

# Metropolitan Planning Commission



## Staff Reports

**September 12, 2024**



## Metro Planning Commission Meeting of 9/12/24

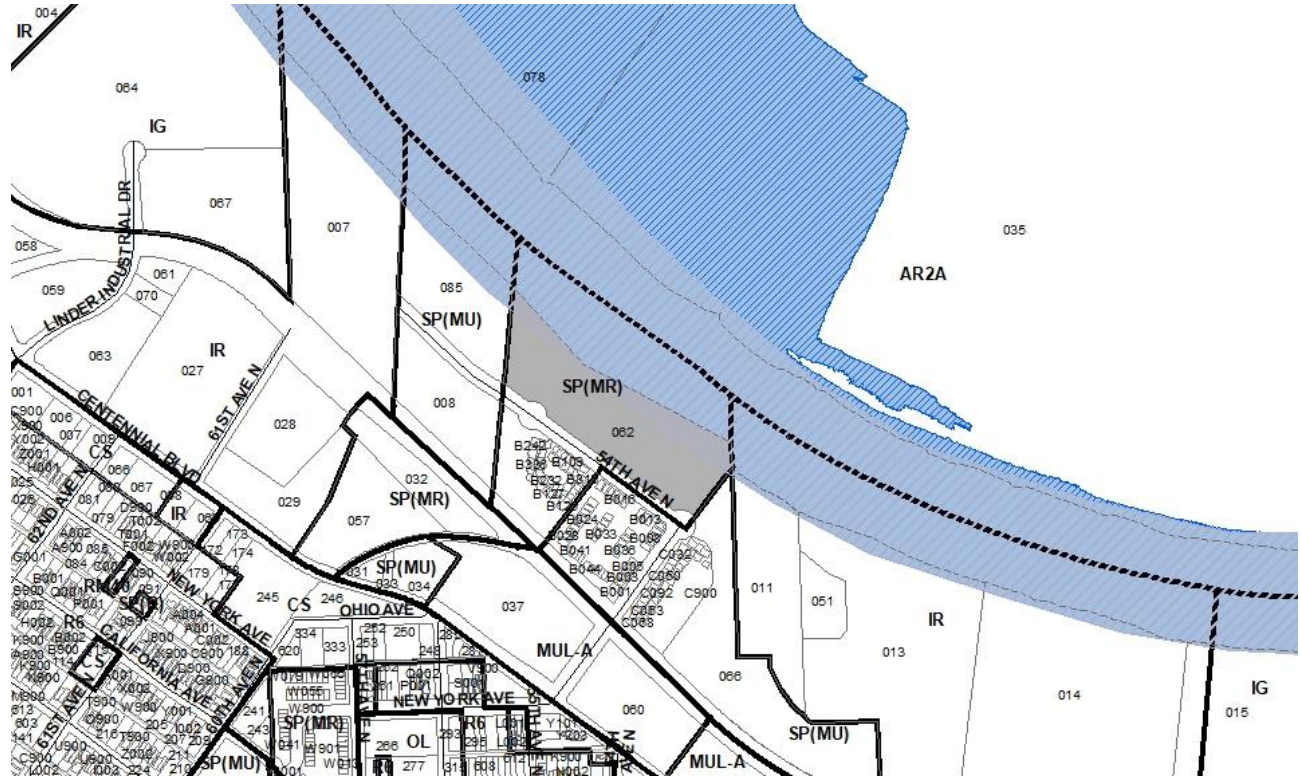
*Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



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# Metro Planning Commission Meeting of 9/12/24



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



## Metro Planning Commission Meeting of 9/12/24

<b>Item #1</b>	<b>Specific Plan 2016SP-019-007</b>
<b>Project Name</b>	<b>Silo Bend SP (Amendment)</b>
<b>Council District</b>	20 – Horton
<b>School District</b>	05 – Buggs
<b>Requested by</b>	Barge Civil Associates, applicant; R Manuel-Centennial, GP, owner.
<b>Deferrals</b>	This item was deferred at the May 9, 2024, June 13, 2024, July 25, 2024, August 8, 2024, and August 22, 2024, Planning Commission meetings. No public hearing was held.
<b>Staff Reviewer</b>	Shane
<b>Staff Recommendation</b>	<i>Defer to the September 26, 2024, Planning Commission meeting.</i>

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### **APPLICANT REQUEST**

**SP amendment to permit 320 multi-family residential units.**

#### SP Amendment

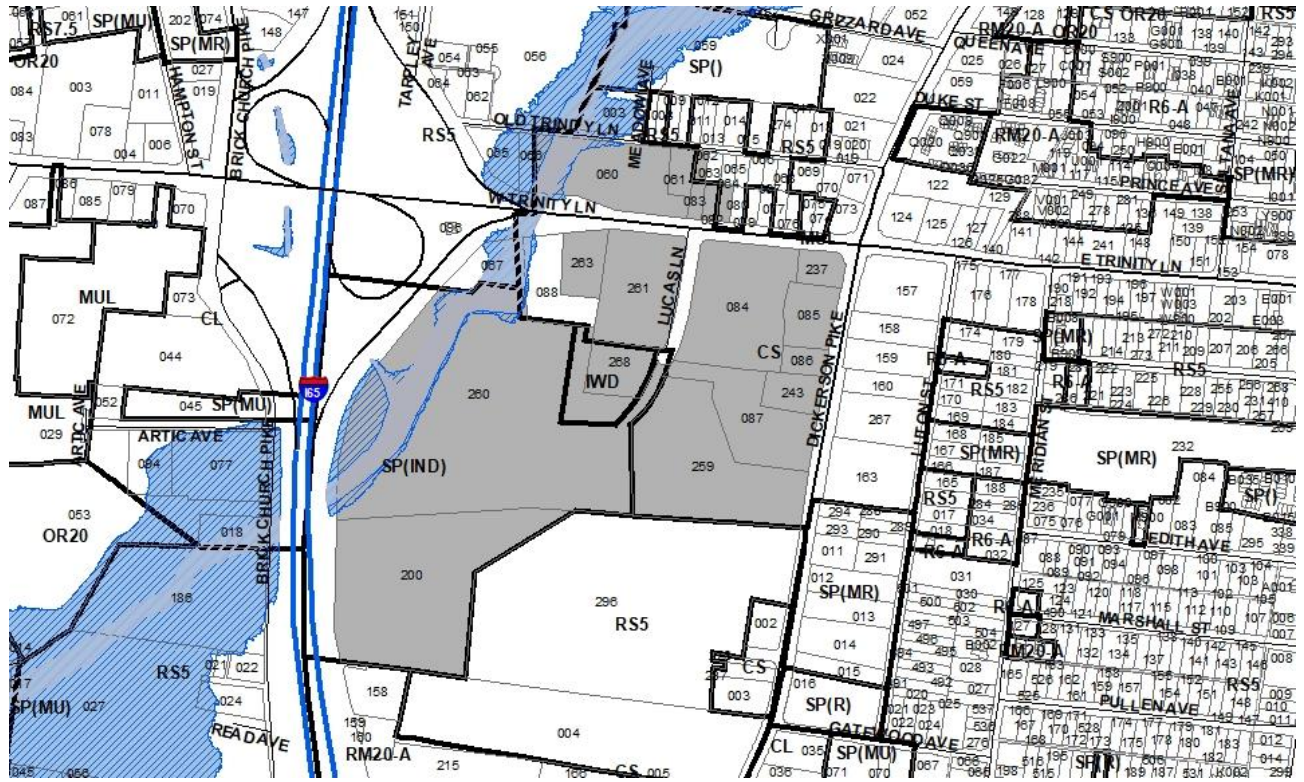
A request to amend a portion of a Specific Plan for property located at 54<sup>th</sup> Avenue North (unnumbered), at the current terminus of 54<sup>th</sup> Avenue North, zoned Specific Plan (SP) (8.1 acres), to permit up to 320 multi-family residential units in Zone 1 and to modify allowed heights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

### **STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 9/12/24



### 2024SP-015-001

#### TALBOT'S CORNER

Map 071-07, Parcel(s) 060-062, 081-087, 237, 243, 259-261, 263, 268

Map 071-10, Parcel(s) 200

05, East Nashville

02 (Kyonzté Toombs)



## Metro Planning Commission Meeting of 9/12/24

<b>Item #2</b>	<b>Specific Plan 2024SP-015-001</b>
<b>Project Name</b>	<b>Talbot's Corner</b>
<b>Council District</b>	02 - Toombs
<b>School District</b>	01 – Gentry
<b>Requested by</b>	Barge Design Solutions, applicant; various owners.

**Deferrals** This item was deferred at the July 25, 2024, August 8, 2024, and August 22, 2024, Planning Commission meetings. No public hearing was held.

<b>Staff Reviewer</b>	Shane
<b>Staff Recommendation</b>	<i>Defer to the September 26, 2024, Planning Commission meeting.</i>

### **APPLICANT REQUEST**

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

#### Preliminary SP

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

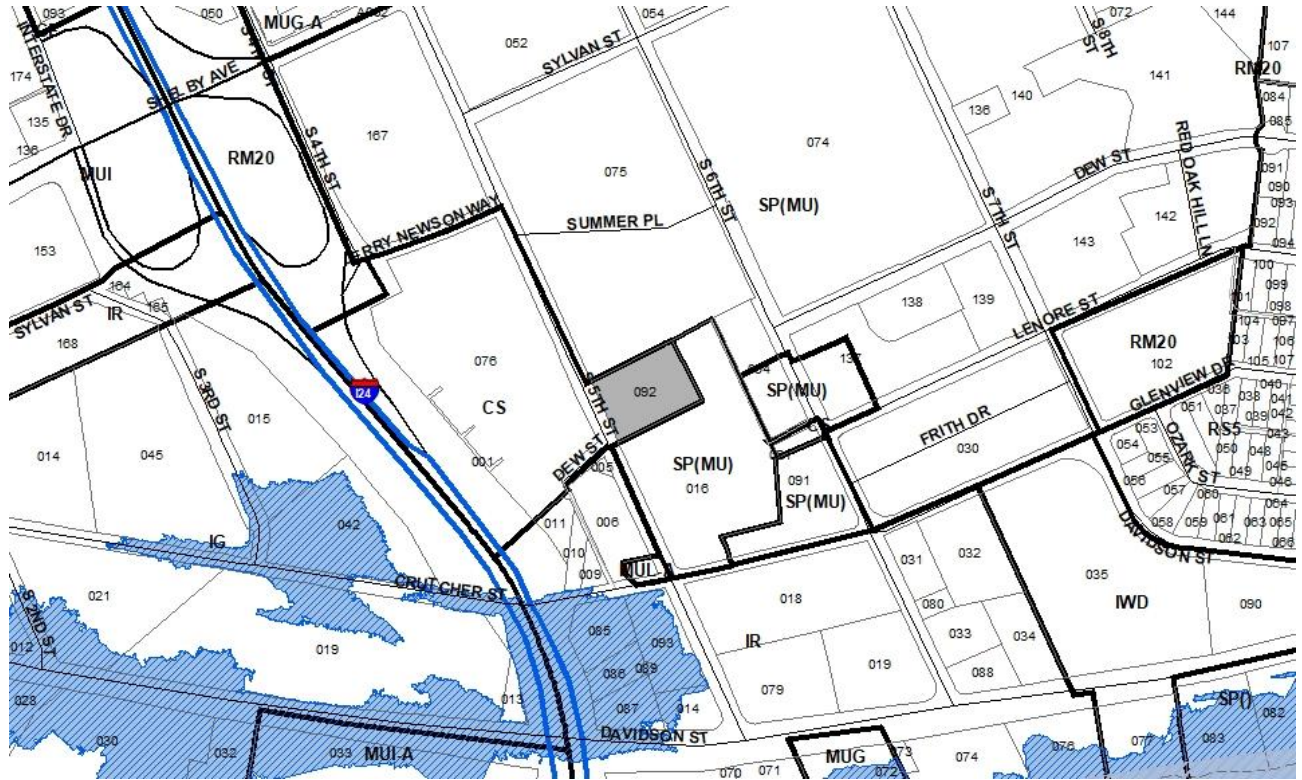
### **STAFF RECOMMENDATION**

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





# Metro Planning Commission Meeting of 9/12/24



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





## Metro Planning Commission Meeting of 9/12/24

<b>Item #3</b>	<b>Specific Plan 2024SP-016-001</b>
<b>Project Name</b>	<b>751 S. 5<sup>th</sup> Street</b>
<b>Council District</b>	06 – Capp
<b>School District</b>	01 – Gentry
<b>Requested by</b>	Dream Capital Management LLC, applicant; Professional Services Industries, Inc., owner.

**Deferrals** This item was deferred from the May 9, 2024, May 23, 2024, June 13, 2024, June 27, 2024, July 25, 2024, August 8, 2024, and August 22, 2024, Planning Commission meetings. No public hearing was held.

<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

### APPLICANT REQUEST

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

#### Preliminary SP

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

#### **Existing Zoning**

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

#### **Proposed Zoning**

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

### SITE CONTEXT AND REQUEST DETAILS

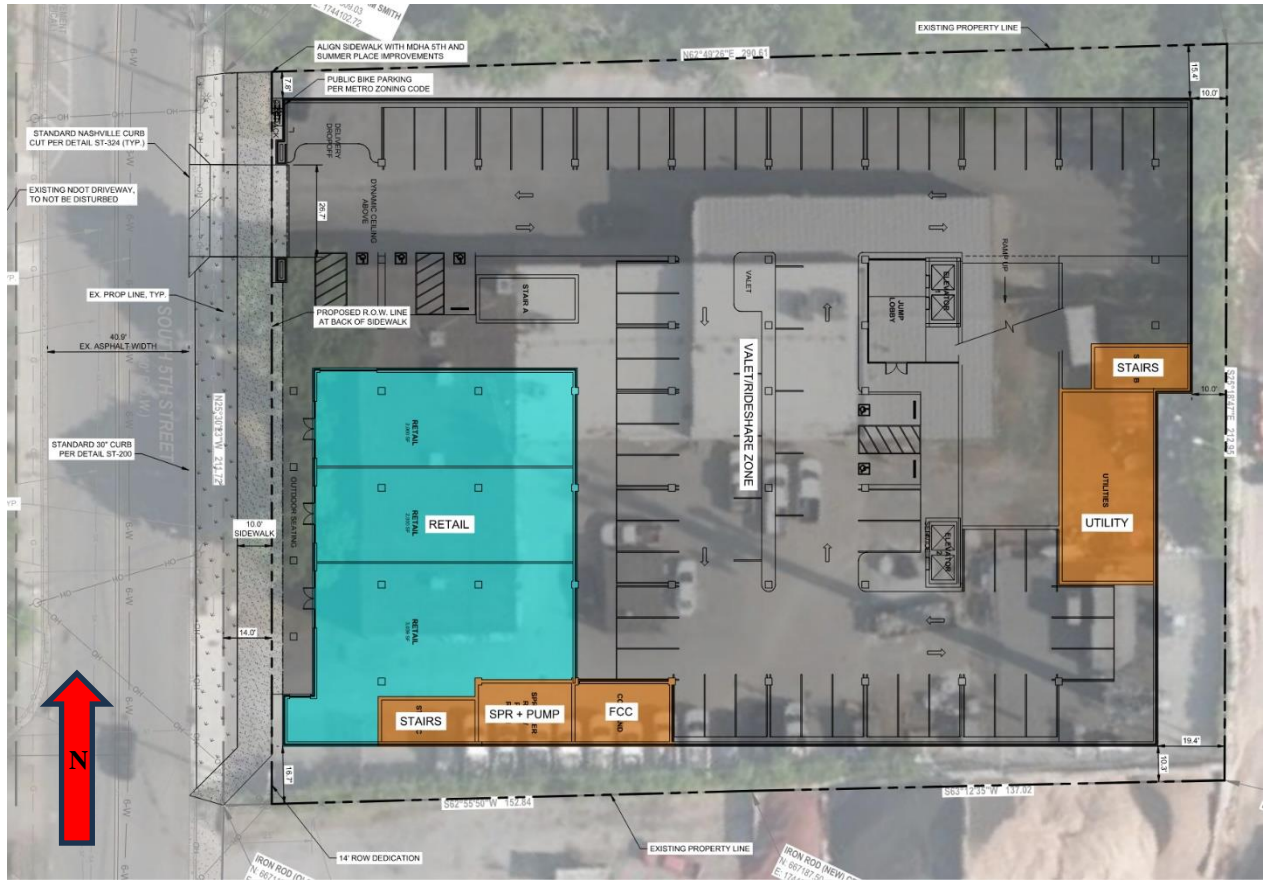
The approximately 1.41-acre site is located on the east side of S. 5<sup>th</sup> Street in East Nashville. The property is developed and contains one light industrial building, associated parking, and a telecommunications tower. Metro NDOT offices are located on the opposite side of S. 5<sup>th</sup>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

#### Site Plan

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



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**Proposed Preliminary Site Plan**



## **Metro Planning Commission Meeting of 9/12/24**

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

### **EAST NASHVILLE COMMUNITY PLAN**

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

### **ANALYSIS**

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

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

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

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

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

### **NASHVILLE DOT RECOMMENDATION**

#### **Approve with conditions**



## Metro Planning Commission Meeting of 9/12/24

- In general, with the final: Callout roadway sections, ramps, sidewalks, curb & gutter, etc. per NDOT detail standards.
- All ROW frontages shall adhere to the Major Collector Street Plan (MCSP).
- Dedicate ROW along all frontages to accommodate MCSP requirements.
- Provide call outs on final site plan for MCSP requirements.
- If applicable, Show 'Now Entering Private Drive' signage where applicable off public roads into site.
- Provide internal stop control at private or public drive intersections.
- Where there may be potential vehicular or pedestrian sight distance issues, provide stopping sight distance exhibits at any relevant intersections and/or site access points.
- Provide adequate sight distance spacing at all access ramps and public streets with proposed on-street parking.
- Dimension ROW pavement widths for clarity.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility work in public ROW. (cont.) Extents to be coordinated in field with NDOT inspector.
- Per previous comments, along 5th South ROW frontage, maintain/match new curb and gutter alignment w/ adjacent (Northern) Cayce redevelopment.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

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



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### Maximum Uses in Existing Zoning District: CS

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

### Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Hotel (310)	-	-	265 Rooms	2,565	127	173

### Maximum Uses in Proposed Zoning District: SP

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

### Maximum Uses in Proposed Zoning District: SP

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

### Traffic changes between maximum: CS and SP

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

## STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

## CONDITIONS

1. Permitted uses shall be limited to a maximum of 265 hotel rooms and up to 8,000 square feet of non-residential uses as specified in the SP. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited.
2. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
3. The final site plan/building permit site plan shall depict any required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within any required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of any required sidewalk. Vertical obstructions are only permitted within any required grass strip or frontage zone.
4. Final plat may be required prior to permitting.
5. This approval does not include any signs.
6. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review



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and approval.

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

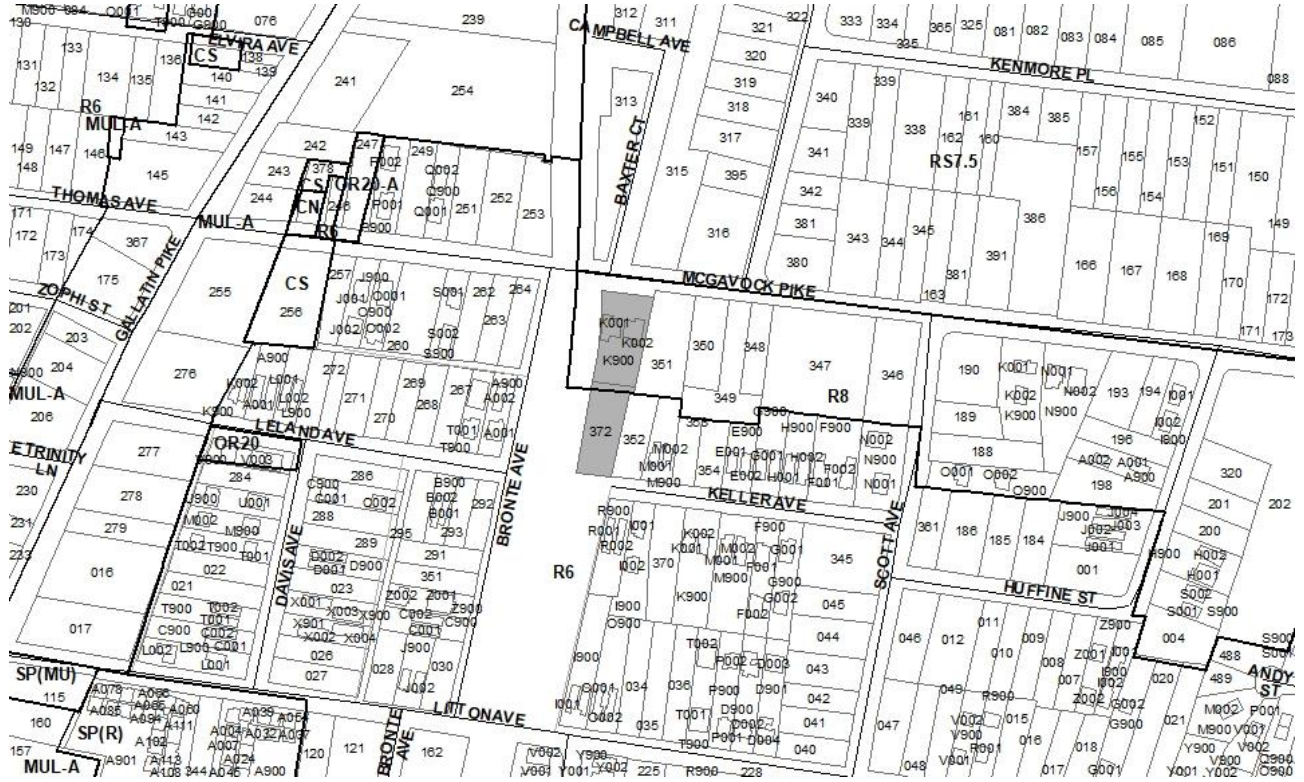




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# Metro Planning Commission Meeting of 9/12/24



**2024SP-030-001**

1202 MCGAVOCK PIKE & 1201 KELLER AVE

Map 072-06-4-K Parcel(s) 001-002, 900

Map 027-06 Parcel(s) 372

05, East Nashville

07 (Emily Benedict)



## Metro Planning Commission Meeting of 9/12/24

<b>Item #4</b>	<b>Specific Plan 2024SP-030-001</b>
<b>Project Name</b>	<b>1202 McGavock Pike &amp; 1201 Keller Ave</b>
<b>Council District</b>	07 – Benedict
<b>School District</b>	03 – Masters
<b>Requested by</b>	Fulmer Lucas, applicant; Ali Shahosseini and O.I.C. 1202 McGavock Pike Townhomes, owners.

Deferrals	This item was deferred at the August 8, 2024, and August 22, 2024, Planning Commission meetings. No public hearing was held.
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<b>Staff Reviewer</b>	Konigstein
<b>Staff Recommendation</b>	<i>Defer to the September 26, 2024, Planning Commission meeting.</i>

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### APPLICANT REQUEST

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

#### Preliminary SP

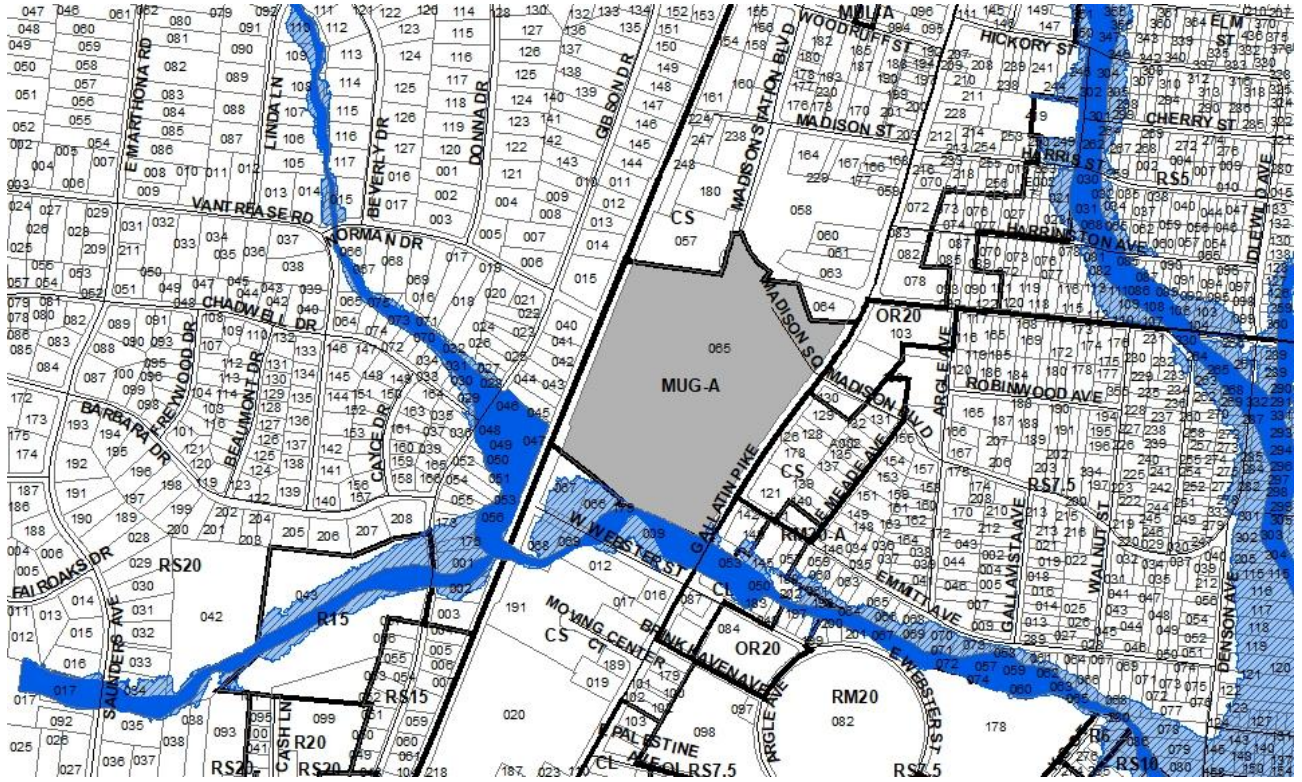
A request to rezone from One and Two-Family Residential (R6) and One and Two-Family Residential (R8) to Specific Plan (SP) zoning for properties located at 1201 Keller Avenue and 1202 A, B, and C McGavock Pike, approximately 130 feet east of Bronte Avenue, (0.86 acres), to permit eight multi-family residential units.

### STAFF RECOMMENDATION

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



# Metro Planning Commission Meeting of 9/12/24



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



## Metro Planning Commission Meeting of 9/12/24

<b>Item #5</b>	<b>Concept Plan 2024S-025-001</b>
<b>Project Name</b>	<b>Madison Station</b>
<b>Council District</b>	09 – Hancock
<b>School District</b>	03 – Masters
<b>Requested by</b>	BCA Civil, applicant; 721 Madison Square LLC, owner.

**Deferrals** This item was deferred from the February 22, 2024, March 14, 2024, April 11, 2024, April 25, 2024, May 23, 2024, June 27, 2024, July 25, 2024, August 8, 2024, and August 22, 2024, Planning Commission meetings. No public hearing was held.

<b>Staff Reviewer</b>	Marton
<b>Staff Recommendation</b>	<i>Defer indefinitely.</i>

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### APPLICANT REQUEST

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

Concept Plan

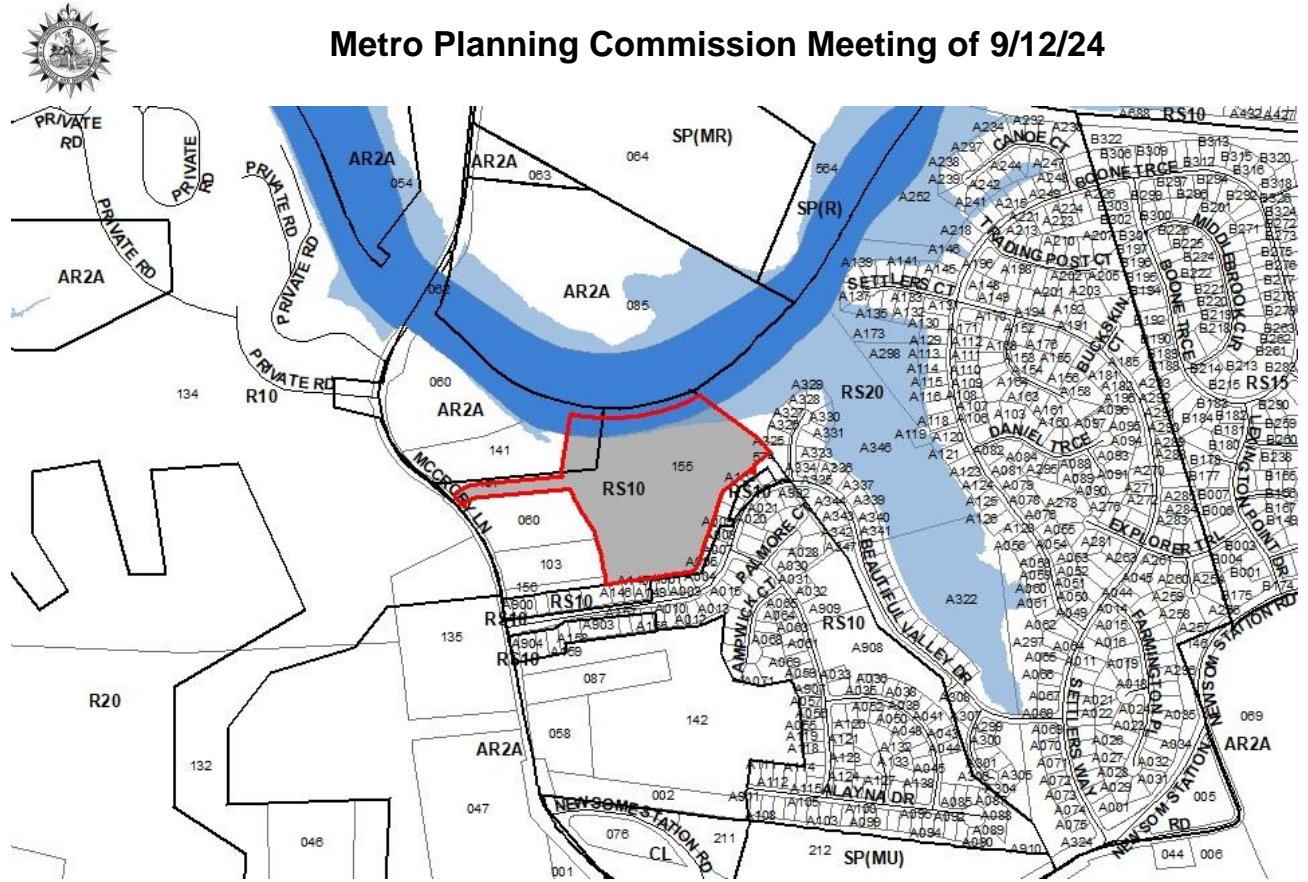
A request for concept plan approval to create 10 lots on property located at 721 Madison Square, approximately 135 feet south of Neely’s Bend Road, zoned Mixed Use General-Alternative (MUG-A), and located within a Corridor Design Overlay District (31.72 acres).

### STAFF RECOMMENDATION

Staff recommends indefinite deferral.



# Metro Planning Commission Meeting of 9/12/24



**2024S-083-001**  
**HARPETH OVERLOOK**  
Map 126, Parcel(s) 155  
06, Bellevue  
35 (Jason Spain)





## Metro Planning Commission Meeting of 9/12/24

<b>Item #6</b>	<b>Concept Plan 2024S-083-001</b>
<b>Project Name</b>	<b>Harpeth Overlook</b>
<b>Council District</b>	35 – Spain
<b>School District</b>	09 – Tylor
<b>Requested by</b>	JW Land Surveying, applicant; Harpeth Overlook Partners, LLC, owners.

**Deferrals** This item was deferred from the July 25, 2024, August 8, 2024, and August 22, 2024, Planning Commission meetings. No public hearing was held.

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

### APPLICANT REQUEST

**Request for concept plan approval to create 32 lots.**

#### Concept plan

A request for concept plan approval for a conservation development to create 32 lots on property located at McCrory Lane (unnumbered) approximately 700 feet north of Beautiful Valley Drive, zoned Agricultural/Residential (AR2a) and Single-Family Residential (RS10) (15.8 acres).

### SITE DATA AND CONTEXT

**Location:** The site consists of one property located along McCrory Lane, north of the intersection with Beautiful Valley Drive.

**Street Type:** The site has frontage on McCrory Lane which is classified as a Scenic Arterial Boulevard in the Major Collector Street Plan. The site plan proposes two new public streets, one of which ties into McCrory Lane. Both streets terminate into cul-de-sacs on the eastern side of the site.

**Approximate Acreage:** 15.8 acres (688,223 SF).

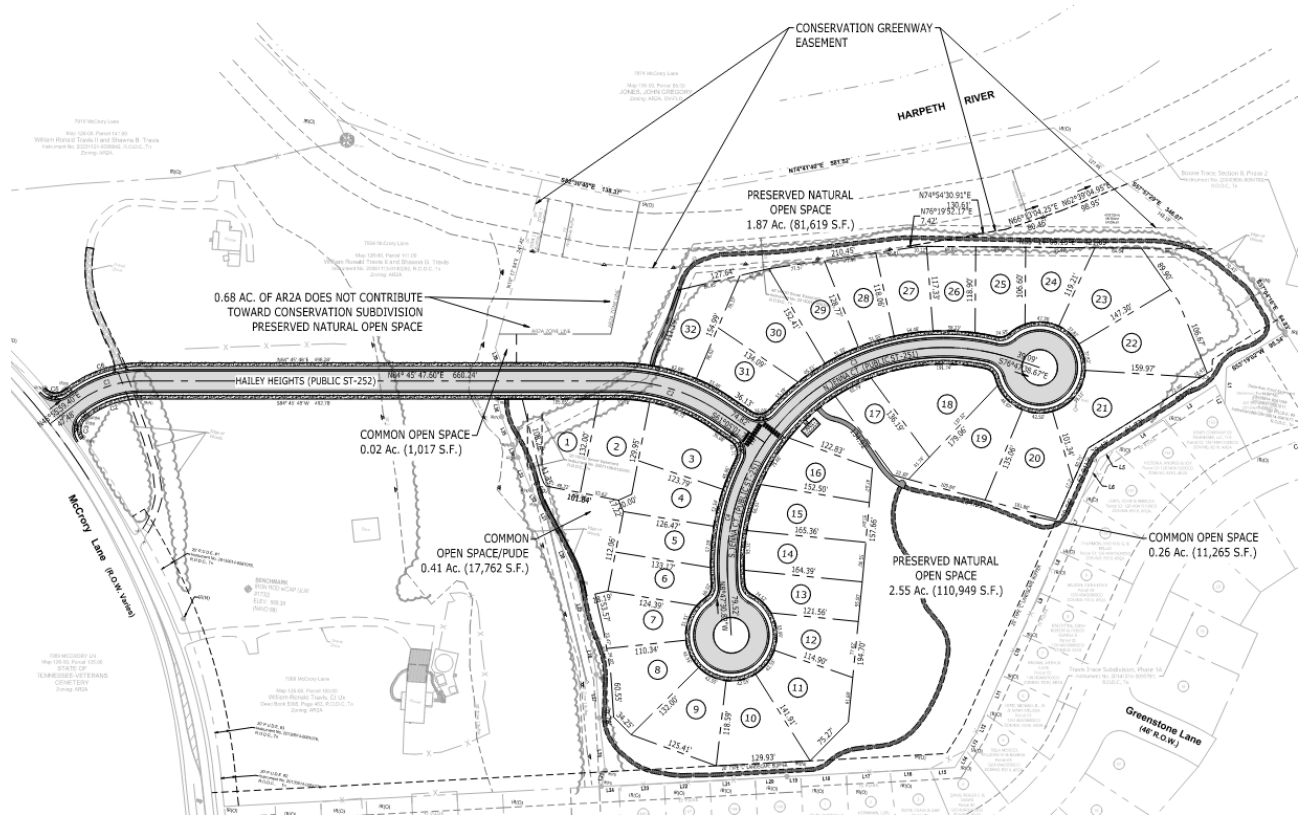
**Parcel/Site History:** The subject property at McCrory Lane (unnumbered) was created by deed in July 2024 and includes a total of 15.8 acres.

**Zoning History:** A majority of the property was recently rezoned to Single Family Residential (RS10) in 2024 and was previously zoned Agricultural/Residential (AR2a). A small portion of the property in the northwest corner remains AR2a. The plan does not propose any lots within the area zoned AR2a, as properties zoned AR2a are not eligible for Conservation Subdivisions.

**Existing Land Use:** The site is currently vacant and heavily forested.



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**Proposed Concept Plan**



## Metro Planning Commission Meeting of 9/12/24

### Surrounding Land Use and Zoning:

- North: Single Family/Agricultural/Residential (AR2a)
- South: Single Family/Single Family Residential (RS10)
- East: Single Family/Single Family Residential (RS20)
- West: Cemetery/One and Two-Family Residential (R10)

### Zoning: Single-Family Residential (RS10)

Min. lot size: 10,000 square feet

Max. building coverage: 0.40

Min. rear setback: 20'

Min. side setback: 5'

Max. height: 3 stories

Min. street setback: 20' along local streets

### PROPOSAL DETAILS

**Number of lots:** 32 lots.

**Lot sizes:** The proposed lot sizes vary from 7,254 square feet to 12,983 square feet. The plan utilizes the Conservation Development standards to permit lot size flexibility in exchange for protection of natural areas present on the site. The Conservation Development Standards (17.12.090) allow subdivisions to reduce lots in size from the minimum required by the base zoning district by equivalent percentage of the site that is to remain natural open space. The site acreage minus the AR2a portion is 15.12 acres, while the plan proposes 4.42 acres of natural open space, resulting in allowable lot size reduction of 29%. This reduction would result in a minimum lot size of 7,100 square feet. All proposed lots exceed the minimum lot size.

**Access:** The plan proposes new public streets, shown on the plan as Hailey Heights, S. Jenna Court, and N. Jenna Court. The primary street, Hailey Heights, will extend access from McCrory Lane to the east and intersect with Jenna Court, providing access to the lots on the eastern half of the site, terminating into two cul-de-sacs. The street names will need to be reviewed and approved by NDOT prior to the approval of the final plat.

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

### Conservation Development Standards (17.12.090)

- A. *Purpose and Intent.* Conservation development is a set of standards that shall be utilized in the design of subdivisions as provided in this section. The purpose of these standards is to:
1. *Preserve unique or sensitive natural resources such as steep slopes; hillsides; streams, wetlands, floodways, and floodplains; problem soils; archaeological resources; and native forests or unique vegetation through the creation of natural open space.*
  2. *Encourage the creation of lots on less environmentally sensitive areas of the site.*
  3. *Provide flexibility in design of subdivisions within existing zoning districts to promote environmental resource protection.*
- B. *Applicability.* Subdivisions proposed in the R/R-A and RS/RS-A zoning districts that meet both of the following standards shall utilize the provisions of this section.



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1. *Minimum Site Area. The minimum site area of no less than ten times the minimum lot area for the base zoning district as established by Table 17.12.020A. For example, in the R10 district the minimum area for the subdivision would be one hundred thousand square feet. (Ten thousand square feet minimum lot size times ten).  
Complies. The site is zoned RS10 which would require a minimum area of 100,000 square feet. The proposed site has a total area (688,237 SF) which meets the minimum site area. Excluding the AR2a portion of the site, the area is 658,795 SF (15.12 acres) which meets the minimum site area required.*
2. *Minimum Natural Area. A minimum of ten percent of the site contains any, or a combination of, the following:*
  - a. *Areas shown on FEMA maps as part of the 100-year floodplain or identified in local studies as confirmed by Metro Stormwater;*
  - b. *All perennial and intermittent streams, floodways, and associated buffers, as determined by Metro Stormwater or the State;*
  - c. *Areas of natural slopes of twenty percent or greater of at least ten thousand square foot contiguous area;*
  - d. *Areas containing problem soils as established by Section 17.28.050; wetlands, as determined by metro stormwater;*
  - e. *Known habitat for federally or state listed or proposed rare, threatened, or endangered species;*
  - f. *Areas containing a protected Cedar Glade plant species as established by Section 17.28.060;*
  - g. *Archaeological or historic sites, cemeteries, and burial grounds; or*
  - h. *Protected, heritage and historic and specimen trees, as defined by Section 17.40.450 of the Metro Zoning Code.*

More than 10 percent of the site contains features described in parts b, c, and h.

- C. *Maximum Lot Yield. The determination of the maximum lot yield shall be based on assigning twenty percent of the gross acreage of the site to open space and infrastructure. The remaining eighty percent of the gross acreage shall be divided by the minimum lot size of the base zoning district to determine the maximum yield. Yield shall not be based on the minimum lot size as described in Section D Lot Size Flexibility.*

The total site area is 15.12. Eighty percent of the gross acreage of the site is 12.096 acres. The maximum lot yield is 52 lots based on a minimum of 10,000 square feet for an RS10 residential lot. A total of 32 lots are proposed, which does not exceed the maximum lot yield.

- D. *Conservation and Design Flexibility. In order to accomplish the purposes of this section, flexibility in lot sizes may be proposed in exchange for protection of the natural areas present on the site in natural open space according to the following standards:*

The proposal sets aside approximately 29% of the 15.12-acre site for undisturbed natural area (4.42 acres). The plan reduces the minimum lot size from 10,000 square feet to 7,100 square feet (17.12.090.d.4).

- E. *Natural Open Space. Open space provided for the purposes of protecting natural areas and in exchange for flexibility of design, as described above, shall be called natural open space*



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*and subject to the standards below. These standards are not applicable to common areas or open spaces that may be provided for other purposes.*

Natural areas on the site include areas of natural slopes of twenty percent or greater, floodway and associated buffers, and protected and heritage trees. Protected natural open space comprising approximately 4.42 acres (shown as Preserved Natural Open Space on the plans) is identified on the northern and southeastern portions of the site encompassing much of the slopes and floodway in the northern portion of the site as well as tree conservation areas along the southern and eastern portions of the site. Additionally, there are small areas of potential sinkholes in the center and western half of the site. As shown on the preliminary grading plan, grading is limited to the development footprint and the areas associated with the construction of Hailey Heights and Jenna Court, and the single-family lots. A homeowner's association will be responsible for management and maintenance of open spaces and landscape buffers.

### *F. Application Requirements*

The submitted application contains all the necessary information for a Conservation Development including a site plan, a site analysis map that identifies natural areas, and a preliminary grading plan that demonstrates the limits of disturbance and overall impacts to natural areas.

### **APPLICABLE SUBDIVISION REGULATIONS**

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

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

#### **3-1 General Requirements**

This subdivision is required to meet on standards of Chapter 3. Staff finds that all standards are met.

#### **3-2 Monument Requirements**

Does not apply to concept plans. Monuments will be set after final plat approval.



## Metro Planning Commission Meeting of 9/12/24

### 3-3 Suitability of the Land

The site includes natural areas as defined by the Conservation Development Standards in the zoning code. The standards are intended to address the environmental factors. The site is heavily wooded with a stream that runs from the northeastern corner to the northwestern property edge. The plan does not propose any building within the floodway or the buffers except for a walking trail, therefore staff finds that the land is suitable for development consistent with this section.

### 3-4 Lot Requirements

All lots comply with the minimum standards of the zoning code and the conservation subdivision requirements. Lots are required to have frontage onto a public street or, where permitted, onto a private street, or onto a common open space. Lots that front onto a common open space shall have a pedestrian connection from the front of each residential unit to the sidewalk and shall have vehicular access from an abutting public or private alley, or a shared driveway easement. All proposed lots front onto the proposed public streets and at the time of the development plan will be reviewed for sidewalk connections.

### 3-5 Infill Subdivisions

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

3-5.2 *Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Maintenance, except where a Special Policy and/or a Designated Historic District exists.*  
Not applicable to this case as the lots are not being proposed along an existing street.

3-5.3 *Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Evolving and/or Special Policies, except within Designated Historic Districts.*  
Not applicable to this case.

3-5.4 *Criteria for Determining Compatibility for Designated Historic Districts.*  
Not applicable to this case.

3-5.5 *Infill Subdivision Frontage*  
Not applicable to this case.

3-5.6 *Reasonable Conditions*  
Not applicable to this case.





## Metro Planning Commission Meeting of 9/12/24

### **3-6 Blocks**

The southern portion of Jenna Court has a block length of approximately 270 feet while the block length for the northern portion is approximately 419 feet. The subdivision regulations indicate that block lengths in residential areas shall not exceed 1,200 feet. The proposed street, Jenna Court, terminates in two cul-de-sacs which is appropriate given a connection to Beautiful Valley Drive to the south is hindered by existing lots that are part of a neighboring subdivision and could result in a disturbance of more natural areas.

### **3-7 Improvements**

Construction plans for any required public or private improvements (stormwater facilities, water and sewer, public roads, etc.) will be reviewed with the final site plan.

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

The proposed subdivision includes new public streets, Hailey Heights, and Jenna Court which terminate into two cul-de-sacs. Sidewalks are shown along the frontages of all newly proposed streets.

### **3-9 Requirements for Streets**

The proposed subdivision includes new public streets, Hailey Heights, and Jenna Court which terminates into two cul-de-sacs. NDOT has reviewed and recommended approval with conditions. New public streets are to comply with AASHTO and the NDOT Subdivision Street Design Standards and Specifications.

### **3-10 Requirements for Dedication, Reservations, or Improvements**

Right-of-way and easements for this project will be dedicated with final plat.

### **3-11 Inspections During Construction**

This section is applicable at the time of construction, which will occur during the installation of infrastructure once construction plans have been approved.

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

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

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

Not applicable. No private streets are proposed.

### **3-14 Drainage and Storm Sewers**

Drainage and storm sewer requirements are reviewed by Metro Stormwater. Stormwater recommends approval with conditions.

### **3-15 Public Water Facilities**

Harpeth Valley Utility District has reviewed this proposed concept plan for water and has recommended approval.



## **Metro Planning Commission Meeting of 9/12/24**

### **3-16 Sewerage Facilities**

Harpeth Valley Utility District has reviewed this proposed concept plan for sewer and has recommended approval.

### **3-17 Underground Utilities**

Utilities are required to be located underground whenever a new street is proposed. The utility plan will be reviewed in more detail with the submittal of construction plans.

### **PLANNING STAFF COMMENTS – SUBDIVISION REGULATIONS**

Staff finds the proposed subdivision consistent with the intent of Chapter 3 of the Subdivision Regulations and the standards of the Metro Zoning Code. Additionally, the Subdivision meets all the standards of a Conservation Development and achieves the purpose of creating lots on less environmentally sensitive areas of the site through flexibility in the lot sizes and design of subdivisions.

### **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 T3 NM (Suburban Neighborhood Maintenance). The goal of the T3 NM Policy is to maintain suburban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. The policy states that these areas are envisioned to remain primarily residential with low- to moderate-density residential development. Appropriate land uses in the T3 NM policy include residential, community gardens and open spaces, and institutional uses.

According to the T3 Suburban Neighborhood Maintenance policy density is secondary to the form of development; however, these areas are meant to be low- to moderate-density, with appropriate density determined by existing character of each individual neighborhood in terms of its mix of housing types, setbacks, spacing between buildings, and block structure.

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

#### **FIRE MARSHAL RECOMMENDATION**

**Approve**

#### **GREENWAYS RECOMMENDATION**

**Approve with conditions**

- Applicant to design and build a segment of the PEDESTRIAN PATH TYP. (10' wide, compacted aggregate pathway) within the Conservation Greenway Easement area as a temporary improvement until Metro Greenways constructs a paved greenway within the



## Metro Planning Commission Meeting of 9/12/24

easement area. Within the Conservation Greenway Easement area, the design and construction of the PEDESTRIAN PATH TYP. must be ADA compliant.

- Construction plans for the segment of the PEDESTRIAN PATH TYP. within the Conservation Greenway Easement area must be approved by Metro's General Services ADA office prior to approval of the final plat of any lot(s) within the subdivision.
- The segment of the PEDESTRIAN PATH TYP. within the Conservation Greenway Easement area must be inspected and approved by Greenways and Metro's General Services ADA office prior to any use and occupancy or issuance of the first Use and Occupancy letter for new construction on any lot in the development.
- The greenway easement and PEDESTRIAN PATH TYP. to be maintained by owner/HOA per Metro Parks' standards and terms, including ADA compliance, until such time as Metro lays an asphalt trail surface. Thereafter, Parks will maintain the paved surface. All to be memorialized in the Conservation Greenway Easement Agreement.
- The Conservation Greenway Easement must be dedicated and memorialized in a Metro Parks' Conservation Greenway Easement Agreement, including two exhibits: a legal description and a boundary survey of the easement which must be signed by the owner, notarized, and delivered to Greenways prior to approval of the final plat of any lot(s) within the subdivision.
- Coordinate with Greenways staff to process the Conservation Greenway Easement Agreement for Park Board and Metro Council approval.
- Maintenance within Greenway Conservation Easement to be performed by Applicant until such time as the greenway is built or upon other approved by Parks.
- Any access from the development into the greenway easement and/or onto the future greenway trail must be approved by Greenways. Greenways anticipates future connections from the greenway trail to the two access points, at the boundary of the Conservation Greenway Easement, to be created by the final site plan approval of the PEDESTRIAN PATH TYP. However, final determinations as to connections will be made when construction plans for the paved greenway trail are finalized.
- Greenway trail to 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.

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

- Preliminary approval only. Final submittal to be designed in accordance with Stormwater Management Manual.

### **NASHVILLE DOT RECOMMENDATION**

#### **Approve with conditions**

- McCrory Lane is classified as a scenic arterial boulevard per the MCSP with a total planned width of 85'. From the centerline of existing road pavement provide at a minimum 42.5' of width along the frontage for ROW. Confirm dedication or reservation requirement with the Planning Department.

Provide the below on the construction plan set:

- Demolition of existing access from McCrory Lane for parcel 12600014100 is to occur with development. Access to be relocated to new proposed public street.



## Metro Planning Commission Meeting of 9/12/24

- Give curve data. New public streets are to comply with AASHTO and the NDOT Subdivision Street Design Standards and Specifications.  
<https://filetransfer.nashville.gov/portals/0/sitecontent/pw/docs/projects/SubdivisionSpecs.pdf>
- Provide road cross sections and standard details to be used in design.
- Provide at minimum a 50' tangent prior to horizontal curve at intersection on construction plan submittal (give a callout/ label to this).
- Provide ADA ped ramps /w detectable warnings at all intersections per NDOT ST-330 spec. Ramp to be on the stop side of the intersection at the 'T intersection' of new proposed roads.
- Provide an ADA ped ramp crossing /w detectable warnings prior to navigating the Cul-De-Sac circumference.
- Provide a pull in for the mail cluster boxes for vehicles to be out of travel lanes. If a 90 degree pull in is designed - ramp to be built per NDOT ST-324 spec and no car overhanging the sidewalk.

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

### **METRO WATER SERVICES RECOMMENDATION**

**Not applicable** – served by Harpeth Valley Utility District

### **HARPETH VALLEY UTILITIES DISTRICT**

**Approve**

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions and disapprove without all conditions.

### **CONDITIONS**

1. On the corrected copy, clearly label the pathway materials.
2. If sinkholes are determined to be present with the final development plan, the lot layout and road alignment may need to shift and changes to the plan may be required.
3. With submittal of development plans, a tree survey and tree preservation plan shall be provided for the tree preservation areas. The preservation plan shall demonstrate that the proposed path located within areas of natural open space does not result in the removal of trees and is comprised of pervious materials. Landscape buffers identified within the natural open space shall be used to supplement existing vegetation only.
4. Pursuant to 2-2.5.f of the Metro Subdivision Regulations, the approval a of concept plan shall be effective for four years from the date of Planning Commission approval to the recording of the final plat or a phase of the plat as described in Section 2-2.5.g.
5. Comply with all conditions and requirements of Metro reviewing agencies.
6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
7. The clearing, grading, and disturbance of natural open space shall be prohibited, unless otherwise identified in the concept plan. Minor changes may be allowed during review of the final based on engineering and construction plans. However, if the amount of open space is reduced, the lots may need to increase in size per the requirements of the Conservation Development standards.



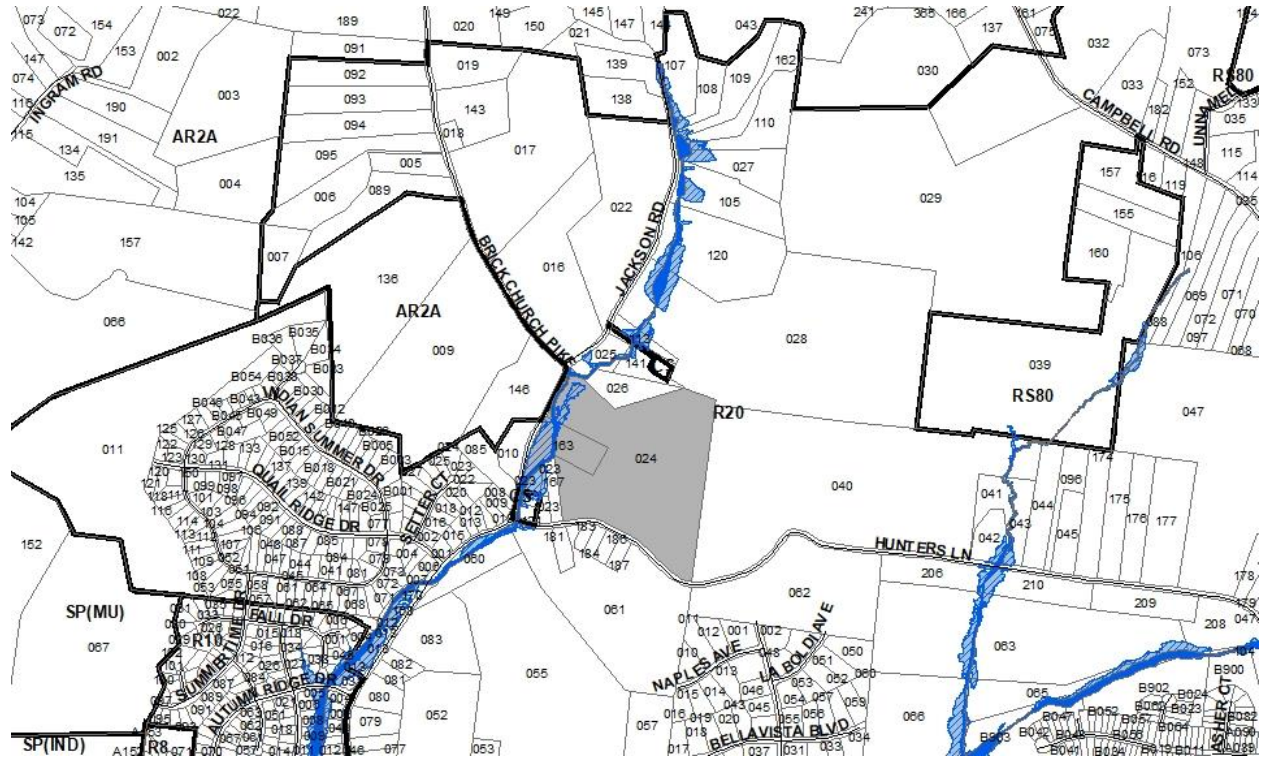
## **Metro Planning Commission Meeting of 9/12/24**

### **RECOMMENDED ACTION**

Motion to approve proposed subdivision Case No. 2024S-083-001 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.



# Metro Planning Commission Meeting of 9/12/24



## 2024S-084-001

### FINAL PLAT OF THE STEINBACK PROPERTY

Map 032, Parcel(s) 024, 163

02, Parkwood – Union Hill

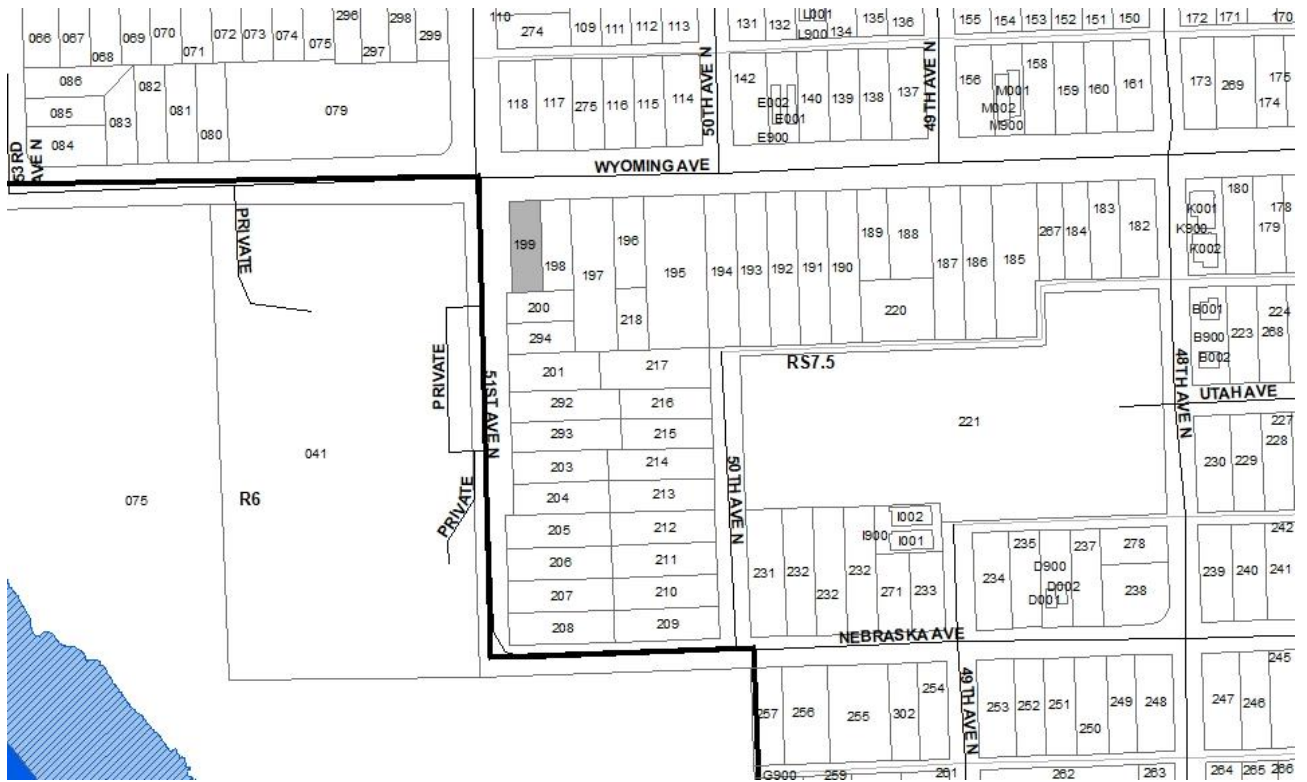
03 (Jennifer Gamble)







# Metro Planning Commission Meeting of 9/12/24



**2024Z-069PR-001**

Map 103-03, Parcel(s) 199

07, West Nashville

24 (Brenda Gadd)



**Metro Planning Commission Meeting of 9/12/24**

**Item #8**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2024Z-069PR-001**  
24 – Gadd  
08 – O’Hara Block  
Marketplace Title and Escrow LLC, applicant; May Boyce Revocable Living Trust, owner.

**Deferrals**

This item was deferred at the August 22, 2024, Planning Commission meeting. A public hearing was held and closed on August 22, 2024.

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

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

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**APPLICANT REQUEST**

**Zone change from RS7.5 to R6-A.**

Zone Change

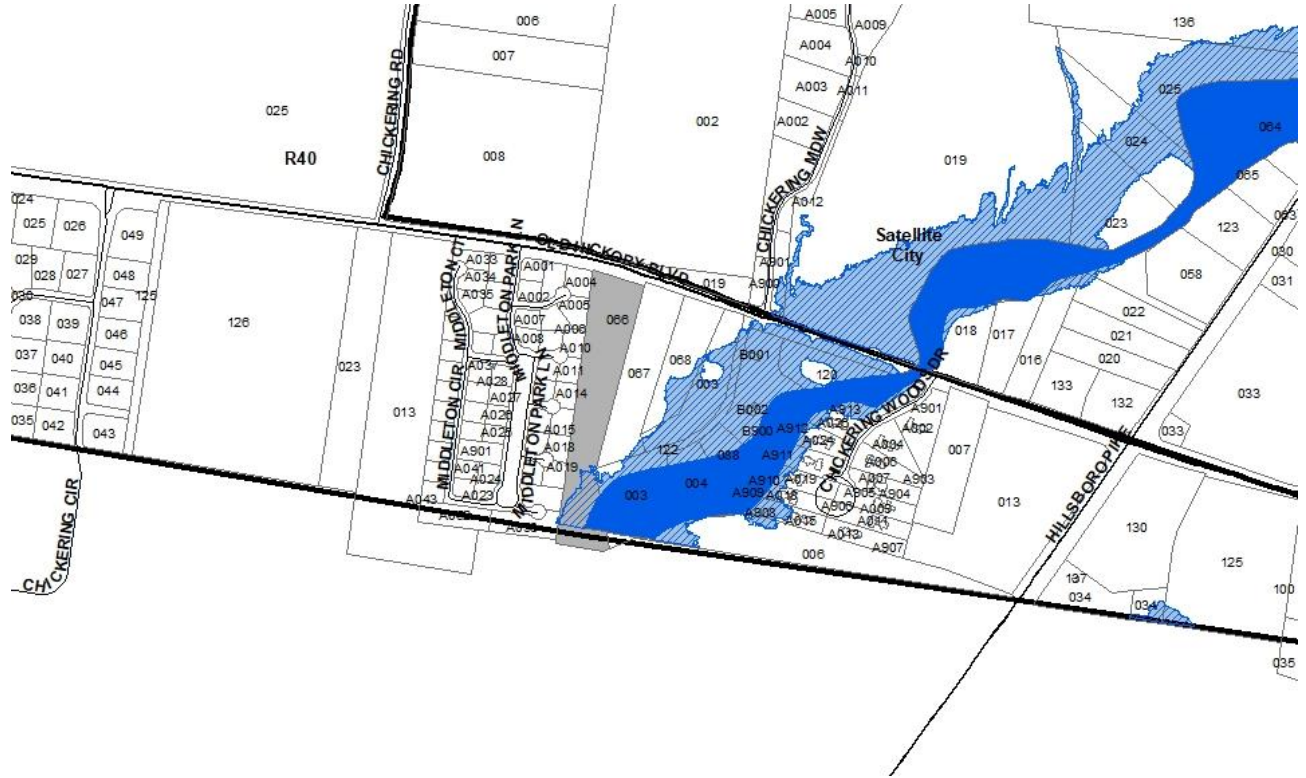
A request to rezone from Single-Family Residential (RS7.5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 5011 Wyoming Avenue, at the southeast corner of 51st Avenue North and Wyoming Avenue (0.19 acres).

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 9/12/24



**2024Z-081PR-001**  
Map 158, Parcel(s) 066  
10, Green Hills-Midtown  
34 (Sandy Ewing)



## Metro Planning Commission Meeting of 9/12/24

**Item #9**

**Council District**

**School District**

**Requested by**

**Zone Change 2024Z-081PR-001**

34 – Ewing

08 – O’Hara Block

Alliance Engineering and Consulting LLC, applicant;  
Carissa & Timothy Pereira, owners.

**Deferrals**

This item was deferred at the July 25, 2024, and August 8, 2024, Planning Commission meetings. A public hearing was held and closed at the August 8, 2024, Planning Commission meeting.

**Staff Reviewer**

Konigstein

**Staff Recommendation**

*Approve.*

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**APPLICANT REQUEST**

**Zone change from R40 to RS20.**

Zone Change

A request to rezone from One and Two Family Residential (R40) to Single-Family Residential (RS20) zoning for property located at 2221 Old Hickory Boulevard, approximately 396 feet east of Middleton Park Lane (7.93 acres).

**Existing Zoning**

One and Two Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 1.16 dwelling units per acre including 25 percent duplex lots. *Based on acreage alone, R40 would permit a maximum of eight lots with two duplex lots for a total of 10 units. Duplex eligibility would be reviewed by Metro Codes. This does not account for compliance with the Metro Subdivision Regulations.*

**Proposed Zoning**

Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre. *Based on acreage alone, RS20 would permit a maximum of 17 single-family lots. This does not account for compliance with the Metro Subdivision Regulations.*

**GREEN HILLS-MIDTOWN COMMUNITY PLAN**

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

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



## **Metro Planning Commission Meeting of 9/12/24**

including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed. CO policy on this site likely addresses the stream and surrounding area along the southern property line.

### **CASE HISTORY**

This case was presented at the August 8, 2024, Planning Commission Meeting, where a public hearing was held and closed. The Commission expressed a desire for the applicant to consider Specific Plan (SP) zoning at this site to provide more details on the scope of future development after concerns were raised about access, architectural guidelines and the number of units that could be created, and whether additional properties could be included through an SP to provide cross connectivity to the broader area. The applicant has indicated to staff that additional conversations have taken place with surrounding property owners and the Councilmember since the August 8, 2024, meeting, and intends to move forward with the straight rezone request on the subject property, as originally filed. In considering the broader area, staff will note that the inclusion of additional properties in the request may result in a development that provides alternative opportunities for connectivity, but due to the existing street network, surrounding parcel configuration, and floodway areas to the east, establishing a meaningful network in this area would be limited and may result in additional disturbance to environmentally sensitive areas.

### **SITE AND CONTEXT**

The rezoning application is for a 7.93-acre parcel located along the southern side of Old Hickory Boulevard in the Green Hills area. The property has been zoned R40 since 1974 and a single-family home is located on the property. The property is adjacent to R40 zoning to the east and west. Forest Hills, a Satellite City, is located on the north of Old Hickory Boulevard. The subdivision immediately to the west is within a Planned Unit Development Overlay District (PUD) and has lot areas varying between approximately 12,000 square feet and 44,000 square feet. The surrounding land uses are single-family residential and vacant land.

### **ANALYSIS**

The subject site is within a T3 NM policy area which focuses on maintaining the general character of developed suburban neighborhoods. The Residential PUD to the west has lots ranging in size, between approximately 12,000 square feet to 44,000 square feet. The majority of the lots are under 20,000 square feet which is below the lot size of the underlying zoning district, R40. The proposed RS20 zoning district proposed on this site would require any future lots as a part of a subdivision to be a minimum of 20,000 square feet. Any future subdivision may trigger additional requirements such as the utilization of the Conservation Subdivision Regulations where the natural features on the site could be preserved and lot sizes reduced proportionally. A future subdivision utilizing the RS20 zoning district would continue the development pattern of smaller lot sizes in the area and still support the policy guidance to maintain the general character of the existing suburban neighborhoods.

Based on acreage alone, the proposed RS20 could yield up to a maximum of 17 lots, not accounting for infrastructure that may be included in a future proposed subdivision. A rezoning to RS20 on this site aligns with the T3 NM policy and would allow for continuing the surrounding development



## Metro Planning Commission Meeting of 9/12/24

pattern of smaller lots developed with single-family uses. For these reasons, staff recommends approval.

### FIRE RECOMMENDATION

#### Approve

Maximum Uses in Existing Zoning District: **R40**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	7.93	1.00 F	10 U	125	12	11

\*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	7.93	1.76 F	17 U	204	17	19

Traffic changes between maximum: **R40 and RS20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+7	+79	+5	+8

### METRO SCHOOL BOARD REPORT

**Projected student generation existing R40 district: 1 Elementary 0 Middle 0 High**  
**Projected student generation proposed RS20 district: 1 Elementary 0 Middle 0 High**

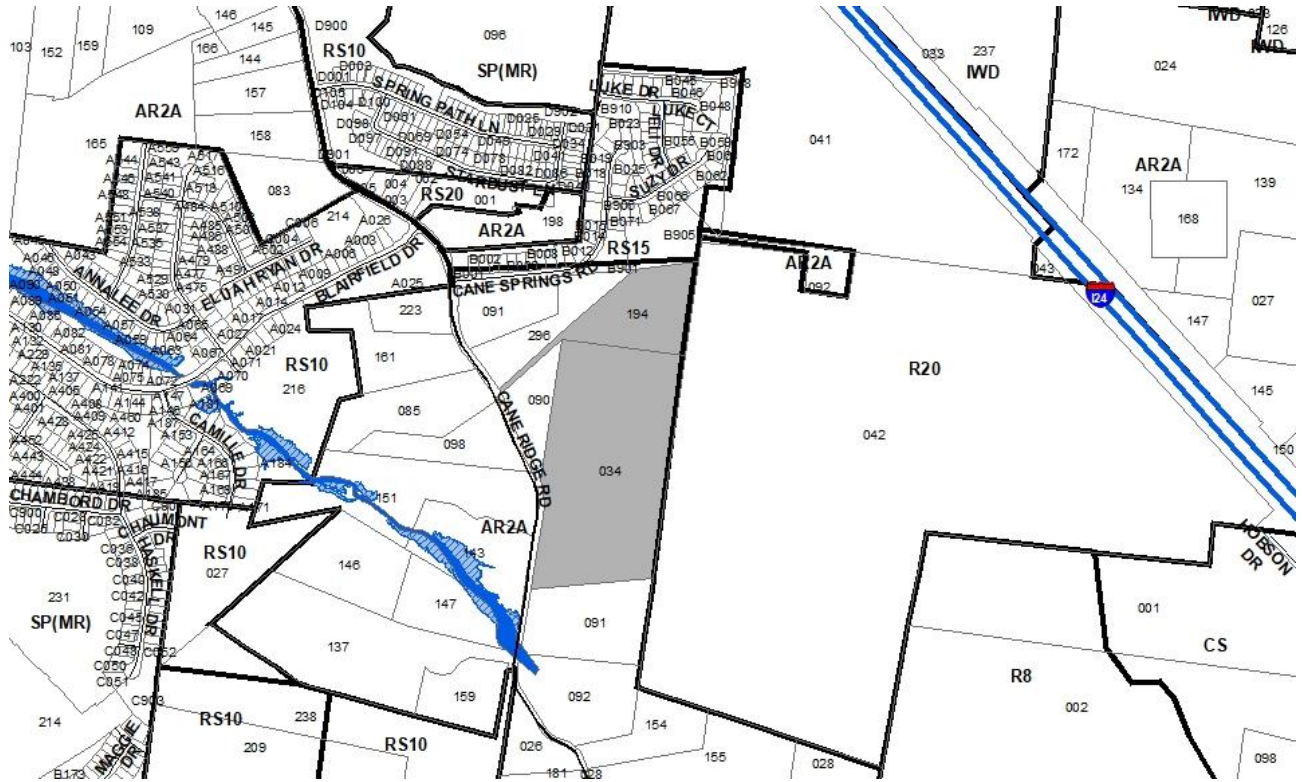
The proposed RS20 zoning district is not anticipated to generate any additional students than the existing R40 zoning district. Students would attend Percy Priest Elementary School, John Trotwood Moore Middle, and Hillsboro High School. All three schools have been identified as being at capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval.



# Metro Planning Commission Meeting of 9/12/24



**2024SP-020-001**  
**CANE RIDGE SP**  
Map 174, Parcel(s) 034, 194  
12, Southeast  
33 (Antoinette Lee)





## Metro Planning Commission Meeting of 9/12/24

<b>Item #10</b>	<b>Specific Plan 2024SP-020-001</b>
<b>Project Name</b>	<b>Cane Ridge SP</b>
<b>Council District</b>	33 – Lee
<b>School District</b>	06 – Mayes
<b>Requested by</b>	Old Acre McDonald, applicant; William Alexander, James Kieffer & Houston Hill, owners.
<b>Staff Reviewer</b>	Marton
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

### APPLICANT REQUEST

**Rezone to SP to permit 120 single family lots.**

#### Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for properties located at 5788 Cane Ridge Road and Cane Ridge Road (unnumbered), approximately 285 feet southeast of Cane Ridge Road, to permit 120 single family lots (39.27 acres).

#### **Existing Zoning**

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *Based on acreage alone, AR2a would permit a maximum of nineteen lots with four duplex lots for a total of twenty-four units. This does not account for compliance with the Metro Subdivision Regulations.*

#### **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.

### **SOUTHEASTCOMMUNITY PLAN**

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



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Proposed SP



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

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

### **SITE CONTEXT**

The subject site consists of 39.27 acres across two parcels, located along the east side of Cane Ridge Road. The site has been zoned Agricultural/Residential (AR2a) since 1974 and is currently undeveloped. The site is heavily wooded. An existing cell tower is located in the northeast corner of the site and is to remain on the subject property. The site has approximately 700 feet of frontage on Cane Ridge Road and is currently accessed by Cane Ridge Road which is classified as an Arterial Boulevard in the Major and Collector Street Plan (MCSP). Adjacent zoning includes: Single-Family Residential (RS15) to the north; One and Two-Family Residential (R20)/Planned Unit Development Overlay (PUD) to the east, and AR2a to the south and west. Surrounding uses include religious institution and single family residential.

### **PLAN DETAILS**

The proposed SP would permit a residential development with a maximum of 120 single-family lots. The site will be accessed by an entrance along Cane Ridge Road, and lots will be accessed by new public roads internal to the site. Along the site's frontage, a 100-foot-wide area of natural open space buffers the internal lots between Cane Ridge Road. The plan calls for streetscape improvements according to the MCSP with new sidewalks along Cane Ridge Road connecting to the site's internal sidewalk network. The plan proposes a minimum lot size of 5,000 SF, however most of the lots range in size from 5,500 to 7,500 SF. The lots will have a maximum building height of 3 stories in 40 feet and for corner lots the plan includes a standard that will require architectural detailing along both streets. The plan includes 11.62 acres of undisturbed natural open space and 5.14 acres of passive open space including buffers, accounting for approximately 42 percent of the site total acreage. To provide possible future roadway connectivity, the plan identifies future right-of-way dedication beyond the northernmost cul-de-sac to the property line. The northernmost cul-de-sac also includes a driveway ramp and emergency access gate to access the secondary emergency access drive at the northernmost point of the site.

### **ANALYSIS**

The site is within the T3 Suburban Neighborhood Evolving (T3 NE) and Conservation (CO) policy areas. The T3 NE policy is intended to create and enhance suburban residential neighborhoods with more housing choices. The Conservation policy on the site is associated with a stream buffer that



## **Metro Planning Commission Meeting of 9/12/24**

runs along the southern property boundary. The proposed SP would permit 120 single family residential lots at a density of approximately 3 units an acre. While the SP proposes smaller lot sizes, T3 NE policy is supportive of smaller lot sizes when development is grouped and organized in a manner that preserves environmentally sensitive features. A large portion of the overall site is shown to remain undisturbed natural open space, particularly along the southern, western, and northern boundaries, avoiding disturbance of the stream buffer and emphasizing tree preservation. The site meets the goals of the T3 NE policy by providing a moderately dense residential development, while balancing CO goals.

### **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.
- Emergency access gate shall be equipped with Knox pad lock or key box. Coordinate installation with Fire Marshal Office.

### **WEGO RECOMMENDATION**

#### **Approve**

### **METRO HISTORIC RECOMMENDATION**

#### **Approve**

- Recommend a Phase I archaeological survey.

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

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

### **NASHVILLE DOT 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 the final: Any proposed roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT detail standards. Any proposed public roads shall meet NDOT subdivision standards and specifications. Provide frontage improvements per the Major Collector Street Plan (MCSP). Dedicate ROW to accommodate the MCSP requirements. Dimension ROW pavement widths for clarity. Driveway access and spacing off ROW should meet metro code requirements. 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 and/or roadway widening work in public ROW. (cont.) Extents to be coordinated in field with NDOT inspector.



## Metro Planning Commission Meeting of 9/12/24

### TRAFFIC & PARKING RECOMMENDATION

#### Approve with conditions

- See Roads comments.

### 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.

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)	39.27	0.5 D	24 U	280	21	26

\*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
Single-Family Residential (210)	-	-	120 U	1,230	91	121

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
-	-	-	-	+950	+70	+95

### METRO SCHOOL BOARD REPORT

**Projected student generation existing AR2a district: 4 Elementary 2 Middle 3 High**

**Projected student generation proposed SP district: 25 Elementary 12 Middle 20 High**

The proposed SP zoning district is anticipated to generate 48 more students than what would be generated under the current AR2a zoning district. Students would A.Z. Kelley Elementary School, Thurgood Marshall Middle School, and Cane Ridge High School. A.Z. Kelley Elementary School is at capacity and Cane Ridge High School is over capacity. Thurgood Marshall Middle School is under capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.



## Metro Planning Commission Meeting of 9/12/24

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 120 single-family residential lots. Short Term Rental Property (STRP), owner occupied and not owner-occupied, shall be prohibited from the entire development.
2. On the corrected set, update Landscape Standards Note #6 to say: A 20 foot-wide C-3 Landscape Buffer shall be provided at the rear of lots along the eastern property and between lots 1 and 90 and the cell tower. Behind lots 1 through 6, supplemental landscape planting will be determined at final site plan.
3. On the corrected set, add case number to the development summary on page 3.
4. On the corrected set, replace note 1 on page 12 with the use condition above.
5. On the corrected set, remove page 10 with the illustrative plan.
6. On the corrected set, update the side yard setback for corner lots based on the setback diagram on Sheet C1.01.
7. On the corrected set, modify the right-of-way dedication area beyond the northernmost cul-de-sac and emergency access to a right-of-way reservation. Staff shall evaluate further with review of the final SP.
8. With the final site plan, the limits of disturbance and areas of preservation as identified on the preliminary SP plan on Sheet C1.01 shall not be modified without prior approval from Planning staff.
9. Comply with all conditions and requirements of Metro Reviewing Agencies.
10. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with the 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 RS10 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
12. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
13. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Property Owners' Association.
14. No master permit/HPR shall be recorded prior to final SP approval.
15. Final plat may be required prior to permitting.
16. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



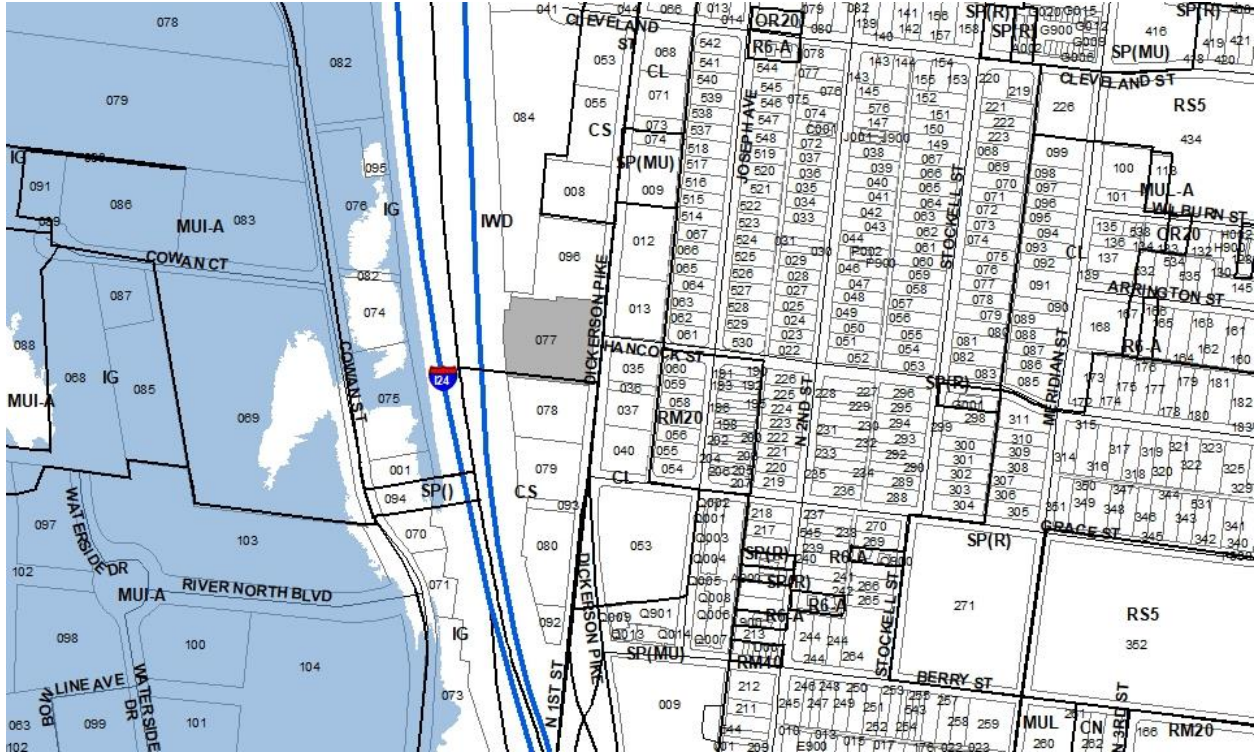
## **Metro Planning Commission Meeting of 9/12/24**

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





# Metro Planning Commission Meeting of 9/12/24



**2024SP-033-001**  
HCA EAST NASHVILLE  
Map 082-06, Parcel(s) 077  
05, East Nashville  
05 (Sean Parker)



## Metro Planning Commission Meeting of 9/12/24

<b>Item #11</b>	<b>Specific Plan 2024SP-033-001</b>
<b>Project Name</b>	<b>HCA East Nashville</b>
<b>Council District</b>	05 – Parker
<b>School District</b>	01 – Gentry
<b>Requested by</b>	Ingram Civil Engineering Group, applicant; HTI Memorial Hospital Corporation, owner.
<b>Staff Reviewer</b>	Shane
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

### APPLICANT REQUEST

#### **Preliminary SP to permit a hospital use.**

#### Preliminary SP

A request to rezone from Industrial Warehousing/Distribution (IWD) to Specific Plan (SP) zoning for property located at 800 Dickerson Pike, approximately 325 feet north of Grace Street (1.85 acres), to permit a hospital use.

#### **Existing Zoning**

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

#### Dickerson Pike Sign Urban Design Overlay (UDO)

The purpose of this UDO is to enhance the Dickerson Pike streetscape by discouraging clutter and inappropriate signs through requiring signage that is appropriate in scale and design for pedestrians, motorists, and cyclists.

Skyline Redevelopment District was established in 2007 for redevelopment activities along portions of Dickerson Pike and is intended to provide for residential development, facilities, businesses, and services characteristic of a high-density urban area along a major pike; to support the contiguous residential neighborhoods; and for specialty services catering to a larger market.

#### **Proposed Zoning**

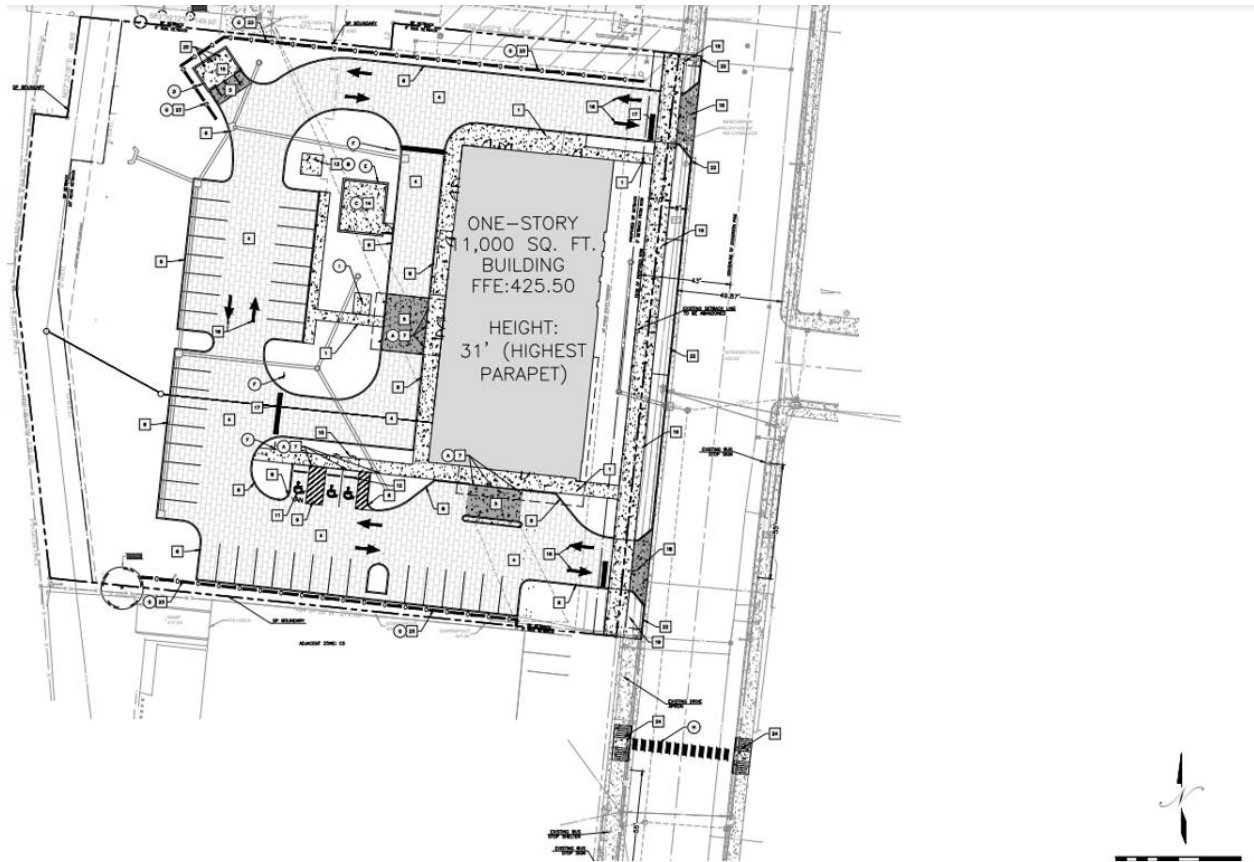
Specific Plan-Commercial (SP-C) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes commercial uses.*

### **EAST NASHVILLE COMMUNITY PLAN**

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



# Metro Planning Commission Meeting of 9/12/24



**Site Plan**



## Metro Planning Commission Meeting of 9/12/24

The Dickerson South Corridor Study is a plan devoted to the long-range planning of this area of East Nashville. The plan provides specific guidance for building form, uses, and other considerations in areas known as supplemental policy areas. The site is located within the 6- and 12-story building height supplemental policy subdistricts. Where the supplemental policies are silent, the guidance of the T4-CM policy area shall apply.



**Rendering**

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

The 1.85-acre site is located on Dickerson Pike opposite the intersection with Hancock Street. The site currently contains a terminal/distribution warehouse, zoned IWD. To the north is another terminal/distribution warehouse zoned IWD; to the south is another terminal/distribution warehouse zoned Commercial Service (CS). Across Dickerson Pike are a parking lot and a convenience gas market, zoned Commercial Limited (CL). Interstate 24 right-of-way (ROW) is directly to the west.

The application proposes an approximately 11,205-square foot single-story freestanding emergency room building with surface parking behind and to the side of the building, which fronts Dickerson Pike. The plan shows parking provision in excess of the Code-required maximum by 22 spaces. The site plan includes two access points from Dickerson Pike. An ambulance drop-off and loop drive is located at the rear of the building, with another drop-off point found on the southern side of the building for patients. Entrances are located on the western, northern, and southern sides of the building while the Dickerson Pike frontage will contain glazing and architectural articulation, but no entrances. The site plan will reduce the amount of impervious area from what is now existing (the site is currently almost completely covered by industrial buildings and pavement, and this redevelopment proposes a substantial increase in green and planting space). Landscaping screening is provided around the parking area and as a buffer to the south, with trees helping to screen the surface parking spaces from view along Dickerson Pike. Taller evergreen material will be planted



## Metro Planning Commission Meeting of 9/12/24

along the front façade as indicated by a note to provide visual interest. MCSP requirements are reflected on the plan for the Dickerson Pike frontage.

### **ANALYSIS**

The site is within the Dickerson Pike South study area, which suggests heights of up to 6 stories along the Dickerson Pike frontage, with 12 stories being appropriate throughout the rest of the site. The proposed plan falls well below these maximums at only one story. It proposes, however, a crucial piece of health infrastructure that is needed in this redeveloping neighborhood, and which will greatly benefit existing residents. Additional parking beyond the parking maximums stipulated in the Code may be appropriate in this instance when considering the services to be provided to the neighborhood. Increased plantings are also present at the two entrances to further screen the additional parking spaces.

The base policy of T4 CM also supports high intensity uses along corridors, including a mix of commercial uses and essential services. Though lower in density/square footage than many other appropriate uses for T4 CM, the proposed use fits the diverse development vision laid out in the policy.

The site is also governed by the MDHA Skyline Redevelopment Plan, which designates the property as Arterial Mixed Use, which calls for residential development, facilities, businesses, and services characteristic of a high-density urban area along a major pike. The Dickerson Pike Sign UDO will regulate allowable signage upon submission of a signage plan to the Codes Department.

### **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 with conditions**

- Developer to provide plans, agreed by WeGo, that show: NDOT agreed driveways; all existing driveways; all remaining vertical obstructions in the sidewalks; all curb ramps; and show the existing bus stops convenient (as agreed by WeGo) to crosswalk(s) likely to meet FHWA STEP enhanced crosswalk requirements.
- If the Developer cannot provide plans as stated above that WeGo agrees to, WeGo will require new bus stops convenient to crosswalk(s) meeting FHWA STEP enhanced crosswalk requirements and as below:
  - At a minimum, a relocated southbound bus stop with appurtenances, convenient to a crosswalk and as per an in-lane frequent service shelter-type stop compliant with the WeGo Design Guidelines.
  - A new Northbound bus stop with appurtenances, convenient to a crosswalk and as per an in-lane frequent service shelter-type stop compliant with the WeGo Design Guidelines, except the design may be constrained by existing RoW and utilities.  
Robert.Johnson@Nashville.gov.





## Metro Planning Commission Meeting of 9/12/24

### STORMWATER RECOMMENDATION

#### Approve with conditions

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

### WATER SERVICES RECOMMENDATION

#### Approve with conditions

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

### 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.
- A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement ([solidwastereview@nashville.gov](mailto:solidwastereview@nashville.gov)).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility work in the public ROW. Extents to be coordinated in field with NDOT inspector.

### NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- The site access points are being approved with the condition that the driveway to the north is an entrance only and the access to the south can serve as a full access.
- Coordinate with NDOT prior to the submittal of the Final SP on the pedestrian crossing that will be enhanced per FHWA requirements. The location of the crossing is to be determined and designs are to be included in the Final SP plans.

#### 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)	1.85	0.8 F	64,468 SF	147	11	12

#### 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
Hospital (610)	-	-	22 Beds	491	40	42



## Metro Planning Commission Meeting of 9/12/24

Traffic changes between maximum: IWD and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+344	+29	+30

### METRO SCHOOL BOARD REPORT

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

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to 11,205 square feet of hospital use.
2. On the corrected copy, remove “medical office” from the proposed uses.
3. On the corrected copy, remove the height note “measured from the average elevation...”
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. No signage is approved with this preliminary SP.
6. Comply with all conditions and requirements of Metro reviewing agencies.
7. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
8. 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 ORI-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
9. The Final SP plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
10. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
11. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
12. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

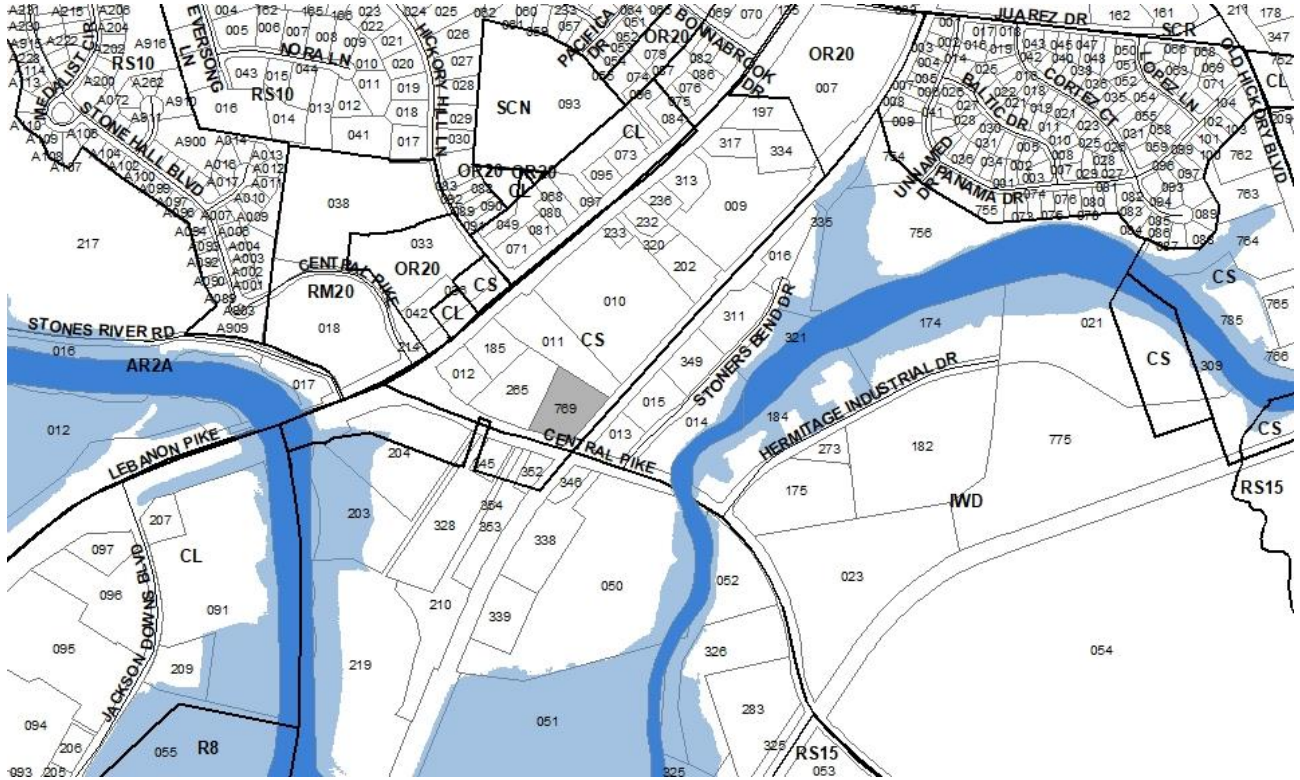


**SEE NEXT PAGE**





# Metro Planning Commission Meeting of 9/12/24



**2024SP-035-001**  
3525 CENTRAL PIKE  
Map 086, Parcel(s) 769  
14, Donelson-Hermitage-Old Hickory  
14 (Jordan Huffman)



## Metro Planning Commission Meeting of 9/12/24

<b>Item #12</b>	<b>Specific Plan 2024SP-035-001</b>
<b>Project Name</b>	<b>3525 Central Pike</b>
<b>Council District</b>	14 – Huffman
<b>School District</b>	04 – Nabba-McKinney
<b>Requested by</b>	Dale & Associates, applicant; Donelson Property Group, owner.
<b>Staff Reviewer</b>	Garland
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

### APPLICANT REQUEST

#### **Preliminary SP to permit a self-service storage use.**

#### Preliminary SP

A request to rezone from Commercial Service (CS) to Specific Plan (SP) zoning for property located at 3525 Central Pike, approximately 325 feet west of Stoners Bend Drive (2.12 acres), to permit a self-service storage use.

#### **Existing Zoning**

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

#### **Proposed Zoning**

Specific Plan-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 a self-service storage.

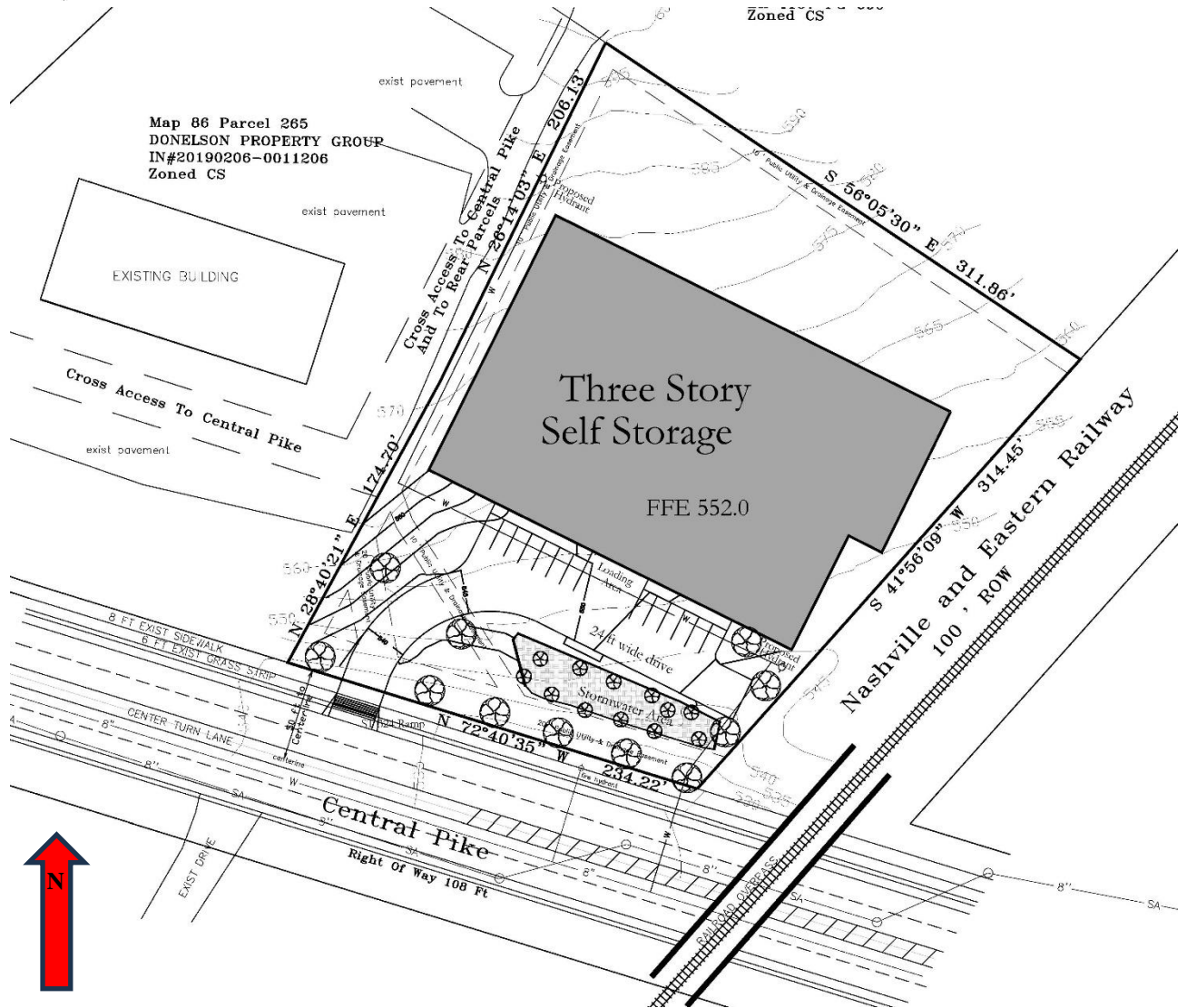
### **DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN**

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

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



# Metro Planning Commission Meeting of 9/12/24



**Proposed Preliminary Site Plan**

## **SITE CONTEXT AND REQUEST DETAILS**

The approximately 2.12-acre site is located on the north side of Central Pike with a railroad line abutting the eastern property line. The surrounding zoning districts are commercial and industrial. The property is vacant and surrounded by office/medical, commercial, and industrial uses. The subject site has frontage on Central Pike, an arterial boulevard as classified by the Major and Collector Street Plan (MCSP) and is adjacent to an existing rail line along the eastern boundary.

### Site Plan

The plan proposes a self-service storage building with a maximum of three stories and up to 112,000 square feet of total building area. The proposed storage facility has one point of access from Central Pike located on the western portion of the site. Four parking spaces are required per the Metro Zoning Code, and 13 parking spaces are provided. The current right-of-way width along the Central Pike frontage exceeds the right-of-way width required by the MCSP. The plan shows an existing 8-foot sidewalk and 6-foot planting strip. The plan includes elevations for all sides of the



## **Metro Planning Commission Meeting of 9/12/24**

proposed building. Building materials include architectural metal panels with three-foot brick wainscot and 1,600 square feet of glazing on the primary façade.

### **ANALYSIS**

The proposed SP is located in an area of Suburban Community Center (T3 CC) policy characterized by previously developed non-residential uses, including low-slung commercial, office/medical, and industrial uses. The site is also adjacent to an industrial policy area to the east, on the opposite side of the railroad, and on the other side of Central Pike. Staff finds that the proposed SP use is compatible with the development character of the T3 CC policy area at this location. The proposed height is a maximum of three stories in 45 feet which is consistent with the height guidance in the T3 CC policy. The requested SP would permit additional FAR beyond the FAR permitted by the existing CS zoning, but the maximum height proposed by the plan is more restrictive than the height permitted by CS, where there is no maximum overall height. The SP also includes glazing and façade standards, and conceptual elevations have been included with the plan. The existing sidewalk and grass strip along the site's frontage comply with the MCSP requirements. The subject parcel does have some conservation policy on the front and rear portions of the parcel due to pockets of potential steep slopes, but the proposed building footprint is located outside of the areas with steeper slopes. Public utility and drainage easements have been established in these areas.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Shared access agreement will be required prior to issuance of construction permit.

### **NASHVILLE DOT 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. 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.
- Include existing and proposed grades on profile view exhibits. With new site access ramp proposed, the existing curb cut off Central Pike shall be closed. Per recorded plat, note (17.) 'Any access from lot 2 to Central Pike shall have adequate sight distance per AASHTO standards.'
- With final SP submittal, Submit Stopping Sight Distance (include Intersection Sight Distance-ISD as well, turning out from a stop position), per AASHTO (green book). Submit exhibit w/ the following: State what's required versus what's available be it existing and proposed grades. Based on the required sight triangle legs, show profile views w/ line of sight between turning and approaching vehicles.



## Metro Planning Commission Meeting of 9/12/24

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- An MMTA will not be required for this development. The applicant has submitted a TIS waiver due to the low trip generation for the proposed self storage.
- Prior to Final SP approval the applicant shall submit a sight distance exhibit for their proposed access on Central Pike, see NDOT roads comments for more details.

### WATER 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.

### STORMWATER RECOMMENDATION

#### Approve with conditions

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

Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	2.12	0.6 F	55,408 SF	2,092	52	211

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
Mini-Warehouse (151)	2.12	1.22	112,664 SF	170	12	19

Traffic changes between maximum: CS and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-1,922	-40	-192

### METRO SCHOOL BOARD REPORT

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



## Metro Planning Commission Meeting of 9/12/24

### STAFF RECOMMENDATION

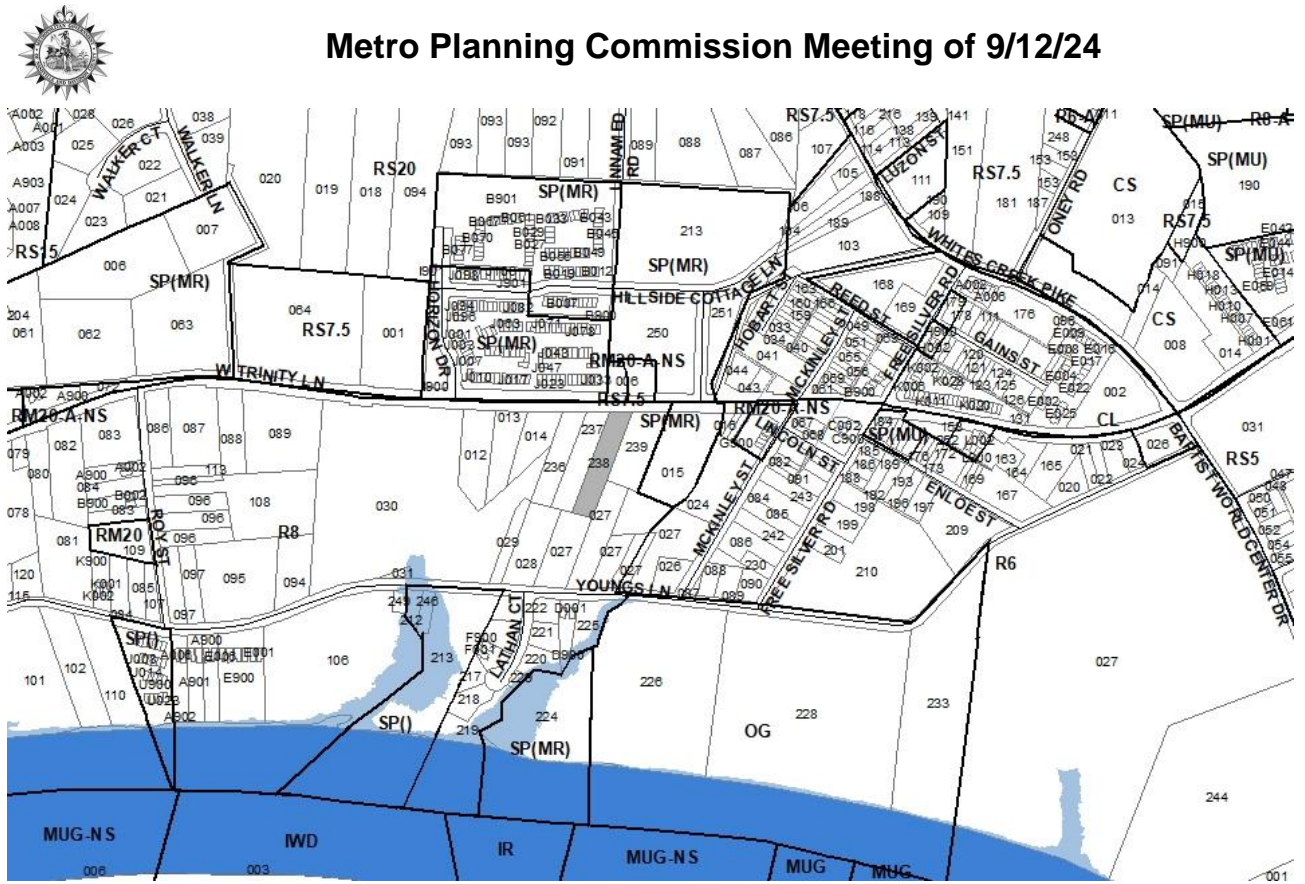
Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 112,000 square foot self-service storage.
2. On the corrected copy, update the fallback zoning on the coversheet based on the fallback zoning provided in these conditions.
3. On the corrected copy, clearly label easements as existing or proposed. If existing, include recorded instrument number. If proposed, easements shall be recorded prior to final plat approval, if platted, or prior to issuance of building permits, if not platted.
4. With the final site plan, architectural elevations consistent with the elevations provided with the preliminary SP shall be provided.
5. The requirements for the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
6. Comply with all conditions and requirements of Metro reviewing agencies.
7. Final plat may be required prior to permitting.
8. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements for the CS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council approved ordinance.
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. The preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
11. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principals and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
12. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.



# Metro Planning Commission Meeting of 9/12/24



**2024SP-036-001**  
832 WEST TRINITY  
Map 070-08, Parcel 238  
03, Bordeaux – Whites Creek – Haynes Trinity  
02 (Kyonzté Toombs)



## Metro Planning Commission Meeting of 9/12/24

<b>Item #13</b>	<b>Specific Plan 2024SP-036-001</b>
<b>Project Name</b>	<b>832 West Trinity</b>
<b>Council District</b>	02 – Toombs
<b>School District</b>	01 – Gentry
<b>Requested by</b>	Dale & Associates, applicant; McGran LLC, owner.
<b>Staff Reviewer</b>	Marton
<b>Staff Recommendation</b>	<i>Defer to the October 24, 2024, Planning Commission meeting.</i>

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### **APPLICANT REQUEST**

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

#### Preliminary SP

A request to rezone from One and Two-Family Residential (R8) to Specific Plan (SP) zoning for property located at W Trinity Lane (unnumbered), approximately 655 feet west of McKinley Street, to permit 18 multi-family residential units (1 acre).

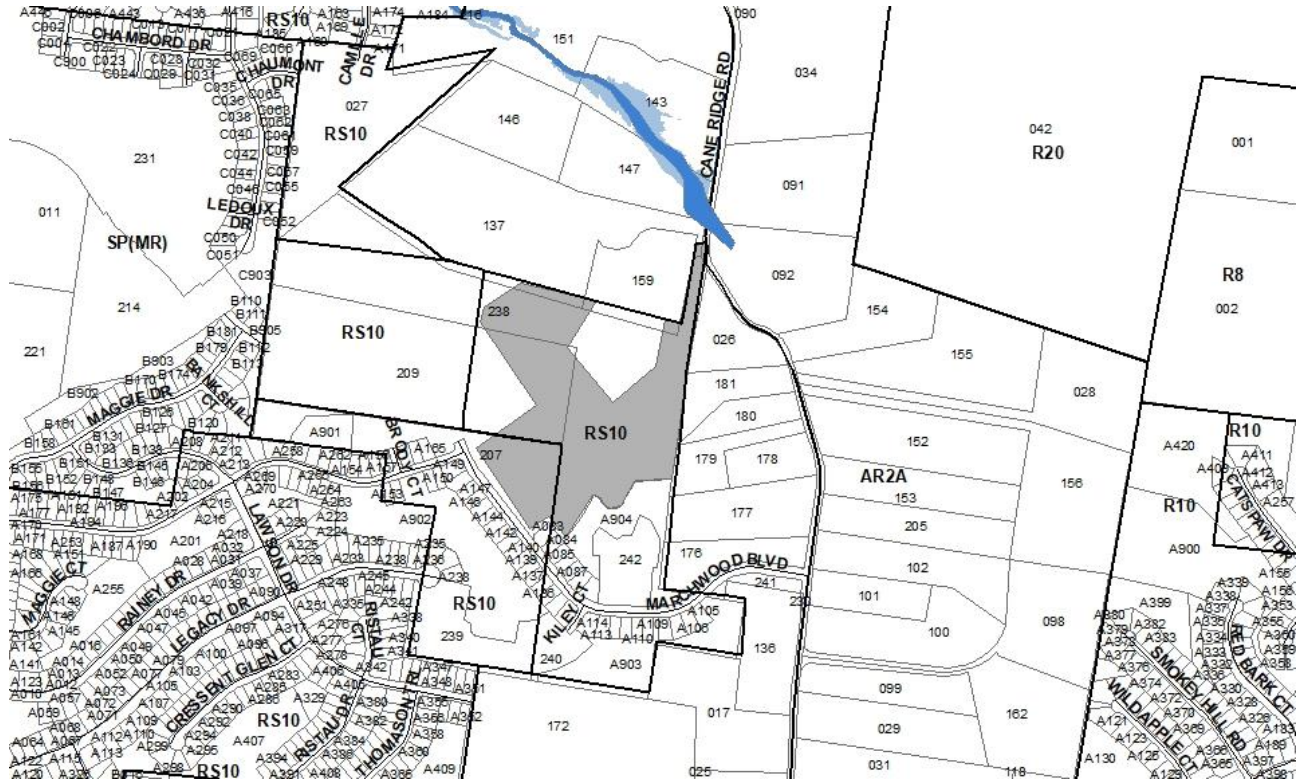
### **STAFF RECOMMENDATION**

Staff recommends deferral to the October 24, 2024, Planning Commission meeting.





## Metro Planning Commission Meeting of 9/12/24



**2018S-188-005**  
**PARKS AT CANE RIDGE PHASE 1D**  
Map 182, Part of Parcel(s) 207, 209, 238  
12, Southeast  
33 (Antoinette Lee)



## Metro Planning Commission Meeting of 9/12/24

<b>Item #14</b>	<b>Final Plat 2018S-188-005</b>
<b>Project Name</b>	<b>Parks at Cane Ridge Phase 1D</b>
<b>Council District</b>	33 – Lee
<b>School District</b>	06 – Mayes
<b>Requested by</b>	Kimley-Horn, applicant; Meritage Homes of Tennessee, Inc., owner.
<b>Staff Reviewer</b>	Shane
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

### APPLICANT REQUEST

**Final plat to create 52 residential cluster lots.**

#### Final Plat

A request for final plat approval to create 52 residential cluster lots on a portion of properties located at Cane Ridge Road (unnumbered), at the current terminus of Legacy Drive, zoned Single-Family Residential (RS10) (22.66 acres).

### CASE HISTORY

On January 24, 2019, the Metro Planning Commission approved a subdivision concept plan for this site (the Parks at Cane Ridge). The overall subdivision is approved for 269 single-family cluster lots. Various off-site improvements and contributions were conditions of approval by NDOT and are required at various points along the development timeline. This plat is for Phase 1D, part of the associated final development plan for Phase 1, 2018S-188-002, which was approved on October 7, 2022. The plat includes 52 single-family cluster lots, four open space parcels, and four public roads, including a new collector street.

### SITE DATA AND CONTEXT

**Location:** The site is located west of Cane Ridge Road, at the current terminus of Legacy Drive.

**Approximate Acreage:** 22.66

### PROPOSAL DETAILS

**Number of lots:** 52

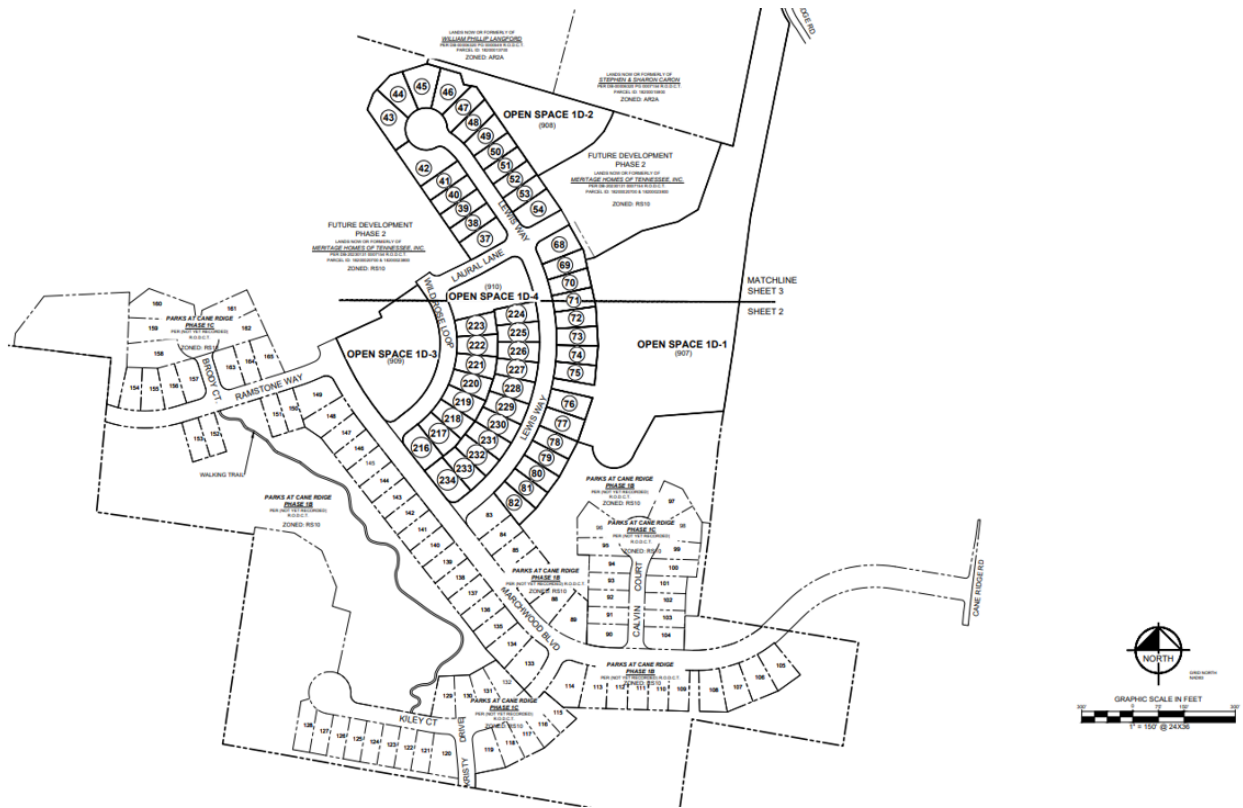
**Subdivision Variances or Exceptions Requested:** None.

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



# Metro Planning Commission Meeting of 9/12/24



## Proposed plat

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 determined that this plat is consistent with the approved concept plan, the approved final development plan, and the Subdivision Regulations.

## COMMENTS FROM OTHER REVIEWING AGENCIES

### FIRE MARSHAL RECOMMENDATION

Approve

### HISTORIC ZONING RECOMMENDATION

Approve

### STORMWATER RECOMMENDATION

Approve



## **Metro Planning Commission Meeting of 9/12/24**

### **NASHVILLE DOT ROADS RECOMMENDATION**

#### **Approve with conditions**

- Plat for the Parks at Cane Ridge Ph 1B to be recorded prior to this plat.

### **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 May 21, 2024) on which we have noted our comments and recommend approval. Approval is contingent on construction and completion of MWS Project #'s 21SL0158 part of and 21WL0070. A bond amount of \$310,000.00 is assigned to 21SL0158 part of, and an amount of \$300,000.00 is assigned to 21WL0070.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

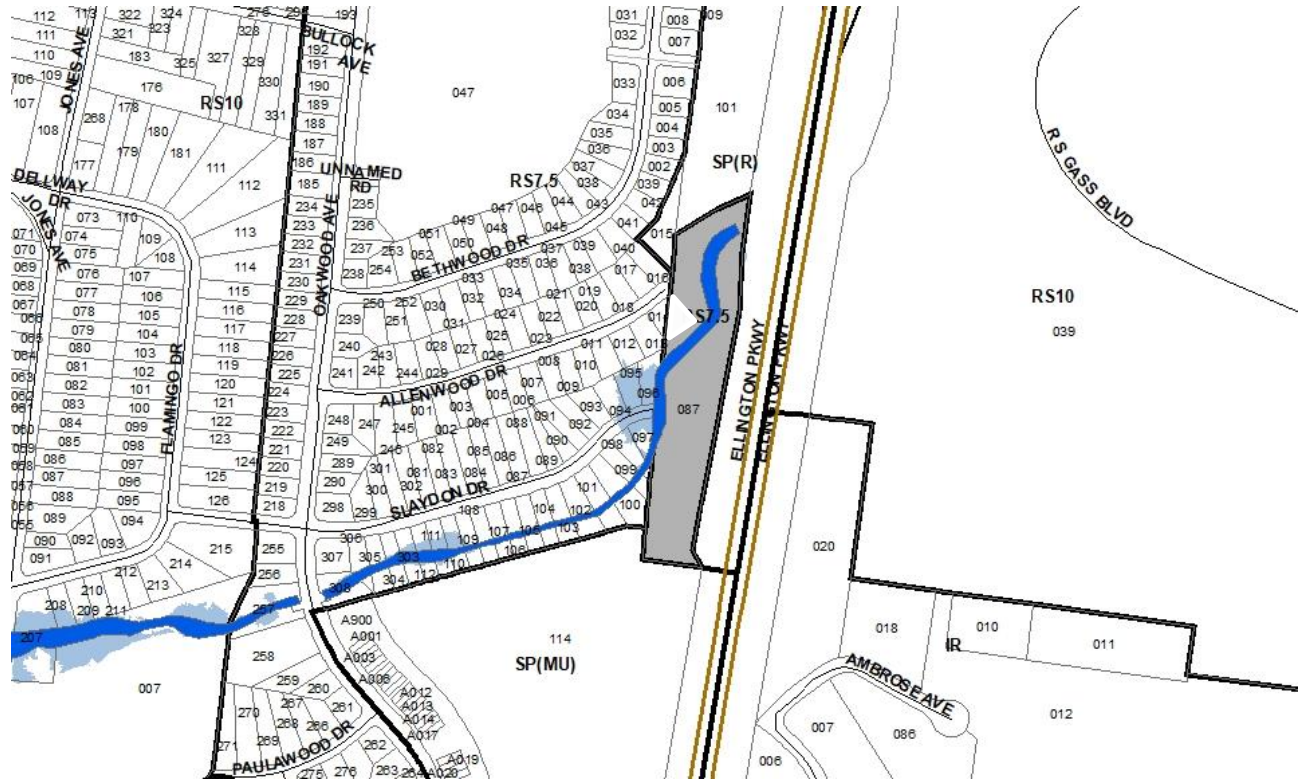
1. All public infrastructure shall be constructed and accepted by Metro or infrastructure shall be bonded according to Metro standards.
2. On the corrected copy, change the site data table phase from "1C" to "1D."
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. Pursuant 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.

### **RECOMMENDED ACTION**

Motion to approve proposed subdivision Case No. 2018S-188-005 with conditions based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances, and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



# Metro Planning Commission Meeting of 9/12/24



**2023S-112-002**  
OAKWOOD PRESERVE  
Map 072, Parcel(s) 087  
05, East Nashville  
05 (Sean Parker)



## Metro Planning Commission Meeting of 9/12/24

<b>Item #15</b>	<b>Concept Plan 2023S-112-002</b>
<b>Project Name</b>	<b>Oakwood Preserve</b>
<b>Council District</b>	05 – Parker
<b>School District</b>	01 – Gentry
<b>Requested by</b>	Dale & Associates, applicant; Main Street Land Trust, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

### APPLICANT REQUEST

**Request for concept plan approval to create 18 lots.**

#### Concept plan

A request for concept plan approval to create 18 lots on a portion of property located at Bethwood Drive (unnumbered), approximately 1,094 feet east of Oakwood Avenue, zoned Single-Family Residential (RS7.5) (4.82 acres).

### SITE DATA AND CONTEXT

**Location:** The site consists of one property located along the western side Bethwood Drive, Allenwood Drive, and Slaydon Drive.

**Street Type:** The site has frontage on Slaydon Drive, a local street.

**Approximate Acreage:** 4.82 acres.

**Parcel/Site History:** The site consists of part of one parcel that was created by deed in 2023. A concept plan for the entire 5.01-acre parcel was approved by the Planning Commission in 2023 (case 2023S-112-001). The approved concept plan was for 18 lots utilizing the conservation development standards. The proposed plan includes less acreage from the previously approved plan. The proposed plan leaves out about a quarter acre portion of the existing parcel. The area removed from the previous plan is located at the terminus of Allenwood Drive.

**Zoning History:** The site was recently rezoned to RS7.5 effective July 27, 2023. It was previously zoned SP and made up a portion of the Bethwood Commons SP.

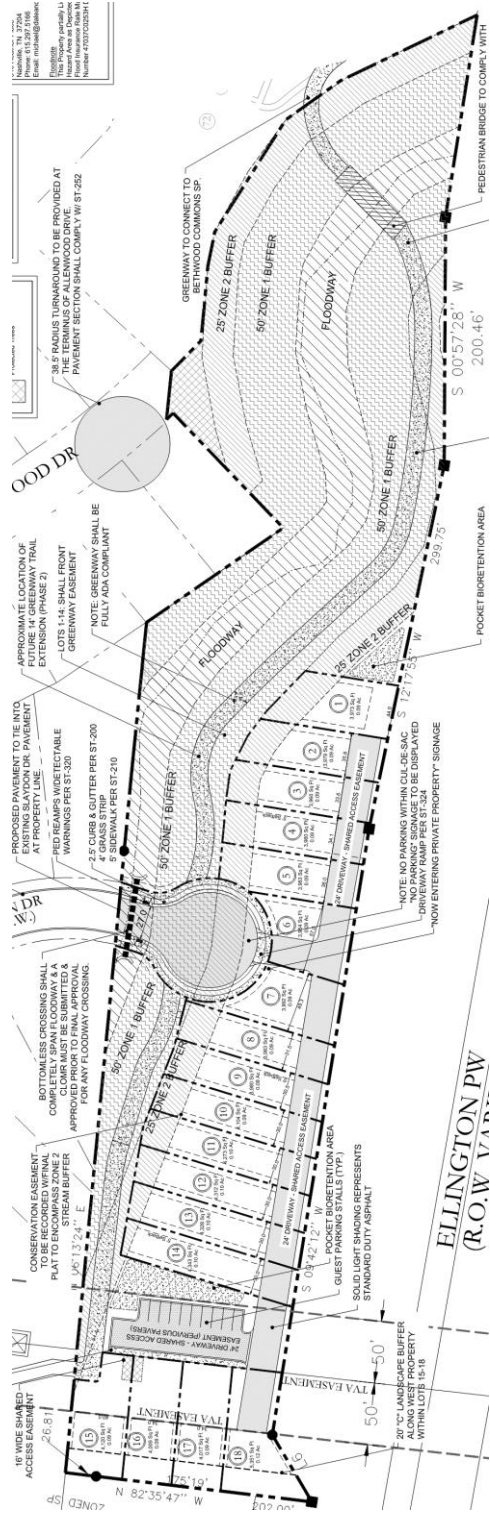
**Existing Land Use:** The site is currently vacant.

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

- North: Vacant/Specific Plan (SP)
- South: Multi-Family Residential/Specific Plan (SP)
- East: N/A (Ellington Parkway)
- West: Residential/Single Family Residential (RS7.5)



# Metro Planning Commission Meeting of 9/12/24



Proposed Concept Plan





## Metro Planning Commission Meeting of 9/12/24

### **Zoning:** Single-Family Residential (RS7.5)

Min. lot size: 7,500 square feet

Max. building coverage: 0.45

Min. rear setback: 20'

Min. side setback: 5'

Max. height: 3 stories

Min. street setback: 20'

### **PROPOSAL DETAILS**

**Number of lots:** 18 lots.

**Lot sizes:** Lot sizes vary from 3,954 square feet to 5,351 square feet. The plan utilizes the Conservation Development standards to permit lot size flexibility in exchange for protection of natural areas present on the site. The Conservation Development Standards (17.12.090) allows subdivision to reduce lots in size from the minimum required by the base zoning district by equivalent percentage of the site that is to remain natural open space. The site is 4.82 acres, while the plan proposes 2.28 acres of natural open space, resulting in a 47.3% allowable lot size reduction. This reduction would result in a minimum lot size of 3,548 square feet, which is smaller than the 3,750 square foot minimum lot size permitted by the regulations. The plans identify the minimum lot size of 3,952 square feet, which is larger than the minimum lot size of 3,750 square feet permitted by the regulations.

**Access:** The plan proposes to extend Slaydon Drive into the site and terminate in a cul-de-sac. A ramp from the cul-de-sac extends to the south between lots 6 and 7, allowing access to the rear of lots 1-14 via private drive. The private drive extends down the eastern property line to provide access to a surface parking lot north of lots 15-18.

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

### **Conservation Development Standards (17.12.090)**

*G. Purpose and Intent. Conservation development is a set of standards that shall be utilized in the design of subdivisions as provided in this section. The purpose of these standards is to:*

- 1. Preserve unique or sensitive natural resources such as steep slopes; hillsides; streams, wetlands, floodways, and floodplains; problem soils; archaeological resources; and native forests or unique vegetation through the creation of natural open space.*
- 2. Encourage the creation of lots on less environmentally sensitive areas of the site.*
- 3. Provide flexibility in design of subdivisions within existing zoning districts to promote environmental resource protection.*

*H. Applicability. Subdivisions proposed in the R/R-A and RS/RS-A zoning districts that meet both of the following standards shall utilize the provisions of this section.*

- 1. Minimum Site Area. The minimum site area of no less than ten times the minimum lot area for the base zoning district as established by Table 17.12.020A. For example, in the R10 district the minimum area for the subdivision would be one hundred thousand square feet. (Ten thousand square feet minimum lot size times ten).*





## Metro Planning Commission Meeting of 9/12/24

Complies. The site is zoned RS7.5 which would require a minimum area of 75,000 square feet. The subject site is 209,959 square feet in size.

2. *Minimum Natural Area. A minimum of ten percent of the site contains any, or a combination of, the following:*
  - a. *Areas shown on FEMA maps as part of the 100-year floodplain or identified in local studies as confirmed by Metro Stormwater;*
  - b. *All perennial and intermittent streams, floodways, and associated buffers, as determined by Metro Stormwater or the State;*
  - c. *Areas of natural slopes of twenty percent or greater of at least ten thousand square foot contiguous area;*
  - d. *Areas containing problem soils as established by Section 17.28.050; wetlands, as determined by metro stormwater;*
  - e. *Known habitat for federally or state listed or proposed rare, threatened, or endangered species;*
  - f. *Areas containing a protected Cedar Glade plant species as established by Section 17.28.060;*
  - g. *Archaeological or historic sites, cemeteries, and burial grounds; or*
  - h. *Protected, heritage and historic and specimen trees, as defined by Section 17.40.450 of the Metro Zoning Code.*

Complies. More than 10 percent of the site contains features described in parts a, b, and h.

- I. *Maximum Lot Yield. The determination of the maximum lot yield shall be based on assigning twenty percent of the gross acreage of the site to open space and infrastructure. The remaining eighty percent of the gross acreage shall be divided by the minimum lot size of the base zoning district to determine the maximum yield. Yield shall not be based on the minimum lot size as described in Section D Lot Size Flexibility.*

Complies. The total site area is 4.82 acres. Eighty percent of the gross acreage of the site is 3.856 acres. The maximum lot yield is 22 lots based on a minimum of 7,500 square feet for an RS7.5 residential lot. A total of 18 lots are proposed, which does not exceed the maximum lot yield.

- J. *Conservation and Design Flexibility. In order to accomplish the purposes of this section, flexibility in lot sizes may be proposed in exchange for protection of the natural areas present on the site in natural open space according to the following standards:*

Complies. The proposed plan sets aside approximately 47% of the 4.82-acre site for undisturbed natural area (2.28 acres). If the lots were reduced in size by 47%, they would not meet the minimum requirement of 3,750 square feet. The plan reduces the minimum lot size from 7,500 square feet to 3,952 square feet (17.12.090.d.4).

- K. *Natural Open Space. Open space provided for the purposes of protecting natural areas and in exchange for flexibility of design, as described above, shall be called natural open space and subject to the standards below. These standards are not applicable to common areas or open spaces that may be provided for other purposes.*

Complies. Natural areas on the site include streams and associated buffers and protected and heritage trees. While the stream intersects the site from the north to the southwest



## Metro Planning Commission Meeting of 9/12/24

corner, protected trees currently exist across the whole site. Protected natural open space comprising approximately 2.28 acres (identified as primary conservation land on the plans) is identified on the northern and western portions of the site encompassing much of the floodway and associated buffers. Grading is limited to the development footprint and the areas associated with the extension of Slaydon Drive. Although grading for the road is disturbing areas that would be classified as natural open space, the regulations permit disturbance for essential infrastructure. The area being graded for the new road is not included in the 2.28 acres being set aside for flexibility of lot size for the development. A proposed greenway is also located within the open space; paved greenways are permitted to be installed within natural open spaces per 17.12.090.E.5. A homeowner's association will be responsible for management and maintenance of open spaces and landscape buffers.

### *L. Application Requirements*

Complies. The submitted application contains all the necessary information for a Conservation Development including a site plan, a site analysis map identifying natural areas, and a preliminary grading plan that demonstrates the limits of disturbance and overall impacts to natural areas.

## **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 Urban Neighborhood Evolving (T4 NE) policy. For T4 NE, the conventional regulations found in Chapter 3 are utilized.

### **3-1 General Requirements**

This subdivision is required to meet standards of Chapter 3. Staff finds that all standards are met.

### **3-2 Monument Requirements**

Does not apply to concept plans. Monuments will be set after final plat approval.

### **3-3 Suitability of the Land**

The site includes natural areas as defined by the Conservation Development Standards in the zoning code. The standards are intended to address the environmental factors. The site is heavily wooded with a stream that runs from the northeast corner to western property edge.



## Metro Planning Commission Meeting of 9/12/24

More than half of the site is located within floodway and stream buffers. The plan does not propose any building within the floodway or the buffers except for the greenway trail, therefore staff finds that the land is suitable for development consistent with this section.

### 3-4 Lot Requirements

All lots comply with the minimum standards of the zoning code. Lots are required to have frontage onto a public street or, where permitted, onto a private street, or onto a common open space. Lots that front onto a common open space shall have a pedestrian connection from the front of each residential unit to the sidewalk and shall have vehicular access from an abutting public or private alley, or a shared driveway easement. Lots 15-18 have a deep building setback due to an existing TVA easement; A sidewalk runs adjacent to the parking area. In order to meet the frontage requirements of this section, a condition has been added that sidewalks will be required from units 15-18 to this sidewalk to meet the pedestrian connection requirements. Lots 1-14 face the area identified as conservation area due to the stream buffer, which is area that will largely remain in its natural state with the exception of access and the proposed greenway. In this case, the greenway which is to have a pedestrian access easement on it, will serve as the pedestrian connection for these lots facing open space. The sidewalk connection around the proposed cul-de-sac provides connections to Slaydon Drive and the greenway.

### 3-5 Infill Subdivisions

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

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

Not applicable to this case. The site is located within T4 Urban Neighborhood Evolving.

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

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

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

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

Complies. See section 3-4 above.

c. *Each lot oriented to an existing street shall meet minimum lot frontage requirements as follows:*



## Metro Planning Commission Meeting of 9/12/24

1. *Within T3 Neighborhood Evolving policy areas, each lot oriented to an existing street shall have a minimum frontage of 50 feet. Lots oriented to the terminus of an existing permanent dead-end shall have a minimum frontage of 35 feet.*
2. *Within T4 Urban Neighborhood Evolving policy areas, each lot oriented to an existing street shall have a minimum frontage of 40 feet. Lots oriented to the terminus of an existing permanent dead-end shall have a minimum frontage of 35 feet.*

Complies. The site is located within the T4 Urban Neighborhood Evolving policy area. Lots 6 and 7 are oriented to and have frontage along the proposed dead-end of Slaydon Drive and both meet the minimum frontage of 35 feet.

*The commission may grant an exception to the minimum lot frontage requirements of this subsection by considering the development pattern of the area, any unique geographic, topographic, and environmental factors, and other relevant information.*

- d. *The current standards of all reviewing agencies are met.*  
All agencies have recommended approval or approval with conditions.
- e. *The proposed lots comply with any applicable special policy. If the property is also within Neighborhood Maintenance policy and the special policy was adopted to preserve community character, not create infill opportunities, then the standards of Section 3-5.2 also apply.*

Not applicable to this case.

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

Not applicable to this case.

### 3-5.5 *Infill Subdivision Frontage*

Not applicable to this case.

### 3-5.6 *Reasonable Conditions*

Not applicable to this case.

## 3-6 **Blocks**

The proposed extension of Slaydon Drive brings the full length of the roadway to approximately 1,200 feet. The subdivision regulations indicate that block lengths in residential areas shall not exceed 1,200 feet. The proposed extension terminates in a cul-de-sac, which is appropriate given the location of Ellington Parkway to the east would preclude future connections to the east. Road connections to the north would impact the environmental features on the site that are being set aside as natural open space.

## 3-7 **Improvements**

Construction plans for any required public or private improvements (stormwater facilities, water and sewer, public roads, etc.) will be reviewed with the final site plan.

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

The proposed subdivision includes an extension of Slaydon Drive that terminates in a cul-de-sac. A sidewalk is provided along the extended street.



## Metro Planning Commission Meeting of 9/12/24

### **3-9 Requirements for Streets**

The proposed subdivision includes an extension of Slaydon Drive that terminates in a cul-de-sac. All streets as shown on the concept plan meet the minimum requirements for a public street.

### **3-10 Requirements for Dedication, Reservations, or Improvements**

Right-of-way and easements for this project will be dedicated with final plat.

### **3-11 Inspections During Construction**

This section is applicable at the time of construction, which for this proposed subdivision, will occur only after issuance of a building permit approved by Metro Codes and all other reviewing agencies.

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

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

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

Not applicable. No private streets are proposed.

### **3-14 Drainage and Storm Sewers**

Drainage and storm sewer requirements are reviewed by Metro Stormwater. A note on the plan includes information regarding a variance from the Metropolitan Stormwater Management Committee (SWMC). Metro Stormwater has recommended approval with conditions.

### **3-15 Public Water Facilities**

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

### **3-16 Sewerage Facilities**

Metro Water Services has reviewed this proposed concept plan for sewer and has recommended approval with conditions.

### **3-17 Underground Utilities**

Utilities are required to be located underground whenever a new street is proposed. The concept plan notes all new utilities will be placed underground as required.

### **PLANNING STAFF COMMENTS – SUBDIVISION REGULATIONS**

Staff finds the proposed subdivision consistent with the intent of Chapter 3 of the Subdivision Regulations and the standards of the Metro Zoning Code. Additionally, the Subdivision meets all of the standards of a Conservation Development and achieves the purpose of creating lots on less environmentally sensitive areas of the site through flexibility in the lot sizes and design of subdivisions.



## **Metro Planning Commission Meeting of 9/12/24**

### **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 T4 NE (Urban Neighborhood Evolving). The goal of the T4 NE Policy is to maintain suburban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. The policy states that these areas will have higher densities and or smaller lot sizes, with a broader range and integrated mixture of housing types, providing housing choice, than some surrounding urban neighborhoods. Appropriate land uses in the T4 NE policy include single-family residential, one and two-family residential, multi-family residential, open space and institutional uses.

According to the T4 NE policy density is secondary to the form of development; however, these areas are meant to have moderate- to high- density with smaller lots and a more diverse mix of housing types than are typically found in T4 Urban Neighborhood Maintenance areas. The proposed concept plan creates residential lots on an environmentally burdened site using varying lot sizes.

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

#### **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.

#### **GREENWAYS RECOMMENDATION**

##### **Approve**

#### **STORMWATER RECOMMENDATION**

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

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

#### **NASHVILLE DOT RECOMMENDATION**

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

- Show on plat turn around at the end of Allenwood Drive along with future submittals.

#### **TRAFFIC AND PARKING RECOMMENDATION**

##### **Approve**



## **Metro Planning Commission Meeting of 9/12/24**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

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

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

1. Pursuant to 2-2.5.f of the Metro Subdivision Regulations, the approval a of concept plan shall be effective for four years from the date of Planning Commission approval to the recording of the final plat or a phase of the plat as described in Section 2-2.5.g.
2. Comply with all conditions and requirements of Metro reviewing agencies.
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. Prior to final plat approval, the approximately 0.28 acres remnant shall be platted. Without the platting of the remnant, a new concept plan including the remnant will be required.
5. With the final site plan, continue to work with Planning staff to provide appropriate sidewalk connection to the greenway.
6. The clearing, grading, and disturbance of natural open space shall be prohibited, unless otherwise identified in the concept plan. Minor changes may be allowed during review of the final based on engineering and construction plans. However, if the amount of open space is reduced, the lots may need to increase in size per the requirements of the Conservation Development standards.
7. Bulk standards/final lot count may change as a result of meeting requirements of Metro reviewing agencies. The number of lots shown is the maximum allowed. Reductions may be necessary on the final site plan.

### **RECOMMENDED ACTION**

Motion to approve proposed subdivision Case No. 2023S-112-002 with conditions based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.

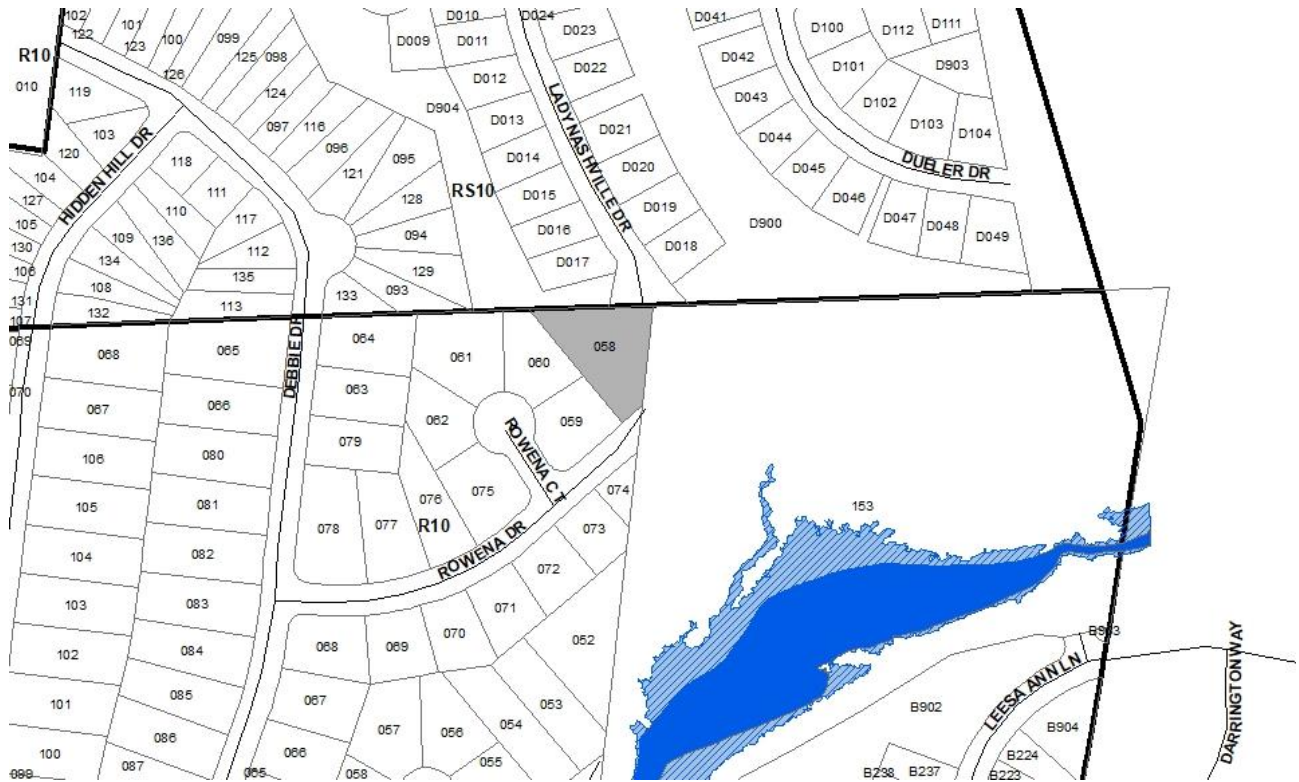


**SEE NEXT PAGE**





# Metro Planning Commission Meeting of 9/12/24



## 2024S-102-001

RESERVED PARCEL 58, PLAN OF HIDDEN HILL

Map 076-01, Parcel(s) 058

14, Donelson – Hermitage – Old Hickory

11 (Jeff Eslick)



## Metro Planning Commission Meeting of 9/12/24

**Item #16**

**Project Name**

**Council District**

**School District**

**Requested by**

**Final Plat 2024S-102-001**

**Reserved Parcel 58, Plan of Hidden Hill**

11 – Eslick

04 – Nabaa-McKinney

Patrick Coode and Company LLC, applicant; XE Development Company LLC, owner.

**Staff Reviewer**

Swaggart

**Staff Recommendation**

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

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### **APPLICANT REQUEST**

**Request for final plat approval to remove the reserve parcel status.**

#### Final Plat

A request for final plat approval to remove the reserve status and create one lot on property located at 5020 Rowena Drive, at the terminus of Rowena Drive, zoned One and Two-Family Residential (R10) (0.48 acres).

### **STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 9/12/24



**2024Z-095PR-001**  
Map 051-04, Parcel(s) 092-093  
04, Madison  
09 (Tonya Hancock)



## Metro Planning Commission Meeting of 9/12/24

**Item #17**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2024Z-095PR-001**  
09 – Hancock  
03 – Masters  
Notion Advisory LLC, applicant; Charles Williamson, owner.

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

Shane  
*Approve.*

### **APPLICANT REQUEST**

**Zone change from OR20 to MUL-A.**

#### Zone Change

A request to rezone from Office/Residential (OR20) to Mixed Use Limited-Alternative (MUL-A) zoning for properties located at 117 Neelys Bend Road, 400 feet east of Gallatin Pike (0.38 acres).

#### **Existing Zoning**

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. OR20 would permit a maximum of 13 units.

#### **Proposed Zoning**

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

### **MADISON COMMUNITY PLAN**

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

### **ANALYSIS**

The application consists of two parcels (Map 051-04, Parcels 092 and 093) totaling 0.38 acres in size and located on the north side of Neelys Bend Road, directly east of a Walgreens that fronts Gallatin Pike (zoned CS). The property currently contains a single-family home. Adjacent uses to the north and east consist of single-family homes zoned OR20. To the south across Neelys Bend Road are single-family homes (zoned RS7.5), a church (zoned OR20), and the intersection of Argle Avenue.

The application proposes to rezone the property from OR20 to MUL-A. The property is within the T4 Mixed Use Neighborhood (T4 MU) policy area. T4 MU policy is intended to create mixed-use neighborhoods with moderate to high levels of density, along with diverse commercial offerings in an urban form. One of the stated goals of the policy is to create high levels of connectivity, especially near mass transit. The property is approximately 360 feet from the Gallatin Pike WeGo Route No. 56, a frequent (BRT Lite) bus line.



## Metro Planning Commission Meeting of 9/12/24

The site is directly adjacent to properties in the Urban Community Center (T4 CC) policy, a higher intensity policy area present along Gallatin Pike and to the south (west of Argle Avenue), rather than interior to the block, which features an established single-family character to the east. The site is located on the western edge of a T4 MU policy area located between the T4 CC areas present along the corridor and properties in the Urban Neighborhood Maintenance (T4 NM) policy, located further to the east. Allowing a more intense mix of uses and/or residential density at this location would support the adopted policy goals for the site and support existing transit provision, and the proposed Alternative (-A) district standards would ensure that future development on the site has an urban form, consistent with the policy guidance. Staff would note that the proposed MUL-A zoning district is the most intense mixed use zoning district supported by the policy, and that the proposed zoning intensity supported at this site may not be appropriate further to the east, closer to the T4 NM policy area.

### FIRE RECOMMENDATION

#### Approve

Maximum Uses in Existing Zoning District: **OR20**

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)	0.19	20 D	4 U	20	1	2

Maximum Uses in Existing Zoning District: **OR20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.19	0.8	6,621 SF	76	33	8

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential 3-10 (221)	0.19	1.0 F	8 U	42	3	4

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.095	1.0 F	4,138 SF	156	3	16



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.095	1.0 F	4,138 SF	464	42	40

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+566	+14	+50

### **METRO SCHOOL BOARD REPORT**

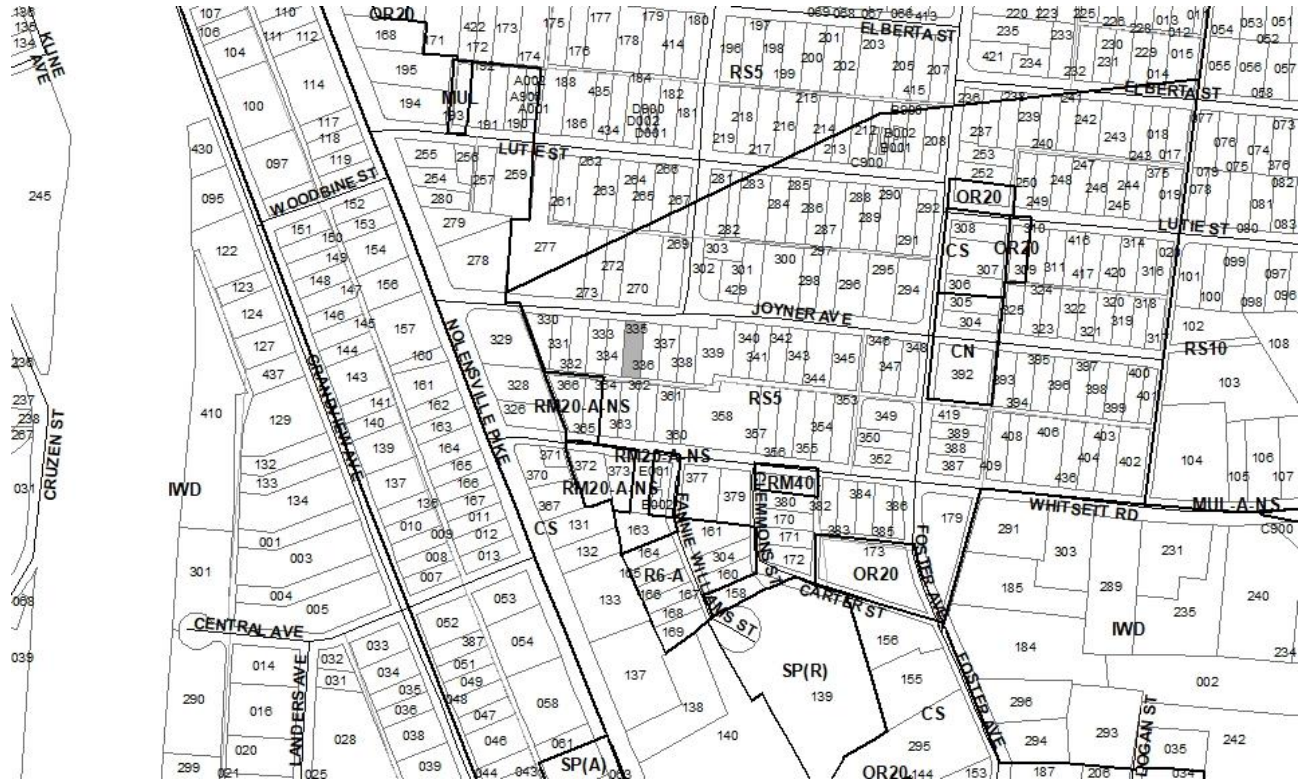
Given the mix of uses permitted by the existing OR20 zoning and the proposed MUL-A zoning districts, the number of residential units ultimately built on site may vary and an assumption as to impact at this point is premature. School students generated by future development would attend Stratton Elementary School, Madison Middle School, and Hunters Lane High School. Stratton Elementary School and Hunters Lane High School are at capacity while Madison Middle School is exceedingly under capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

Staff recommends approval.



# Metro Planning Commission Meeting of 9/12/24



**2024Z-096PR-001**  
 Map 119-05 Parcel(s) 335  
 11, South Nashville  
 16 (Ginny Welsch)



## Metro Planning Commission Meeting of 9/12/24

**Item #18**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2024Z-096PR-001**  
16 – Welsch  
07 – Player  
The L&L Flooring Company, applicant; The Flooring  
Guys III, owner.

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

Schenk  
*Approve.*

### **APPLICANT REQUEST**

#### **Zone change from RS5 to R6-A.**

#### Zone Change

A request to rezone from Single-Family Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 305 Joyner Avenue, approximately 450 feet east of Nolensville Pike (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.*

### **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, approximately 0.17-acre parcel, located at 305 Joyner Avenue, approximately 450 feet east of Nolensville Pike. The parcel has been zoned Single Family





## Metro Planning Commission Meeting of 9/12/24

Residential (RS5) since 2004 and contains a single-story single-family residential use. The surrounding parcels are zoned Single-Family Residential (RS5), with Multi-Family Residential-Alternative-No STRP (RM20-A-NS) zoning in the immediate area. Land uses of the surrounding parcels include single-family residential and two-family residential uses. The subject parcel has frontage along Joyner Avenue, which is classified as a local street, and has as access via improved Alley #1879 at the rear of the parcel.

The site is located within an Urban Neighborhood Evolving (T4 NE) policy which is intended to create and enhance urban residential neighborhoods and provide more housing choices. The T4 NE policy is intended to support moderate to high density residential development. Based on the approximate acreage of the site, the proposed R6-A zoning may allow for up to one duplex lot for a total of two units. The site has access via an improved alley at the rear and is located within a half of a mile of a WeGo bus stop, which contributes to supporting additional density. 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 Joyner Avenue. Based on the context of this site, staff finds the proposed R6-A zoning to be consistent with the policy goals for the 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	8.71 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	7.26 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**



## **Metro Planning Commission Meeting of 9/12/24**

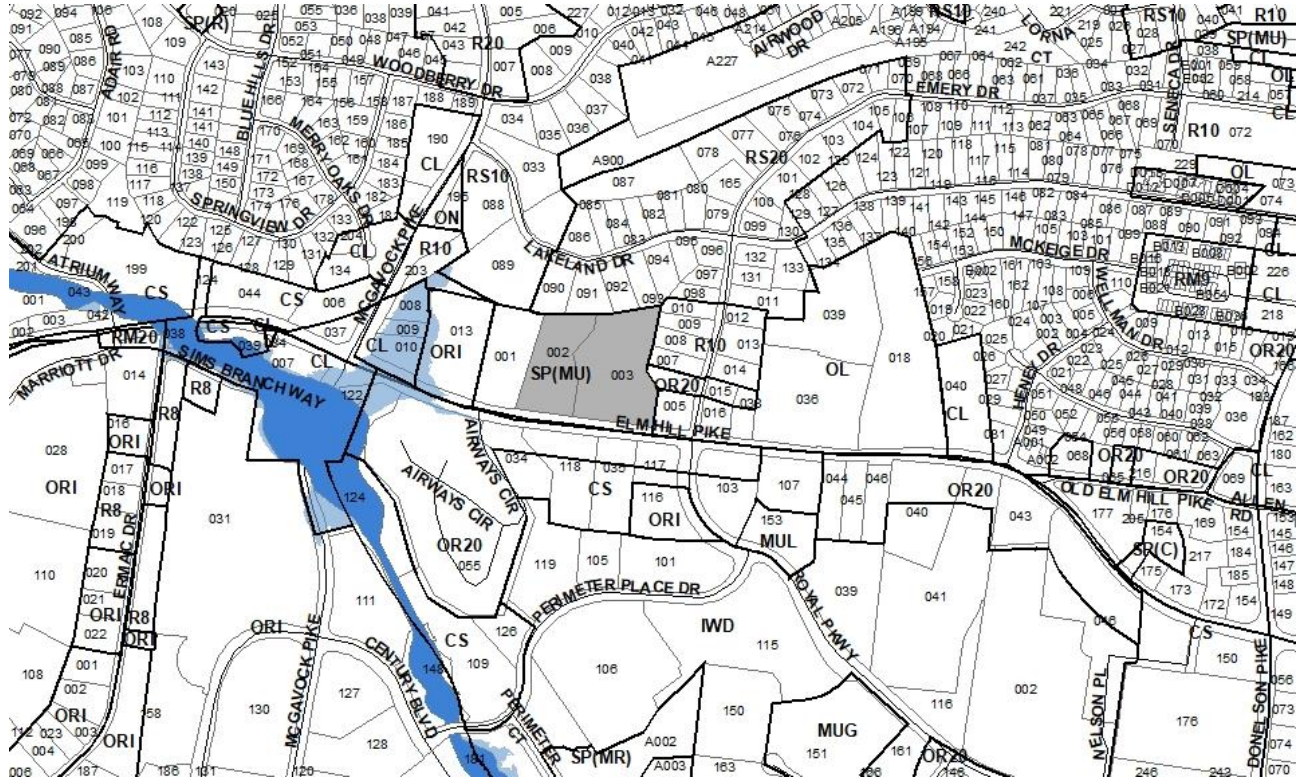
The proposed R6-A zoning is not expected to generate any additional students beyond the existing RS5 zoning. Students would attend John B. Whitsett Elementary School, Cameron College Preparatory Middle School, and Glenclyff High School. John B. Whitsett Elementary School and Glenclyff High School are identified as overcapacity, while Cameron College Preparatory Middle School is identified as under capacity. This information is based on the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

Staff recommends approval.



# Metro Planning Commission Meeting of 9/12/24



**2024Z-097PR-001**

Map 095-16, Parcel(s) 002-003

14, Donelson – Hermitage – Old Hickory

15 (Jeff Gregg)



## Metro Planning Commission Meeting of 9/12/24

**Item #19**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2024Z-097PR-001**  
15 – Gregg  
04 – Nabaa-McKinney  
Roberta Hicks Maupin, applicant; Henry H. Maupin, Jr &  
Roberta P. Maupin Rev Trt, owners.

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

Marton  
*Approve.*

### **APPLICANT REQUEST**

**Zone change from SP to RM20-A-NS.**

#### Zone Change

A request to rezone from Specific Plan (SP) to Multi-Family Residential-Alternative-No Short Term Rentals (RM20-A-NS) zoning for properties located at 2518 and 2522 Elm Hill Pike, approximately 195 feet west of Emery Drive (9 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 office and commercial uses and specifically excludes multi-family residential uses.

#### **Proposed Zoning**

Multi-Family Residential-Alternative-No Short-Term Rentals (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. *RM20-A-NS would permit a maximum of 180 units. The -NS designation prohibits Short-Term Rental Property – Owner Occupied and Short-Term Rental Property - Not Owner Occupied uses from the district.*

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

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

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



## **Metro Planning Commission Meeting of 9/12/24**

### **ANALYSIS**

The application consists of two parcels (Map 095-16, Parcel(s) 002-003) totaling 9 acres, located along the north side of Elm Hill Pike. The property has been zoned Specific Plan since 2007 and permits all uses of Office/Residential Intensive (ORI) with the exception of multi-family residential uses. The adjacent parcel to the west is also within the bounds of the SP, but not included in this rezoning request. A final site plan has never been submitted for the site and it currently consists of two single family residences. Surrounding properties are zoned ORI with a Commercial Planned Unit Development (PUD) Overlay, Single Family Residential (RS20), Office/Residential (OR20) and Commercial Service (CS). Surrounding uses include single-family residential, multi-family residential, office, and hotel.

The application proposes to rezone the property from SP to RM20-A-NS. The property is located within the District Employment Center (D EC) and Conservation (CO) policy areas. The D EC policy intends to enhance and create concentrations of employment that are often in a campus-like setting. A mixture of office and commercial uses are the primary uses in the policy area while retail, restaurants, services and medium to high density residential are also appropriate as secondary uses. The CO policy on the site is associated with steep slopes along the sites frontage and western boundaries.

The larger D EC area is bounded by I-40, Briley Parkway, Elm Hill Pike, and Donelson Pike and has primarily developed with office, warehouse/distribution, and hotel uses. The D EC area immediately surrounding the site is primarily developed with small office buildings and hotel uses. The site has its primary frontage along Elm Hill Pike, which is an arterial boulevard as identified in the Major and Collector Street Plan. The site is also within a 5-minute walk to a bus stop served by WeGo Route 18.

There is a balance that must be struck in Employment Centers between employment and supporting residential, and it is critical to ensure that the balance is not tipping too heavily to residential uses. Given the area's larger employment center is primarily built out with a mix of office and commercial uses, multi-family residential uses at the subject property could serve as a complementary use that is supportive of the primary function of D EC policy to provide intense concentrations of jobs. The -A designation will ensure that a multifamily development at the site will include a build to zone and a height maximum of 45 feet, which will provide a soft transition in height to the single-story homes in the T3 Neighborhood Maintenance policy to the north. The -NS designation will ensure that the development will provide long term housing by prohibiting Short Term Rental properties, which is appropriate given the site's adjacency to residential areas located to the north and east. Overall, the proposed RM20-A-NS district aligns with the goals of the D EC policy, allowing for a multifamily residential development that is supportive of the area's primary uses, and aligns with NashvilleNext to provide a mixture of housing choices near corridors and centers.

### **FIRE RECOMMENDATION**

**Approve**



## Metro Planning Commission Meeting of 9/12/24

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	9.0	-	392,040 SF	3,993	395	417

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)	9.0	20 D	180 U	979	61	78

Traffic changes between maximum: **SP 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	-3,014	-334	-339

### **METRO SCHOOL BOARD REPORT**

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

**Projected student generation proposed RM20-A-NS district: 20 Elementary 9 Middle 11 High**

The proposed RM20-A-NS zoning is expected to generate 40 more additional students than the existing SP zoning. Students would attend McGavock Elementary School, Two Rivers Middle School, and McGavock High School. McGavock Elementary and McGavock High School are identified as at capacity while Two Rivers 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.