

METROPOLITAN PLANNING COMMISSION

DRAFT MINUTES

July 25, 2024
4:00 pm Regular Meeting

700 President Ronald Reagan Way
(between Lindsley Avenue and Middleton Street)
Howard Office Building, Sonny West Conference Center (1st Floor)

MISSION STATEMENT

The Planning Commission guides growth and development as Nashville and Davidson County 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.

Commissioners Present:

Jessica Farr, Vice Chair
Asia Allen
Stewart Clifton
Leah Dundon
Edward Henley
Kathy Leslie
Councilmember Jennifer Gamble

Staff Present:

Lucy Kempf, Executive Director
Lisa Milligan, Assistant Director of Land Development
Tara Ladd, Legal
Amelia Gardner, Planner III
Jason Swaggart, Planner II
Savannah Garland, Planner II
Matt Schenk, Planner II

Commissioners Absent:

Greg Adkins, Chair
Dennie Marshall
Matt Smith

Lucy Alden Kempf

Secretary and Executive Director, Metro Planning Commission

Metro Planning Department of Nashville and Davidson County
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Notice to Public

Please remember to turn off your cell phones.

Nine of the Planning Commission's ten members are appointed by the Metropolitan Council; the tenth member is the Mayor's representative. The Commission meets on the second and fourth Thursday of most months at 4:00 pm, in the Sonny West Conference Center on the ground floor of the Howard Office Building at 700 President Ronald Reagan Way. Only one meeting may be held in December. Special meetings, cancellations, and location changes are advertised on the [Planning Department's main webpage](#).

The Planning Commission makes the final decision on final site plan and subdivision applications. On all other applications, including zone changes, specific plans, overlay districts, and mandatory referrals, the Commission recommends an action to the Council, which has final authority.

Agendas and staff reports are [posted online](#) and emailed to our mailing list on the Friday afternoon before each meeting. They can also be viewed in person from 7:30 am – 4 pm at the Planning Department office in the Metro Office Building at 800 President Ronald Reagan Way. [Subscribe to the agenda mailing list](#)

Planning Commission meetings are shown live on the Metro Nashville Network, Comcast channel 3, [streamed online live](#), and [posted on YouTube](#), usually on the day after the meeting.

Writing to the Commission

Comments on any agenda item can be mailed, hand-delivered, or emailed to the Planning Department by 3pm on the Tuesday prior to the meeting day. Written comments can also be brought to the Planning Commission meeting and distributed during the public hearing. Please provide 15 copies of any correspondence brought to the meeting.

Mailing Address: Metro Planning Department, 800 President Ronald Reagan Way, P.O. Box 196300, Nashville, TN 37219-6300
E-mail: planning.commissioners@nashville.gov


Speaking to the Commission

Anyone can speak before the Commission during a public hearing. A Planning Department staff member presents each case, followed by the applicant, community members opposed to the application, and community members in favor. Community members may speak for two minutes each. Representatives of neighborhood groups or other organizations may speak for five minutes if written notice is received before the meeting. Applicants may speak for ten minutes, with the option of reserving two minutes for rebuttal after public comments are complete. Councilmembers may speak at the beginning of the meeting, after an item is presented by staff, or during the public hearing on that item, with no time limit.

If you intend to speak during a meeting, you will be asked to fill out a short "Request to Speak" form. Items set for consent or deferral will be listed at the start of the meeting. Meetings are conducted in accordance with the Commission's [Rules and Procedures](#).

Legal Notice

As information for our audience, if you are not satisfied with a decision made by the Planning Commission today, you may appeal the decision by petitioning for a writ of cert with the Davidson County Chancery or Circuit Court. Your appeal must be filed within 60 days of the date of the entry of the Planning Commission's decision. To ensure that your appeal is filed in a timely manner, and that all procedural requirements have been met, please be advised that you should contact independent legal counsel.

 The Planning Department does not discriminate on the basis of race, color, national origin, gender, gender identity, sexual orientation, age, religion, creed or disability in admission to, access to, or operations of its programs, services, or activities. Discrimination against any person in recruitment, examination, appointment, training, promotion, retention, discipline or any other employment practices because of non-merit factors shall be prohibited. For ADA inquiries, contact Randi Semrick, ADA Compliance Coordinator, at (615) 880-7230 or e-mail her at randi.semrick@nashville.gov. For Title VI inquiries, contact Human Relations at (615) 880-3370. For all employment-related inquiries, contact Human Resources at (615) 862-6640.

If any accommodations are needed for individuals with disabilities who wish to be present at this meeting, please request the accommodation through hubNashville at <https://nashville.gov/hub-ADA-boards> or by calling (615) 862-5000. Requests should be made as soon as possible, but 72 hours prior to the scheduled meeting is recommended.

MEETING AGENDA

A: CALL TO ORDER

The meeting was called to order at 4:06 p.m.

B: ADOPTION OF AGENDA

Mr. Henley moved and Mr. Clifton seconded the motion to adopt the agenda. (7-0)

C: APPROVAL OF JUNE 27, 2024 MINUTES

Ms. Leslie moved and Ms. Dundon seconded the motion to approve the meeting minutes of June 27, 2024. (7-0)

D: RECOGNITION OF COUNCILMEMBERS

Councilmember Rutherford spoke in favor of Items 3a, 3b and 36.

Councilmember Styles spoke in favor of Items 48a, 48b and 48c. She also spoke in favor of Item 23.

Councilmember Taylor stated he will not support Item 41 based on what they are working on currently.

E: ITEMS FOR DEFERRAL / WITHDRAWAL: 2, 6, 7, 9, 11, 14, 15, 17, 20, 22, 24, 25, 29, 30, 33, 40

Councilmember Gamble moved and Ms. Allen seconded the motion to approve the Deferred and Withdrawn Items. (7-0)

F: CONSENT AGENDA ITEMS: 49, 50, 54

Ms. Kempf joined the meeting.

Ms. Milligan advised Mr. Henley is recusing himself on Items 48a, 48b, and 48c.

Ms. Leslie moved and Mr. Clifton seconded the motion to approve the Consent Agenda. (7-0)

Tentative Consent Item: Items noted below as On Consent: Tentative will be read aloud at the beginning of the meeting by a member of the Planning Staff to determine if there is opposition present. If there is opposition present, the items will be heard by the Planning Commission in the order in which they are listed on the agenda. If no opposition is present, the item will be placed on the consent agenda.

NOTICE TO THE PUBLIC: Items on the Consent Agenda will be voted on at a single time. No individual public hearing will be held, nor will the Commission debate these items unless a member of the audience or the Commission requests that the item be removed from the Consent Agenda.

G: ITEMS TO BE CONSIDERED

1a. 2024CP-008-001

NORTH NASHVILLE COMMUNITY PLAN AMENDMENT

Council District 21 (Brandon Taylor)

Staff Reviewer: Andrea Barbour

A request to amend the North Nashville Community Plan, by changing land use policy from T4 NM policy to TR policy for 1809 9th Avenue North, approximately 136 feet north of Buchanan Street and 9th Avenue North (0.20 acres). (See associated case #2024Z-057PR-001).

Staff Recommendation: Approve.

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 9th 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 26th 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 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 9th 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 9th 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 9th Avenue North and Buchanan Street are classified as Collector Avenues. In the policy amendment area, 9th Avenue North has sidewalks while Buchanan Street is a complete street with sidewalks and protected bike lanes. The site also has alley access.

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.

Approve. (7-0)

Resolution No. RS2024-141

"BE IT RESOLVED by The Metropolitan Planning Commission that 2024CP-008-001 is approved.(7-0)

1b. 2024Z-057PR-001

Council District 21 (Brandon Taylor)

Staff Reviewer: Savannah Garland

A request to rezone from R6 to OR20-A-NS zoning for property located at 1809 9th Ave. North, approximately 145 feet north of Buchanan Street and located within a Detached Accessory Dwelling Unit Overlay District (0.2 acres), requested by On The Buc LLC, applicant and owner. (See associated case #2024CP-008-001).

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 9th 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 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 9th 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 9th 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 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 |

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.

Approve. (7-0)

Resolution No. RS2024-142

“BE IT RESOLVED by The Metropolitan Planning Commission that 2024Z-057PR-001 is approved. (7-0)

2. 2016SP-019-007

SILO BEND SP (AMENDMENT)

Council District 20 (Rollin Horton)

Staff Reviewer: Dustin Shane

A request to amend a portion of a Specific Plan for property located at 54th Avenue North (unnumbered), at the current terminus of 54th Avenue North, zoned SP (8.1 acres), to permit up to 320 multi-family residential units in Zone 1 and to modify allowed heights within Zone 1, requested by Barge Cauthen and Associates, applicant; R Manuel Centennial GP, owner.

Staff Recommendation: Defer to the August 8, 2024, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2016SP-019-007 to the August 8, 2024, Planning Commission meeting. (7-0)

3a. 2023SP-016-001

BL2023-56/John Rutherford

THE VILLAGE AT AUTUMN VIEW

Council District 31 (John Rutherford)

Staff Reviewer: Matt Schenk

A request to rezone from AR2a and SP to 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, requested by Land Solutions Company, applicant; Green Trails, LLC, owner. (See associated case 2017SP-087-004).

Staff Recommendation: Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Rezoned 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 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.

APPLICANT REQUEST

Rezoned 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.

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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.

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.
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.

Approve with conditions and disapprove without all conditions. (7-0)

Resolution No. RS2024-143

"BE IT RESOLVED by The Metropolitan Planning Commission that 2023SP-016-001 is approved with conditions and disapproved without all conditions. (7-0)

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.
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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.
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.

3b. 2017SP-087-004

BL2023-58/John Rutherford

THE HILL PROPERTY SP (AMENDMENT)

Council District 31 (John Rutherford)

Staff Reviewer: Matt Schenk

A request to amend a Specific Plan 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, requested by Land Solutions Company LLC, applicant; Green Trails, LLC, owner. (See associated case 2023SP-016-001).

Staff Recommendation: Approve with conditions and disapprove without all conditions if the associated SP is approved. Disapprove if the associated SP is not approved.

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 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.

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.

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

All Conditions of BL2018-1229 remain in effect.

Approve with conditions and disapprove without all conditions. (7-0)

Resolution No. RS2024-144

"BE IT RESOLVED by The Metropolitan Planning Commission that 2017SP-087-004 is approved with conditions and disapproved without all conditions. (7-0)

CONDITIONS

1. All Conditions of BL2018-1229 remain in effect

4. 2019SP-066-003

CLARKSVILLE PIKE MIXED USE (MODIFICATION)

Council District 02 (Kyonzté Toombs)

Staff Reviewer: Dustin Shane

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), requested by Elmington, applicant; Clarksville Pike LLC, owner.

Staff Recommendation: Approve with conditions.

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 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.

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.

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.
- 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 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.
- 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.

Approve with conditions. (7-0)

Resolution No. RS2024-145

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019SP-066-003 is approved with conditions.(7-0)

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.

5. 2021SP-041-002

CURTIS PROPERTY (MODIFICATION)

Council District 02 (Kyonzté Toombs)

Staff Reviewer: Dustin Shane

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 SP (13.99 acres), to modify the layout, requested by Elmington, applicant; Curtis Partners LLC, owner.

Staff Recommendation: Approve with conditions.

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.

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.

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 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 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. 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.

Approve with conditions. (7-0)

Resolution No. RS2024-146

"BE IT RESOLVED by The Metropolitan Planning Commission that 2021SP-041-002 is approved with conditions.(7-0)

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.

6. 2021SP-057-001

MARINA GROVE

Council District 08 (Deonté Harrell)

Staff Reviewer: Laszlo Marton

A request to rezone from RS10 to SP zoning for property located at Hobson Pike (unnumbered), approximately 460 feet northeast of Hamilton Church Road, (5.94 acres), to permit a mixed use development, requested by Civil Design Consultants, LLC, applicant; FAM Properties, LLC, owner.

Staff Recommendation: Defer to the August 22, 2024, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2021SP-057-001 to the August 22, 2024, Planning Commission meeting. (7-0)

7. 2024SP-002-001

ROCK HARBOR

Council District 20 (Rollin Horton)

Staff Reviewer: Laszlo Marton

A request to rezone from IWD and R10 to SP zoning for property located at 525 Basswood Ave. and a portion of property located at 517 Basswood Ave., at the southwest corner of Robertson Ave. and Basswood Ave., (30.2 acres), to permit a mixed-use development, requested by Centric Architecture, applicant; PSF II Rock Harbor Propco LLC and Western Express, Inc., owners.

Staff Recommendation: Defer to the August 8, 2024, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2024SP-002-001 to the August 8, 2024, Planning Commission meeting. (7-0)

8. 2024SP-013-001

3124 MURFREESBORO PIKE

Council District 08 (Deonté Harrell)

Staff Reviewer: Jason Swaggart

A request to rezone from AR2A to 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, requested by Kimley-Horn, applicant; Ammon & Ruth Shreibman and NIR Homes Inc., owners.

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.

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 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 will 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).
- 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 |

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 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.

Mr. Swaggart presented the staff recommendation to approve with conditions and disapprove without all conditions.

Casey Keister, Meritage Homes, 255 Meridian Blvd, spoke in favor of the application.

Twana Chick, 5967 Cane Ridge Road, stated she is speaking on behalf of the Cane Ridge Community Club. She spoke in opposition to the application.

Casey Keister spoke in rebuttal.

Vice Chair Farr closed the Public Hearing.

Mr. Clifton asked if they make allowances for pullouts and for what was being described by Ms. Chick.

Mr. Swaggart stated WeGo has reviewed the plan and recommended approval.

Ms. Milligan advised with all plans NDOT is always looking at loading and unloading where rideshare might take place. She said NDOT has also reviewed and approved the plan. Ms. Milligan explained each land use has different needs regarding circulation issues and when there are townhomes with private drives, rideshare would take place on the private drives, and typically would not designate an area on the public streets for those types of uses.

Councilmember Gamble asked about community engagement and if community meetings were open to adjoining neighborhoods.

Ms. Milligan stated Councilmember Harrell indicated he hosted multiple community meetings and did not hear a lot of opposition.

Councilmember Gamble asked if there were any current trees being maintained in the green space.

Ms. Milligan explained they always maintain trees where they can. There are some policy areas where the goal of tree preservation might rise to the top, and where along a corridor where there is mixed use, the goal of creating housing rises to the top and they are always trying to balance those different goals. She further explained there is open space throughout and are some areas on the northern portion of the site that will maintain some trees, but along corridors in this location, housing would be the top priority as opposed to natural preservation.

Ms. Dundon asked about the proximity to commercial establishments.

Ms. Milligan stated there is undeveloped property within the larger mixed use corridor policy. She said there may not be a commercial use for these new residents to be able to walk to but the long term goal would be for the corridor, as a whole, to have a mixture of uses.

Ms. Dundon asked if staff takes corridor impacts and the need for commercial areas into consideration when other parcels are looking to be developed.

Ms. Milligan said there is a key intersection that has a concentration of commercial uses already not far from the site.

Ms. Kempf explained John Houghton's team goes out to do sector planning, and depending on the scope, will often get into that level of specificity.

Ms. Dundon asked what type of trees will be replanted to replace the large mature trees.

Ms. Milligan advised they will have to meet Tree Density Units and the requirements of the Code regarding tree density. She said trees planted back will be smaller.

Ms. Dundon asked if TDU have species requirements.

Ms. Milligan answered there are prohibitions but not a specific species requirement.

Mr. Henley asked if there is any language in the document about the accessibilities of the park.

Ms. Milligan said no, this is open space to be utilized by the residents of this development and maintained by the HOA. She stated it is not publicly accessible open space.

Mr. Henley thought it may be worth thinking about those opportunities because this property uniquely connects a neighborhood and to a corridor.

Ms. Kempf said they will welcome a conversation with Parks and the two Commissions if they need to think of a different model for providing smaller pockets or residential open spaces that are situated within plans like this one.

Mr. Henley moved and Ms. Dundon seconded the motion to approve with conditions and disapprove without all conditions. (7-0)

Resolution No. RS2024-147

"BE IT RESOLVED by The Metropolitan Planning Commission that 2024SP-013-001 is approved with conditions and disapproved without all conditions. (7-0)

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 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.

9. 2024SP-016-001

751 S. 5TH STREET

Council District 06 (Clay Capp)

Staff Reviewer: Jason Swaggart

A request to rezone from CS to SP zoning for property located at 751 S. 5th Street, at the northeast corner of S. 5th Street and Dew Street (1.41 acres), to permit a mixed-use development, requested by Dream Capital Management LLC, applicant; Professional Services Industries, Inc., owner.

Staff Recommendation: Defer to the August 8, 2024, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2024SP-016-001 to the August 8, 2024, Planning Commission meeting. (7-0)

10. 2024NL-002-001

815 NELLA DR

Council District 03 (Jennifer Gamble)

Staff Reviewer: Savannah Garland

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 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, requested by Natalie Hannigan, applicant; Natalie & Andrew Hannigan, owners.

Staff Recommendation: Approve with conditions.

Ms. Garland presented the staff recommendation to approve with conditions.

Natalie Hannigan, 815 Nella Drive, spoke in favor of the application.

Judy McKenzie, 818 Nella Drive, spoke in opposition to the application.

Vice Chair Farr closed the Public Hearing.

Councilmember Gamble advised there were two community meetings about this project and did not hear any opposition at those meetings but has received emails from neighbors on the street expressing concern. She said the original application was for commercial rezoning and that has since been changed to the Historic Landmark Overlay zoning which is less intense and allows for non-owner occupied short term rental, museum use and music studio use. Councilmember Gamble stated she will continue to work with the neighbors on the street to explain the changes.

Ms. Allen asked if there is a limit to the occupancy at the museum.

Ms. Milligan responded it would be based on fire occupancy limits. She explained this is under Historic Landmark and Historic Landmark does not impact uses, as it only protects the building from alteration or change. This is already historically designated so the Neighborhood Landmark is placed on top of a property that is zoned residentially to allow it uses that would not otherwise be allowed under the base zoning for the purposes of adaptive reuse and preservation of some important thing.

Ms. Allen said she hoped there would not be people there late at night or a lot of people there to cause a disturbance to the neighborhood. She asked what would prevent the museum from disturbing the residents in the neighborhood.

Ms. Milligan stated there can be conditions of hours of operation, but limiting the number of people at a time would be a difficult enforcement condition.

Councilmember Gamble advised there are several other Historic Landmarks in the community which have similar allowances and there have not been any issues.

Mr. Clifton said that from a standpoint as who we are as a city and the obvious attributes of this place, he is supportive of this.

Ms. Dundon asked if it is listed in the conditions that the applicant would not use more than one of the commercial uses at a time.

Ms. Milligan advised there is plan which includes restrictions regarding studio hours, signage, exterior modifications and to specify in the motion to include only one commercial use any particular time.

Councilmember Gamble stated that was explained at the community meeting and it alleviated some concerns and thought it was a great idea to have it in writing.

Ms. Leslie asked about the short term rental use.

Ms. Milligan answered it is limited to one short term rental.

Ms. Leslie asked about the number of units.

Ms. Milligan responded it was just one unit, the whole house, but it would be limited by the other regulations of short term rental property regarding occupancy.

Vice Chair Farr said this is not an area that could have non-owner occupied short term rental without the Neighborhood Landmark.

Ms. Milligan stated she was correct. She explained owner occupied short term rentals would be permitted within this zoning district but non-owner occupied would not be permitted, which is why it is listed as a use the Neighborhood Landmark. The Neighborhood Landmark is enabling that use.

Vice Chair Farr asked how many bedrooms are in the house and what would that allow.

Ms. Milligan stated the occupancy is likely twelve, based on four bedrooms, based on the standards that the city has adopted countywide for short term rentals.

Vice Chair Farr said if it allowed for ten people, she could see that as being a potential disruption to the neighborhood.

Ms. Milligan replied that there are standards for noise complaints that would be no different from if it was a single homeowner having a party at their home, as the same noise ordinance still applies and the enforcement mechanisms are the same.

Councilmember Gamble asked if there is an annual short term rental renewal.

Ms. Milligan advised they would be governed by all of the standards of the short term rental permit issuance.

Ms. Leslie said she was confused about how the integrity of the museum can be maintained when the house is also going to be used as a short term rental.

Ms. Milligan stated that is the proposal of the applicant.

Ms. Leslie asked if there is another zoning that is more restrictive that does not allow for the short term rental component.

Ms. Milligan explained the Neighborhood Landmark can allow for any uses the applicant asks for. They could list out fifteen different uses that are permitted in Neighborhood Landmark. They are all different depending on context and where they are located and the thing that makes them unique. She further explained the thing that makes this unique is it is tied to Patsy Cline, so the uses are going to be more structured around that aspect as to why it is important to the community. There are a range of uses the applicant has proposed and Planning staff found that those are appropriate, but if the Commission finds it does not meet the standards of Neighborhood Landmark, they can make recommendations as such.

Councilmember Gamble asked the applicant to talk about maintenance strategy for the home.

Natalie Hannigan responded she sees it as a landlord situation and if something breaks, she will fix it before she fixed something in her own house. She said if something gets disrupted, she will address it right away.

Councilmember Gamble asked how close she lives to the property.

Natalie Hannigan answered ten miles and a twenty minute drive.

Councilmember Gamble asked if she considered someone who lives on the street to help with maintenance.

Natalie Hannigan said she checks in with the neighbor across the street, Jean Doyle.

Ms. Kempf gave the Commission feedback on what language to use as conditions.

Vice Chair Farr asked if there is any concern over the short term rental, that does not have to be a permitted use.

Ms. Milligan stated the staff is recommending to the Planning Commission that they believe it meets the conditions indicated in the staff report or those criteria for a Neighborhood Landmark.

Councilmember Gamble asked if the owner would entertain a deferral because there are a lot of different moving pieces.

Natalie Hannigan stated she has already deferred one month on the Planning Commission's recommendation and would like a yes or no answer at this point.

Ms. Kempf suggested she take the deferral because the staff recommended approval and there is general support amongst the Commissioners.

Natalie Hannigan agreed to a two week deferral.

Mr. Clifton moved and Councilmember Gamble seconded the motion to defer 2024NL-002-001 to the August 8, 2024, Planning Commission meeting and for the Public Hearing to stay open. (7-0)

11. 2024S-025-001

MADISON STATION

Council District 09 (Tonya Hancock)

Staff Reviewer: Laszlo Marton

A request for concept plan approval to create ten lots on property located at 721 Madison Square, approximately 135 feet south of Neelys Bend Road, zoned MUG-A (31.72 acres), and located within a Corridor Design Overlay District, requested by BCA Civil, applicant; 721 Madison Square LLC, owner.

Staff Recommendation: Defer to the August 8, 2024, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2024S-025-001 to the August 8, 2024, Planning Commission meeting. (7-0)

12. 2024S-042-001

MICHAEL ARMISTEAD PROPERTY

Council District 10 (Jennifer Webb)

Staff Reviewer: Laszlo Marton

A request for final plat approval to create two lots on property located at Old Springfield Pike (unnumbered), approximately 200 feet southwest of Springfield Hwy., zoned RS30 (1.76 acres), requested by Bruce Rainey & Associates, applicant; Michael S. Armistead, owner.

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

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.

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.

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.
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

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.

Approve with conditions including a variance to Section 4-2.5.a.1.b for lot depth. (7-0)

Resolution No. RS2024-149

“BE IT RESOLVED by The Metropolitan Planning Commission that 2024S-042-001 is approved with conditions including a variance to Section 4-2.5.a.1.b for lot depth .(7-0)

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.

13. 2024S-098-001

SKYRIDGE PHASE 6

Council District 03 (Jennifer Gamble)

Staff Reviewer: Celina Konigstein

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 RS7.5 (11.61 acres), and within a Planned Unit Development Overlay District, requested by Wilson & Associates P.C., applicant; Meritage Homes of Tennessee Inc, owner.

Staff Recommendation: Approve with conditions.

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.

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, 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

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.
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.

Approve with conditions. (7-0)

Resolution No. RS2024-150

“BE IT RESOLVED by The Metropolitan Planning Commission that 2024S-098-001 is approved with conditions. (7-0)

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.
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.

14. 2024Z-028PR-001

Council District 01 (Joy Kimbrough)
Staff Reviewer: Celina Konigstein

A request to rezone from AR2A to IR zoning for property located at Ashland City Highway (unnumbered), at the northwest corner of Amy Lynn Drive (1.71 acres), requested by Nashville Civil LLC, applicant; DWT, LLC, owner.

Staff Recommendation: Defer to the September 26, 2024, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2024Z-028PR-001 to the September 26, 2024, Planning Commission meeting. (7-0)

15. 2024Z-065PR-001

Council District 01 (Joy Kimbrough)
Staff Reviewer: Savannah Garland

A request to rezone from RS15 to RM9-NS zoning for property located at 4212 Ashland City Highway, approximately 83 feet north of Clintondale Drive (0.53 acres), requested by RJX Partners LLC, applicant; Leroy Curtis ETUX, owner.

Staff Recommendation: Defer to the August 8, 2024, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2024Z-065PR-001 to the August 8, 2024, Planning Commission meeting. (7-0)

16a. 2024CP-014-001

DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN AMENDMENT

Council District 13 (Russ Bradford)

Staff Reviewer: Cory Clark

A request to amend the Hermitage Community Plan, by changing land use policy from T3 NE policy to D IN for properties located at 2435 Pulley Road and Pulley Road (unnumbered), approximately 700 feet north of Couchville Pike, zoned AR2a (16.91 acres), requested by Kimley-Horn, applicant; Crown Enterprises Inc., owner. (See associated case 2024Z-079PR-001)

Staff Recommendation: 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.

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 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.

Approve. (7-0)

Resolution No. RS2024-151

"BE IT RESOLVED by The Metropolitan Planning Commission that 2024CP-014-001 is approved. (7-0)

16b. 2024Z-079PR-001

Council District 13 (Russ Bradford)
Staff Reviewer: Laszlo Marton

A request to rezone from AR2a to IWD zoning for properties located at 2435 Pulley Road and Pulley Road (unnumbered), approximately 698 feet north of Couchville Pike (16.91 acres), requested by Kimley-Horn, applicant; Crown Enterprises Inc., owner. (See associated case 2024CP-014-001)

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 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.

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.

Approve. (7-0)

Resolution No. RS2024-152

"BE IT RESOLVED by The Metropolitan Planning Commission that 2024Z-079PR-001 is approved. (7-0)

17. 2024Z-009TX-001

BL2024-255/Hancock & Webb

Staff Reviewer: Lisa Milligan

A request to amend Section 17.40.720 of the Metropolitan Code to required mailed notice to all affected property owners of R, R-A, RS, and RS-A parcels when a change to the Zoning Code results in an increase or decrease in the number of allowed dwelling units on the affected parcels.

Staff Recommendation: Withdraw.

The Metropolitan Planning Commission withdrew 2024Z-009TX-001. (7-0)

18. 2024Z-013TX-001

BL2024-467/Spain
Staff Reviewer: Dustin Shane

A request to amend Section 17.04.060 of the Metropolitan Code, Zoning Regulations to amend the definitions of “commercial amusement, inside” and “commercial amusement, outside.”

Staff Recommendation: Approve.

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.”

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.

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.

Approve. (7-0)

Resolution No. RS2024-152

“BE IT RESOLVED by The Metropolitan Planning Commission that 2024Z-013TX-001 is approved. (7-0)

19. 2011SP-024-002

EAGLE POINT (AMENDMENT)

Council District 28 (David Benton)

Staff Reviewer: Matt Schenk

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, requested by Dale & Associates, applicant; Fahim Eryan, owner.

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 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.

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

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).
- 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 |

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.
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.

Approve with conditions and disapprove without all conditions. (7-0)

Resolution No. RS2024-153

"BE IT RESOLVED by The Metropolitan Planning Commission that 2011SP-024-002 is approved with conditions and disapproved without all conditions. (7-0)

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.
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.

20. 2017SP-023-006
BURKITT RIDGE (AMENDMENT)
Council District 31 (John Rutherford)
Staff Reviewer: Laszlo Marton

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 SP (0.36 acres), to permit a mixed-use development, requested by Smith Gee Studio, applicant; Regent Homes LLC, owner.

Staff Recommendation: Defer to the August 8, 2024, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2017SP-023-006 to the August 8, 2024, Planning Commission meeting. (7-0)

21a. 2021SP-012-003
EMBLEM PARK (AMENDMENT)
Council District 17 (Terry Vo)
Staff Reviewer: Celina Konigstein

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 SP (5.03 acres), to modify permitted uses and remove 0.47 acres from the SP boundary, requested by Holland & Knight, applicant; Propco-1500 4th Ave. S. LLC and MTP-1414 4th Avenue South LLC, owner. (See associated case 2024Z-013PR-001).

Staff Recommendation: Approve with conditions and disapprove without all conditions.

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. The site is located in Character Area 4, 4th 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 4th 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 4th 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 4th 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 4th 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 4th Avenue South and Bianca Paige way as well as offsite WeGo bus stop improvements at the intersection of 4th 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 4th Avenue South and 307 Bianca Paige Way, south of the intersection of 4th 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 4th Avenue S and Rains Avenue, identified as to be completed with the approved final. The sidewalks on the northern site along 4th 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 4th 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 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 |

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 Glenclyff High School. John B. Whitsitt Elementary and Glenclyff 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.

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.

Approve with conditions and disapprove without all conditions. (7-0)

Resolution No. RS2024-154

"BE IT RESOLVED by The Metropolitan Planning Commission that 2021SP-012-003 is approved with conditions and disapproved without all conditions. (7-0)

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.

21b. 2024Z-013PR-001

Council District 17 (Terry Vo)

Staff Reviewer: Celina Konigstein

A request to rezone from SP and IWD to MUL-A-NS zoning for properties located at 1500, 1502, 1504 4th Ave. S., 4th Ave. S. (unnumbered) and 307 Bianca Paige Way, at the southeastern corner of 4th Ave. S. and Bianca Paige Way (0.93 acres), requested by Holland & Knight LLP, applicant; MPT 1504 4th Ave. S. LLC and Propco-1500 4th Ave. S. LLC, owners. (See associated case 2021SP-012-003)

Staff Recommendation: 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.

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, 4th 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 4th Avenue South/Nolensville Pike.

SITE AND CONTEXT

The application consists of five parcels totaling 0.93 acres located on the east side of 4th 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 4th 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 4th 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 4th 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.

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 |

Traffic changes between maximum: **SP/IWD 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.

Approve. (7-0)

Resolution No. RS2024-155

“BE IT RESOLVED by The Metropolitan Planning Commission that 2024Z-013PR-001 is approved. (7-0)

22. 2022SP-013-002

2ND & VAN BUREN STREET SP (AMENDMENT)

Council District 19 (Jacob Kupin)

Staff Reviewer: Matt Schenk

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, requested by Holland & Knight LLP, applicant; Byline Property Owner LLC, owner.

Staff Recommendation: Defer to the August 8, 2024, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2022SP-013-002 to the August 8, 2024, Planning Commission meeting. (7-0)

23. 2022SP-051-002

12610 BUSINESS PARK SP (AMENDMENT)

Council District 32 (Joy Styles)

Staff Reviewer: Matt Schenk

A request to amend a Specific Plan for properties located at 12610 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), approximately 655 feet east of Hobson Pike, zoned SP (9.38 acres), to permit warehouse and office uses, requested by Metro Councilmember Joy Styles, applicant; Walia, LLC, owner.

Staff Recommendation: Approve with conditions and disapprove without all conditions.

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.

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.

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 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).
- 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 routes 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.

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 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.

Mr. Schenk presented the staff recommendation to approve with conditions and disapprove without all conditions.

Ms. Milligan advised Councilmember Styles is the applicant for this Item and has spoken earlier.

Twana Chick, Cane Ridge Community Club, spoke in opposition to this application. She asked for this to be deferred.

Vice Chair Farr closed the Public Hearing.

Mr. Henley said he is curious regarding the material changes that have happened to the plan since it was approved. He asked what is being removed that he is not aware of.

Ms. Milligan responded a few years ago the state legislation that alters the way they think about material restrictions on buildings and if they are going to include material restrictions, then it has to be through a separate ordinance that is noticed in a certain way and form. She stated when this originally came in there was a desire to modify the material standards to allow a broader range of materials, but because it was such a broad range of materials, they thought it was not appropriate to have a restriction.

Mr. Henley said he understood the explanation and that the bullet points are presenting the need for a different flow of traffic and then an easement is going to be created and dedicated to potential future development.

Ms. Milligan read from the original SP a list of materials that it was limited to and indicated what condition is being removed.

Mr. Henley proposed a potential solution that the language around materials comes back and says it is inclusive of the original materials.

Mr. Clifton said he is reticent to vote on this as there is a great deal of uncertainty.

Vice Chair Farr stated if the specifically negotiated truck traffic condition is getting waived, that is something that needs to be rediscussed with the community.

Councilmember Gamble agreed with Mr. Henley's concerns. She asked why are the building materials contingent on the easement.

Ms. Milligan stated she would defer to Councilmember Styles for that answer.

Mr. Clifton suggested a deferral.

Ms. Milligan explained the processes and timelines that take place through staff reporting, as well as through Commission and Council meetings if deferred for one and two meetings.

Vice Chair Farr asked if all conditions are indicated on the SP so that the Commission can see what is being removed.

Ms. Milligan responded in the affirmative.

Mr. Henley asked if it is their ability to communicate that they are deferring it for more information, but not necessarily wanting to delay the time frame, so when it comes up in Council, will someone be able to speak.

Ms. Kempf answered there are opportunities for Ms. Milligan to answer questions at specific points in the review process.

Ms. Dundon said she is not sure what the concerns are and asked about the easement.

Vice Chair Farr stated the easement is required and in order to grant the easement, the property owners want some removal of restrictions on this Specific Plan, like material restrictions and the turn lane issue.

Ms. Dundon asked if there were community meetings to address that since then.

Ms. Milligan answered she did not know if there have been community meetings as this was an application from the Councilmember.

Ms. Dundon moved and Mr. Clifton seconded the motion to defer 2022SP-051-002 to the August 22, 2024, Planning Commission meeting. (7-0)

24. 2024SP-011-001

605 STEWARTS FERRY PIKE

Council District 14 (Jordan Huffman)

Staff Reviewer: Laszlo Marton

A request to rezone from R10 and RM9 to 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 (22.31 acres), to permit all uses within the MUL zoning district in Zone 1 and permit all uses within the RM20 zoning district in Zone 2, requested by Barge Design Solutions, applicant; Connection United Methodist Church, Inc., owner.

Staff Recommendation: Defer to the August 22, 2024, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2024SP-011-001 to the August 22, 2024, Planning Commission meeting. (7-0)

25. 2024SP-015-001

TALBOT'S CORNER

Council District 02 (Kyonzté Toombs)

Staff Reviewer: Dustin Shane

A request to rezone from CS, IWD, SP and RS5 to SP zoning for various properties along Dickerson Pike and W. Trinity Lane, at the southwest corner of W. Trinity Lane and Dickerson Pike (61.41 acres), partially within the Dickerson Pike Sign Overlay District to permit a mixed-use development, requested by Barge Design Solutions, applicant; various owners.

Staff Recommendation: Defer to the August 8, 2024, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2024SP-015-001 to the August 8, 2024, Planning Commission meeting. (7-0)

26. 2024SP-025-001

2377 COUCHVILLE PIKE

Council District 13 (Russ Bradford)

Staff Reviewer: Celina Konigstein

A request to rezone from R20 to SP zoning for property located at 2377 Couchville Pike, approximately 1471 feet west of Reynolds Road (34.77 acres), to permit industrial uses, requested by Energy Land & Infrastructure, applicant; Couchville Pike Investors LLC, owner.

Staff Recommendation: Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Preliminary SP to permit industrial uses.

Zone Change

A request to rezone from One and Two-Family Residential (R20) to Specific Plan (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.

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 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 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 out 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).
- 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.

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.

Approve with conditions and disapprove without all conditions. (7-0)

Resolution No. RS2024-156

"BE IT RESOLVED by The Metropolitan Planning Commission that 2024SP-025-001 is approved with conditions and disapprove without all conditions.(7-0)

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.

27. 2017S-254-005

RIVERVIEW AT CUMBERLAND HILLS

Council District 10 (Jennifer Webb)

Staff Reviewer: Dustin Shane

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 R20 (19.85 acres), requested by JTA Land Surveying Inc., applicant; Patterson Company LLC, owner.

Staff Recommendation: Approve with conditions.

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.

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 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 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.
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.

Approve with conditions. (7-0)

Resolution No. RS2024-157

"BE IT RESOLVED by The Metropolitan Planning Commission that 2017S-254-005 is approved with conditions.(7-0)

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.

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.

28. 2024SP-027-001

701 & 709 EWING AVE

Council District 19 (Jacob Kupin)

Staff Reviewer: Dustin Shane

A request to rezone from DTC to 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, requested by Remick Architecture, applicant; Ewing Investments LLC, owner.

Staff Recommendation: Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Rezoning 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.

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.

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 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.

Approve with conditions and disapprove without all conditions. (7-0)

Resolution No. RS2024-158

"BE IT RESOLVED by The Metropolitan Planning Commission that 2024SP-027-001 is approved with conditions and disapproved without all conditions. (7-0)

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.

29. 2024S-065-001

DABBS AND ELLIOTT'S SUBDIVISION

Council District 11 (Jeff Eslick)

Staff Reviewer: Celina Konigstein

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 RS5 (0.61 acres), requested by Clint Elliott Survey, applicant; John & Marie Pratt, owners.

Staff Recommendation: Defer to the August 8, 2024, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2024S-065-001 to the August 8, 2024, Planning Commission meeting. (7-0)

30. 2024S-084-001

FINAL PLAT OF THE STEINBACK PROPERTY

Council District 03 (Jennifer Gamble)

Staff Reviewer: Dustin Shane

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 R20 (45.17 acres), requested by Stivers Land Surveying, applicant; Eric Steinback, owner.

Staff Recommendation: Defer to the August 8, 2024, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2024S-084-001 to the August 8, 2024, Planning Commission meeting. (7-0)

31. 16-86P-002

HERMITAGE MARKET PLACE (REVISION & FINAL)

Council District 14 (Jordan Huffman)

Staff Reviewer: Celina Konigstein

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 Blvd., at the northeast corner of Old Hickory Blvd and Old Lebanon Dirt Road, and partially located in a Planned Unit Development Overlay District, zoned CL and SCR (2.42 acres), to permit a 4,807 SF restaurant and remove a landscape buffer, requested by Interplan LLC, applicant; Las Palmas Enterprises Partnership and Mr. Hotels, LLC, owners.

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.

In January 1999, the Planning Commission approved a plan including a 60-foot landscape buffer on the southernmost portion of parcel 347. The portion of the northern parcel of the subject site received final site plan and final plat approval for a 5,000 square foot restaurant by the Planning Commission in May 2000. In September 2000,

the Planning Commission approved a revision to the preliminary and final PUD plan for a 5,683 square foot restaurant on the subject parcel located within the PUD. This restaurant exists on the subject parcel today. In October 2004, the Planning Commission approved a minor change to the final site plan previously approved in 1999 on this site to reduce the landscape buffer from 60 feet to 10 feet. The current final site plan application proposes to remove the landscape buffer completely.

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;
 - 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 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. 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.

Approve with conditions. (7-0)

Resolution No. RS2024-159

“BE IT RESOLVED by The Metropolitan Planning Commission that 16-86P-002 is approved with conditions.(7-0)

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.
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.

32. 2007P-004-003

GOVERNORS CHASE II (REVISION)

Council District 04 (Mike Cortese)

Staff Reviewer: Jason Swaggart

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 MUL and RM15 (7.12 acres), to permit automobile convenience and 60 multifamily residential units, requested by Catalyst Design Group, applicant; 6361 Nolensville Pike LLC, 6361 Nolensville LLC and Holt Apartments LLC ET AL, owners.

Staff Recommendation: Approve with conditions.

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.

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.

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 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 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). 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.
- 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.

Approve with conditions. (7-0)

Resolution No. RS2024-160

"BE IT RESOLVED by The Metropolitan Planning Commission that 2007P-004-003 is approved with conditions.(7-0)

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.

33. 2024S-083-001

HARPETH OVERLOOK

Council District 35 (Jason Spain)

Staff Reviewer: Laszlo Marton

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), requested by JW Land Surveying, applicant; William & Shawna Travis ET UX, owners.

Staff Recommendation: Defer to the August 8, 2024, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2024S-083-001 to the August 8, 2024, Planning Commission meeting. (7-0)

34. 64-76P-001

HICKORYVIEW COMMUNITY PARK

Council District 27 (Robert Nash)

Staff Reviewer: Jason Swaggart

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 SCR and located within the Planned Unit Development Overlay District and Corridor Design Overlay District (6.41 acres) to permit a take-out restaurant, requested by Ragan Smith, applicant; Hill Revolver, LLC, owner.

Staff Recommendation: Approve with conditions.

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 Regional (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.

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;
 - 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.

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.

Approve with conditions. (7-0)

Resolution No. RS2024-161

"BE IT RESOLVED by The Metropolitan Planning Commission that 64-76P-001 is approved with conditions. (7-0)

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.

35. 2005UD-008-004

MURFREESBORO PIKE UDO (3332 MURFREESBORO PIKE)

Council District 08 (Deonté Harrell)

Staff Reviewer: Matt Schenk

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 SP (4.86 acres), to permit a modification of the front setback requirements, requested by Site Engineering Consultants Inc. (SEC, Inc.), applicant; OV 07 MT. View LLC, owner.

Staff Recommendation: Approve with conditions.

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.

STAFF RECOMMENDATION

Staff recommends approval of the major modification for the site.

CONDITIONS

- 1. A separate application must be filed for final site plan approval. The modification decision in no way confers a final site plan approval for this project. All other requirements of the UDO must be met with the final site plan.

Approve with conditions. (7-0)

Resolution No. RS2024-162

"BE IT RESOLVED by The Metropolitan Planning Commission that 2005UD-008-004 is approved with conditions.(7-0)

CONDITIONS

- 1. A separate application must be filed for final site plan approval. The modification decision in no way confers a final site plan approval for this project. All other requirements of the UDO must be met with the final site plan.

36. 2023Z-049PR-001

BL2023-59/John Rutherford
Council District 31 (John Rutherford)
Staff Reviewer: Matt Schenk

A request to rezone from SP to R40 zoning for property located at 6397 Pettus Road, at the northeast corner of Warbler Way and Pettus Road (0.96 acres), requested by Land Solutions Company, LLC, applicant; Green Trails, LLC, owner.

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.

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.

Approve. (7-0)

Resolution No. RS2024-163

“BE IT RESOLVED by The Metropolitan Planning Commission that 2023Z-049PR-001 is approved. (7-0)

37. 2024Z-053PR-001

Council District 01 (Joy Kimbrough)

Staff Reviewer: Savannah Garland

A request to rezone from RS10 to R10 zoning for property located at 1709 River Drive, approximately 12 feet north of River Court (0.49 acres), requested by Concrete Investments LLC, applicant and owner.

Staff Recommendation: 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 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.

Approve. (7-0)

Resolution No. RS2024-164

“BE IT RESOLVED by The Metropolitan Planning Commission that 2024Z-053PR-001 is approved. (7-0)

38. 2024Z-070PR-001

Council District 02 (Kyonzté Toombs)
Staff Reviewer: Savannah Garland

A request to rezone from R8 to 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), requested by Crunk Engineering LLC, applicant; AH Harlin Partners Trust, owner.

Staff Recommendation: 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. 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.

Approve. (7-0)

Resolution No. RS2024-165

“BE IT RESOLVED by The Metropolitan Planning Commission that 2024Z-070PR-001 is approved. (7-0)

39. 2024Z-072PR-001

Council District 16 (Ginny Welsch)

Staff Reviewer: Savannah Garland

A request to rezone from RS7.5 to RM20-A-NS zoning for property located at 218 Chilton Street, approximately 195 feet east of Nolensville Pike (0.23 acres), requested by Brian Neihoff, applicant; Lokman Rashid, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS7.5 to RM20-A-NS.

Zone Change

A request to rezone from Single-Family 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 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 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 Glenclyff Elementary School, Wright Middle School, and Glenclyff High School. Glenclyff Elementary is identified as at capacity while Wright Middle School is under capacity, and Glenclyff 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.

Approve. (7-0)

Resolution No. RS2024-166

“BE IT RESOLVED by The Metropolitan Planning Commission that 2024Z-072PR-001 is approved. (7-0)

40. 2024Z-074PR-001

Council District 31 (John Rutherford)
 Staff Reviewer: Celina Konigstein

A request to rezone from AR2a to RS10 zoning for a portion of property located at 935 Barnes Road, at the southwest corner of Barnes Road and Old Hickory Boulevard (11 acres), requested by Chad & Stephanie Uram, applicant and owner.

Staff Recommendation: Defer to the August 8, 2024, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2024Z-074PR-001 to the August 8, 2024, Planning Commission meeting. (7-0)

41. 2024Z-075PR-001

Council District 21 (Brandon Taylor)
 Staff Reviewer: Matt Schenk

A request to rezone from RS5 to R6-A zoning for property located at 928 32nd Avenue North, approximately 178 feet west of 31st Avenue North (0.17 acres), requested by CH Properties LLC, applicant; James Childers, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS5 to R6-A

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 928 32nd Avenue North, approximately 178 feet west of 31st 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 32nd Avenue North, approximately 178 feet west of 31st 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 32nd Avenue North, which is a local street, as well as access via improved Alley #1180 at the rear of the parcel.

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 32nd 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.

Mr. Schenk presented the staff recommendation to approve.

Alex Crow, 6426 Edsel Drive, spoke in favor of the application.

James Childers, 1822 Delta Avenue, spoke in favor of the application.

Vice Chair Farr closed the Public Hearing.

Vice Chair Farr said she did not fully understand Councilmember Taylor's concern.

Ms. Milligan stated she has not spoken to Councilmember Taylor.

Ms. Allen said she does not have any concern moving forward with this recommendation.

Ms. Kempf advised this is a zone change proposal and they are providing advice to the Council, and there will be an opportunity for the Councilmember to determine if he wants to proceed separate from their review.

Mr. Henley suggested a deferral.

Mr. Clifton felt this is a very interesting situation as there is no real reason the Planning Commission should not approve this from what they have heard; but rather, it becomes a political matter as to whether the applicant would want to go forward with this particular posture of the Bill.

Ms. Dundon said she would be comfortable approving as there is no opposition, staff recommended approval and Councilmember has an opportunity to not let it go further at the Council level.

Mr. Henley stated Councilmember Taylor spoke and said he was opposed, but his reasons are unknown.

Ms. Kempf advised the Planning Commission and Council are two separate bodies and there is nothing the Commission does there that will affect the decision maker who testified earlier.

Ms. Dundon asked about the impact on the applicant whether they vote for or against.

Ms. Kempf answered it is in the Council's hands. She explained the processes which take place at the Commission and Council levels.

Councilmember Gamble said she remembered Councilmember Taylor talking about preservation and asked if there has been any discussion regarding overlays in this area.

Ms. Milligan responded those conversations generally start with the Historic Commission and that happens before it gets to Planning staff.

Ms. Allen stated the recommendation allows for the duplexes and asked if that is the recommendation of the staff.

Ms. Kempf answered staff has given a recommendation but if she has a policy reason she would want to recommend against or refine, that is the purview of the Commission.

Ms. Allen asked for an example of a policy reason.

Ms. Kempf said the policy language provides how a neighborhood might evolve over time and the Commission could look at context, zoning for example, and if they would find something inconsistent there, they could weigh in.

Ms. Dundon moved and Ms. Allen seconded the motion to approve. (7-0)

Resolution No. RS2024-167

"BE IT RESOLVED by The Metropolitan Planning Commission that 2024Z-075PR-001 is approved. (7-0)

42. 2024Z-076PR-001

Council District 01 (Joy Kimbrough)
Staff Reviewer: Laszlo Marton

A request to rezone from RS10 to R10 zoning for property located at 1808 Manchester Avenue, approximately 335 feet east of Hydes Ferry Road (0.68 acres), requested by CH Properties LLC, applicant; Judy Smith, owner.

Staff Recommendation: 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 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 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.

Approve. (7-0)

Resolution No. RS2024-168

"BE IT RESOLVED by The Metropolitan Planning Commission that 2024Z-076PR-001 is approved. (7-0)

43. 2024Z-077PR-001

Council District 16 (Ginny Welsch)

Staff Reviewer: Matt Schenk

A request to rezone from RS5 to R6-A zoning for property located at 203 Elberta Street, approximately 52 feet west of Foster Avenue (0.21 acres), requested by Ahsen Chaudhey, applicant and owner.

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 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.

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 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.

Approve. (7-0)

Resolution No. RS2024-169

“BE IT RESOLVED by The Metropolitan Planning Commission that 2024Z-077PR-001 is approved. (7-0)

44. 2024Z-078PR-001

Council District 01 (Joy Kimbrough)

Staff Reviewer: Celina Konigstein

A request to rezone from RS10 to R10 zoning for property located at 3107 Doak Avenue, approximately 99 feet southwest of Hailey Avenue (0.29 acres), requested by Proverbs Build Homes, applicant; Clarence Summey, owner.

Staff Recommendation: 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 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 0.29-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 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 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.

Approve. (7-0)

Resolution No. RS2024-170

“BE IT RESOLVED by The Metropolitan Planning Commission that 2024Z-078PR-001 is approved. (7-0)

45. 2024Z-080PR-001

Council District 16 (Ginny Welsch)

Staff Reviewer: Savannah Garland

A request to rezone from RS5 to R6-A zoning for property located at 2218 Foster Avenue, approximately 160 feet north of Rose Street (0.17 acres), requested by Sofia Estrada, applicant; Max Bryan, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 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.

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 Glenclyff High School. John B. Whitsitt Elementary and Glenclyff 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.

Approve. (7-0)

Resolution No. RS2024-171

“BE IT RESOLVED by The Metropolitan Planning Commission that 2024Z-080PR-001 is approved. (7-0)

46. 2024Z-081PR-001

Council District 34 (Sandy Ewing)
 Staff Reviewer: Celina Konigstein

A request to rezone from R40 to RS20 zoning for property located at 2221 Old Hickory Boulevard, approximately 396 feet east of Middleton Park Lane (7.93 acres), requested by Alliance Engineering and Consulting LLC, applicant; Carissa & Timothy Pereira, owners.

Staff Recommendation: Defer to the August 8, 2024, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2024Z-081PR-001 to the August 8, 2024, Planning Commission meeting. (7-0)

47. 2024Z-082PR-001

Council District 02 (Kyonzté Toombs)
Staff Reviewer: Celina Konigstein

A request to rezone from RS7.5 to R15 zoning for property located at 650 Ewing Drive, approximately 135 feet east of Claymille Boulevard (0.71 acres), requested by Dale & Associates, applicant; Roy & Joan McCartney Residence Trust, owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS7.5 to R15.

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to One and Two-Family Residential (R15) zoning for property located at 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.

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 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.

Approve. (7-0)

Resolution No. RS2024-172

"BE IT RESOLVED by The Metropolitan Planning Commission that 2024Z-082PR-001 is approved. (7-0)

48a. 2024CP-013-001

ANTIOCH PRIEST LAKE COMMUNITY PLAN AMENDMENT

Council District 32 (Joy Styles)

Staff Reviewer: Anita McCaig

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), requested by the Metro Planning Department, applicant; various owners. (See associated cases 2024SP-028-001 and 1-74P-017)

Staff Recommendation: 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?"

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.
- 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.

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 21st 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 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 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.

Approve. (6-0-1)

Resolution No. RS2024-173

"BE IT RESOLVED by The Metropolitan Planning Commission that 2024CP-013-001 is approved. (6-0-1)

48b. 2024SP-028-001

BL2024-448/Joy Styles

GLOBAL MALL AREA SP

Council District 32 (Joy Styles)

Staff Reviewer: Laszlo Marton

A request to rezone from SCR to 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, (57.22 acres), and within the Planned Unit Development District, to permit mixed-use development, requested by Metro Government, applicant and owner. (See associated cases #1-74P-017 and #2024CP-013-001).

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

APPLICANT REQUEST

SP 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.*

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.

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 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.

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.
- 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, 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.

Approved with conditions and disapprove without all conditions. (6-0-1)

Resolution No. RS2024-174

"BE IT RESOLVED by The Metropolitan Planning Commission that 2024SP-028-001 is approved with conditions and disapproved without all conditions. (6-0-1)

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, 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.

48c. 1-74P-017

BL2024-450/Joy Styles

HICKORY HOLLOW PUD (CANCELLATION)

Council District 32 (Joy Styles)

Staff Reviewer: Laszlo Marton

A request to cancel a portion of a Planned Unit Development Overlay District located at 5244 Hickory Hollow Parkway, approximately 960 feet northwest of Bell Road (17.69 acres), zoned SCR, requested by Metro Government, applicant and owner. (See associated cases #2024SP-028-001 and #2024CP-013-001).

Staff Recommendation: Approve if the associated SP is approved and disapprove if the associated SP is not approved.

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 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.

Approve. (6-0-1)

Resolution No. RS2024-175

"BE IT RESOLVED by The Metropolitan Planning Commission that 1-74P-017 is approved. (6-0-1)

H: OTHER BUSINESS

- 49. Employee Contract Amendments for Kaycee Ensign, Eric Hammer, Harriett Jameson Brooks, and Nora Yoo.

Resolution No. RS2024-176

"BE IT RESOLVED by The Metropolitan Planning Commission that the New Employment Contract for Kaycee Ensign, Eric Hammer, Harriett Jameson Brooks, and Nora Yoo is approved. (7-0)

- 50. Memo for DTC DRC Member Appointment.

Resolution No. RS2024-177

"BE IT RESOLVED by The Metropolitan Planning Commission that the Memo for DTC DRC is approved. (7-0)

- 51. Historic Zoning Commission Report
- 52. Board of Parks and Recreation Report
- 53. Executive Committee Report
- 54. Accept the Director's Report

Resolution No. RS2024-178

"BE IT RESOLVED by The Metropolitan Planning Commission that the director's report is approved. (7-0)

- 55. Legislative Update

I: MPC CALENDAR OF UPCOMING EVENTS

August 8, 2024

MPC Meeting

4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center

August 22, 2024

MPC Meeting

4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center

September 12, 2024

MPC Meeting

4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center

J: ADJOURNMENT

The meeting adjourned at 6:37 p.m.