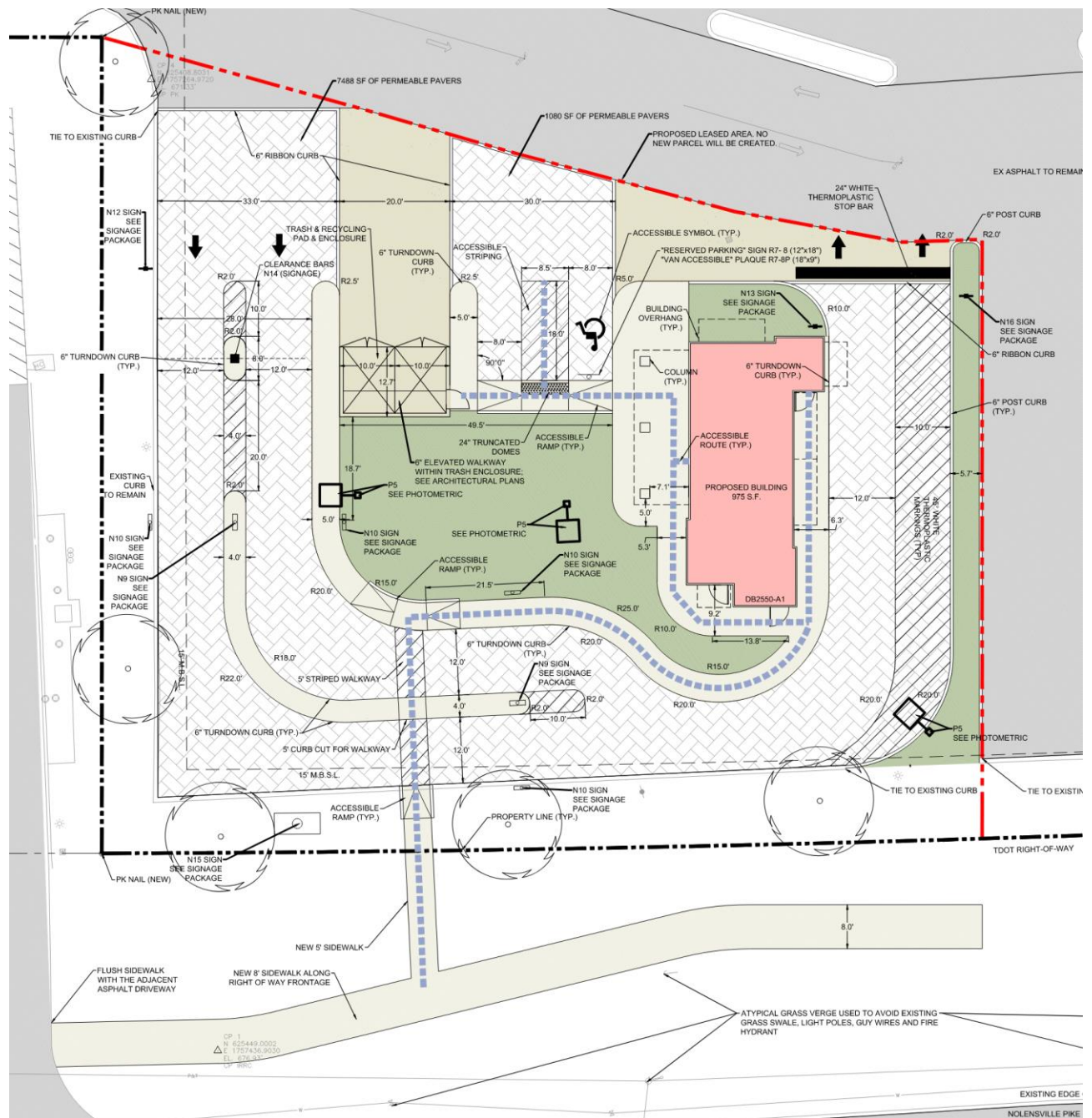
Corridor Design Overlay District (CDO) provides appropriate design standards for commercial, office and mixed-use development along corridors necessary to provide incremental improvements to the aesthetics of Nashville's commercial districts and corridors. Application of this overlay district shall be limited to areas requiring transitional standards.

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

The project site is in the parking lot of an existing shopping center, on the west side of Nolensville Pike. The shopping center has frontage on Nolensville Pike and Hickoryview Drive. The overall shopping center property is approximately 6.41 acres. The project site is approximately 0.46 acres. Surrounding land uses include but are not limited to, nursing home, automobile convenience, and other commercial uses. Surrounding zoning districts include Multi-family Residential (RM15)/PUD, SCR/PUD and Commercial Service (CS)/PUD.



# Metro Planning Commission Meeting of 7/25/24



**Proposed Site Plan**





## Metro Planning Commission Meeting of 7/25/24

This PUD was originally approved in 1976, for various commercial uses, including but not limited to, retail, restaurant, and automobile convenience. There have been several revisions over time.

### Site Plan

The proposed plan includes a 975-square-foot drive-through coffee shop. The site is adjacent to Nolensville Pike and a new sidewalk is proposed along Nolensville Pike. The plan also includes a private sidewalk from the site to the proposed public sidewalk along Nolensville Pike.

### **ANALYSIS**

The Planning Commission may approve changes to an approved PUD without Council approval. Section 17.40.120.G of the Zoning Code specifies what types of changes to a PUD must be approved by Council.

- 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;
    - 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;



## Metro Planning Commission Meeting of 7/25/24

- 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.

Staff finds that the proposed plan is consistent with all zoning requirements and with the Council approved PUD. Since the PUD is consistent with zoning requirements and the Council approved plan, then Section 17.40.120.G allows the Commission to approve this request. Staff recommends approval with conditions.

### **FIRE MARSHAL RECOMMENDATION**

**Approve**

### **STORMWATER RECOMMENDATION**

**Approve with conditions**

- See SWGR 2022077936.

### **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. 100% Caps Paid.



## **Metro Planning Commission Meeting of 7/25/24**

### **NASHVILLE DOT RECOMMENDATION**

#### **Approve with conditions**

- The following shall be per NDOT ST- detail sections: any access and ADA ramps, sidewalks, curb & gutter. All ROW frontages shall adhere to the Major Collector Street Plan (MCSP). Dedicate ROW along all frontages to accommodate MCSP requirements. Provide call outs on final site plan for MCSP requirements. Where there may be potential vehicular or pedestrian sight distance issues, provide stopping sight distance exhibits at any relevant intersections and accesses. Provide adequate sight distance spacing at all access ramps and public streets with on-street parking. Provide a loading/unloading and waste plan for development. Note: A private hauler will be required for site waste/recycle disposal. Comply w/ NDOT traffic comments.

### **TRAFFIC & PARKING RECOMMENDATION**

#### **Approve with conditions**

- Extend sidewalk Southbound to neighboring driveway and provide a pedestrian ramp.

### **STAFF RECOMMENDATION**

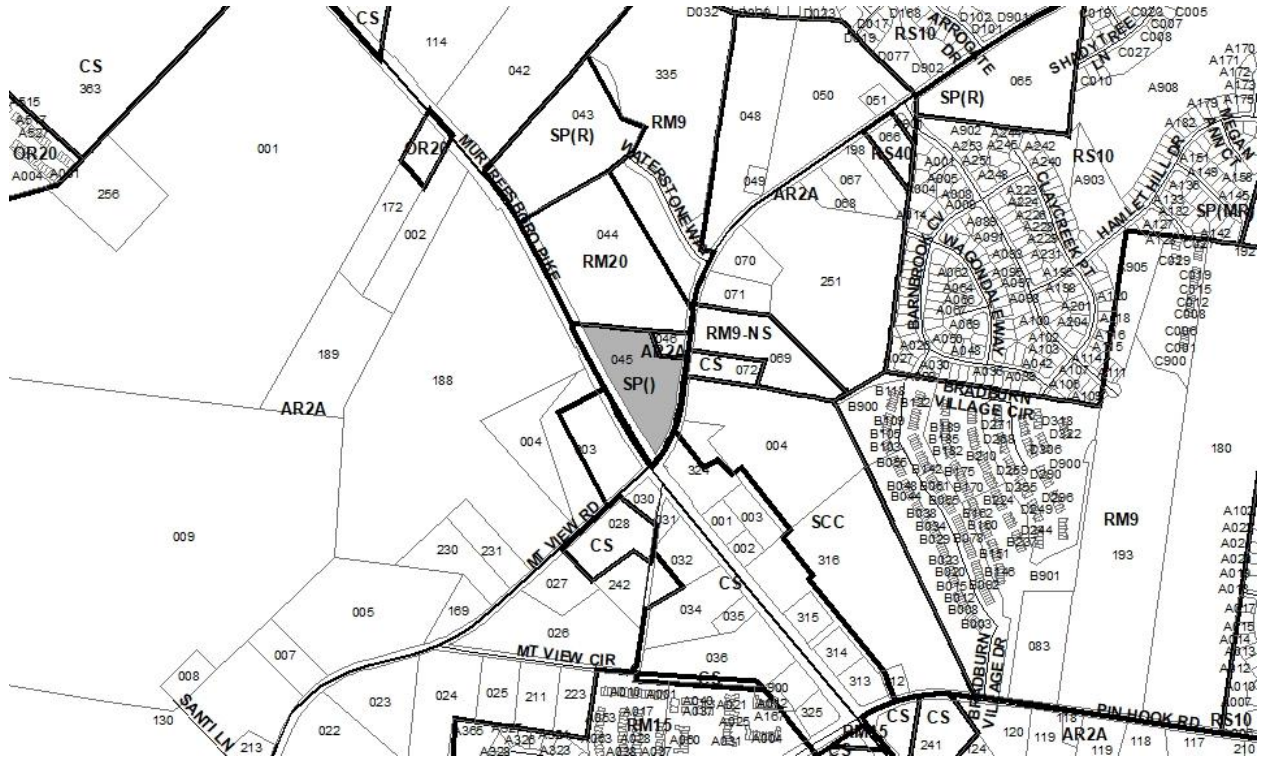
Staff recommends approval with conditions.

### **CONDITIONS**

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. 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.
3. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.



# Metro Planning Commission Meeting of 7/25/24



## 2005UD-008-004

MURFREESBORO PIKE UDO (3332 MURFREESBORO PIKE)

Map 164, Parcel(s) 045

13, Antioch-Priest Lake

08 (Deonté Harrell)



## Metro Planning Commission Meeting of 7/25/24

<b>Item #35</b>	<b>Urban Design Overlay 2005UD-008-004</b>
<b>Project Name</b>	<b>Mt. View Wawa UDO</b>
<b>Council District</b>	08 - Harrell
<b>School District</b>	06 – Mayes
<b>Requested by</b>	Site Engineering Consultants, applicant; OV 07 Mt View, LLC, owner.
<b>Staff Reviewer</b>	Schenk
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

### APPLICANT REQUEST

**A request for a major modification to the front setback along Murfreesboro Pike.**

#### UDO Modification

A request for a modification to the Murfreesboro Pike Urban Design Overlay District for property located at 3332 Murfreesboro Pike, at the northeast corner of Murfreesboro Pike and Mount View Road, zoned Specific Plan (SP) (4.86 acres), to permit a modification of the front setback requirements.

#### **EXISTING ZONING**

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

Murfreesboro Pike Urban Design Overlay (UDO) is an overlay intended to foster suburban development that is pedestrian friendly while enhancing its context with new buildings and spaces that are developed along Murfreesboro Pike.

#### **MODIFICATION REQUEST DETAILS**

The proposal is requesting a major modification, since the proposal is a deviation of over 20 percent or more, which must be approved by the Planning Commission.

1) UDO Requirement: The required front yard setback on the primary street, Murfreesboro Pike, is to be a 0’ minimum to 80’ maximum setback.

Major Modification Request: The proposed building is located 161’ away from the primary street, requiring an additional setback of 81’.

#### **ANALYSIS**

The intent of the front yard setback requirement along a primary street frontage is to ensure the building interacts with the street frontage. The proposed plan includes sidewalk connections as well as an expansion of the sidewalk along the frontages of both Murfreesboro Pike and Mt. View Road, providing sidewalk connections to adjacent properties. This request would only be to modify the front setback requirements. A final site plan application is required separately from this application and will require a separate review.



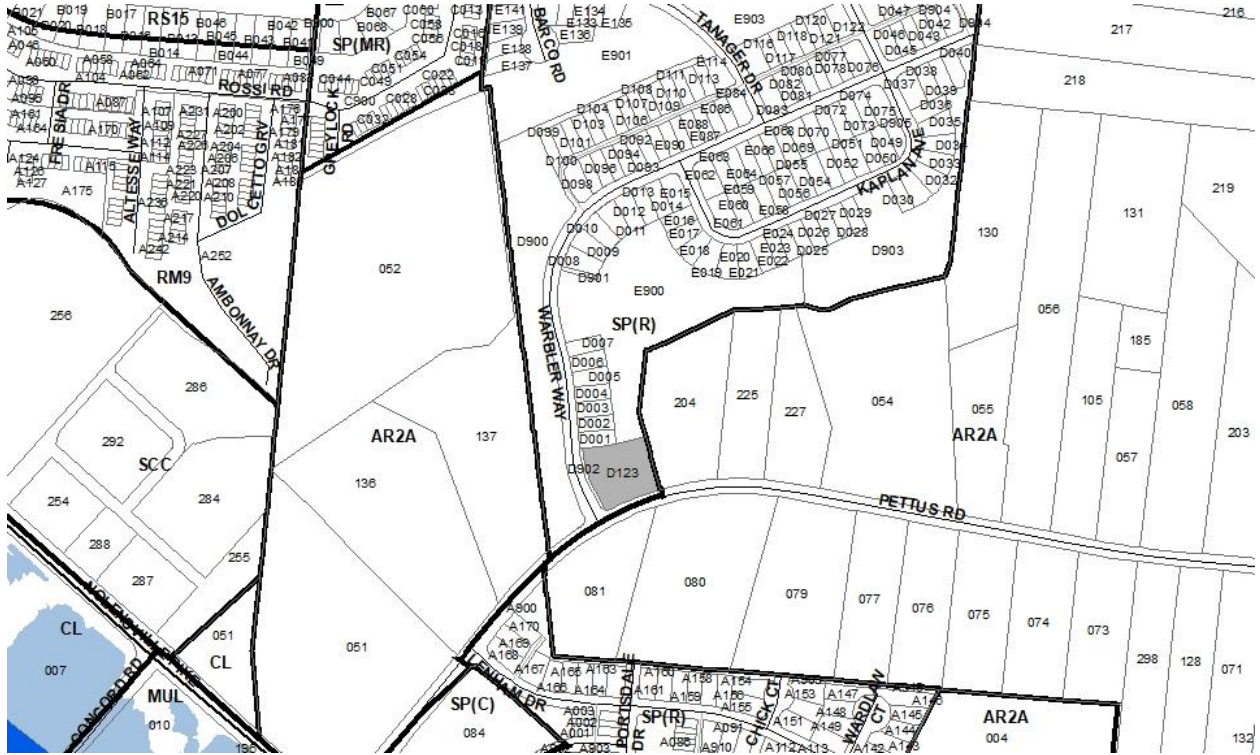




**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 7/25/24



**2023Z-049PR-001**

Map 181-11-0-D, Parcel(s) 123

12, Southeast

31 (John Rutherford)



## Metro Planning Commission Meeting of 7/25/24

**Item #36****Council Bill No.****Council District****School District****Requested by****Zone Change 2023Z-049PR-001**

BL2023-59

31 – Rutherford

02 – Elrod

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

**Staff Reviewer**

Schenk

**Staff Recommendation***Approve.***APPLICANT REQUEST****Zone change from SP to R40.**Zone Change

A request to rezone from Specific Plan (SP) to One and Two-Family Residential (R40) for property located at 6397 Pettus Road, at the northeast corner of Warbler Way and Pettus Road (0.96 acres).

**Existing Zoning**

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

**Proposed Zoning**

One and Two Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 1.16 dwelling units per acre including 25 percent duplex lots. *R40 would permit a maximum of one lot. Duplex eligibility is determined by Metro Codes.*

**SOUTHEAST COMMUNITY PLAN**

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

Existing SP Zoning

The SP zoning currently applied to the site showed the existing home to remain and otherwise proposed a residential subdivision of up to 145 single-family lots on public streets with a minimum size of 4,000 square feet. The nearest lots on Warbler Way to the subject site are about 6,000 square feet.



## Metro Planning Commission Meeting of 7/25/24

### CASE HISTORY

This application was previously considered at the June 8, 2023, Planning Commission meeting and received a recommendation of approval. Due to this site's affiliation with 2017SP-087-001, this application was remanded back to Planning Commission for additional consideration.

### ANALYSIS

Staff finds the proposed zoning to be consistent with the T3 NE policy that is applied to the site. The proposed land uses and development pattern are consistent with the T3 NE policy considering the context of the area. The site will transition the potential development intensity from the adjacent SP to the existing development to the east on Pettus Road.

#### 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
Residential (210)	0.96	-	1 U	14	4	1

#### Maximum Uses in Proposed Zoning District: R40

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.96	1.16 D	2 U	28	7	2

\*Based on two-family lots

#### Traffic changes between maximum: SP and R40

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+1 U	+14	+3	+1

### METRO SCHOOL BOARD REPORT

**Projected student generation existing SP zoning districts: 0 Elementary 0 Middle 0 High**  
**Projected student generation proposed R40 district: 0 Elementary 0 Middle 0 High**

The proposed R40 zoning is not expected to generate any additional students beyond the existing SP zoning. Students would attend Henry C. Maxwell Elementary School, Marshall Middle School, and Cane Ridge High School. Maxwell Elementary is identified as being at capacity, Marshall Middle School is identified as being under capacity and Cane Ridge High School is identified as being over capacity This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

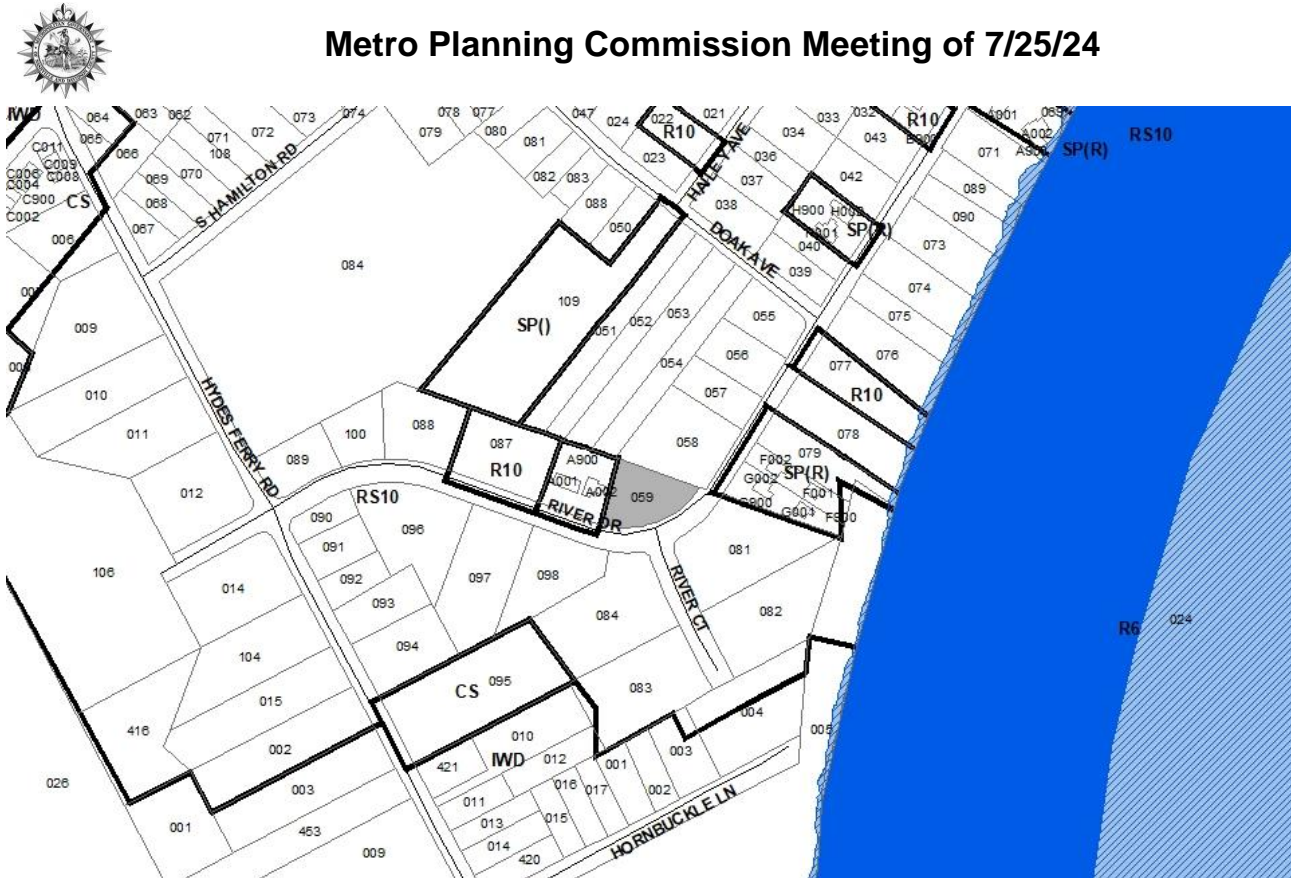
### STAFF RECOMMENDATION

Staff recommends approval.



**SEE NEXT PAGE**

Metro Planning Commission Meeting of 7/25/24



**2024Z-053PR-001**  
Map 081-01, Parcel(s) 059  
03, Bordeaux – Whites Creek – Haynes Trinity  
01 (Joy Kimbrough)



## Metro Planning Commission Meeting of 7/25/24

**Item #37**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2024Z-053PR-001**  
01 – Kimbrough  
01 – Gentry  
Concrete Investments LLC, applicant and owner.

**Staff Reviewer**  
**Staff Recommendation**

Garland  
*Approve.*

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

#### Zone Change

A request to rezone from Single-Family Residential (RS10) to One and Two-Family Residential (R10) for property located at 1709 River Drive, approximately 12 feet north of River Court (0.49 acres).

#### **Existing Zoning**

Single-Family Residential (RS10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *Based on acreage alone, RS10 would permit a maximum of two single family lots. Application of Metro’s Subdivision Regulations may result in fewer units at this site.*

#### **Proposed Zoning**

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of two duplex lots for a maximum of four units, based on acreage alone. This does not account for compliance with the Metro Subdivision Regulations. Duplex eligibility to be confirmed by Metro Codes.*

### **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**

The application consists of one parcel (Map 081-01, Parcel 059) totaling 0.49 acres, located along the curve of River Drive and 12 feet from River Court. The property has been zoned Single Family Residential (RS10) since 1998 and contains a single-story home. Prior to then, the parcel was zoned



## Metro Planning Commission Meeting of 7/25/24

R10 in 1974. The application proposes to rezone the property from RS10 to R10. The surrounding land uses are primarily residential. The nearby zoning districts include R10 to the west and RS10 to the north, east, and south. This parcel has frontage along River Drive, which is a local street.

The property is located within the T3 Suburban Neighborhood Evolving (T3 NE) policy area which intends to be developed in suburban residential patterns. The T3 NE policy supports moderate-density residential development patterns. Based on acreage alone, the proposed R10 zoning could allow up to four units. The T3 NE policy will have higher densities than classic suburban neighborhoods with a broader range of housing types providing housing choice. There are existing properties zoned R10 around the subject site. Given the context of this site, R10 seems appropriate for the intended density. The proposed R10 district slightly increases density and aligns with goals of T3 NE policy to provide opportunities for a diversity in housing.

### FIRE RECOMMENDATION

#### Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.49	4.08 F	2 U	28	7	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.49	8.16 F	4 U	54	8	5

\*Based on two-family lots

Traffic changes between maximum: **RS10 and R10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+2	+16	+1	+3

### METRO SCHOOL BOARD REPORT

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

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

The proposed R10 zoning will generate no more students than the existing RS10 zoning. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. Cumberland Elementary and Haynes Middle School are identified as at capacity while Whites Creek High School is identified as exceedingly under capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval.





**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 7/25/24



## 2024Z-070PR-001

Map 060-14, Parcel(s) 010-012

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyonzte Toombs)



## Metro Planning Commission Meeting of 7/25/24

**Item #38**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2024Z-070PR-001**  
02 – Toombs  
01 – Gentry  
Crunk Engineering LLC, applicant; AH Harlin Partners Trust, owner.

**Staff Reviewer**  
**Staff Recommendation**

Garland  
*Approve.*

### **APPLICANT REQUEST**

#### **Zone change from R8 to IWD.**

#### Zone Change

A request to rezone from One and Two-Family (R8) to Industrial Warehousing/Distribution (IWD) zoning for properties located at 400 Haynie Avenue, 2714 and 2720 Brick Church Pike, at the northwest corner of Brick Church Pike and Woodfolk Avenue (0.84 acres).

#### **Existing Zoning**

One and Two-Family Residential District (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 4 lots including 1 duplex lot for a maximum of 5 units. Duplex eligibility to be confirmed by Metro Codes.*

#### **Proposed Zoning**

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

### **BORDEAUX- WHITES CREEK-TRINITY COMMUNITY PLAN**

D Industrial (D IN) is intended to maintain, enhance, and create industrial districts in appropriate locations. The policy creates and enhances areas that are dominated by one or more industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Types of uses in D IN areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses. Uses that support the main activity and contribute to the vitality of the D IN are also found.

### **ANALYSIS**

The application consists of three parcels (Map 060-14, Parcel 010-012) totaling 0.84 acres, located at the northwest corner of Brick Church Pike and Woodfolk Avenue. The parcels have been zoned One and Two-Family Residential (R8) since 1974. The application proposes to rezone the property from R8 to IWD. The surrounding land uses are primarily vacant and industrial with limited residential land uses to the northwest along Haynie Ave. The subject parcels have frontage along Haynie Avenue and Woodfolk Avenue, which both are identified as a local road, and Brick Church Pike, which is classified as an Arterial Boulevard in the MCSP. The parcel also has vehicular access via Alley #1089, to the south and east of Parcel 10 and along the west side of Parcels 11 and 12.



## Metro Planning Commission Meeting of 7/25/24

The property is located within the District Industrial (D IN) policy. These policy areas are dominated by one or more activities that are industrial in character. The site is connected to an arterial-boulevard and has access to internal street connectivity which aligns with the D IN policy. The purpose of this rezoning is to allow warehouse uses, which aligns with the D IN policy. The types of uses in D IN areas include non-hazardous manufacturing, distribution centers, and mixed business parks containing compatible industrial and nonindustrial uses. The IWD district implements those industrial policies of the general plan that provide opportunities for wholesaling, warehousing, and bulk distribution uses. The proposed IWD district at the subject site is consistent with the D-IN policy goals and fits in with the surrounding context. For these reasons staff recommends approval.

### FIRE RECOMMENDATION

**Approve**

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.84	5.95 F	5 U	66	8	6

\*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.84	0.8 F	29,272 SF	92	5	6

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+26	-3	0

### METRO SCHOOL BOARD REPORT

**Projected student generation existing R8 districts: 1 Elementary 0 Middle 0 High  
 Projected student generation proposed IWD district: 0 Elementary 0 Middle 0 High**

The proposed IWD zoning is not expected to generate any additional students than the existing R8 zoning. Students would attend Alex Green Elementary School, Brick Church Middle School, and Whites Creek High School. Alex Green Elementary is exceedingly over capacity while Brick Church Middle School and Whites Creek High School are identified as exceedingly under capacity. 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 7/25/24



**2024Z-072PR-001**  
Map 133-02, Parcel(s) 291  
11, South Nashville  
16 (Ginny Welsch)



## Metro Planning Commission Meeting of 7/25/24

**Item #39****Council District****School District****Requested by****Zone Change 2024Z-072PR-001**

16 – Welsch

07 – Player

Brian Neihoff, applicant; Lokman Rashid owner.

**Staff Reviewer**

Garland

**Staff Recommendation***Approve.***APPLICANT REQUEST****Zone change from RS7.5 to RM20-A-NS.**Zone Change

A request to rezone from Single-Family Residential (RS7.5) to Multi-Family Residential-Alternative-No STRP (RM20-A-NS) zoning for property located at 218 Chilton Street, approximately 195 feet east of Nolensville Pike (0.23 acres).

**Existing Zoning**

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

**Proposed Zoning**

Multi-Family Residential-Alternative-No STRP (RM20-A-NS) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. A designation of NS (no Short Term Rental Properties) will prohibit any short-term rentals. *RM20-A would permit a maximum of five units.*

**SOUTH NASHVILLE PLAN**

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

**ANALYSIS**

The application consists of one parcel (Map 133-02, Parcel 291) totaling 0.23 acres, located along the south side of Chilton Street, and 195 feet east of Nolensville Pike. The property has been zoned Single-Family Residential (RS7.5) since 2003 and contains a single-story structure. The application proposes to rezone the property from RS7.5 to RM20-A-NS. The surrounding land uses are primarily Single-Family Residential to the east and north, with commercial uses adjacent to the west



## Metro Planning Commission Meeting of 7/25/24

of the subject site and all along Nolensville Pike. There are a few One and Two-Family Residential land uses to the north and northeast of the subject site. This parcel has frontage along Chilton Street, which is a local street. The parcel also has vehicular access via improved Alley #1923 and Alley #1925, south and east of the parcel.

The property is located within the Urban Neighborhood Evolving (T4 NE) policy. These policy areas will have higher densities and/or smaller lot sizes, with a broader range and integrated mixture of housing types. T4 NE areas have lots generally accessed from alleys and the primarily land use is residential. The site is located just to the east of a commercial corridor where there are sidewalks and WeGo bus stops along Nolensville Pike. The proposed Alternative (-A) standard would ensure that future development on the site has an urban form, consistent with the policy guidance. The T4 NE policy supports high level of connectivity with complete street networks, sidewalks, and existing mass transit. The RM20-A-NS zoning districts are appropriate for areas designated in the general plan to have more intense residential development to meet the policy goals of encouraging transit and walkable communities. The improved alleyways in the area help to provide enhanced connectivity, aligning with the policy goals. Given the surrounding uses and the site's location along the interior of the corridor, coupled with improved alleys for better access management to the site, staff recommends approval for the proposed RM20-A-NS district because it fits the context of the area and aligns with the goals of T4 NE policy.

### FIRE RECOMMENDATION

#### Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.23	4.34 F	1 U	15	5	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	0.23	20 D	5 U	26	1	3

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

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





## **Metro Planning Commission Meeting of 7/25/24**

### **METRO SCHOOL BOARD REPORT**

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

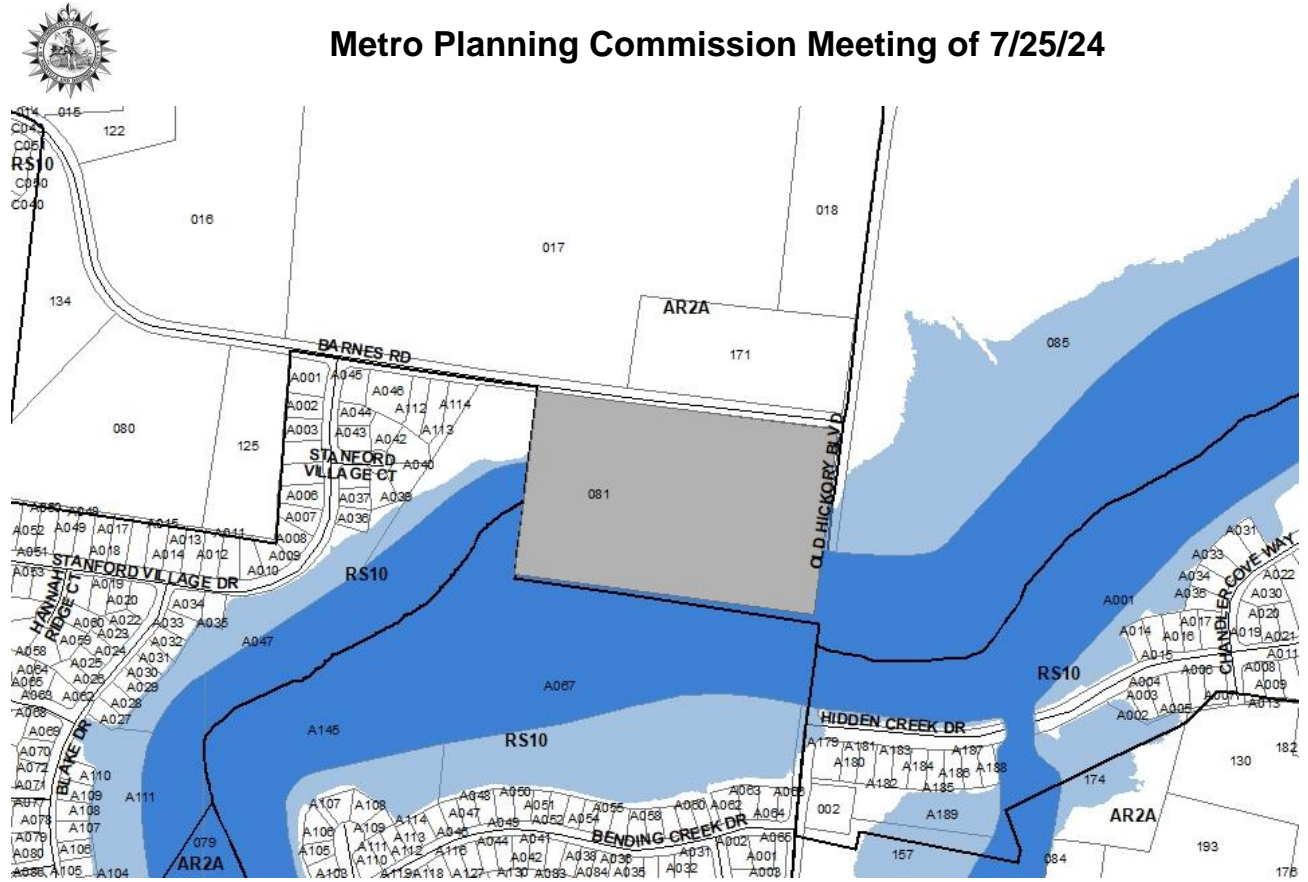
**Projected student generation proposed RM20-A-NS district: 1 Elementary 0 Middle 0 High**

The proposed RM20-A-NS zoning is expected to generate one more student than the existing RS7.5 zoning. Students would attend Glencliff Elementary School, Wright Middle School, and Glencliff High School. Glencliff Elementary is identified as at capacity while Wright Middle School is under capacity, and Glencliff High School is identified as overcapacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

Staff recommends approval.

# Metro Planning Commission Meeting of 7/25/24



**2024Z-074PR-001**  
Map 173, Parcel(s) P/O 081  
12, Southeast  
31 (John Rutherford)



## Metro Planning Commission Meeting of 7/25/24

**Item #40**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2024Z-074PR-001**  
31 – Rutherford  
02 - Elrod  
Chad and Stephanie Uram, applicant and owner.

**Staff Reviewer**  
**Staff Recommendation**

Konigstein  
*Approve.*

### **APPLICANT REQUEST**

**Zone change from AR2a to RS10.**

#### Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Single-Family Residential (RS10) zoning for portion of property located at 935 Barnes Road, at the southwest corner of Barnes Road and Old Hickory Boulevard (11 acres).

#### **Existing Zoning**

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and is 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. *Based on acreage alone, AR2a would permit a maximum of five lots with one duplex lot for a total of 6 units. This does not account for compliance with the Metro Subdivision Regulations.*

#### **Proposed 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 48 single-family lots based on acreage alone. This does not account for compliance with the Metro Subdivision Regulations.*

### **SOUTHEAST COMMUNITY PLAN**

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

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



## Metro Planning Commission Meeting of 7/25/24

### SITE AND CONTEXT

The rezoning application is for a portion, 11 acres, of one parcel located at the corner of Barnes Road and Old Hickory Boulevard. The property has been zoned RS10 since 1998 and is partially covered by floodplain. A single-family home is located on the property. The property is adjacent to RS10 to the south and west. The surrounding area is a mix of AR2a and RS10 zoning and vacant or single-family residential land uses.

### ANALYSIS

The subject site is within the Suburban Neighborhood Maintenance (T3 NM) policy area which is intended to maintain the general character of developed suburban neighborhoods. While the subject parcel today is comprised of one parcel, there are several surrounding subdivisions which reflect a more traditional suburban development pattern, consistent with the policy.

The existing development to the west and south is currently zoned RS10. These areas have been developed with cluster lot subdivisions that were developed with RS10 as the base zoning. With the lot reductions permitted by the cluster lot provisions, the lot sizes range from approximately 3,300 square feet to 11,600 square feet. Although these developments have a reduced lot size, their form and uses are consistent with the intent of the T3 NM policy area.

The Conservation (CO) policy on the site is due to a stream, stream buffers and steep slopes on the western portion of the site. Due to these natural features covering a substantial portion of the site, any future development would likely be required to adhere to the standards of a Conservation Subdivision where the natural features on the site could be preserved and lot sizes reduced proportionally. This request is for a rezoning and any future subdivision requests would require additional approvals and need to comply with all requirements of the Metro Subdivision Regulations.

A rezoning to RS10 on this site could continue the surrounding development pattern and maintain the character of single-family land uses. The CO policy covering approximately two-thirds of the site could limit future development on the site and the number of lots that could be created. Due to the lower density of the requested zoning district and the surrounding context, staff recommends approval of the rezoning to RS10.

### FIRE RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	11	0.50 D	6 U	78	9	7



## Metro Planning Commission Meeting of 7/25/24

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)	11	6.66 F	48 U	529	39	51

Traffic changes between maximum: **AR2a and RS10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+42	+451	+30	+44

### METRO SCHOOL BOARD REPORT

**Projected student generation existing AR2a district: 1 Elementary 0 Middle 0 High**

**Projected student generation proposed RS10 district: 6 Elementary 2 Middle 4 High**

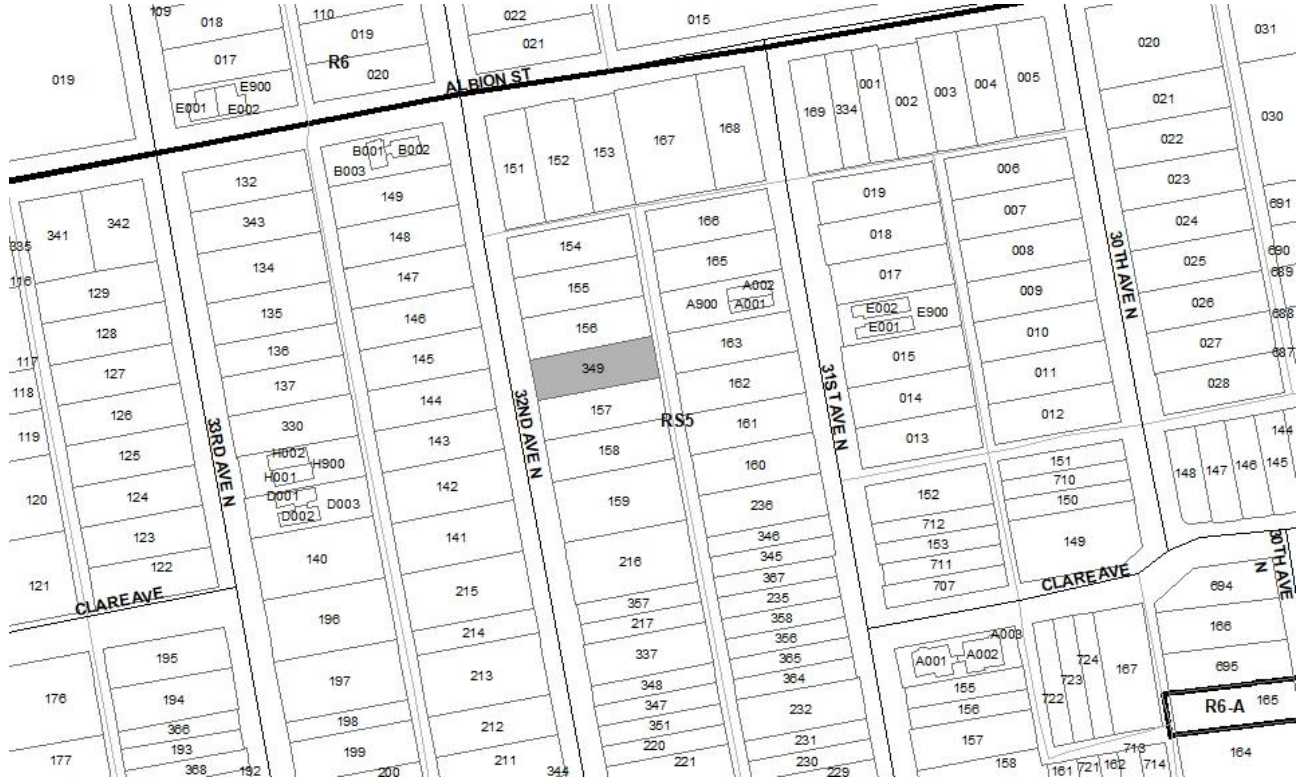
The proposed RS10 zoning district is expected to generate 11 more students than the existing AR2a zoning district. Students would attend May Werthan Shayne Elementary School, William Henry Oliver Middle School and John Overton High School. May Werthan Shayne Elementary School and William Henry Oliver Middle School are identified as being at capacity while John Overton High School is identified as overcapacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval.



# Metro Planning Commission Meeting of 7/25/24



**2024Z-075PR-001**  
Map 092-05 Parcel(s) 349  
08, North Nashville  
21 (Brandon Taylor)



## Metro Planning Commission Meeting of 7/25/24

**Item #41****Council District****School District****Requested by****Zone Change 2024Z-075PR-001**

21 – Taylor

05 – Buggs

CH Properties, LLC applicant; James Childers, owner

**Staff Reviewer**

Schenk

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

A request to rezone from Single-Family Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 928 32<sup>nd</sup> Avenue North, approximately 178 feet west of 31<sup>st</sup> Avenue North (0.17 acres).

**Existing Zoning**

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

**Proposed Zoning**

One and Two Family Residential-Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre, including 25 percent duplex lots, and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *Based on acreage alone, R6-A would permit a maximum of one duplex lot for a total of two units. Metro Codes provides final determinations on duplex eligibility. Application of Metro's Subdivision Regulations may result in fewer units on this site.*

**NORTH NASHVILLE PLAN**

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

**ANALYSIS**

The application consists of one, approximately 0.17-acre parcel, located at 928 32<sup>nd</sup> Avenue North, approximately 178 feet west of 31<sup>st</sup> Avenue North. The parcel has been zoned Single Family Residential (RS5) since 2007 and is currently vacant. The surrounding parcels are zoned Single-Family Residential (RS5). Land uses of the surrounding parcels include single-family residential, two-family residential, multi-family residential, and vacant property. The subject parcel has frontage along 32<sup>nd</sup> Avenue North, which is a local street, as well as access via improved Alley #1180 at the rear of the parcel.



## Metro Planning Commission Meeting of 7/25/24

The site is located within an Urban Neighborhood Maintenance (T4 NM) policy which intends to maintain the general character of the existing urban residential neighborhood. The T4 NM policy is intended to support moderate to high density residential development. Based on the approximate acreage of the site, the proposed R6-A zoning could allow for up to one duplex lot for a total of two units. The adjacent parcels to the north have an existing two-family use, while the adjacent property to the south has a multi-family use, indicating that a slight increase in density may be appropriate. The proposed Alternative (-A) district standards would ensure that future development on the site has an urban form, consistent with the policy guidance. The -A standards would also require access via the rear alley which assists in being able to accommodate a slight increase in density by not increasing traffic along 32<sup>nd</sup> Avenue North. Due to the density of the surrounding properties and alley access, the proposed R6-A district provides a modest increase in density and aligns with the goals of the T4 NM policy at this location.

### FIRE RECOMMENDATION

#### Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family (210)	0.17	5.88 F	1 U	15	5	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family * (210)	0.17	11.76 F	2 U	28	7	2

\*Based on two-family lots

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

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

### METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed R6-A district: 0 Elementary 0 Middle 0 High**

The proposed R6-A zoning is not expected to generate any additional students beyond the existing RS5 zoning. Students would attend Park Avenue Elementary School, Moses McKissack Middle School, and Pearl-Cohn High School. Park Avenue Elementary, Moses McKissack Middle School and Pearl-Cohn High School are identified as exceedingly under capacity. This information is based on the 2022-223 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval.





**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 7/25/24



**2024Z-076PR-001**  
Map 069-16, Parcel 162  
03, Bordeaux – Whites Creek – Haynes Trinity  
01 (Joy Kimbrough)



## Metro Planning Commission Meeting of 7/25/24

**Item #42**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2024Z-076PR-001**  
01 - Kimbrough  
01 – Gentry  
C&H Properties, applicant; Judy Smith, owner.

**Staff Reviewer**  
**Staff Recommendation**

Marton  
*Approve.*

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

#### Zone Change

A request to rezone from Single-Family Residential (RS10) to One and Two-Family Residential (R10) zoning for property located at 1808 Manchester Ave., approximately 420 feet northeast of Hydes Ferry Road (0.68 acres).

#### **Existing Zoning**

Single Family Residential (RS10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *Based on acreage alone, RS10 would permit a maximum of two single-family lots. This does not account for compliance with the Subdivision Regulations.*

#### **Proposed Zoning**

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *Based on acreage alone, R10 would permit a maximum of two duplex lots for a total of four units. Metro Codes provides final determination on duplex eligibility.*

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

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

#### **ANALYSIS**

The application consists of one parcel (Map 069-16, Parcel 162) totaling 0.68 acres, located along the south side of Manchester Avenue. The property has been zoned Single Family Residential (RS10) since 1998 and contains a single-story home. Surrounding properties are zoned RS10 and



## Metro Planning Commission Meeting of 7/25/24

R10 while the land uses of the surrounding properties are primarily single-family residential and two-family residential.

The application proposes to rezone the property from RS10 to R10. The property is located within the T3 Suburban Neighborhood Evolving (T3 NE) policy area which intends to create and enhance suburban residential neighborhoods. The T3 NE policy supports a broader mix of housing types with higher densities to provide for housing choice. Based on acreage alone, the proposed R10 zoning could allow up to two duplex lots for a total of four units, which is a moderate increase in intensity from the existing RS10 district which would permit a maximum of two units single-family lots. The property is within a 5-minute walk to a bus stop served by WeGo Route 22 at the intersection of Elizabeth Road and Hydes Ferry Road. The policy supports allowing for higher density residential uses in relation to transit corridors and centers. Staff will also note that several properties in the neighborhood, along Manchester Avenue, Ashton Avenue and Elizabeth Road, have been rezoned to R10 within the last two years. The proposed R10 district increases density modestly and aligns with goals of T3 NE policy and NashvilleNext to provide a mixture of housing choices near transit corridors.

### FIRE RECOMMENDATION

#### Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.68	4.35 F	2 U	28	7	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.68	8.70 D	4 U	54	8	5

\*Based on two-family lot

Traffic changes between maximum: **RS10 and R10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 2	+26	+1	+3

### METRO SCHOOL BOARD REPORT

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

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

The proposed R10 zoning is not expected to generate any additional students than the existing RS10 zoning. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites



## **Metro Planning Commission Meeting of 7/25/24**

Creek High School. Cumberland Elementary and Haynes Middle School are identified as at capacity, while Whites Creek High School is identified as exceedingly under capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

Staff recommends approval.



# Metro Planning Commission Meeting of 7/25/24



**2024Z-077PR-001**  
Map 119-05 Parcel(s) 415  
11, South Nashville  
16 (Ginny Welsch)



## Metro Planning Commission Meeting of 7/25/24

**Item #43**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2024Z-077PR-001**  
16 – Welsch  
07 – Player  
Ahsen Chaudhry, applicant and owner.

**Staff Reviewer**  
**Staff Recommendation**

Schenk  
*Approve.*

### **APPLICANT REQUEST** **Zone change from RS5 to R6-A**

#### Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 203 Elberta Street, approximately 52 feet west of Foster Avenue (0.21 acres).

#### **Existing Zoning**

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

#### **Proposed Zoning**

One and Two Family Residential-Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre, including 25 percent duplex lots, and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *Based on acreage alone, R6-A would permit a maximum of one duplex lot for a total of two units. Metro Codes provides final determinations on duplex eligibility. Application of Metro’s Subdivision Regulations may result in fewer units on this site.*

### **SOUTH NASHVILLE PLAN**

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

### **ANALYSIS**

The application consists of one, approximately 0.21-acre parcel, located at 203 Elberta Street, approximately 52 feet west of Foster Avenue. The parcel has been zoned Single Family Residential (RS5) since 2004 and contains a single-story single-family residential use. The surrounding parcels are zoned Single-Family Residential (RS5). Land uses of the surrounding parcels include single-family residential, two-family residential and vacant property. The subject parcel has frontage along Elberta Street, which is a local street, as well as access via improved Alley #1872 at the rear of the parcel.



## Metro Planning Commission Meeting of 7/25/24

The site is located within an Urban Neighborhood Maintenance (T4 NM) policy which intends to maintain the general character of the existing urban residential neighborhood. The T4 NM policy is intended to support moderate to high density residential development. Based on the approximate acreage of the site, the proposed R6-A zoning could allow for up to one duplex lot for a total of two units. The site is located one parcel away from Foster Avenue, which is classified as an arterial boulevard, where additional density may be appropriate, and has access via an improved alley at the rear, which contributes to accommodating a slight increase in density. Additionally, the adjacent properties to the south of this site, across the alley, have an existing two-family residential use, which also supports a slight increase in density at this location. The proposed Alternative (-A) district standards would ensure that future development on the site has an urban form, consistent with the policy guidance. The -A standards would also require vehicular access via the rear alley which assists in being able to accommodate a slight increase in density by not increasing traffic along Elberta Street. Due to these factors, the proposed R6-A district provides a modest increase in density and aligns with the goals of the T4 NM policy.

### FIRE RECOMMENDATION

#### Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.21	5.88 F	1 U	15	5	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.21	11.76 F	2 U	28	7	2

\*Based on two-family lots

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

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

### METRO SCHOOL BOARD REPORT

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

The proposed R6-A zoning is not expected to generate any additional students beyond the existing RS5 zoning. Students would attend John B. Whitsett Elementary School, Cameron College Preparatory Middle School, and Glenclyff High School. John B. Whitsett Elementary School and





## **Metro Planning Commission Meeting of 7/25/24**

Glenclyff High School are identified as overcapacity, while Cameron College Preparatory Middle School is identified as exceedingly under capacity. This information is based on the 2022-223 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

Staff recommends approval.



# Metro Planning Commission Meeting of 7/25/24



## 2024Z-078PR-001

Map 081-01, Parcel(s) 088

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Joy Kimbrough)



## Metro Planning Commission Meeting of 7/25/24

**Item #44**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2024Z-078PR-001**  
01 – Kimbrough  
01 – Gentry  
Proverbs Build Homes, applicant; Clarence Summey, owner.

**Staff Reviewer**  
**Staff Recommendation**

Konigstein  
*Approve.*

### **APPLICANT REQUEST**

#### **Zone change from RS10 to R10.**

#### Zone Change

A request to rezone from Single-Family Residential (RS10) to One and Two-Family Residential (R10) zoning for property located at 3107 Doak Avenue, approximately 99 feet southwest of Hailey Avenue (0.29 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. *Based on acreage alone, RS10 would permit a maximum of one single-family lot.*

#### **Proposed Zoning**

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

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

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

### **SITE AND CONTEXT**

The 0.29-acre site is located along Doak Avenue. The site has currently been developed with a single-family residential structure. Surrounding properties are primarily zoned RS10, R10 and Specific Plan (SP). The SP to the southeast of the site was approved by Council in 2023 and permits



## Metro Planning Commission Meeting of 7/25/24

a 14 unit multi-family development. Nearby land uses include single-family and two-family uses and vacant land. There have been several recent rezonings to R10 in the surrounding area.

### ANALYSIS

The site is located in the Suburban Neighborhood Evolving (T3 NE) policy. According to the policy guidance, these areas are undeveloped, underdeveloped, or suitable for substantial infill and redevelopment and are anticipated to be developed in suburban residential patterns, but at higher densities and with greater housing variety than classic suburban neighborhoods. The proposed zoning district will be able to retain the existing character of suburban lots with lower density, while still being able to provide an incremental increase in density by permitting two-family residential units on the property.

The predominant zoning in the surrounding area is single-family; however, there have been recent zone changes from single-family to one and two-family. Most of these zone changes were from RS10 to R10 although there are some SPs, like the one to the southwest of this site, and other two-family zoning districts as well. Additionally, the site is near an existing transit stop at the intersection of County Hospital Road and Doak Avenue, serviced by WeGo Route 77 where an increase in density would be appropriate.

The evolving policy on this site reflects the policy goals that anticipate a moderate increase in intensity for this area. At this particular site, the increase in density is modest and for the reasons stated above, staff recommends approval.

### FIRE RECOMMENDATION

#### Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.29	3.44 F	1 U	15	5	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.29	6.89 F	2 U	28	7	2

\*Based on two-family lots

Traffic changes between maximum: **RS10 and R10**

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



## **Metro Planning Commission Meeting of 7/25/24**

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing RS10 district: 0 Elementary 0 Middle 0 High**

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

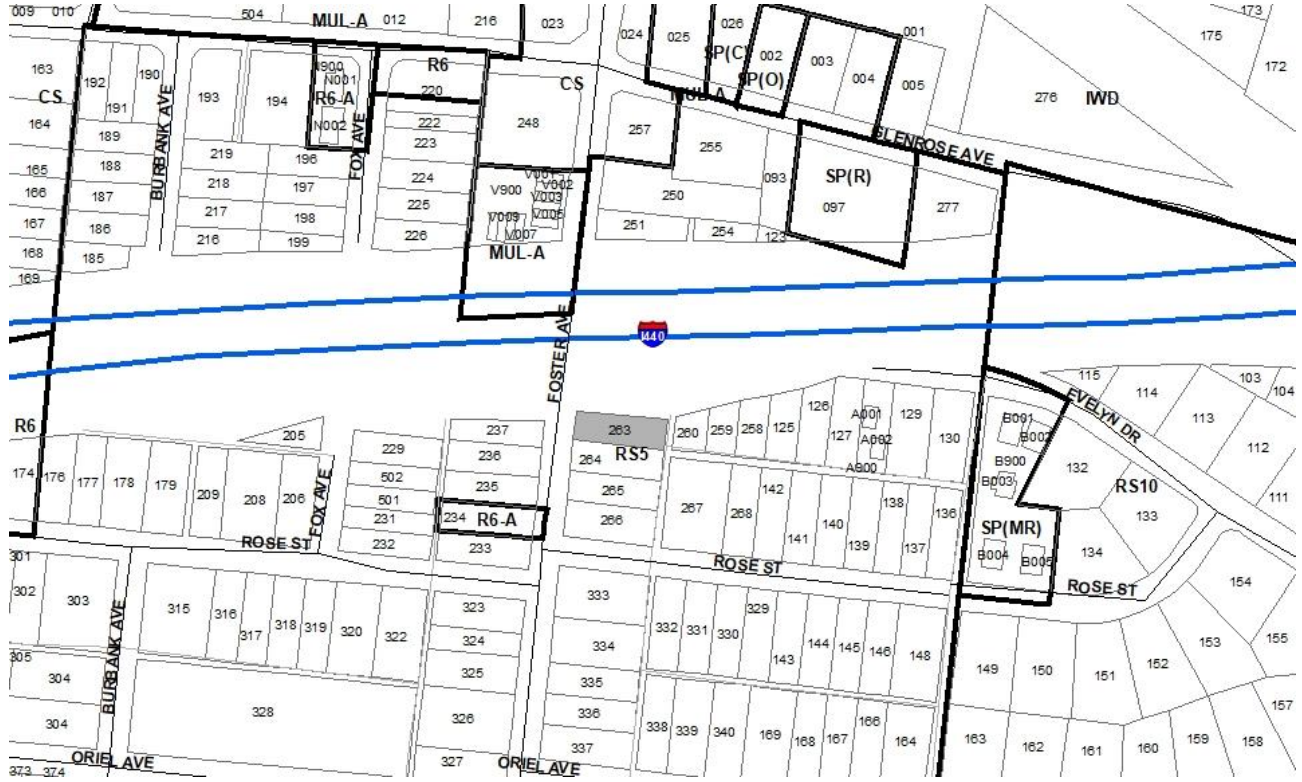
The proposed R10 zoning district is not expected to generate any more students than the existing RS10 zoning district. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. Cumberland Elementary School and Haynes Middle School have been identified as being at capacity while Whites Creek High School has been identified as exceedingly under capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

Staff recommends approval.



# Metro Planning Commission Meeting of 7/25/24



**2024Z-080PR-001**  
Map 119-01, Parcel(s) 263  
11, South Nashville  
16 (Ginny Welsch)



## Metro Planning Commission Meeting of 7/25/24

**Item #45**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2024Z-080PR-001**  
16 – Welsch  
07 – Player  
Sofia Estrada, applicant; Max Bryan, owner.

**Staff Reviewer**  
**Staff Recommendation**

Garland  
*Approve.*

### **APPLICANT REQUEST** **Zone change from RS5 to R6-A.**

#### Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 2218 Foster Avenue, approximately 160 feet north of Rose Street (0.17 acres).

#### **Existing Zoning**

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

#### **Proposed Zoning**

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

### **SOUTH NASHVILLE COMMUNITY PLAN**

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

### **ANALYSIS**

The application consists of one parcel (Map 119-01, Parcel 263) totaling 0.17 acres, located along the east side of Foster Avenue, and is the last lot before the Interstate 440. The property has been zoned Single-Family Residential (RS5) since 2004 and contains a single-story structure. The application proposes to rezone the property from RS5 to R6-A. The surrounding land uses are primarily Single-Family with some One and Two-Family Residential land uses abutted next to the subject site and a few vacant parcels to the east and west. The subject parcel has frontage along Foster Avenue, which is an arterial boulevard according to the MSCP. The parcel also has vehicular access via improved Alley #1863 and Alley #1864, at the rear of the property.



## Metro Planning Commission Meeting of 7/25/24

The property is located within the Urban Neighborhood Maintenance (T4 NM) policy. These policy areas have moderate- to high-density residential development and institutional land uses. The proposed Alternative (-A) standards would ensure that future development on the site has an urban form, consistent with the policy guidance. The T4 NM policy supports lots accessed from alleyways to achieve a higher level of connectivity. Based on acreage alone, the proposed R6-A zoning could allow up to one duplex lot for a total of two units. The -A standards would require access via the rear alley which also assists in being able to accommodate a slight increase in density by not increasing traffic along Foster Avenue. The proposed R6-A district increases density modestly and aligns with goals of T4 NE policy.

### FIRE RECOMMENDATION

**Approve**

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.17	4.34 F	1 U	15	5	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.17	6.89 F	2 U	28	7	2

\*Based on two-family lots

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

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

### METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed R6-A district: 0 Elementary 0 Middle 0 High**

The proposed R6-A zoning is not expected to generate any additional students than the existing RS5 zoning. Students would attend John B. Whitsitt Elementary School, Cameron College Preparatory Middle School, and Glencliff High School. John B. Whitsitt Elementary and Glencliff High School are identified as overcapacity while Cameron College Prep Middle school is identified as under capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval.

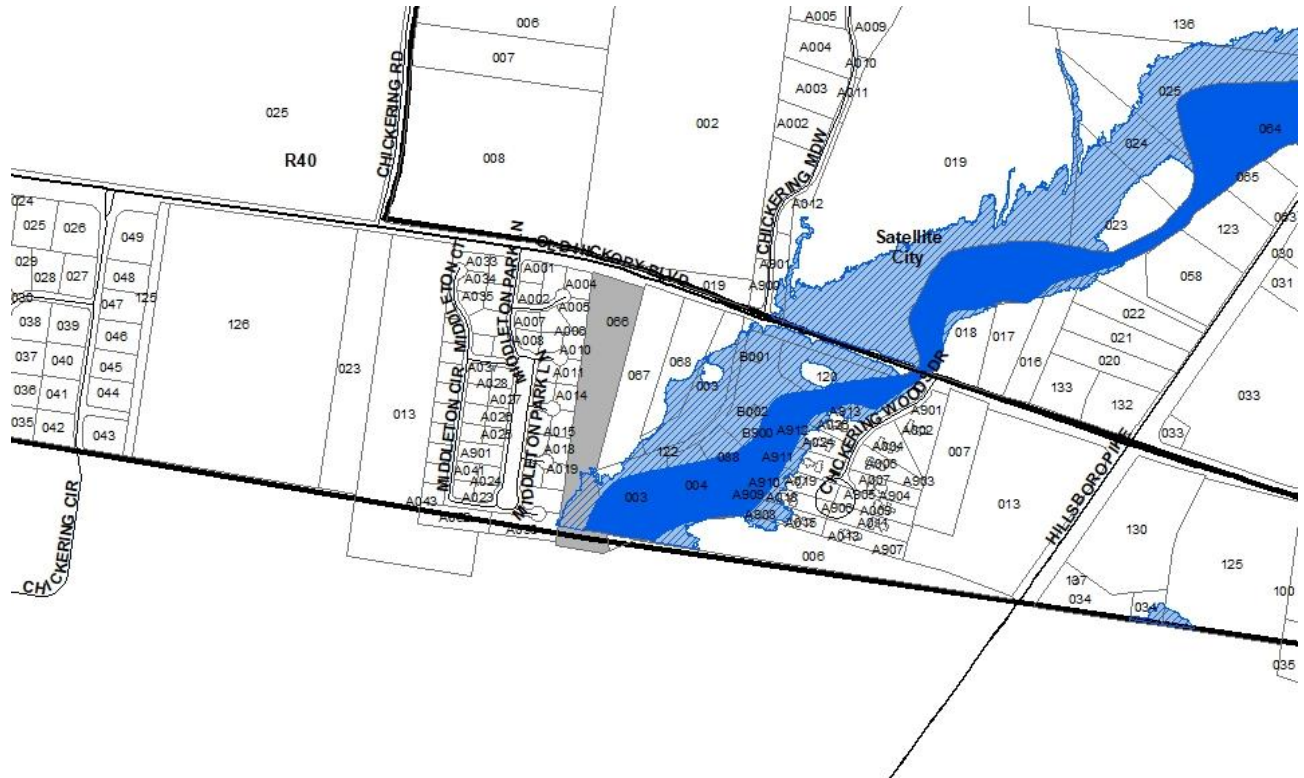




**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 7/25/24



**2024Z-081PR-001**  
Map 158, Parcel(s) 066  
10, Green Hills-Midtown  
34 (Sandy Ewing)



## Metro Planning Commission Meeting of 7/25/24

**Item #46**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2024Z-081PR-001**  
34 – Ewing  
08 – O’Hara Block  
Alliance Engineering and Consulting LLC, applicant;  
Carissa & Timothy Pereira, owners.

**Staff Reviewer**  
**Staff Recommendation**

Konigstein  
*Approve.*

### **APPLICANT REQUEST**

**Zone change from R40 to RS20.**

#### Zone Change

A request to rezone from One and Two Family Residential (R40) to Single-Family Residential (RS20) zoning for property located at 2221 Old Hickory Boulevard, approximately 396 feet east of Middleton Park Lane (7.93 acres).

#### **Existing Zoning**

One and Two Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 1.16 dwelling units per acre including 25 percent duplex lots. *Based on acreage alone, R40 would permit a maximum of eight lots with two duplex lots for a total of 10 units. Duplex eligibility would be reviewed by Metro Codes. This does not account for compliance with the Metro Subdivision Regulations.*

#### **Proposed 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. *Based on acreage alone, RS20 would permit a maximum of 17 single-family lots. This does not account for compliance with the Metro Subdivision Regulations.*

### **GREEN HILLS-MIDTOWN COMMUNITY PLAN**

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

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



## Metro Planning Commission Meeting of 7/25/24

### SITE AND CONTEXT

The rezoning application is for a 7.93-acre parcel located along the southern side of Old Hickory Boulevard in the Green Hills area. The property has been zoned R40 since 1974 and a single-family home is located on the property. The property is adjacent to R40 zoning to the east and west. Forest Hills, a Satellite City, is located on the north of Old Hickory Boulevard. The subdivision immediately to the west is within a Planned Unit Development Overlay District (PUD) and has lot areas varying between approximately 10,000 and 16,000 square feet. The surrounding land uses are single-family residential and vacant land.

### ANALYSIS

The subject site is within a T3 NM policy area which focuses on maintaining the general character of developed suburban neighborhoods. The Residential PUD to the west has lots ranging in size, between approximately 12,000 square feet to 44,000 square feet. The majority of the lots are under 20,000 square feet which is below the lot size of the underlying zoning district, R40. The proposed RS20 zoning district proposed on this site would require any future lots as a part of a subdivision to be a minimum of 20,000 square feet which could continue the development pattern of smaller lot sizes in the area and still support the policy guidance to maintain the general character of the existing suburban neighborhoods.

Based on acreage alone, the proposed RS20 could yield up to a maximum of 17 lots, not accounting for infrastructure that may be included in a future proposed subdivision. A rezoning to RS20 on this site aligns with the T3 NM policy and would allow for continuing the surrounding development pattern of smaller lots developed with single-family uses. For these reasons, staff recommends approval.

### FIRE RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	7.93	1.00 F	10 U	125	12	11

\*Based on two-family lots

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)	7.93	1.76 F	17 U	204	17	19



## Metro Planning Commission Meeting of 7/25/24

Traffic changes between maximum: R40 and RS20

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+7	+79	+5	+8

### METRO SCHOOL BOARD REPORT

**Projected student generation existing R40 district: 1 Elementary 0 Middle 0 High**

**Projected student generation proposed RS20 district: 1 Elementary 0 Middle 0 High**

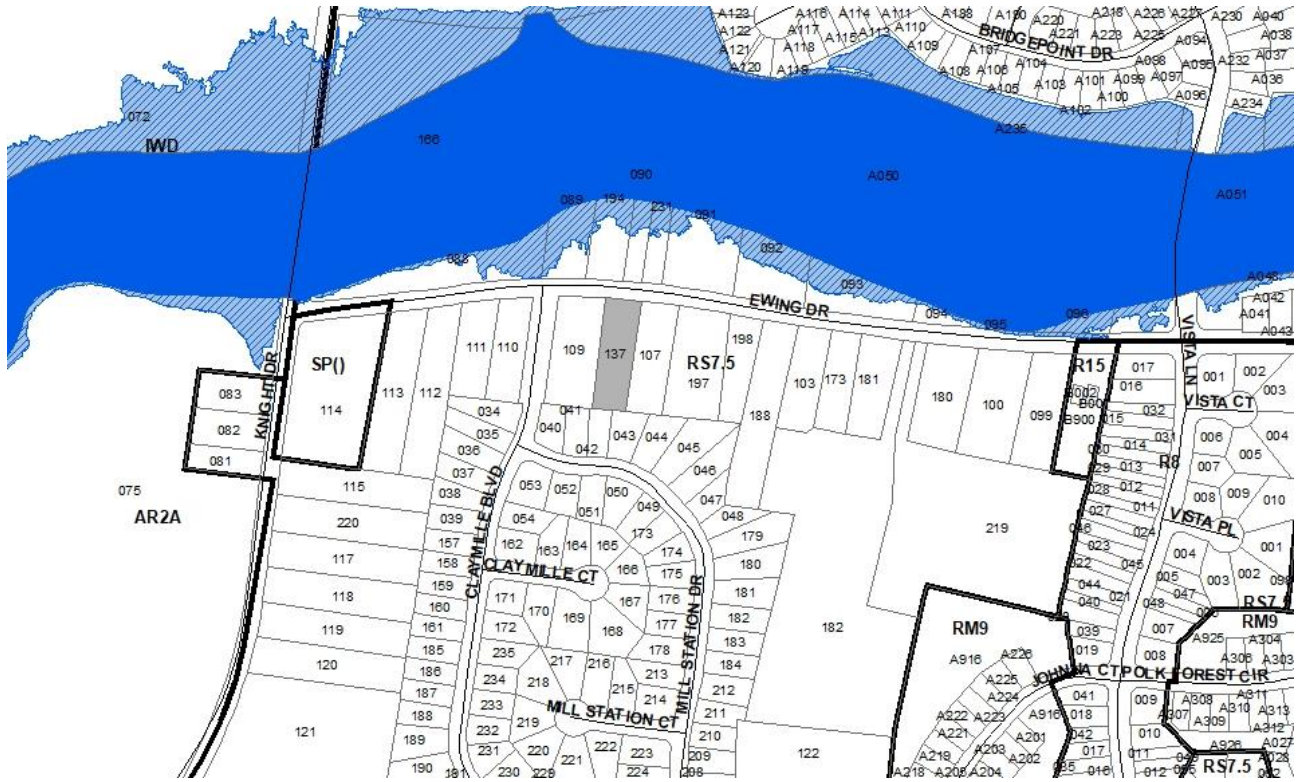
The proposed RS20 zoning district is not anticipated to generate any additional students than the existing R40 zoning district. Students would attend Percy Priest Elementary School, John Trotwood Moore Middle, and Hillsboro High School. All three schools have been identified as being at capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval.



# Metro Planning Commission Meeting of 7/25/24



**2024Z-082PR-001**

Map 059, Parcel(s) 137

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyonzté Toombs)



## Metro Planning Commission Meeting of 7/25/24

**Item #47**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2024Z-082PR-001**  
02 – Toombs  
01 – Gentry  
Dale & Associates, applicant; Roy & Joan McCartney  
Residence Trust, owners.

**Staff Reviewer**  
**Staff Recommendation**

Konigstein  
*Approve.*

### **APPLICANT REQUEST**

**Zone change from RS7.5 to R15.**

#### Zone Change

A request to rezone from Single-Family Residential (RS7.5) to One and Two-Family Residential (R15) zoning for property located at 650 Ewing Drive, approximately 135 feet east of Claymille Boulevard (0.71 acres).

#### **Existing Zoning**

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of four lots based on acreage alone. This does not account for compliance with the Metro Subdivision Regulations.*

#### **Proposed Zoning**

One and Two-Family Residential (R15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25 percent duplex lots. *R15 would permit a maximum of two lots with two duplex lots for a total of four units. Duplex eligibility will be determined by the Metro Codes Department.*

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

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

### **SITE AND CONTEXT**

The 0.71-acre site is located on the south side of Ewing Drive, approximately 135 feet east of Claymille Boulevard. There is currently one house on the property. The surrounding parcels are zoned RS7.5 and have been developed with single-family uses and limited two-family uses.



## Metro Planning Commission Meeting of 7/25/24

### ANALYSIS

The parcel is located within the T3 NE policy which is intended to create and enhance suburban residential neighborhoods with more housing choices with moderate density and moderate setbacks. The policy supports allowing for higher density residential uses in relation to transit corridors and centers. The site is located mid-block along Ewing Drive, which is classified as a collector avenue on the Major and Collector Street Plan (MCSP), where a modest increase in intensity may be appropriate. The subject site is also near a bus stop served by WeGo Route 41 near the intersection of Claymille Boulevard and Ewing Drive.

The proposed rezoning to R15 would allow for up to two lots based on acreage alone presenting an opportunity for a modest increase in density on the site and in the area. To the west of the subject site, at Ewing Drive (unnumbered) there is a Council approved regulatory SP permitting 20 multi-family residential units. Along Ewing Drive to the east of the subject property there has been recent rezoning activity to support an increase in intensity, reflecting the T3 NE policy goals of concentrating density along established collector avenues.

The T3 NE policy supports the broader mix of housing types with higher densities to provide for housing choice along corridors. Staff recommends approval as the proposed R15 zoning district is consistent with the goals of the T3 NE policy area.

### FIRE RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.71	5.63 F	4 U	54	8	5

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.71	5.63 F	4 U	54	8	5

\*Based on two-family lots

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

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





## **Metro Planning Commission Meeting of 7/25/24**

### **METRO SCHOOL BOARD REPORT**

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

**Projected student generation proposed R15 district: 0 Elementary 0 Middle 0 High**

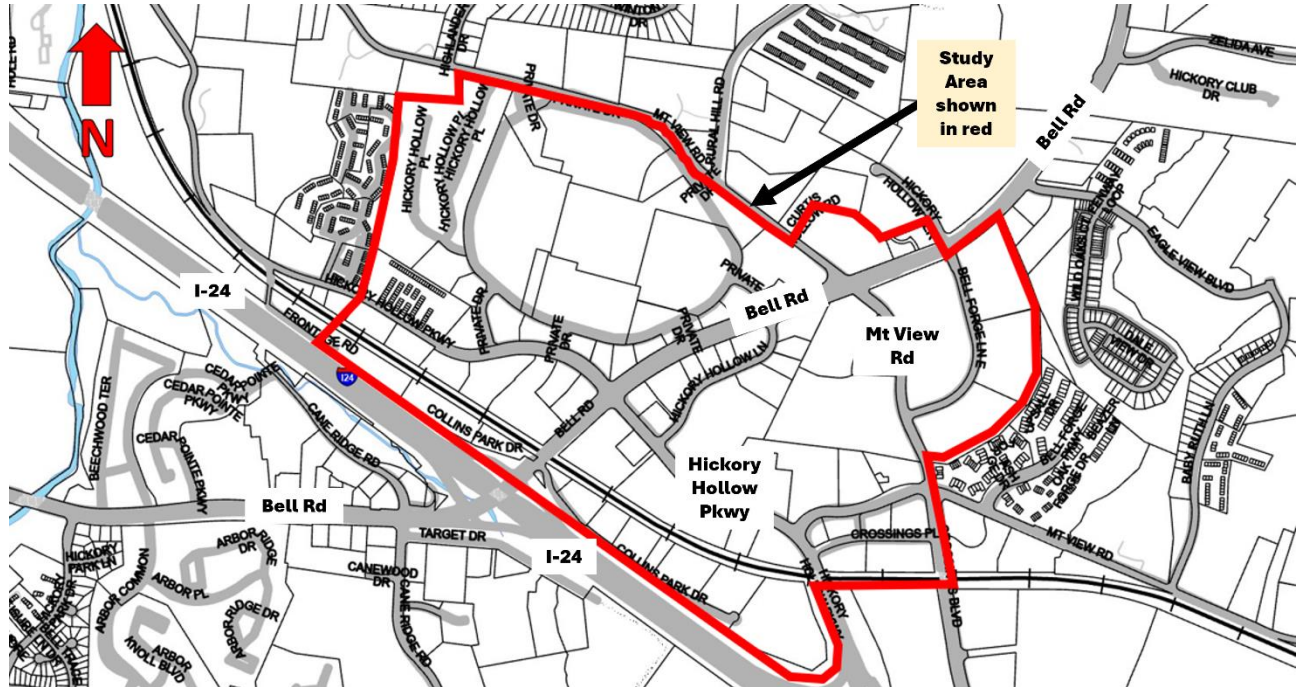
The proposed R15 zoning district is not expected to generate any more students than the existing RS7.5 zoning district. Students would attend Alex Green Elementary School, Brick Church Middle School and Whites Creek High School. Alex Green Elementary School has been identified as being exceedingly over capacity, and Brick Church Middle School and Whites Creek High School have been identified as exceedingly under capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

Staff recommends approval.



## Metro Planning Commission Meeting of 7/25/24



**2024CP-013-001**

**ANTIOCH-PRIEST LAKE COMMUNITY PLAN AMENDMENT: GLOBAL MALL AREA MASTER PLAN**

Various Properties

13, Antioch-Priest Lake

32 (Joy Styles)



## Metro Planning Commission Meeting of 7/25/24

**Item #48a**  
**Project Name**

**Major Plan Amendment 2024CP-013-001**  
**Antioch-Priest Lake Community Plan**  
**Amendment: Global Mall Area Master Plan**

**Associated Cases**  
**Council District**  
**School District**  
**Requested by**

2024SP-028-001 & 1-74P-017  
32 – Styles  
06 – Mayes  
Metro Planning Department, applicant; various owners.

**Staff Reviewer**  
**Staff Recommendation**

McCaig  
*Approve.*

### **APPLICANT REQUEST**

**Amend Community Plan to adopt the Global Mall Area Master Plan as a Supplemental Policy.**

#### Major Plan Amendment

A request to amend the Antioch-Priest Lake Community Plan by adopting the Global Mall Area Master Plan as detailed guidance for various properties located in the Antioch-Priest Lake Community Plan area, along Hickory Hollow Parkway, Mt. View Road, and Bell Road, east of I-24, various zoning (approximately 350 acres).

### **BACKGROUND**

The Global Mall Area Master Plan covers 350-acres near the I-24 corridor in Antioch. In the southeast quadrant of the county, the study area is located between Downtown Nashville and fast-growing Rutherford County to the south. It includes a .85-mile stretch of Bell Road, adjacent to I-24, and is approximately 2.5 miles from the Murfreesboro Pike corridor which has the largest WeGo bus ridership.

The 78-acre Global Mall site anchors the study area and provided a focus point for the study. In 2014, Metro Nashville purchased a 12-acre parcel on the site and established the Southeast Branch Library, Southeast Regional Community Center, and Ford Ice Center. In the spring of 2022, Metro Nashville purchased an additional 44 acres on the site including the mall building and an anchor store, both vacant. The mall building was the former Hickory Hollow Mall which opened in 1978 and, despite efforts to repurpose the mall into the multicultural Global Mall, closed in 2019. Other property owners on the mall site include Nashville State Community College which opened in 2015, and KIPP Nashville, which will open a high school on the site in August 2024.

The mall site is already a major center for community services, and an emerging, lively arts scene provides another reason for people to come to the area. Immediately south of the mall site, Mill Ridge Park, a new 622-acre regional park, officially opened in 2023. Additional private and public investment is taking place throughout the Antioch community in response to the area’s rapid growth, notably the 300-acre master planned mix-use development, Century Farms, located across I-24. The purpose of the Global Mall Area Master Plan is to help answer the question, “How should the Global Mall area – the heart of Antioch – develop going forward?”



## **Metro Planning Commission Meeting of 7/25/24**

In October 2022 and in conjunction with community meetings led by District 32 Councilwoman Joy Styles, Metro launched a robust, year-long community planning process to prepare a master plan for the mall site and a planning framework for the surrounding study area. The community meetings and planning process developed a vision and goals for the site and larger study area and emphasized the important role that a new mixed-use neighborhood, with a strong educational, cultural, and community services platform, will play in the future redevelopment of the mall site. Placemaking strategies that meaningfully incorporate open space, programming, and the arts are an integral part of that vision.

The planning study also assessed the potential for the mall to spur change across an additional roughly 280 acres of adjacent property. This additional area consists of approximately 90 parcels owned by 153 different parties. Like the mall site, the land uses across this study area are auto oriented and reflect shopping, work, and development patterns that are growing increasingly outmoded. While the fragmented land ownership pattern suggests that redevelopment will be much more incremental in comparison to the mall site, the larger study area's mix of low-density and single-use retail, office, industrial, and similar uses will likely follow the mall site's lead and redevelop into a higher value, mixed-use, walkable environment over time.

### **COMMUNITY PARTICIPATION**

Previous Council District 32 meetings, led by Councilwoman Styles, engaged residents prior to Metro's acquisition of the mall property and the master planning process. At these meetings, residents expressed interest in a number of needed services and amenities, and that feedback served as the basis for the community engagement during the larger master planning process. Previous owners of the mall site had also sought to understand the community's needs through community meetings and surveys.

Building on these previous engagement efforts, Metro and District leadership collaborated on an in-depth campaign to ensure that the Antioch community, together with other interested stakeholders, were directly engaged in every step of the planning process. The community-based planning process generated a wealth of ideas about how the Global Mall area can best serve the community. During the planning process, community members participated via various workshops, meetings, and events, both in-person and online. These conversations directly shaped the design and infrastructure recommendations presented in the plan. Councilwoman Styles asked a diverse group of people to serve as the project Steering Committee, who assisted with community outreach and vetting ideas and concepts.

The project paid special attention to Antioch's demographic diversity, providing for bilingual/Spanish language engagement and materials. To this end, the project also developed an ambassador program which hired locals who reflected the diversity of the community to engage hard-to-reach community members. The ambassadors attended large and small community gatherings and met with community members at local religious and community institutions.

Key meetings and work include:

- 2021 – Councilwoman Styles discusses the mall site and what the community would like to see as part of her monthly meetings and conducts a survey with over 550 people's responses.



## Metro Planning Commission Meeting of 7/25/24

- May 2022 – Metro acquires more of the mall property and begins work to bring on board a consultant to assist Planning with the area’s master planning process.
- October 2022 – Metro begins master planning process.
- November 17, 2022 – Community Workshop #1: Visioning.
- November 30, 2022 – Steering Committee meeting.
- October/November 2022 – Online mapping activity.
- February 1, 2023 – Steering Committee meeting.
- March 1, 2023 – Steering Committee meeting.
- April 12, 2023 – Community Workshop #2: Development Alternatives.
- March/April 2023 – Office hours and online survey.
- August 24, 2023 – Community Workshop #3: Draft Master Plan Concept.
- August/September 2023 – Office hours and online survey.
- October 2022 to August 2023 – Team members and Community Ambassadors attend various events and places to promote and discuss the project.
- September 7, 2023 – Steering Committee meeting.
- October 2023 to June 2024 – Development of Draft Master Plan document.
- June 12 to July 11, 2024: Draft Master Plan posted online for public comments with three in-person engagement opportunities.
  - June 21, 2024 – Office Hours for drop-in, one-on-one conversations.
  - June 26, 2024 – Draft Master Plan community meeting.
  - July 11, 2024 – Office hours for drop-in, one-on-one conversations.
- July 15, 2024 – Revised Draft Master Plan posted online.

In total, over the planning period:

- 3 public workshops.
- Over 30 stakeholder meetings and events.
- Over 20 stakeholder meetings for those already located on the Global Mall site.
- Interactive website engaged by over 1,550 users.
- Email listserv with 235 entries.
- Over 1,200 participants.
- Over 900 comments received.

### **ANALYSIS**

The Planning Department, in collaboration with multiple Metro Departments and consultants, has undertaken extensive technical analysis, urban design inquiry, and robust community outreach to shape the Global Mall Area Master Plan.

The planning process was divided into the following phases:

- Phase 1 (Fall 2022): Existing Conditions & Trends.
- Phase 2 (Winter/Spring 2023): Development Alternatives.
- Phase 3 (Summer/Fall 2023): Draft Master Plan.
- Phase 4 (Winter/Spring 2024): Document Development, Feedback, & Adoption.



## Metro Planning Commission Meeting of 7/25/24

The community articulated a mission, vision, and set of goals that spoke to local, countywide, and regional perspectives on the mall area's future.

- *Mission.* Reinvent the mall site and surrounding study area to meet the economic, social, cultural, and environmental needs and aspirations of 21<sup>st</sup> century Antioch, Nashville, and the region.
- *Vision.* Transform the mall site and study area into a lively mixed-use, walkable center and regional destination that enriches quality of life, expands economic and life-path opportunities, and celebrates diversity and shared community for Antioch, Nashville, and the greater region.
- *Goals.* Integrate goals for education, workforce development, land use, environment, mobility, culture, and urban design so all of these qualities work together to translate the mission and vision into planning, programming, and placemaking that shapes a lively district.

As part of the study, the following issues were analyzed in depth:

- Urban design site principles and framework.
- Market analysis.
- Mobility network.
- Open space network.
- Infrastructure, in particular for mobility.
- Implementation tools and key objectives for Metro.

### *NashvilleNext Growth and Preservation Concept Map*

The Growth and Preservation Concept Map adopted with NashvilleNext reflects Nashvillians' expectations for growth in the future. It identifies tiered centers expected to accommodate a range of future growth, improved public spaces, transit, and sustainable economic activity, and it encourages infill development along transit and multimodal corridors. Within the study area, the Concept Map designates the Global Mall site and adjacent study area as a Tier One Center. These centers are the focus of strategic, coordinated investments to shape growth and complement transit.

### *Antioch-Priest Lake Community Plan, Community Character Policies*

In the community plan, center policies build on existing commercial uses to help develop them into vibrant, quality, mixed-use places that serve as a focal point in the neighborhood and greater community. Through a policy lens, the study area is envisioned as a future mixed-use, pedestrian friendly urban center with a variety of uses, including community services, arts, public amenities, residential, retail, commercial, office, and open space, which aligns with the community vision. The Global Mall area provides a mixed-use opportunity to intensify and create a center with a more urban character in a larger, surrounding suburban context area.

In the study area, there are four policy categories. The first is Civic (CI) which recognizes Metro-owned properties and focuses on preserving and enhancing the public purposes these properties provide to the community. The second is Urban Community Center (T4 CC) which covers most of the study area and focuses on maintaining, improving, and establishing urban centers that contain a mix of land uses, including residential, commercial, service, office, and institutional uses. These areas are typically pedestrian friendly and located at or along key intersections and urban corridors that often need modifications to infrastructure and transportation systems to improve pedestrian and



## Metro Planning Commission Meeting of 7/25/24

transit connectivity. The third is Conservation (CO) which calls attention to sensitive natural features, including floodplains and steep slopes. There is also a small corner of Suburban Mixed Use Corridor (T3 CM) along Crossings Boulevard which focuses on a mix of uses along the corridor. These policies will not change.

### *Master Plan's Detailed Guidance*

The Master Plan provides detailed guidance that supplements the land use policy guidance found in the *Community Character Manual*. The Master Plan outlines a vision, mission, goals, an urban design framework and guidelines, street cross sections, key mobility improvements, key green space improvements, implementation tools, and key objectives for Metro.

The urban design framework establishes the foundation for implementing the community's vision, grounded in community engagement. The framework is comprised of mobility and open space components that together form the basis of the public realm network, and when layered, provide the basic building blocks for how the area will grow and develop over time. The urban design framework in the Global Mall Area Master Plan envisions a vibrant public realm with green and complete streets including new streets on the mall site, two new parks for gathering and recreation, and enhanced connectivity throughout the study area via shared use paths in existing right-of-way. A well designed and programmed public realm has the potential to invite the full spectrum of the Antioch and larger communities to claim the new district as their own through creative placemaking and initiatives and establish the site as a significant new destination for Antioch, Nashville, and the region.

Ultimately, the urban design framework shapes the master plan layout and is instrumental for the purposes of guiding land use and urban design and identifying necessary public realm improvements. The urban design guidelines provide detailed illustrations for street design, ensuring that safe and comfortable pedestrian and bicycle facilities are provided throughout the study area. Movement to and through the site is critical to its long-term success. Staff has also worked on an associated Specific Plan (SP) rezoning for the Metro-owned properties of Global Mall. The preliminary SP is grounded in the Urban Design Guidelines and provides an important first step towards future development of the site.

The Master Plan, if adopted as Supplemental Policy, will guide development of the Global Mall site and implementation priorities. A new WeGo regional transit center will be located on site and will enhance connections to Downtown and the region. The Master Plan also will be the policy guide for zone change requests. It will also inform requests for the Capital Improvements Budget. The following components are intended to guide policy interpretation and zone change requests.

- Vision and goals
- Concept map
- Urban design framework and guidelines
- Street network and street cross sections
- Open space network

The strategic location in fast growing Antioch, the significant amount of Metro-owned land and services, and planned investments such as the regional transit center, all create an opportunity for a



## **Metro Planning Commission Meeting of 7/25/24**

unique mix of uses on the mall site that complement the cultural and economic landscape of the city and serve the needs of the local Antioch community. In addition, the mall site's location in the multicultural Antioch community creates a potentially unique mix of uses that can both transform the mall property and result in a plan that embodies Nashville's distinctive cultural spirit. Finally, the Antioch community's active role in the planning process helped align this master plan with the community's preferences and priorities and will allow the full spectrum of Antioch's diverse population, as well as the larger region, to share in the benefits of the mall area's transformation.

### **STAFF RECOMMENDATION**

Staff recommends approval of amending the Antioch-Priest Lake Community Plan to adopt the Global Mall Area Master Plan as Supplemental Policy.

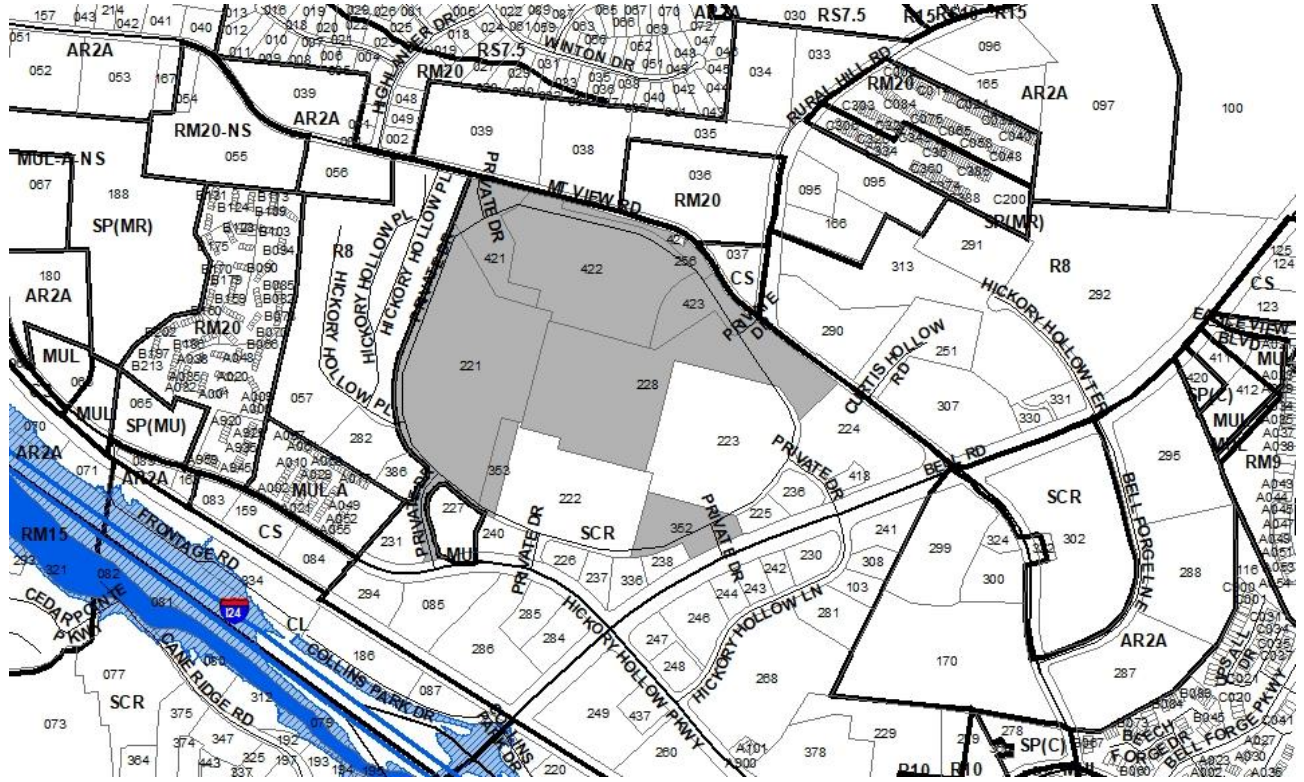




**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 7/25/24



**2024SP-028-001**  
**GLOBAL MALL SP**  
Map 163, Parcel(s) 221, 228, 256, 352, 353, 421-423  
13, Antioch – Priest Lake  
32 (Joy Styles)



## Metro Planning Commission Meeting of 7/25/24

<b>Item #48b</b>	<b>Specific Plan 2024SP-028-001</b>
<b>Project Name</b>	<b>Global Mall Area SP</b>
<b>Council Bill No.</b>	BL2024-448
<b>Associated Cases</b>	1-74P-017 & 2024CP-013-001
<b>Council District</b>	32 – Styles
<b>School District</b>	06 – Mayes
<b>Requested by</b>	Metro Planning, applicant; Metro Government, owner.

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

### **APPLICANT REQUEST** **SP to permit a mixed-use development.**

#### Specific Plan

A request to rezone from Shopping Center Regional (SCR) to Specific Plan (SP) zoning for properties located at 5244, 5246, 5252, 5260 Hickory Hollow Parkway, 927 Bell Road, 5178, 5234 Mt. View Road and Mt. View Road (unnumbered), at the western corner of Mt. View Road and Rural Hill Road, and partially within the Planned Unit Development District, to permit a mixed-use development (57.22 acres).

#### **Existing Zoning**

Shopping Center Regional (SCR) is intended for high intensity retail, office, and consumer service uses for a regional 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 Title 17. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working, and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets.

#### **Proposed Zoning**

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



## Metro Planning Commission Meeting of 7/25/24

### Begin Proposed SP (please refer to online resources for the Urban Design Guidelines)

#### Purpose

The purpose of this Specific Plan (SP) is to provide a regulatory framework for land uses, transportation network, site layout, building design, architectural design, and other site elements in the Global Mall Area.

#### Geographic Scope

The Global Mall Area SP includes 57.22 acres across eight parcels, each of which is currently owned by Metro Government. The following parcels lie within the SP area:

Parcel ID	Acreage
16300042100	3.62
16300042200	12.3
16300025600	0.62
16300022800	16.01
16300035300	1.2
16300035200	3.16
16300022100	17.69
16300042300	2.62



#### Subdistricts

The Global Mall Area SP consists of three subdistricts, each of which has specific recommended standards. These districts are delineated on page A-5 of the attached *Urban Design Guidelines*. The three subdistricts are:

- Subdistrict A: Arts Village
- Subdistrict B: Innovation Village
- Subdistrict C: Opportunity Village

#### Applicability of Urban Design Guidelines

The Global Mall Area SP regulations shall consist of this document and the attached *Urban Design Guidelines*. These documents shall govern the redevelopment of the Global Mall Area SP. In cases where the *Urban Design Guidelines* suggest flexibility and where alternative development proposals advance the mission, vision, and goals of the Global Mall Area, Metro staff may exercise discretion in the application of the *Guidelines*.



## Metro Planning Commission Meeting of 7/25/24

### Transportation Network

The *Urban Design Guidelines* include a framework for an urban street grid, which encompasses the Global Mall Area SP and the broader Global Mall study area. The street grid can be found on page A-2 of the attached *Urban Design Guidelines*. The Global Mall Area SP street grid includes two main streets, referred to as "Arts Way" and "Innovation Boulevard" in the *Urban Design Guidelines*. These streets serve as multimodal corridors through the Global Mall Area SP and intersect near the west side of the district. Multiple neighborhood streets provide access to spaces throughout the district.

The Global Mall Area SP supports multimodal transportation through the incorporation of a transit center, designated transit lanes, broad sidewalks and shared-use paths, and bicycle lanes. Cross-sections for public streets are found in Section C (pages A-2 through A-5) of the attached *Urban Design Guidelines*. Right-of-way dedication and/or construction of the appropriate cross-section(s) shall be required upon the subdivision and/or redevelopment of any property within the SP in accordance with the Metro Subdivision Regulations and Zoning Code. The extent of right-of-way dedication and construction for each project shall be determined by Metro Staff upon submittal of an application.

### Land Uses

Land uses in the Global Mall Area shall be subject to the following restrictions and definitions. In all three subdistricts, all uses permitted in the MUG-A district shall be permitted, except the following uses shall be prohibited in the entirety of the SP:

- Alternative Financial Services
- Automobile convenience
- Automobile service
- Beer and cigarette market
- Car wash
- Short-term rental, owner and non-owner occupied
- Warehouse
- Construction/demolition landfill

Unless otherwise prohibited, where uses are indicated as PC (Permitted with Conditions) uses in the Zoning District Land Use Table of the Zoning Code, those uses shall be permitted but the noted conditions of Chapter 17.16 apply. Unless otherwise prohibited, where uses are indicated as SE (Special Exception) in the Zoning District Land Use Table of the Zoning Code, those uses shall be considered as Permitted Uses but the noted conditions of Chapter 17.16 apply. Unless otherwise prohibited, where uses are indicated as A (Accessory) uses in the Zoning District Land Use table of the Zoning Code, those uses shall be considered as Permitted Uses but the noted conditions of Chapter 17.16 apply.

Additionally, in all three subdistricts, the following uses shall be permitted beyond those described above:

- Community gardening (non-commercial)
- Bus station/landport (identified in the *Urban Design Guidelines* as *transit center*)
- Temporary festival
  
- Subdistrict A: Arts Village
  - All uses described under "Land Uses" in this document shall be permitted in the Arts Village subdistrict.



## Metro Planning Commission Meeting of 7/25/24

- Subdistrict B: Innovation Village
  - All uses described under “Land Uses” in this document shall be permitted in the Innovation Village subdistrict.
  
- Subdistrict C: Opportunity Village
  - The Opportunity Village subdistrict currently houses a satellite campus of Nashville State Community College (NSCC) and the campus of Knowledge Is Power Program (KIPP) Antioch College Prep Elementary School. These uses are anticipated to remain in their present locations and contribute to the vision of the broader Global Mall area as a mixed-use hub for the community. While the NSCC and KIPP sites themselves are not part of the Global Mall Area SP, the SP does include a 3.16-acre parcel located between the two campuses.
  - All uses described under “Land Uses” in this document shall be permitted in the 3.16-acre parcel in the Opportunity Village subdistrict.

### Site Design

Recommendations related to connectivity (including pedestrian and bicycle connectivity), open space, and complete streets are found in Section E (pages A-10 through A-12) of the attached *Urban Design Guidelines*. At a minimum, all public streets within the boundaries of the SP shall be designed per public street standards as set forth in the *Metro Subdivision Regulations* and all applicable street standards and specifications as promulgated by the Metro Department of Transportation and Multimodal Infrastructure.

### Building Design

Recommendations related to ground floor uses and design, building massing, parking, amenities, rooflines, architectural materials, and details (including façade projections, windows, and lighting), and attachments and encroachments are found in Section F (pages A-13 through A-16) of the attached *Urban Design Guidelines*. Additional form-related recommendations for each district and subdistrict are found in Section D (pages A-6 through A-9) of the *Urban Design Guidelines*.

Building facades shall be constructed of brick, brick veneer, stone, cast stone, cementitious siding, glass, or materials substantially similar in form and function, unless otherwise approved in detailed building elevations included in the preliminary SP.

### Building Height

Building height shall be limited to a maximum of seven stories. Any building fronting Arts Way shall incorporate a setback with minimum depth of 15 feet above the third story.

Height of up to ten stories may be permitted in the following locations:

- at the southeast end of Arts Way adjacent to the perimeter street in the Arts Village subdistrict;
- throughout the Innovation Village subdistrict.

Factors warranting height above seven stories in these locations include: visual and physical impact on public spaces, vertical mix of uses, and building design.

### Density

The fallback MUG-A zoning does not prescribe a maximum residential density. Rather, residential development is limited by a maximum floor area ratio (FAR) of 3.0, a maximum impervious surface ratio (ISR) of 0.90, and minimum parking requirements. In the Global Mall Area SP, for buildings with ground



## Metro Planning Commission Meeting of 7/25/24

floor, non-residential active uses along at least 50% of each street facing facade, residential development shall be exempt from the maximum FAR. Lobby space and amenity space shall not count as non-residential active uses. All other residential buildings not meeting the ground floor active use requirement shall be held to the 3.0 maximum FAR. All residential development shall be subject to the ISR and minimum parking requirements for the MUG-A zoning district. Shared parking—based on a documented shared parking arrangement—may be permitted in accordance with the Zoning Code.

### Additional Standards

Landscaping and tree density requirements shall be provided per the Metro Zoning Code. A complete landscape plan shall be required with each final SP submittal.

Parking shall be required per the Metro Zoning Code. Deferred and shared parking arrangements may be permitted in accordance with the Zoning Code.

All development within the boundaries of this SP shall meet the requirements of the Americans with Disabilities Act and the Fair Housing Act.

The final site plan / building permit set shall depict any required public sidewalk, 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.

In case of a conflict between the Zoning Code and the standards set forth in this SP document and/or the attached *Urban Design Guidelines*, this SP document and the *Urban Design Guidelines* shall govern.

### Fallback Zoning

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

**End Proposed SP** (*please refer to online resources for the Urban Design Guidelines*)

### **ANTIOCH – PRIEST LAKE 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.

Civic (CI) is intended to serve two purposes. The primary intent of CI is to preserve and enhance publicly owned civic properties so that they can continue to serve public purposes over time, even if the specific purpose changes. This recognizes that locating sites for new public facilities will become more difficult as available sites become scarcer and more costly. The secondary intent of CI is to guide rezoning of sites for which it is ultimately determined that conveying the property in question to the private sector is in the best interest of the public.



## Metro Planning Commission Meeting of 7/25/24

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

### **SITE CONTEXT**

The subject site consists of 57.22 acres across eight parcels located at 5244, 5246, 5252, 5260 Hickory Hollow Parkway, 927 Bell Road, 5178, 5234 Mt. View Road and Mt. View Road (unnumbered), all of which are currently owned by Metro Government.

The site is currently home to the Ford Ice Center, the Southeast Community Center, as well as portions of the former Hickory Hollow Mall and its associated surface parking. The site has access from Mt. View Road, Bell Road, and Hickory Hollow Parkway all of which are identified as Arterial Boulevards in the Major and Collector Street Plan (MCSP). The site is currently served by WeGo Bus Routes 55 and 84.

Adjacent zoning includes: Agricultural/Residential (AR2a) and Multi-Family Residential (RM20) to the north; SCR/PUD to the south and east; and R8/PUD to the west. Adjacent land uses include multi-family residential, financial institution, school, office, restaurant, warehouse, and strip shopping center. The broader area includes a wide range of zoning districts and uses. Residential uses are most prominent to the north and west of the subject site, while shopping center and office are more prominent to the east and south.

### **PLAN DETAILS**

The proposed SP would permit a mixed-use development on the 57.2-acre site, located at the former Hickory Hollow Mall. The SP is a regulatory document that includes an Urban Design Guidelines appendix, which is an element of the proposed Global Mall Master Plan (refer to associated case 2024CP-013-001). The regulatory document identifies the boundaries of the SP, subdistricts, and the permitted uses. The Urban Design Guidelines serve as a framework for the site's transportation network, land uses, site design, and building design. The SP is split up into three subdistricts, each having their own specific recommended standards in the Urban Design Guidelines to meet specific goals of the subdistricts. The Subdistricts are as follows; Subdistrict A: Arts Village, Subdistrict B: Innovation Village, Subdistrict C: Opportunity Village.

The regulatory SP focuses on the transportation network, land uses, site and building design, density, landscaping, and parking. The SP refers to the Urban Design Guidelines which provide the framework for establishing an Urban Street Grid that would further enhance connectivity throughout the larger Global Mall area. The street grid includes two main streets: "Arts Way" and "Innovation Boulevard," which will serve as multimodal corridors throughout the site, intersecting near the west side of the Arts Village subdistrict. Cross sections for public streets associated with the SP can be found in Section C of the Urban Design Guidelines (pages A-2 through A-5).

The SP permits all land uses permitted within the MUG-A zoning district except for the following uses which are prohibited: Alternative Financial Services, Automobile Convenience, Automobile





## Metro Planning Commission Meeting of 7/25/24

Service, Beer and Cigarette Market, Car Wash, Short-term rental, owner and Short-term rental, not-owner occupied, Warehouse, and Construction/Demolition Landfill. Additional uses permitted beyond those within MUG-A include community gardening (non-commercial), bus station/landport, and temporary festival.

The SP limits height in most areas to a maximum of seven stories, however height up to ten stories may be permitted at the southeast end of Arts Way and throughout the Innovation Village subdistrict. The SP outlines specific factors for when additional height beyond seven stories may be appropriate. The SP does not include a maximum residential density, however residential development is limited by a maximum floor area ratio (FAR) of 3.0.

A section for site and building design guidelines are identified in the regulatory SP document, however a majority of requirements for site and building design can be found in Section E of the Urban Design Guidelines and apply throughout all three subdistricts (pages A-10 through A-16). Highlights from this section include the guidance for active ground floor uses, utilizing mid-block passages to allow for connectivity between sites, incorporating publicly accessible open space, designing for green and complete streets, massing that generally parallels streets at the ground level, and more.

### ANALYSIS

Most of the subject site lies within the T4 Urban Community Center (T4 CC) policy area. However, a portion of the site is within the Civic (CI) policy area and limited areas of Conservation (CO) policy. Staff reviewed the proposed SP for consistency with the T4 CC, CI, and CO policies.

The T4 CC policy supports the maintenance, enhancement, and creation of urban community centers. The policy is characterized in part by high levels of connectivity and complete street networks; moderate to high density residential uses and mixed use, commercial and institutional uses; parking behind or beside buildings and generally accessed by side streets or alleys; and buildings constructed to the back edge of the sidewalk, creating a pedestrian-friendly environment.

The proposed SP includes a mix of land uses including commercial, residential, and transportation-oriented uses. The SP provides the framework for a multimodal transportation network that will meet the policy's goals for complete streets and providing higher levels of connectivity. The SP proposes a maximum building height of seven stories in most areas and up to ten stories at certain locations near gateways and entrances depending on the buildings' visual and physical impact on public spaces and vertical mix of uses. Shared district-wide parking areas will be encouraged throughout the SP and are intended to be lined with active ground floor uses. Additionally, standards within the Urban Design Guidelines pertaining to ground floor activation of buildings, incorporating pedestrian facilities, and incorporating scattered open spaces throughout the site align with the goals of the policy to create a pedestrian-friendly environment.

The CI policy is intended to preserve and enhance publicly owned civic properties so that they can continue to serve public purposes over time. The Urban Design Guidelines that are attached to the SP support the existing civic uses on the site and envision enhancing the current civic uses with connectivity improvements and increased open space.



## **Metro Planning Commission Meeting of 7/25/24**

The CO policy is intended to preserve environmentally sensitive land features through protection and remediation. Conservation areas on the site are associated with steep slopes along the hill that lies between the northernmost drive and Mt. View Road. This area is not intended to be developed.

As the proposed SP is generally consistent with the applicable policies and the context of the site and its surroundings, staff recommends approval.

### **FIRE MARSHAL RECOMMENDATION**

**Approve**

### **GREENWAYS RECOMMENDATION**

**Approve with conditions**

- Plan to Play recommends the addition of a swimming pool and sprayground to the Southeast Community Center. A preliminary assessment determines that expanding to the west of the existing building is optimally compatible with the building floorplan and avoids the loss of existing park land. Specific space needs and final location will require further study.

### **STORMWATER RECOMMENDATION**

**Approve with conditions**

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

### **NASHVILLE DOT RECOMMENDATION**

**Approve with conditions**

- Any public road cross sections, site access and general public infrastructure improvement should be determined upon redevelopment of each SP sub district.

### **TRAFFIC & PARKING RECOMMENDATION**

**Approve with conditions**

- A regional Multi-Modal Transportation Analysis (MMTA) will need to be scoped and submitted to NDOT for review prior to the approval of any final site plan with this development. With each phase of development, a MMTA may be required to establish what transportation improvements will be necessary with said phase. Off-site improvements are anticipated and shall be determined with the MMTA(s).
- The proposed cross-sections for all public roadways will need to be coordinated with NDOT prior to the approval of any associated final site plans.
- The complete street enhancement for Mt. View Road will need to be coordinated and agreed on by NDOT and other stakeholders prior to the issuance of any associated permits.
- Road improvements to Bell Road corridor will need to be coordinate with NDOT and all other associated stakeholders to develop an appropriate design prior to the issuance of any associated permits.
- The improvements to the perimeter street to establish a green street shall be coordinated with NDOT and Metro Water Services to ensure that the design of the stormwater infrastructure aligns with the maintenance goals of all parties while also creating a sustainable system.



## **Metro Planning Commission Meeting of 7/25/24**

- A parking study shall be submitted for each phase to determine the appropriate level of parking that complements the goals of the entire SP while also accommodating the proposed use.
- All existing access points that provided connections from the previous mall to the surrounding road networks (Hickory Hollow Pkwy, Mt. View Rd, and Bell Road) shall be reanalyzed to ensure that the safety of all modes of transportation are appropriately accommodated.
- Site specific access points and loading shall be finalized with NDOT prior to final site plan approval. Access and loading shall be allocated to the lowest classification street.
- Further coordination with NDOT and WeGo will be required for the future Antioch transit center to determine the necessary connectivity for all modes of transportation.
- At a minimum the project shall align with the requirements of the MCSP. Any amendments to the MCSP for the surrounding streets shall be coordinated with NDOT and Planning.
- Modifications to the above conditions may be required as this development's phase(s) progress but further analysis will need to be conducted to justify said modifications.

### **METRO WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

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

### **TRAFFIC TABLE**

The mix of uses could vary and assumption of impact at this point is premature.

### **METRO SCHOOL BOARD REPORT**

The mix of uses could vary and assumption of impact at this point is premature. Students may attend Eagle View Elementary School, Antioch Middle School, and Cane Ridge Ridge High School. Eagle View Elementary and Cane Ridge High School are identified as overcapacity, while Antioch Middle School is identified as at capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by MNPS.

### **STAFF RECOMMENDATION**

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

### **CONDITIONS**

1. Permitted uses shall be limited to all uses permitted in MUG-A, community gardening (non-commercial), bus station/landport, and temporary festival, with the exception of the following uses which shall be prohibited: Alternative Financial Services, Automobile Convenience,



## Metro Planning Commission Meeting of 7/25/24

Automobile Service, Beer and Cigarette Market, Car Wash, Short-Term Rental, Owner and not-Owner Occupied, Warehouse, and Construction/Demolition Infill.

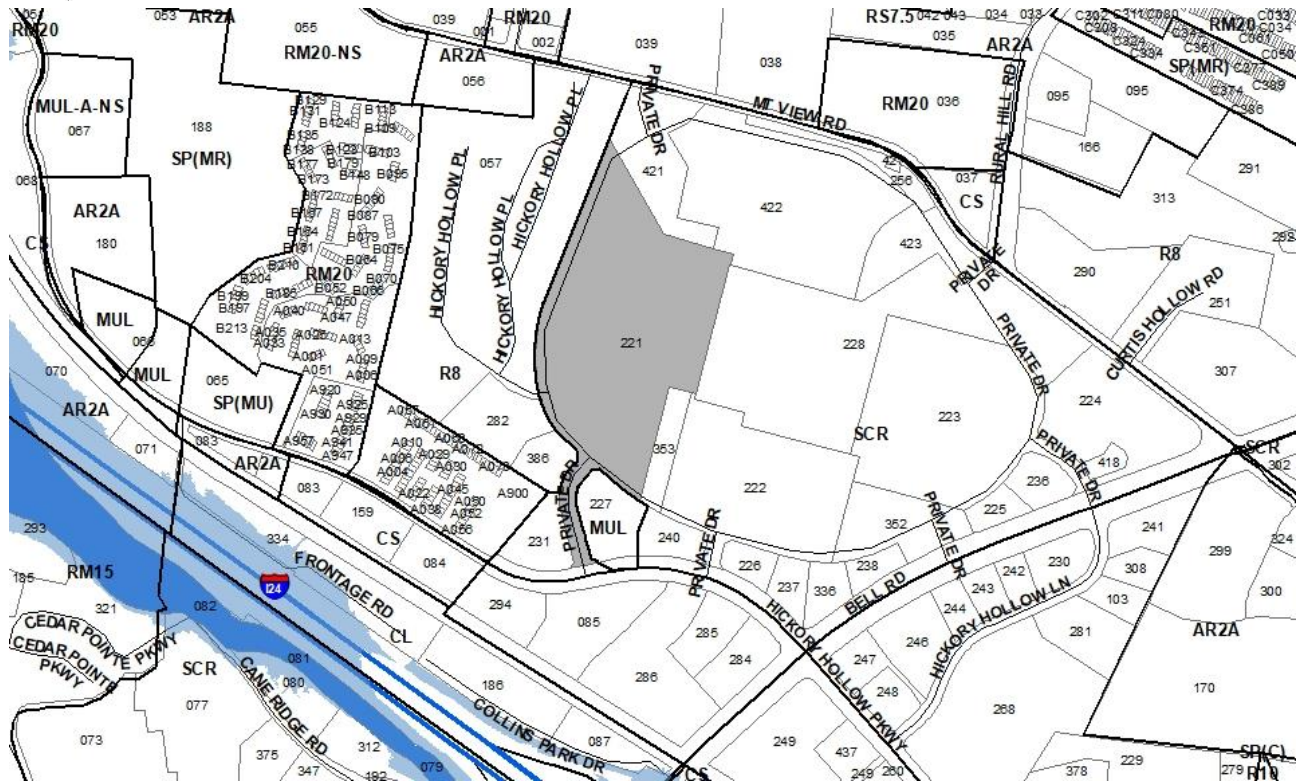
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application. In addition to the correct copy for this amendment, provide an inclusive copy for the entire SP, reflective of all amendments to date.
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 MUG-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. No master permit/HPR shall be recorded prior to final SP approval.
6. Final plat may be required prior to permitting.
7. The final site plan shall label all internal driveways as “Private Driveways.” A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association
8. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
9. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
10. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
11. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 7/25/24



**1-74P-017**  
**HICKORY HOLLOW PUD (CANCELLATION)**  
Map 163, Parcel 221  
13, Antioch – Priest Lake  
32 (Joy Styles)



## Metro Planning Commission Meeting of 7/25/24

<b>Item #48c</b>	<b>Planned Unit Development 1-74P-017</b>
<b>Project Name</b>	<b>Hickory Hollow PUD (Cancellation)</b>
<b>Council Bill No.</b>	BL2024-450
<b>Associated Cases</b>	2024SP-028-001 & 2024CP-013-001
<b>Council District</b>	32 - Styles
<b>School District</b>	06 - Mayes
<b>Requested by</b>	Metro Planning, applicant; Metro Government, owner.
<b>Staff Reviewer</b>	Marton
<b>Staff Recommendation</b>	<i>Approve if the associated SP is approved and disapprove if the associated SP is not approved.</i>

### APPLICANT REQUEST

#### Cancel a portion of a Planned Unit Development.

##### PUD Cancellation

A request to cancel a portion of a Planned Unit Development (PUD) Overlay District located at 5244 Hickory Hollow Parkway, approximately 960 feet northwest of Bell Road, zoned Shopping Center Regional (SCR) (17.69 acres).

##### **Existing Zoning**

Shopping Center Regional (SCR) is intended for high intensity retail, office, and consumer service uses for a regional 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 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.

### ANTIOCH – PRIEST LAKE 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.

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



## **Metro Planning Commission Meeting of 7/25/24**

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.

### **Plan Details**

The PUD was originally approved in 1974 and included a large area (approximately 192 acres) on both sides of Bell Road, north of Interstate 24. A portion of the PUD includes the former Hickory Hollow Mall, located on the north side of Bell Road, and wrapped by a private “ring road” with several access points to the mall’s surface parking areas. The 1974 Metro Council plan was approved for 1,529,581 square feet of various commercial and office uses and 432 residential units. The portion of the PUD containing the former Hickory Hollow Mall was amended in 1989, increasing the total square footage to 1,800,575 square feet of commercial and office uses permitted for the entire PUD. The mall site has since developed with commercial and non-residential uses and is ringed by the Ford Ice Center, a Nashville State Community College campus, public library and public park, and other institutional uses. The PUD has been revised and amended numerous times over the years and continues to support various commercial uses.

This request is to cancel the portion of the PUD located on Parcel 221, approximately 17.69 acres, within the “ring road” area of the former Hickory Hollow Mall. The property has been zoned Shopping Center Regional (SCR) since 1998 and is currently vacant. No changes to the remaining portion of the PUD are proposed with this application.

### **ANALYSIS**

The property is located within the T4 Urban Community Center policy area. T4 CC areas are intended to maintain, enhance, and create urban community centers that contain commercial, mixed use and institutional land uses at an urban scale. The associated case 2024SP-028-001 proposes to rezone the properties to Specific Plan (SP) which is intended to allow for a mixture of uses on the site including office, residential, retail, and more. The site is located within a larger area of T4 CC policy, which extends to the west along Hickory Hollow Parkway and to the east, north of Mt. View Road. The site has developed in a suburban manner, consistent with the approved PUD, but there may be opportunities for future development that could bring the site closer to meeting the goals of the T4 CC policy through cancellation of the PUD and with the rezoning to SP.

### **STAFF RECOMMENDATION**

Approve if the associated SP is approved and disapprove if the associated SP is not approved.