

Metropolitan Planning Commission



Staff Reports

September 26, 2024



Metro Planning Commission Meeting of 9/26/24

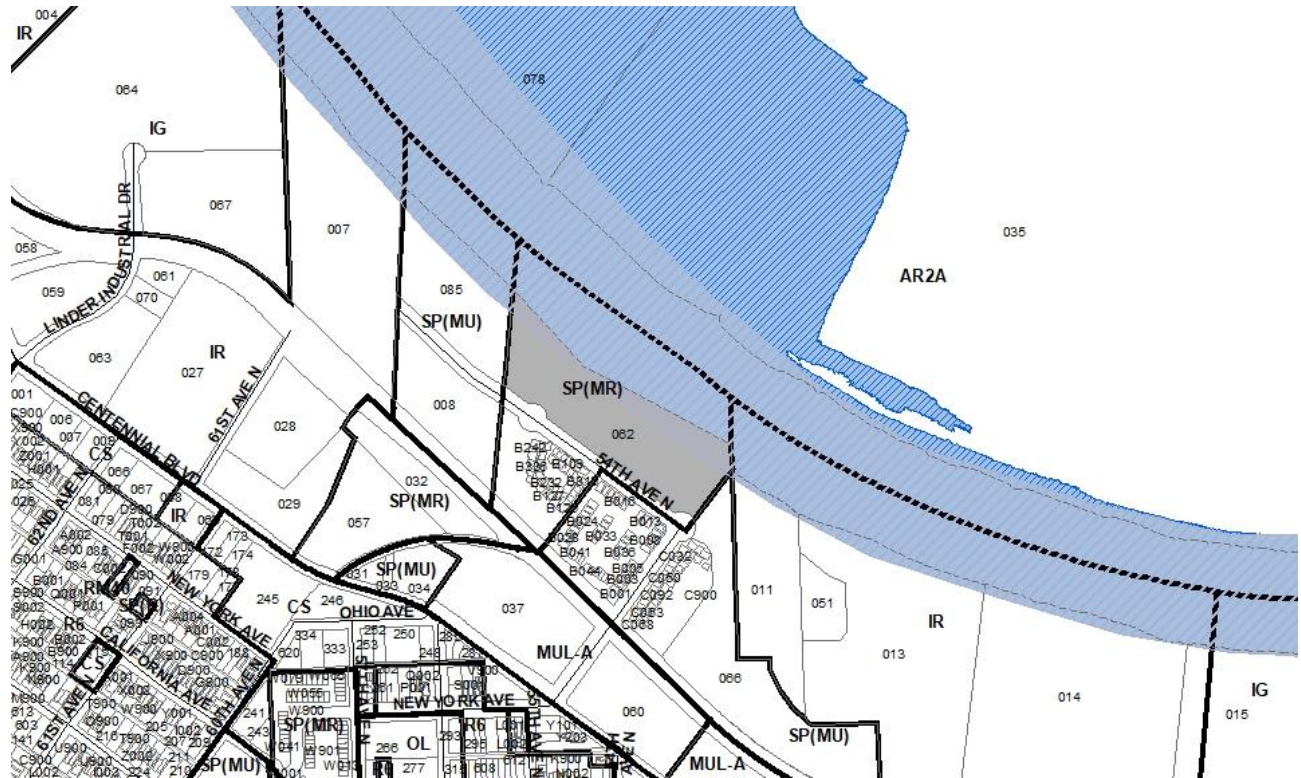
Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



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2016SP-019-007

R MANUEL CENTENNIAL (AMENDMENT)

Map 091, Parcel(s) 062

07, West Nashville

20 (Rollin Horton)



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Item #1	Specific Plan 2016SP-019-007
Project Name	R Manuel Centennial (Amendment)
Council District	20 – Horton
School District	05 – Buggs
Requested by	Barge Cauthen and Associates, applicant; R Manuel Centennial GP, owner.

Deferrals This item was deferred at the July 25, 2024, August 8, 2024, August 22, 2024, and September 12, 2024, Planning Commission meetings. No public hearing was held.

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

APPLICANT REQUEST
Amend a Specific Plan.

Preliminary Specific Plan Amendment

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

Existing Zoning

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

WEST NASHVILLE COMMUNITY PLAN

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

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.

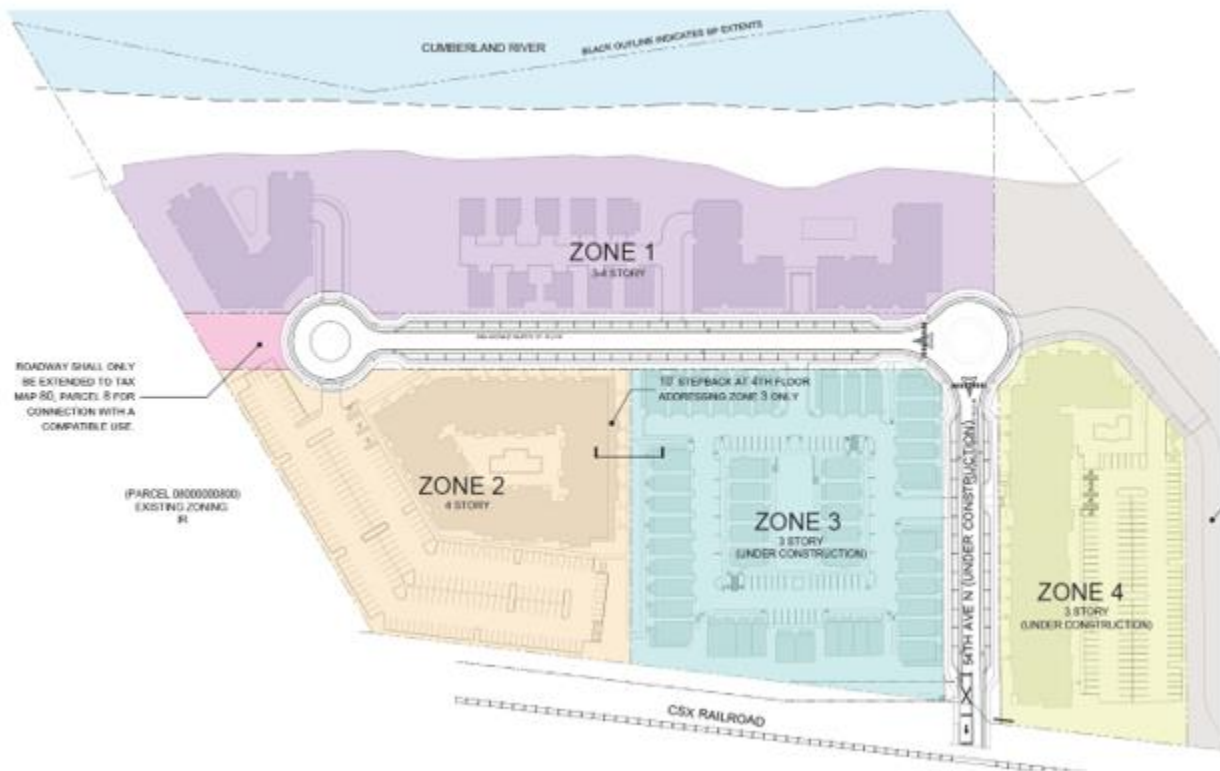


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REQUEST DETAILS

This is a request to amend the R Manuel Centennial SP located on 54th Avenue North. This SP originally approved a 27.87-acre development consisting of five zones. Zones 1-4 are site plan based with form guidelines and use tables, with Zone 5 being a regulatory SP with design standards. The preliminary SP approved a maximum of 394 multi-family units. An amendment was recommended for approval by the Metro Planning Commission on September 12, 2019, that increased the maximum height of Zones 1 and 2 to four stories in 60 feet and increased the unit count in Zone 2 from 32 units to 169 units. The 2019 amendment was adopted by Metro Council on November 22, 2019.

The adopted 2019 amendment, which is the current SP in effect, identifies Zone 1 with 192 units comprised of detached units and stacked flats, and a maximum height of four stories in 60 feet. The stacked flats buildings bookend the zone on the western and eastern ends, with the detached units in the center. The overall unit count of the amended SP is 513.

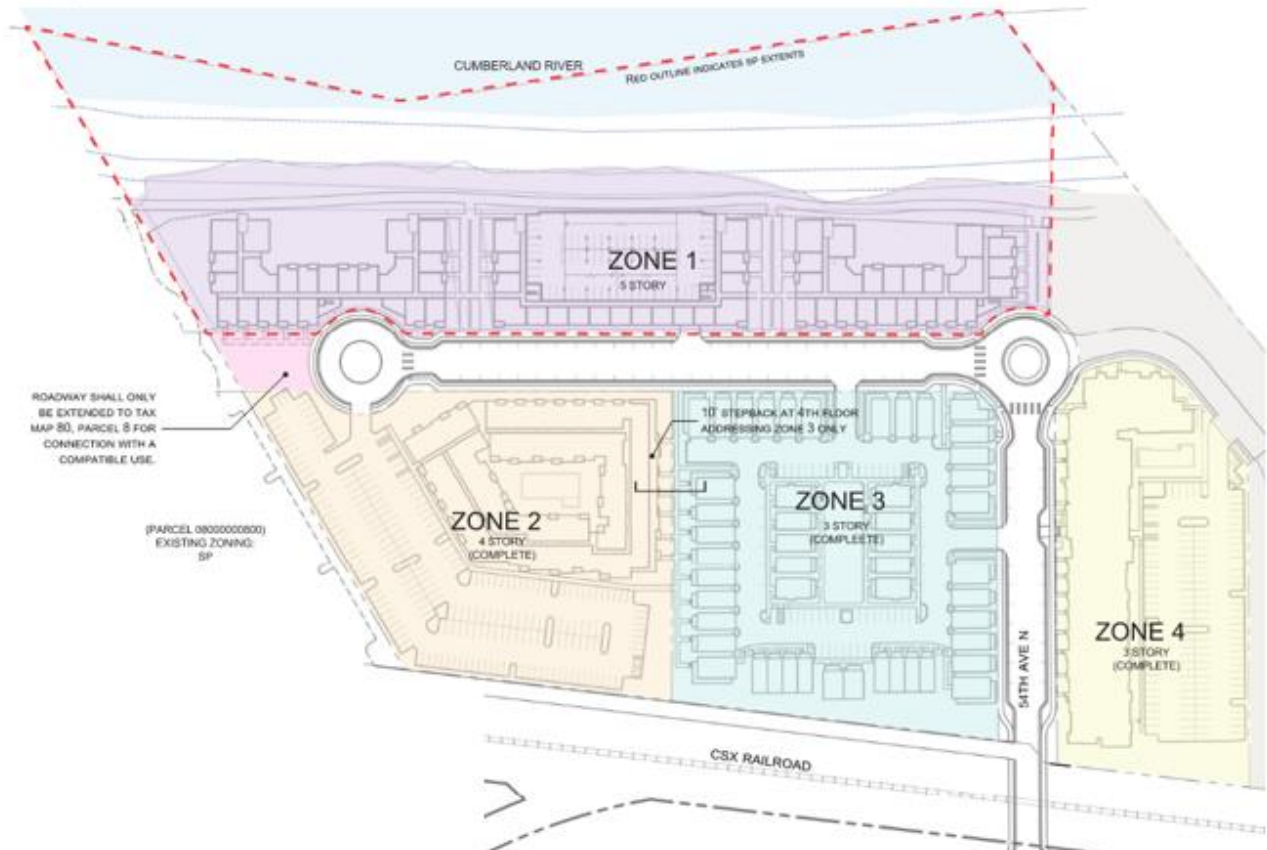


Previous SP Amendment (Case No. 2016SP-019-004)

The currently proposed amendment seeks to modify Zone 1 to increase the permitted height to five stories in 70 feet and the maximum permitted multi-family residential units within this zone to 320. Development of all other zones except Zone 5 is complete.



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Proposed SP Amendment Site Plan

Site Plan

The proposed amendment increases the unit count entitlement for Zone 1 to 320 and the maximum height to five stories in 70 feet and will result in 641 total units in Zones 1 through 4. The proposed amendment removes the detached units from the plan, making stacked flats the only built form proposed in Zone 1. The central residential structure will wrap a parking deck that will not be visible from public street ROW. The outer two structures will wrap courtyards and bioretention areas that will open towards the Cumberland River to the north. The parking garage will be screened with architectural cladding featuring openings that match the proportions, size, and spacing of the openings on the exterior of the habitable portions of the building.

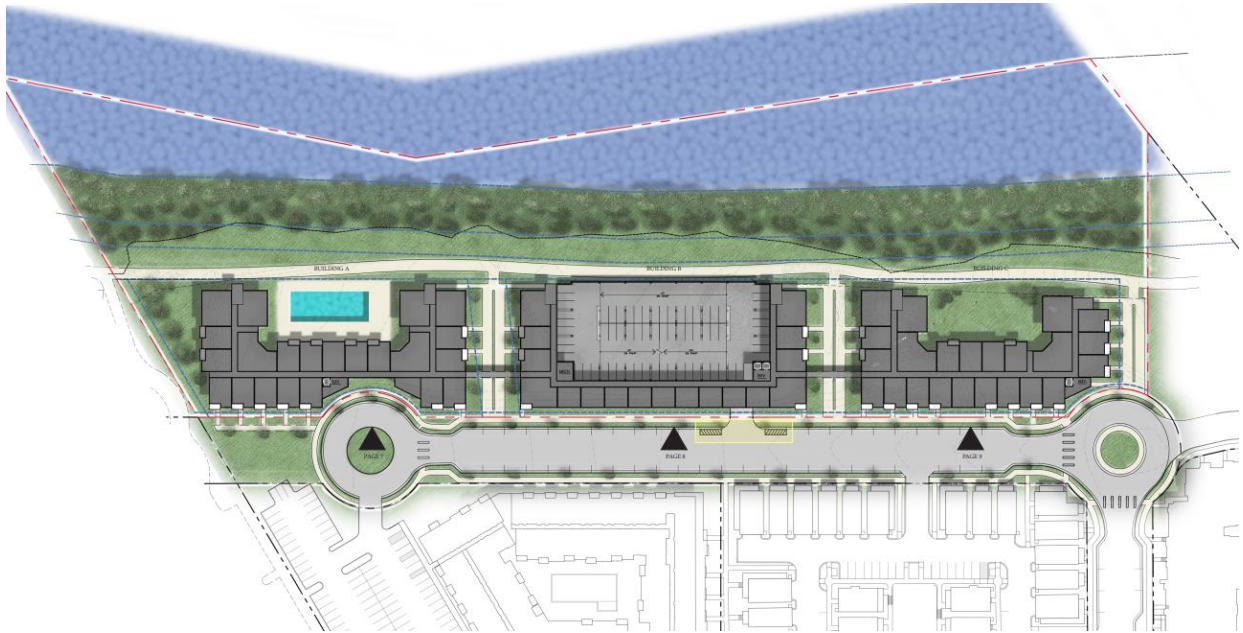
Skybridges will connect the three main structures of the proposed stacked flats complex, which will allow for pedestrian traffic, light, and air to circulate through the zone. The proposed greenway dedication along the river in the rear of the zone remains unchanged, as do the SP's proposed buffer yard plantings. The pass-throughs between the three buildings will allow access to the greenway area along the river, as will a new sidewalk connection from the existing roundabout on the southeastern edge of the zone.

The approved SP showed the extension of 54th Avenue North ending in a cul-de-sac, with dedications proposed to allow connections to the northwest. Since the adjacent Modera Nations SP (Case No. 2022SP-048-001) has developed, the road has been extended to the Modera property to



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the west. Staff has added a condition for the extended road condition to be reflected on a corrected copy of the plan.



Proposed Zone 1



1 BUILDING A - NORTH ELEVATION
1/16" = 1'-0"

Partial Proposed Elevation fronting 54th Avenue North



1 BUILDING B - NORTH ELEVATION
1/16" = 1'-0"

Proposed Elevations Screening the Parking Garage along the Greenway



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ANALYSIS

The request to change the built form and increase the maximum height and unit count allowed in Zone 1 is consistent with the original goals of the SP to support infill development and to provide a range of housing choices. The increased height will allow more housing provision and will still be appropriate in the context of the surrounding area because the property is adjacent to the Cumberland River and heavy industry. The increased pedestrian flow through the site and to the proposed greenway will encourage access to amenity areas, and the breaking up of the site's buildings via the skybridges will keep the large building from seeming monolithic.

The proposed design of Zone 1 and how it interacts with the remainder of the SP and with the right-of-way is consistent with the planning goals of the original approval. The amendments are consistent with the T4 MU policy on the site which calls for moderate- to high-density residential development and heights of up to five stories. Staff would note, however, that further amendments that increase density may not be supportable until another means of public ingress and egress is provided for the area.

FIRE MARSHAL RECOMMENDATION

Approve

PARKS AND GREENWAYS RECOMMENDATION

Approve with conditions

- A Conservation Greenway Easement shall extend over the entire extent of the greenway trail. The existing greenway easement may need to be revised to reflect the final site plan application.
- Consolidate pedestrian access point from units so that there is only one greenway connection per building façade.
- Provide a minimum 5' separation between any buildings and the greenway.
- Design and construction documents for the greenway will be required with final site plan application.
- The Conservation Greenway Easement must be dedicated and memorialized in a Metro Parks' Conservation Greenway Easement Agreement, with two exhibits: a legal description and a boundary survey of the easement, all of which must be provided prior to approval of the first final site plan application.
- Greenway trail width to be 14' with a minimum 2' shoulder per side.
- Trail design and construction must comply with ADA standards and approved by Metro General Services ADA staff prior to Use and Occupancy permit.
- 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.
- No obstructions will be in a greenway easement, unless approved by Metro Parks staff, including, but not limited to site furniture, signage, and lighting.
- Maintenance of improvements within Greenway Conservation Easement to be performed by Applicant unless other agreement between Parks and the applicant/owner is formalized in a recorded agreement.



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STORMWATER RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT ROADS RECOMMENDATION

Approve with conditions

Prior to first final SP approval

- With the final: Callout the following per NDOT ST- detail sections: access and ADA ramps, sidewalks, curb & gutter.
- All ROW frontages shall adhere to the Major Collector Street Plan (MCSP). Dedicate ROW along all frontages to accommodate MCSP requirements. Provide call outs on final site plan for MCSP requirements.
- Show 'Now Entering Private Drive' signage where applicable off public roads into site. Provide internal stop control at private or public intersections. Where there may be potential vehicular or pedestrian sight distance issues, provide stopping sight distance exhibits at any relevant intersections and accesses. Provide adequate sight distance spacing at all access ramps and public streets with on-street parking.
- Dimension ROW pavement widths for clarity.
- Provide a loading/unloading and waste plan for each aspect/phase of the total development.
- Provide any truck turning movements relevant to loading/unloading waste plan activities.
- Note: A private hauler will be required for site waste/recycle disposal.
- Comply w/ NDOT traffic comments.
- Additional paving and/or mill & overlay may be required along 54th Avenue North to cover any road damaged during construction and utility work.

NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- The applicant shall continue to coordinate with NDOT on appropriate traffic control at the intersection of 54th Ave N & Centennial Blvd. If the appropriate traffic control measure is determined, the applicant may be required to provide an appropriate contribution towards the future operations of the intersection.
- At the intersection of 51st Ave N & Centennial Blvd, the intersection shall be converted from free running to time-of-day plan isolated during the PM peak hour. A cross walk shall also be striped in on the Eastern leg of the intersection.
- At the site access on 54th Ave N, there shall be no on-street parking within 30' of the proposed driveway location to improve sight visibility.
- The applicant shall comply with the Fire Marshal on any emergency access requirements.
- Parking for this development shall be shown per metro code, which includes bicycle parking/storage.
- The applicant shall comply with Greenway requirements for the greenway extension provided along the Cumberland River.
- The applicant shall comply with all previous conditions associated with 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



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approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

WATER SERVICES RECOMMENDATION

Approve with conditions

- MWS recommends approval, on the following conditions: Approval does not apply to private water and sewer line design. Plans for these must be submitted and approved through a separate review process with Metro Water Permits before their construction may begin. A minimum of 30% of W&S Capacity must be paid before issuance of building permits. (Water & Sewer Capacity Fee Permit No's. T2024023638 & T2024023642).

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	8.1	23.7 D	192 U	1,045	65	83

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	8.1	39.5 D	320 U	1,742	107	136

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+128	+697	+42	+53

METRO SCHOOL BOARD REPORT

Projected student generation existing SP-MR district: 7 Elementary 3 Middle 4 High
Projected student generation proposed SP-MR district: 12 Elementary 5 Middle 7 High

The proposed SP-MR zoning is expected to generate 10 more students than the existing SP-MR zoning district. Students would attend Cockrill Elementary School, McKissack Middle School, and Pearl-Cohn High School. All three schools are identified as having capacity for additional students. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.



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CONDITIONS

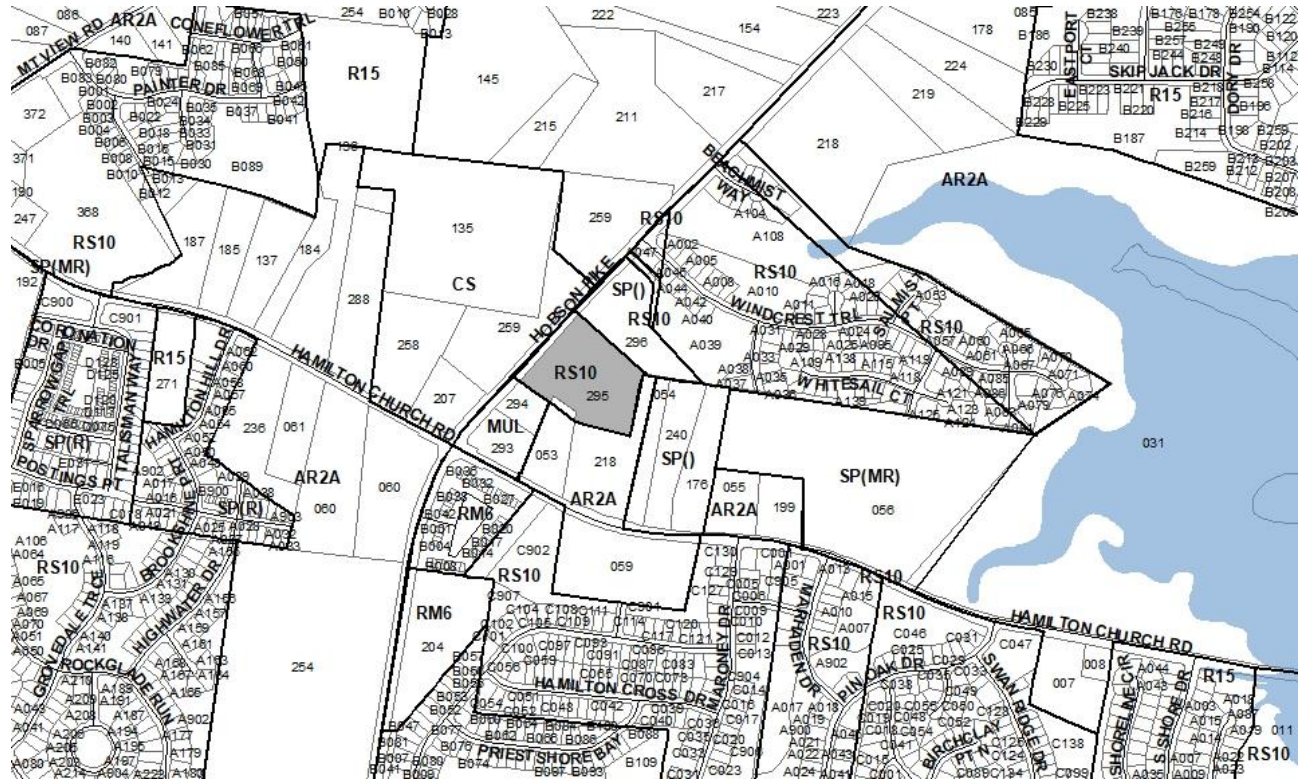
1. Permitted uses shall be limited to a maximum of 320 multi-family units in Zone 1. Short term rental property owner-occupied and short term rental property not-owner-occupied shall be prohibited from the entire development.
2. This amendment does not apply to Zones 2, 3, 4, or 5. All standards and permitted uses of Zones 3, 4, and 5 are as per BL2016-290 and BL2019-25.
3. Add a note to the corrected copy: Residential uses are not permitted in Zone 5.
4. On the corrected copy, add the total number of residential units permitted throughout the entire SP.
5. Metal screening at garage openings to be of a high-quality material and durability, as well as visually compatible with the surrounding masonry.
6. On the corrected copy, remove this note: "Roadway shall only be extended to Tax Map 80, Parcel 8 for connection with a compatible use." Indicate that the road has now been constructed to connect to the adjacent development.
7. No master permit/HPR shall be recorded prior to final SP approval.
8. Final plat may be required prior to permitting.
9. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
10. 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.
11. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
12. Comply with all conditions and requirements of Metro reviewing agencies.
13. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the MUL-A-NS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
14. 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.
15. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



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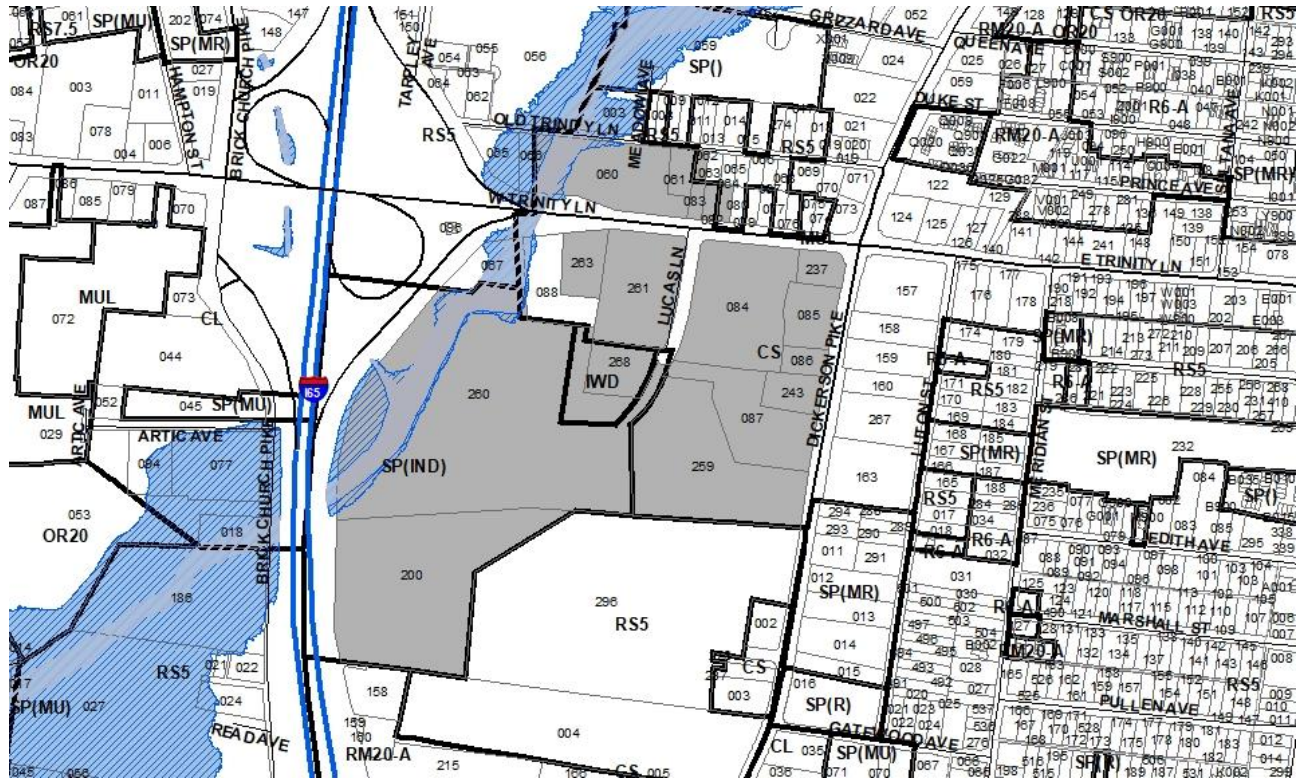
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2021SP-057-001
MARINA GROVE
Map 164, Parcel(s) 295
13, Antioch – Priest Lake
08 (Deonté Harrell)



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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 (Kyonzte Toombs)



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Item #3	Specific Plan 2024SP-015-001
Project Name	Talbot's Corner
Council District	02 - Toombs
School District	01 – Gentry
Requested by	Barge Design Solutions, applicant; various owners.

Deferrals This item was deferred at the July 25, 2024, August 8, 2024, August 22, 2024, and September 12, 2024, Planning Commission meetings. No public hearing was held.

Staff Reviewer	Shane
Staff Recommendation	<i>Defer to the October 24, 2024, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit a mixed-use development.

Preliminary SP

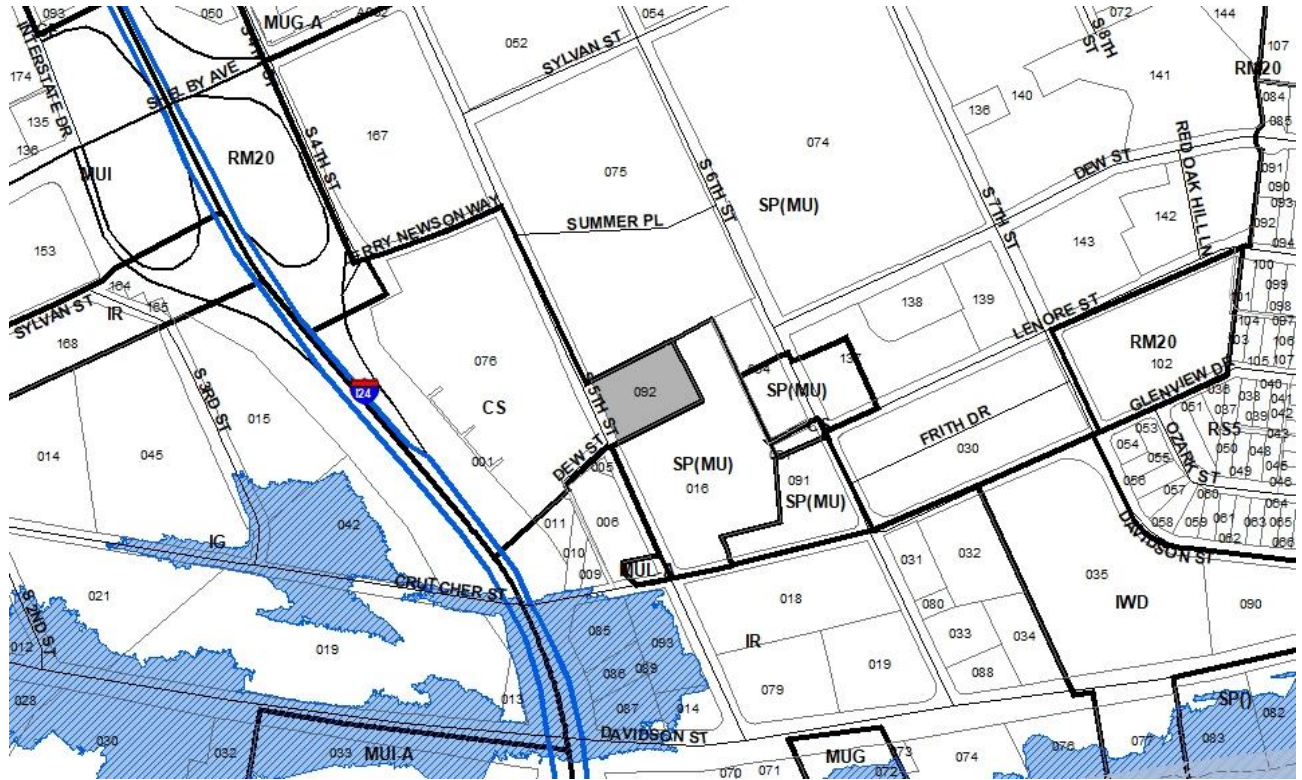
A request to rezone from Commercial Service (CS), Industrial Warehousing/Distribution (IWD), Specific Plan (SP) and Single-Family Residential (RS5) to Specific Plan (SP) for various properties along Dickerson Pike and West Trinity Lane, at the southwest corner of West Trinity Lane and Dickerson Pike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

STAFF RECOMMENDATION

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



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



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Item #4	Specific Plan 2024SP-016-001
Project Name	751 S. 5th Street
Council District	06 – Capp
School District	01 – Gentry
Requested by	Dream Capital Management LLC, applicant; Professional Services Industries, Inc., owner.

Deferrals This item was deferred from the May 9, 2024, May 23, 2024, June 13, 2024, June 27, 2024, July 25, 2024, August 8, 2024, August 22, 2024, and September 12, 2024, Planning Commission meetings. No public hearing was held.

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

APPLICANT REQUEST

Preliminary SP to permit 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

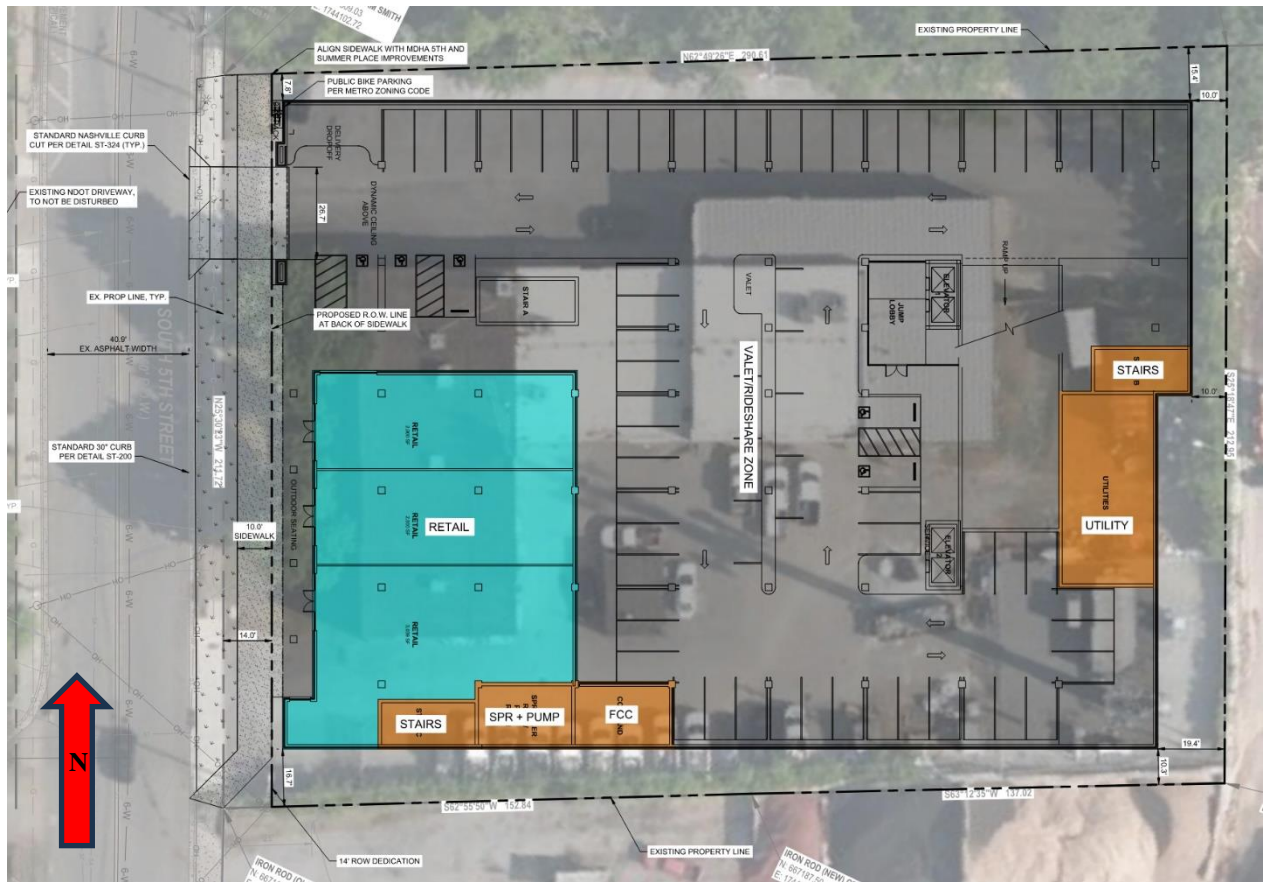
The approximately 1.41-acre site is located on the east side of S. 5th Street in East Nashville. The property is developed and contains one light industrial building, associated parking, and a telecommunications tower. Metro NDOT offices are located on the opposite side of S. 5th Street. MDHA properties,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

Site Plan

The plan proposes a mixed-use building with a maximum of 265 hotel rooms and up to 8,000 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



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Proposed Preliminary Site Plan



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within 95 feet. The build-to-zone is 0-15 feet. The plan includes elevations for all building facades.

Commercial space is located at street level along S. 5th Street. The proposed mixed-use building has garage parking and access into the garage is from a single drive off of S. 5th Street. The number of parking spaces required is per Metro Zoning. The plan includes a 14' wide right-of-way dedication along the S. 5th 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. 5th 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.



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NASHVILLE DOT RECOMMENDATION

Approve with conditions

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



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architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.

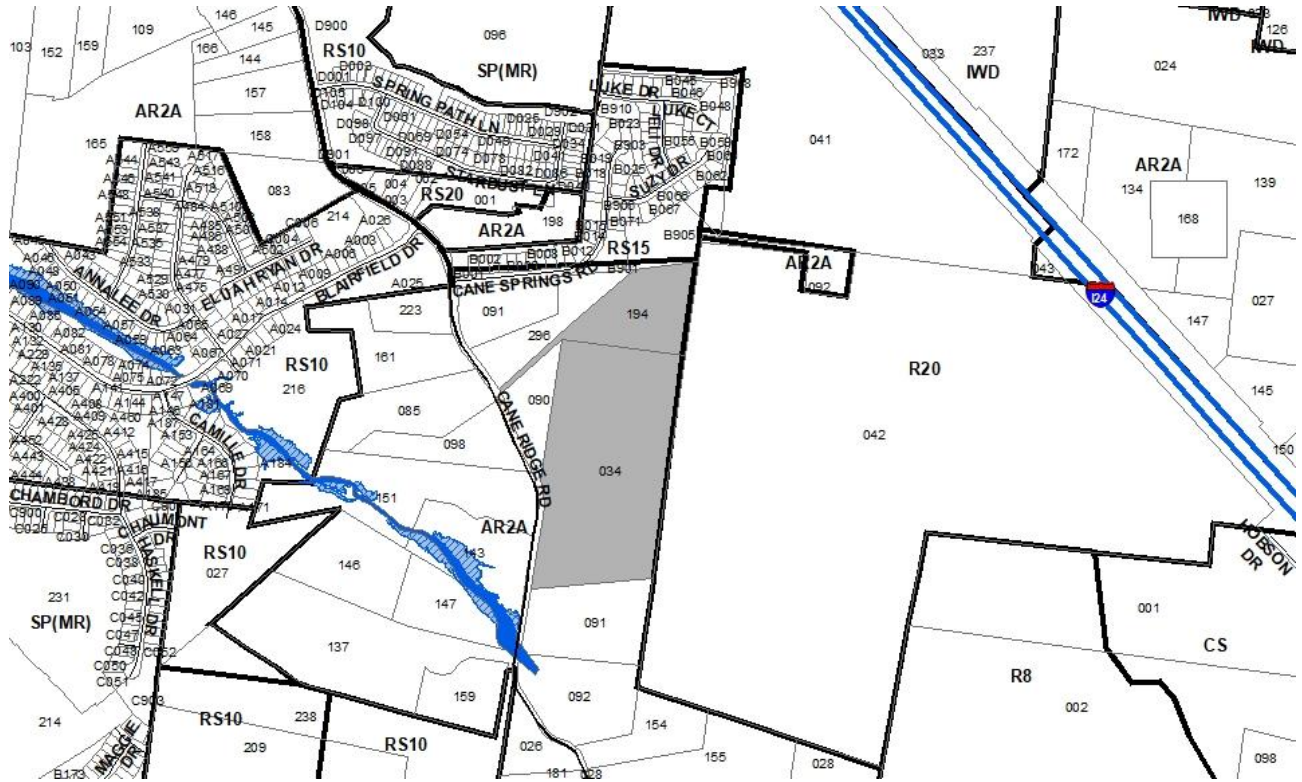
7. Comply with all conditions and requirements of Metro reviewing agencies.
8. A corrected copy of the preliminary SP plan, incorporating any conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the 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.



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



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environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

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. There is an existing access drive that runs along the northern boundary, extending beyond the site to the northeast to an offsite Metro Water facility.

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. The northernmost cul-de-sac includes a driveway ramp and emergency access gate to access the emergency access drive at the northernmost point of the site. To provide possible future roadway connectivity, the plan identifies future right-of-way dedication beyond the northernmost cul-de-sac to the property line. Staff has included a condition of approval to update



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the right-of-way dedication to a reservation, given the presence of the access drive which is a Metro Water Services easement.

ANALYSIS

The two primary policies on the site are T3 Suburban Neighborhood Evolving (T3 NE) and Conservation (CO). 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 runs along the southern property boundary. The site also contains a small portion of the T3 Suburban Neighborhood Center (T3 NC) policy area along the Cane Ridge Road frontage.

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. Although the SP includes residential uses only, the plan includes streetscape improvements along Cane Ridge Road which is consistent with the T3 NC policy to provide well-connected street networks and sidewalks. Given that the majority of the site is in the T3 NE and CO policies, staff finds that the preservation of open space at the front of the site to be appropriate. Overall, 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



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- Final construction 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.

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.
- A second gate outfitted with a Knox Key (MFD) will be installed at the emergency exit. This gate is to remain closed to all but authorized personnel.
- First gate at Cane Ridge to be retrofitted with a Knox Key (MFD). This gate to remain closed to all but authorized personnel.
- Either entrance, drive or associated appurtenances will not be used for anything other than an emergency exit.
- A Memorandum of Understanding (MOU) regarding the maintenance, provisions, operation, and other of drive, gates, keys, and other shall be in place prior to final technical approval.

Maximum Uses in Existing Zoning District: **AR2A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	39.27	0.5 D	24 U	280	21	26

*Based on two-family lots



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	-	-	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.

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.



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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.
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.



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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 9/26/24

Item #6	Specific Plan 2024SP-030-001
Project Name	1202 McGavock Pike & 1201 Keller Ave
Council District	07 – Benedict
School District	03 – Masters
Requested by	Fulmer Lucas, applicant; Ali Shahosseini and O.I.C. 1202 McGavock Pike Townhomes, owners.

Deferrals	This item was deferred at the August 8, 2024, August 22, 2024, and September 12, 2024, Planning Commission meetings. No public hearing was held.
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Staff Reviewer	Konigstein
Staff Recommendation	<i>Defer to the October 24, 2024, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit a multi-family residential development.

Preliminary SP

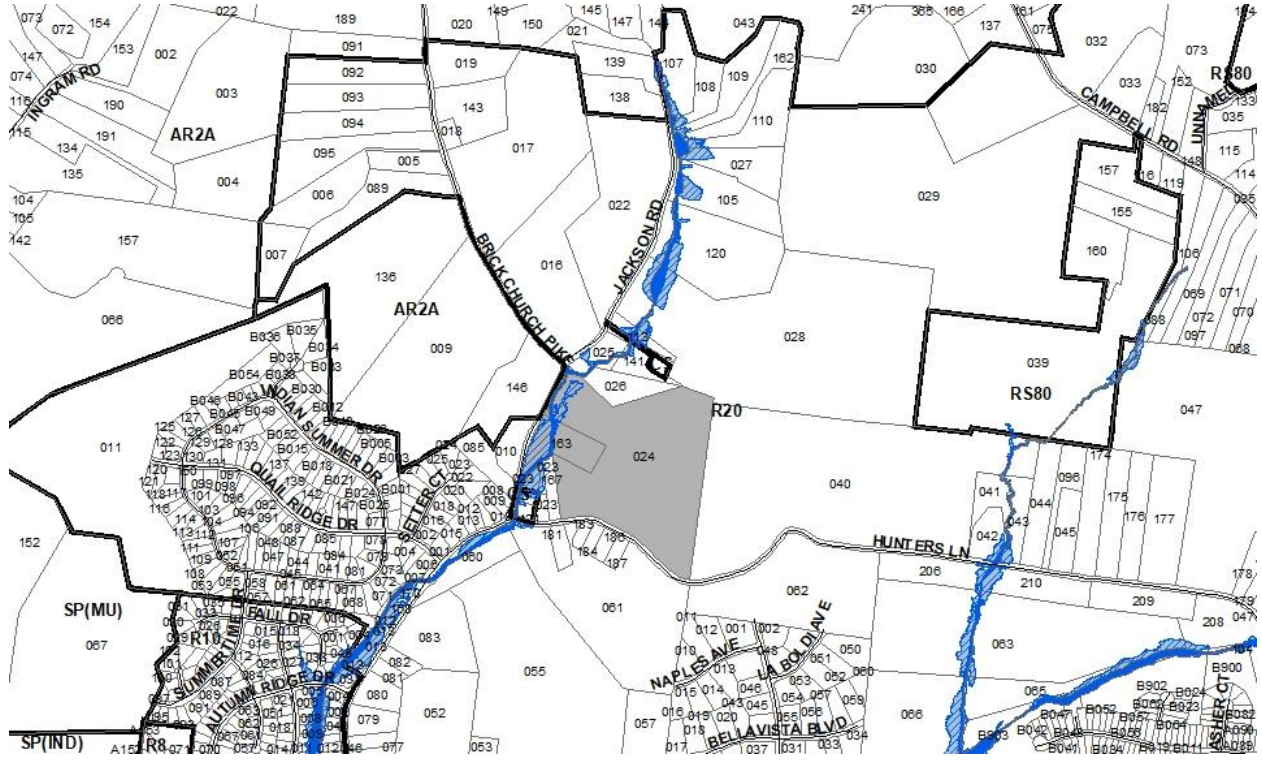
A request to rezone from One and Two-Family Residential (R6) and One and Two-Family Residential (R8) to Specific Plan (SP) zoning for properties located at 1201 Keller Avenue and 1202 A, B, and C McGavock Pike, approximately 130 feet east of Bronte Avenue, (0.86 acres), to permit eight multi-family residential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

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 9/26/24



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 9/26/24

Item #7	Final Plat 2024S-084-001
Project Name	Final Plat of the Steinback Property
Council District	03 – Gamble
School District	03 – Masters
Requested by	Stivers Land Surveying, applicant; Eric Steinback, owner.

Deferrals This item was deferred at the August 8, 2024, August 22, 2024, and September 12, 2024, Planning Commission meetings. No public hearing was held.

Staff Reviewer	Shane
Staff Recommendation	<i>Defer to the October 24, 2024, Planning Commission meeting.</i>

APPLICANT REQUEST

Request for final plat approval to create two lots.

Final Plat

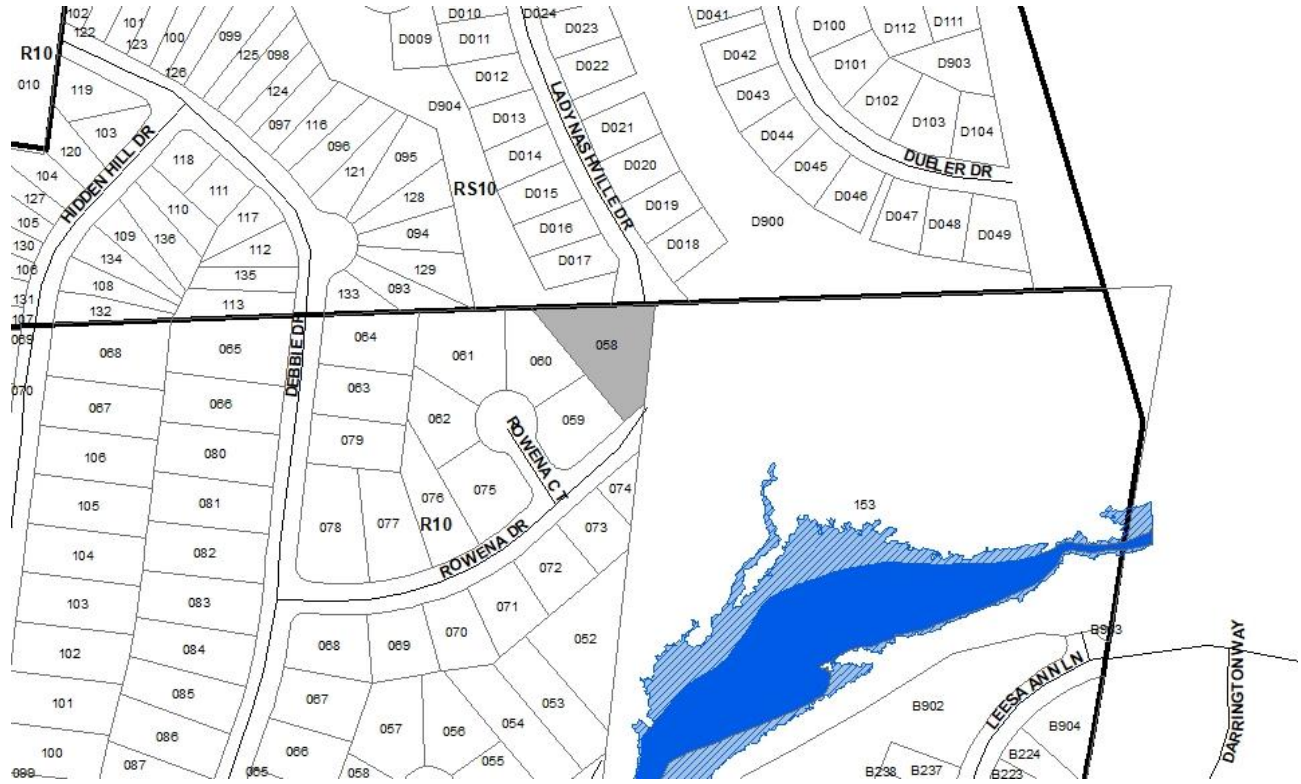
A request for final plat approval to create two lots on properties located at 4329 Brick Church Pike and Brick Church Pike (unnumbered), at the southeast corner of Jackson Road and Brick Church Pike, zoned One and Two-Family Residential (R20) (45.17 acres).

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 9/26/24



2024S-102-001

RESERVED PARCEL 58, PLAN OF HIDDEN HILL

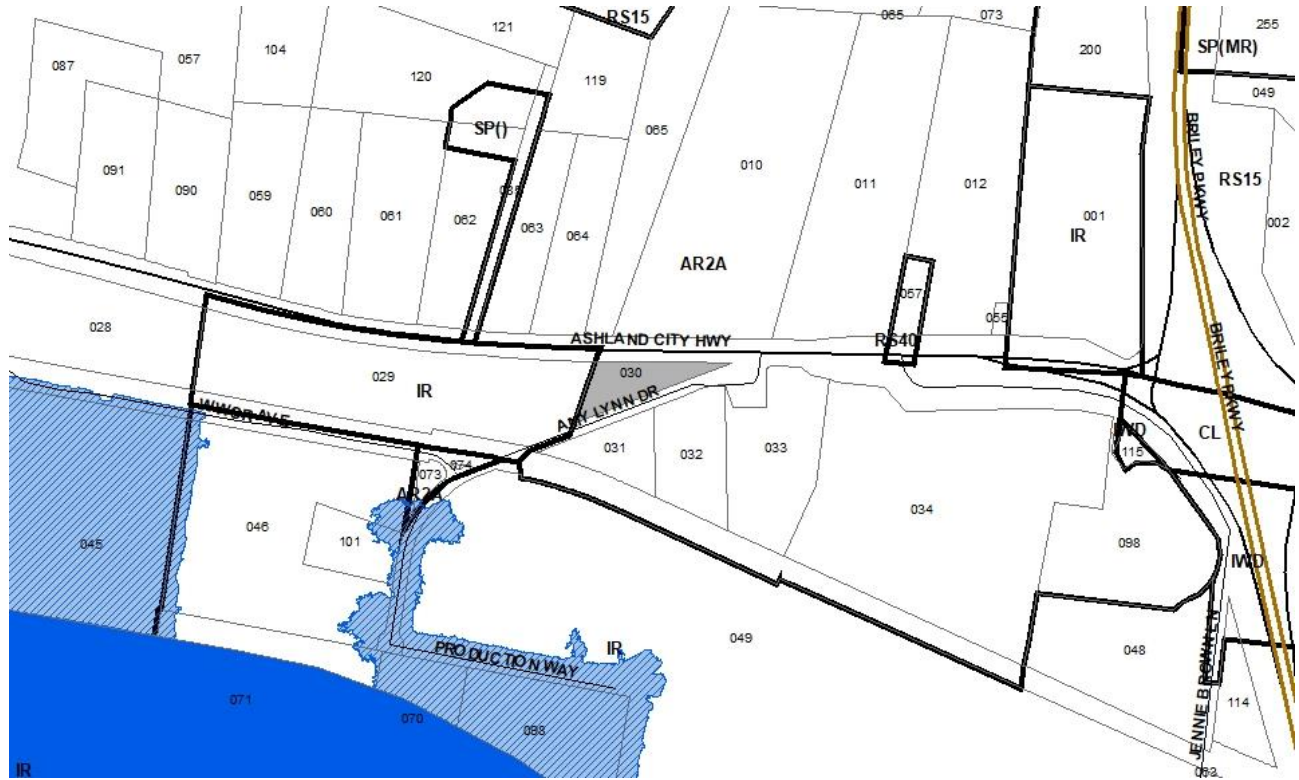
Map 076-01, Parcel(s) 058

14, Donelson – Hermitage – Old Hickory

11 (Jeff Eslick)



Metro Planning Commission Meeting of 9/26/24



2024Z-028PR-001

Map 068, Parcel(s) 030

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Joy Kimbrough)



Metro Planning Commission Meeting of 9/26/24

Item #9

Council District

School District

Requested by

Zone Change 2024Z-028PR-001

01 - Kimbrough

01 – Gentry

Requested by Nashville Civil LLC, applicant; DWT, LLC, owner.

Deferrals

This item was deferred at the May 9, 2024, June 13, 2024, and July 25, 2024, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Konigstein

Staff Recommendation

Defer indefinitely.

APPLICANT REQUEST

Zone change from AR2a to IR.

Zone Change

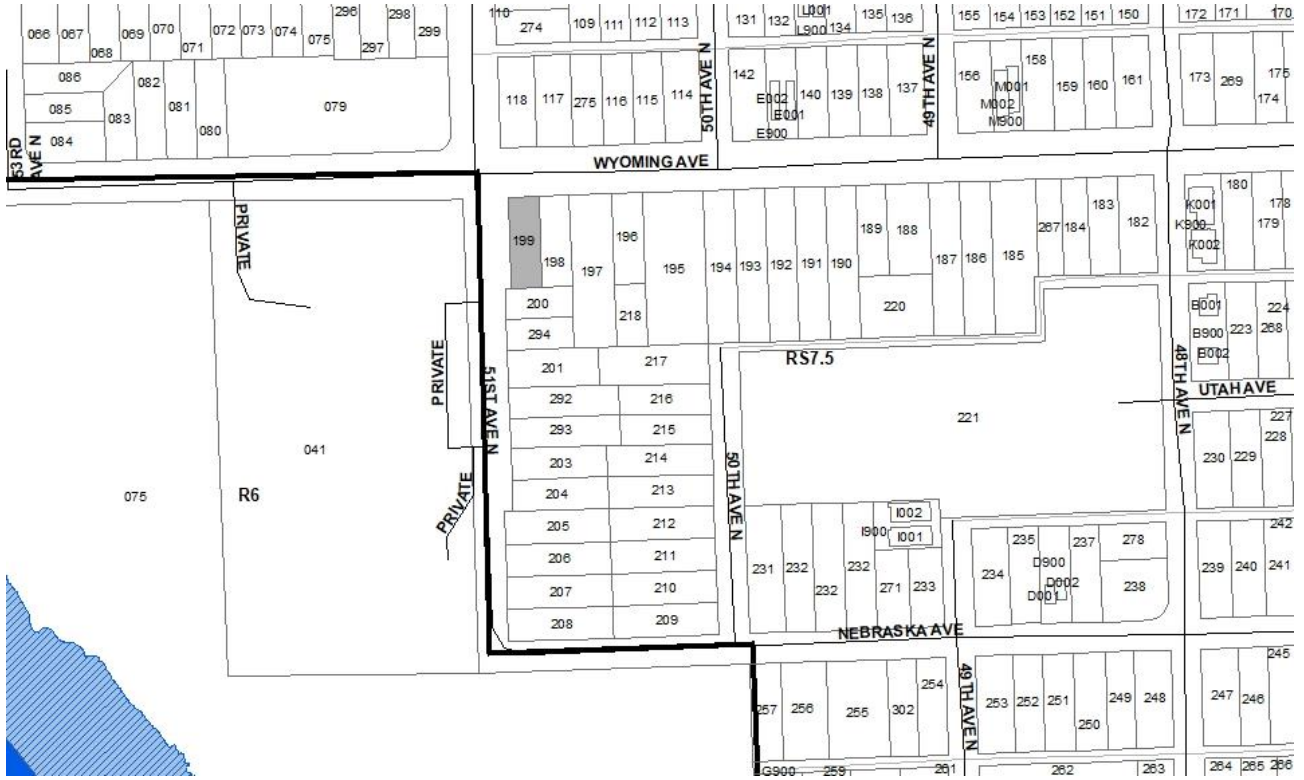
A request to rezone from Agricultural Residential (AR2a) to Industrial Restrictive (IR) zoning for property located at Ashland City Highway (unnumbered), at the northwest corner of Amy Lynn Drive (1.71 acres).

STAFF RECOMMENDATION

Staff recommends indefinite deferral.



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2024Z-069PR-001

Map 103-03, Parcel(s) 199

07, West Nashville

24 (Brenda Gadd)



Metro Planning Commission Meeting of 9/26/24

Item #10
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, and September 12, 2024, Planning Commission meetings. A public hearing was held and closed on August 22, 2024.

Staff Reviewer
Staff Recommendation

Konigstein
Defer to the October 24, 2024, Planning Commission meeting.

APPLICANT REQUEST

Zone change from RS7.5 to R6-A.

Zone Change

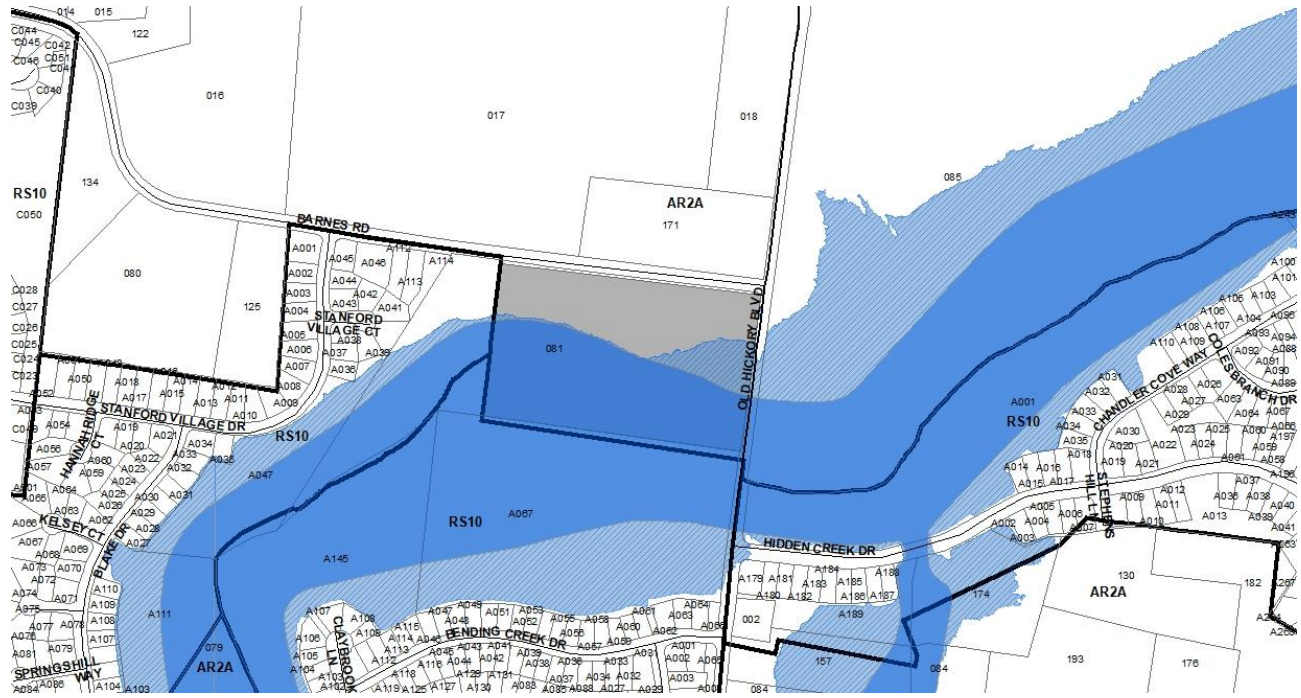
A request to rezone from Single-Family Residential (RS7.5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 5011 Wyoming Avenue, at the southeast corner of 51st Avenue North and Wyoming Avenue (0.19 acres).

STAFF RECOMMENDATION

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



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2024Z-074PR-001

Map 173, Parcel(s) P/O 081

12, Southeast

31 (John Rutherford)



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Item #11
Council District
School District
Requested by

Zone Change 2024Z-074PR-001
31 – Rutherford
02 - Elrod
Chad and Stephanie Uram, applicant and owner.

Deferrals

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

Staff Reviewer
Staff Recommendation

Konigstein
Approve.

APPLICANT REQUEST

Zone change from AR2a to RS10.

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Single-Family Residential (RS10) zoning for part of property located at 935 Barnes Road, at the southwest corner of Barnes Road and Old Hickory Boulevard (approximately 13 acres).

Existing Zoning

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

Proposed Zoning

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 56 single-family lots based on acreage alone. This does not account for compliance with the Metro Subdivision Regulations.*

SOUTHEAST COMMUNITY PLAN

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

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal



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habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed. The CO policy on this site likely includes the stream, stream buffers, and substantial slopes.

SITE AND CONTEXT

The rezoning application is for a portion, approximately 13 acres, of one approximately 19-acre parcel located at the corner of Barnes Road and Old Hickory Boulevard. The area being rezoned has changed slightly from the originally requested 11 acres due to a recently recorded deed which consolidated the three former parcels into one. The modified boundaries of the area proposed for rezoning were delineated to align the zoning boundary with the parcel line. The subject parcel is split zoned. The 13-acre portion of the property included in this request is located on the eastern half and has been zoned AR2a since 1974. The remainder of the property on the western half has been zoned RS10 since 1998. Part of the rear of the parcel is partially covered by floodplain. A single-family home is located on the property. The property is adjacent to RS10 to the south and west. The surrounding area is a mix of AR2a and RS10 zoning and vacant or single-family residential land uses.

ANALYSIS

The subject site is within the Suburban Neighborhood Maintenance (T3 NM) policy area which is intended to maintain the general character of developed suburban neighborhoods. While the subject parcel today is comprised of one parcel, there are several surrounding subdivisions which reflect a more traditional suburban development pattern, consistent with the policy.

The existing development to the west and south is currently zoned RS10. These areas have been developed with cluster lot subdivisions that were developed with RS10 as the base zoning. With the lot reductions permitted by the cluster lot provisions, the lot sizes range from approximately 3,300 square feet to 11,600 square feet. Although these developments have a reduced lot size, their form and uses are consistent with the intent of the T3 NM policy area.

The Conservation (CO) policy on the site is due to a stream, stream buffers and steep slopes on the western portion of the site. Due to these natural features covering a substantial portion of the site, any future development would likely be required to adhere to the standards of a Conservation Subdivision where the natural features on the site could be preserved and lot sizes reduced proportionally. This request is for a rezoning and any future subdivision requests would require additional approvals and need to comply with all requirements of the Metro Subdivision Regulations.

A rezoning to RS10 on this site could continue the surrounding development pattern and maintain the character of single-family land uses. The CO policy covering approximately two-thirds of the site could limit future development on the site and the number of lots that could be created. Due to the lower density of the requested zoning district and the surrounding context, staff recommends approval of the rezoning to RS10.

FIRE RECOMMENDATION

Approve



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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)	13	0.50 D	11 U	136	12	13

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
11 Single-Family Residential (210)	13	3.70 F	48 U	529	39	51

Traffic changes between maximum: **AR2a and RS10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+38	+393	+27	+38

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a district: 1 Elementary 0 Middle 1 High

Projected student generation proposed RS10 district: 7 Elementary 3 Middle 4 High

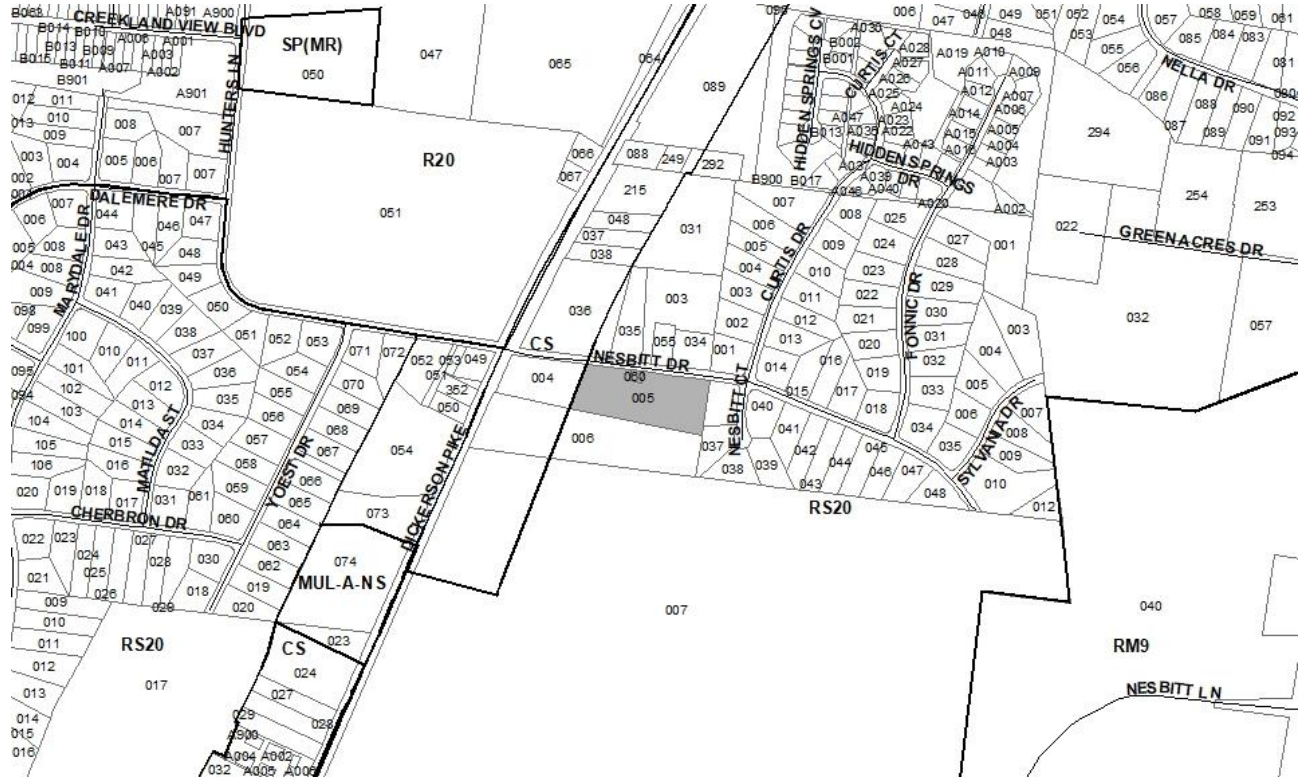
The proposed RS10 zoning district is expected to generate 12 more students than the existing AR2a zoning district. Students would attend May Werthan Shayne Elementary School, William Henry Oliver Middle School, and John Overton High School. May Werthan Shayne Elementary School and William Henry Oliver Middle School are identified as being at capacity while John Overton High School is identified as overcapacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



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2024SP-037-001
3993 DICKERSON PIKE MULTI-FAMILY
Map 042, Parcel(s) 005, 060
02, Parkwood – Union Hill
03 (Jennifer Gamble)



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Item #12	Specific Plan 2024SP-037-001
Project Name	3993 Dickerson Pike Multi-Family
Council District	03 – Gamble
School District	03 – Masters
Requested by	Catalyst Design Group, applicant; Rhythm Development 401K and Jeff Kendig, owners.
Staff Reviewer	Shane
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit a multi-family residential development.

Preliminary SP

A request to rezone from Single-Family Residential (RS20) to Specific Plan (SP) zoning for properties located at 3993 Dickerson Pike and Nesbitt Drive (unnumbered), approximately 200 feet west of Nesbitt Court (4.48 acres), to permit 34 multi-family residential units.

Existing Zoning

Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre. *RS20 would permit a maximum of 8 units based on acreage alone. This does not account for compliance with the Metro Subdivision Regulations.*

Proposed Zoning

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

PARKWOOD – UNION HILL COMMUNITY PLAN

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



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Site Layout Exhibit

PLAN DETAILS

The approximately 4.48-acre site is on the south side of Nesbitt Drive (a local street), approximately 330 feet east of Dickerson Pike. The site is currently wooded and listed as vacant residential land, with Parcel 060 housing a cemetery. Parcel 004 to the west, which fronts Dickerson Pike, is listed as vacant commercial land. To the south is a mobile home park zoned CS along Dickerson Pike and RS20 in the rear. To the east is the Ozark Hills subdivision with single-family homes, zoned RS20. Single-family homes, zoned RS20, are found across Nesbitt Drive to the north.

Site Plan

The plan calls for a multi-family residential development consisting of a maximum of 34 multi-family residential units (split between 10 detached units and 24 attached townhome units) at an average density of about eight units per acre. The development will be accessible by one entrance along Nesbitt Drive that traverses the northeastern corner of Parcel 004 to the west (an access and grading easement has been recorded across this parcel via instrument #20240910-0069793 that ensures access to the SP site). The detached units front Nesbitt Drive, and the townhomes, which are accessed by an internal private drive, front open spaces. The detached units will feature pitched roofs and feature a maximum height of three stories in 45 feet (except for the easternmost two units). East of the cemetery, the building envelopes of the detached units become larger. The easternmost two units along Nesbitt Drive are proposed with reduced heights and limited to two stories in 35 feet, as these units are located closer to the existing neighborhood. The townhomes to the rear are limited to three stories in 40 feet. Parking will be provided per Code by a combination



Metro Planning Commission Meeting of 9/26/24

of garage spaces, rear driveways, and surface parking along the private drives. Water quality/quantity areas are proposed along the southern boundary of the site as it slopes down.

Sidewalks and grass strips per the MCSP will be provided along Nesbitt Drive. Private walks are shown interior to the development and connect to the public sidewalk through the central open space. The attached units include sidewalks to the front of each unit. Staff is including a condition to provide sidewalk connections to the front of the detached units. A note indicates that landscape buffer yards and parking screening will be provided per Code. Staff is recommending a condition that a C-3 buffer yard be provided along the eastern boundary, with modifications possible for areas outside of stormwater management areas.

ANALYSIS

The plan is consistent with the goals of the T3 NE policy, such as featuring higher densities, greater housing variety than classic suburban neighborhoods, and moderate setbacks and spacing between buildings, with connectivity to the surrounding street network. The site is uniquely situated between the T3 NM (Suburban Neighborhood Maintenance) policy to the east and the T3 CM (Suburban Mixed Use Corridor) policy to the west. The larger detached units to the east of the cemetery along Nesbitt Drive provide an appropriate transition to the existing single-family homes to the north and east, in the T3 NM policy, and the two easternmost units step down in height with a two-story limitation. To the west, the detached units are proposed slightly smaller and taller than those on the eastern portion which may be appropriate given the adjacency on the west side to the T3 Mixed Use Corridor policy along Dickerson Pike, where more intensity is supported along the corridor. The detached units at the front of the site are situated along the edges with the T3 NM policy, with the townhomes located towards the rear. The incorporation of townhomes into the SP provides for diversity in housing, consistent with the T3 NE policy, but in a manner that is less visually intrusive based on their height limitation, their location behind the larger units, and the topography, which slopes downward to the south.

The proposed SP allows an appropriately intense residential development that achieves the intent of the policy area. The proposed infill development will fit with the evolving nature of this suburban neighborhood off Dickerson Pike. Staff recommends approval with conditions and disapproval without all conditions.

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.

HISTORIC ZONING RECOMMENDATION

Approve

- Recommend a Phase I archaeological survey and archaeological monitoring within 100 feet of the cemetery.



Metro Planning Commission Meeting of 9/26/24

STORMWATER RECOMMENDATION

Approve with conditions

- Preliminary approval only. Final submittal shall match 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 construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- All ROW frontages shall adhere to the Major Collector Street Plan (MCSP). Dedicate ROW along all frontages to accommodate MCSP requirements. Provide call outs on final site plan for MCSP requirements.

In general, with a final:

- Any proposed roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT detail standards.
- There shall be no vertical obstructions in new public sidewalks and removal or relocation of utilities will be required to accommodate new public sidewalks.
- 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 and/or road widening work in the public ROW. Extents to be coordinated in field with NDOT inspector.
- Provide recorded cross access easement instrument # on final site plans.
- Comply with traffic comments and conditions.

NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Prior to Final SP submittal, the applicant shall coordinate with NDOT on providing a pedestrian landing on the Southeast corner of the intersection of Nesbitt Drive and Dickerson Pike. If it is deemed feasible by NDOT the applicant shall construct the pedestrian landing.
- The applicant shall comply with the MCSP requirements on all public frontages.
- Comply with NDOT Roads conditions.
- 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



Metro Planning Commission Meeting of 9/26/24

approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

Maximum Uses in Existing Zoning District: **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)	4.48	8.71 F	9 U	113	11	10

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	-	-	34 U	184	12	16

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+71	+1	+6

METRO SCHOOL BOARD REPORT

Projected student generation existing RS20 district: 1 Elementary 1 Middle 1 High

Projected student generation existing SP-MR district: 6 Elementary 3 Middle 3 High

The proposed SP-MR zoning is expected to generate nine more students than the existing RS20 zoning district. Students would attend Bellshire Elementary School, Madison Middle School, and Hunters Lane High School. Bellshire Elementary School and Hunters Lane High School are identified as being at capacity while Madison Middle School is identified as having capacity for additional students. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 34 multi-family residential units, including 10 detached units and 24 attached units. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited.
2. On the corrected copy, remove “proposed” from the recorded access easement label.
3. Sidewalks shall be shown from each detached unit to the public sidewalk along Nesbitt Drive on the final site plan.
4. No master permit/HPR shall be recorded prior to final SP approval.
5. Final plat may be required prior to permitting.



Metro Planning Commission Meeting of 9/26/24

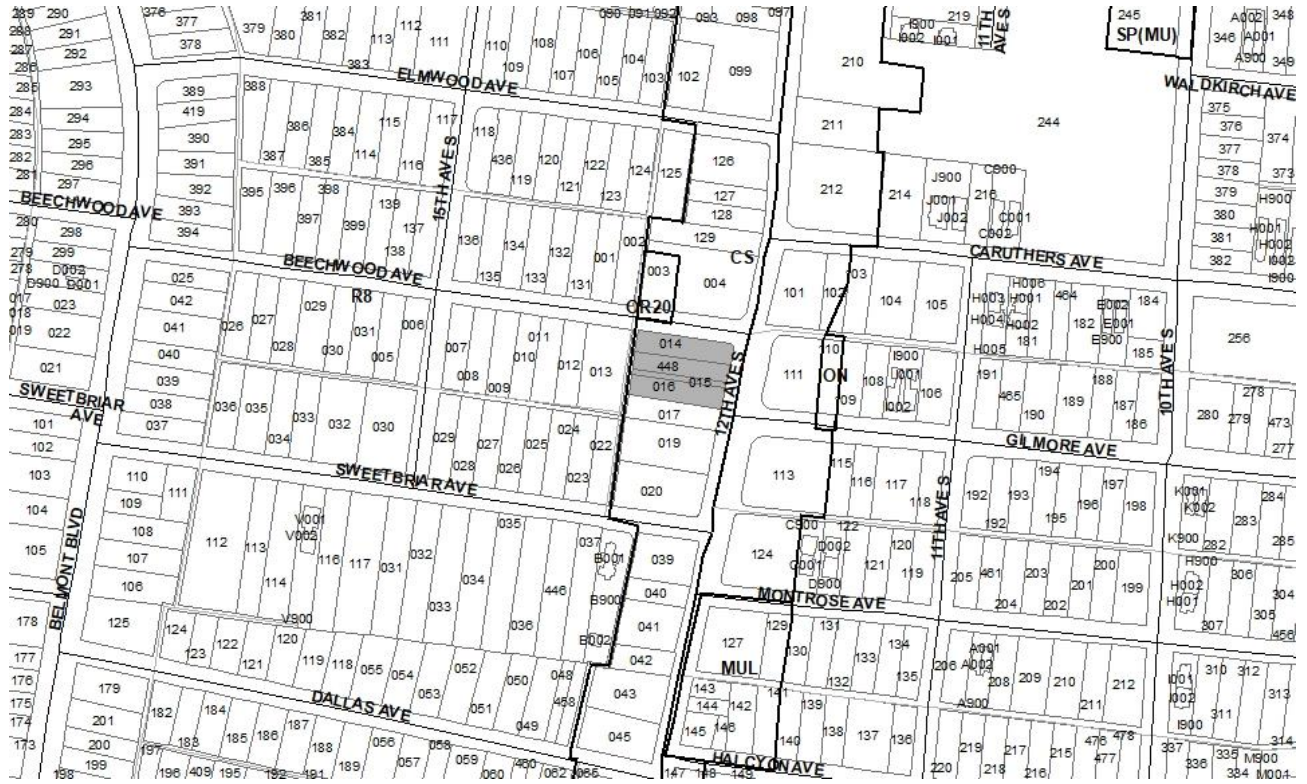
6. No individual driveways to the detached units from Nesbitt Drive shall be permitted. Access to the detached units shall be provided from the rear drive.
7. A C-3 landscape buffer yard shall be provided along the eastern boundary, with modifications possible for areas outside of stormwater management areas.
8. No rooftop decks are permitted on the attached units.
9. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
10. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
11. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
12. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
13. Comply with all conditions and requirements of Metro reviewing agencies.
14. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM9-A-NS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
15. 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.
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.



SEE NEXT PAGE



Metro Planning Commission Meeting of 9/26/24



2024SP-038-001

12th Avenue South & Beechwood
Map 118-01, Parcel(s) 014-016, 448
10, Green Hills - Midtown
18 (Tom Cash)



Metro Planning Commission Meeting of 9/26/24

Item #13	Specific Plan 2024SP-038-001
Project Name	12th Avenue South & Beechwood
Council District	18 – Cash
School District	08 – O’Hara Block
Requested by	Fulmer Lucas Engineering, applicant; Mary F. McMillen & Martha F. Thompson, owners.
Staff Reviewer	Garland
Staff Recommendation	<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 properties located at 2501, 2503, 2503B and 2505 12th Avenue South, at the southwest corner of 12th Avenue South and Beechwood Avenue, (0.73 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.

GREEN HILLS - MIDTOWN COMMUNITY PLAN

T4 Urban Neighborhood Center (T4 NC) is intended to maintain, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a 5-minute walk. T4 NC areas are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

12th Avenue South Corridor Detailed Neighborhood Design Plan (DNDP)

The site is within Subdistrict 9A of the 12th Avenue South Corridor Detailed Neighborhood Plan, which is a part of the Green Hills-Midtown Community Plan. The DNDP provides planning guidance at a more detailed level than a community plan, addressing land use, transportation, and community character at the neighborhood level. The DNDP includes a detailed Land Use Plan and Building Regulation Plan which includes various subdistricts.



Metro Planning Commission Meeting of 9/26/24



Proposed Preliminary Site Plan

SITE CONTEXT AND REQUEST DETAILS

The approximately 0.73-acre site is located on the corner of Beechwood Avenue and 12th Avenue South. The Major and Collector Street Plan (MCSP) classifies 12th Avenue South as an arterial boulevard and Beechwood Avenue is a local street. The site has frontage along both streets. Alley # 428 is located along the western property line. The property is currently a surface parking lot. The surrounding zoning districts include CS, Office/Residential (OR20), Office/Neighborhood (ON), and One and Two-Family Residential (R8). Properties to the west of this site on the opposite side of the alley are located in the Belmont-Hillsboro Neighborhood Conservation Overlay District. The surrounding land uses include one- and two-family residential, commercial, office and medical.

Site Plan

The proposed SP is to permit a mixed-use development with approximately 54,000 square feet of restaurant and retail uses, and 8 multi-family residential units. The first through third floors are proposed for restaurant and retail uses. The eight proposed multi-family units are located on the fourth floor of the structure. An additional roof top commercial area is also proposed on the fourth floor. At the rear of the structure, a 20-foot building setback is proposed for floors three and four.



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Along 12th Avenue South, the third floor is stepped back from the property line approximately 10 feet and the fourth floor is stepped back from the property line approximately 18 feet. Stepbacks along Beechwood Avenue are shown on the fourth floor ranging from approximately six feet to nine feet. Along the southern property line, the third and fourth floors are stepped back 10 feet from the property line. The proposed height of the structure is four stories in approximately 66 feet. There are 130 garage spaces proposed which are located below grade. Vehicular access is limited to the alley.

ANALYSIS

The proposed SP is located in the Urban Neighborhood Center T4 (NC) policy and a supplemental policy as a part of the 12th Avenue South Corridor Detailed Neighborhood Design Plan (DNDP). Where the supplemental policy is silent, guidance from the T4 NC policy will apply.

This supplemental policy provides guidance for maximum height in this subdistrict and generally calls for minimum setbacks to reflect an urban environment, and heights generally 3 stories in 45 feet. The plan proposes a 4-story building that activates the street at the pedestrian level and incorporates stepbacks on the upper levels so that the overall bulk and massing is scaled back with the increased height. The stepbacks incorporated into this proposed structure along the Beechwood Avenue and 12th Avenue South frontages are designed to minimize the visibility of the fourth floor.

The Urban Neighborhood Center policy (T4 NC) supports mixed use with intensity placed within edges that allows for services to meet the daily needs of residents within a 5- to 10-minute walk. A mix of building types is expected in T4 NC areas with preference given to mixed use buildings. T4 NC policy areas are pedestrian-friendly areas, generally located at intersections of urban streets with high levels of connectivity. The site is located at the intersection of 12th Avenue South, an arterial boulevard and Beechwood Avenue, a local street. The site plan shows enhanced sidewalks along 12th Avenue South and Beechwood Avenue, and vehicular access is limited to the rear alley, providing for enhanced connectivity that minimizes pedestrian conflicts, consistent with the T4 NC policy goals.

While the supplemental policy mostly addresses building height along the corridor, another key aspect of the building height as it relates to the T4 NC policy is the transition to the existing residential development to the west, which is located within the Urban Neighborhood Maintenance (T4 NM) policy. The T4 NC policy states that building form on the policy edges should complement the adjacent neighborhoods that the center serves and the infrastructure to which it has access. The proposed stepbacks of the third and fourth floor from the alley right-of-way provide a transition to the lower intensity policy area to the west. While the proposed structure is taller than the guidance of the supplemental policy, with the incorporated building stepbacks and architectural treatment along the building facades, staff is supportive of the request.

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.



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STORMWATER RECOMMENDATION

Approve with conditions

- Preliminary approval only. Final approval 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 RECOMMENDATION

Approve with conditions

- With the final: Callout the following per NDOT ST- detail sections: access and ADA ramps, sidewalks, curb & gutter. All ROW frontages shall adhere to the Major Collector Street Plan(MCSP).
- Dedicate ROW along all frontages to accommodate MCSP requirements and NDOT standard road half sections. Provide call outs on final site plan for MCSP requirements.
- Show 'Now Entering Private Drive' signage where applicable off public roads into site. Provide internal stop control at private or public intersections.
- Where there may be potential vehicular or pedestrian sight distance issues, provide stopping sight distance exhibits at any relevant intersections and accesses. Provide adequate sight distance spacing at all access ramps and public streets with on-street parking.
- Dimension ROW pavement widths for clarity.
- Provide a loading/unloading and waste plan for each aspect/phase of the total development.
- Provide any truck turning movements relevant to loading/unloading waste plan activities and/or reduced curb radii at intersections. Note: A private hauler will be required for site waste/recycle disposal. Comply w/ NDOT traffic comments. 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.
- Coordinate w/ planning and NDOT, prior to final submittal, on half section ST-252 (50 ft.) proposed for Beechwood; w/ either a need for additional sidewalk width (8 ft.) or pavement width to meet ST-252 half section instead.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- MMTA has been submitted and reviewed by NDOT.
- The design of the enhanced crosswalk on 12th Avenue S, as identified in the MMTA, will be worked out with NDOT prior to the Final SP submittal. Enhancements will include



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RRFB infrastructure, and the curb bulb out may need to be extended along the property frontage for better separation between the crosswalk and the on-street parking.

- Both crosswalks at 12th Ave & Beechwood are to be restriped as needed with high-visibility markings.
- Work with NDOT on the other mitigation measure identified in the MMTA to retime the signal at 12th Ave & Wedgewood.
- See WeGo comments for details of the transit improvements.
- Any on-street parking spaces that need to be removed shall be approved by the Traffic & Parking commission.

WeGo RECOMMENDATION

Approve with conditions

- Development to upgrade the southbound bus stop at 12th S and Caruthers. Development to upgrade the stop to an in-lane shelter type stop with appurtenances which must comply with the latest WeGo Transit Design Guidelines. The bus stop passenger waiting pad must be a minimum of 35 ft x 8 ft x 6 in concrete behind tangent curb. Pad must be flushed with curb and sidewalk. Bus stop with appurtenances must be shown on plans prior to SP submittal. Bus stop must be completed prior to any occupancy or use of first phase to be constructed. Developer must liaise and reach agreement with WeGo Philip.randall@nashville.gov on all WeGo conditions prior to final SP submittal, again prior to building permit issue and again prior to finalization of construction drawings.

Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.73	0.6 F	19,079 SF	720	18	73

Maximum Uses in Proposed Zoning District: SP

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

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)	-	0.6 F	36,515 SF	1,378	34	139

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)	-	0.6 F	17,785 SF	1,995	177	174



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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
-	-	-	-	+2,695	+196	+244

METRO SCHOOL BOARD REPORT

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

If developing under CS zoning, the land use mix could vary, and the assumption of student generation is difficult to anticipate. The proposed SP zoning district is not expected to generate any students. Students would attend Waverly-Belmont Elementary School, John Trotwood Moore Middle School, and Hillsboro High School. All three schools are 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 with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to restaurant, retail, and a maximum of 8 multi-family residential units. Home occupation as defined by the Metro Zoning Code is permitted as an accessory use in the multi-family residential units. Short term rental property, owner occupied, and short term rental property, not-owner occupied shall be prohibited.
2. On the corrected copy, remove all references to live/work.
3. On the corrected copy, update the purpose note and square footage to be consistent with the floor plans.
4. On the corrected copy, update the site plan on sheet C1.0 to reflect the setbacks on the floor plans and elevations.
5. On the corrected copy, update the setbacks table under the site data table to be consistent with the setbacks proposed on the plan.
6. With the final site plan, architectural elevations consistent with the elevations provided with the preliminary SP shall be provided.
7. Vehicular access shall be limited to the alley.
8. 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.
9. Comply with all conditions and requirements of Metro reviewing agencies.
10. Final plat may be required prior to permitting.
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 for the MUL-A-NS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council approved ordinance.
12. 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.

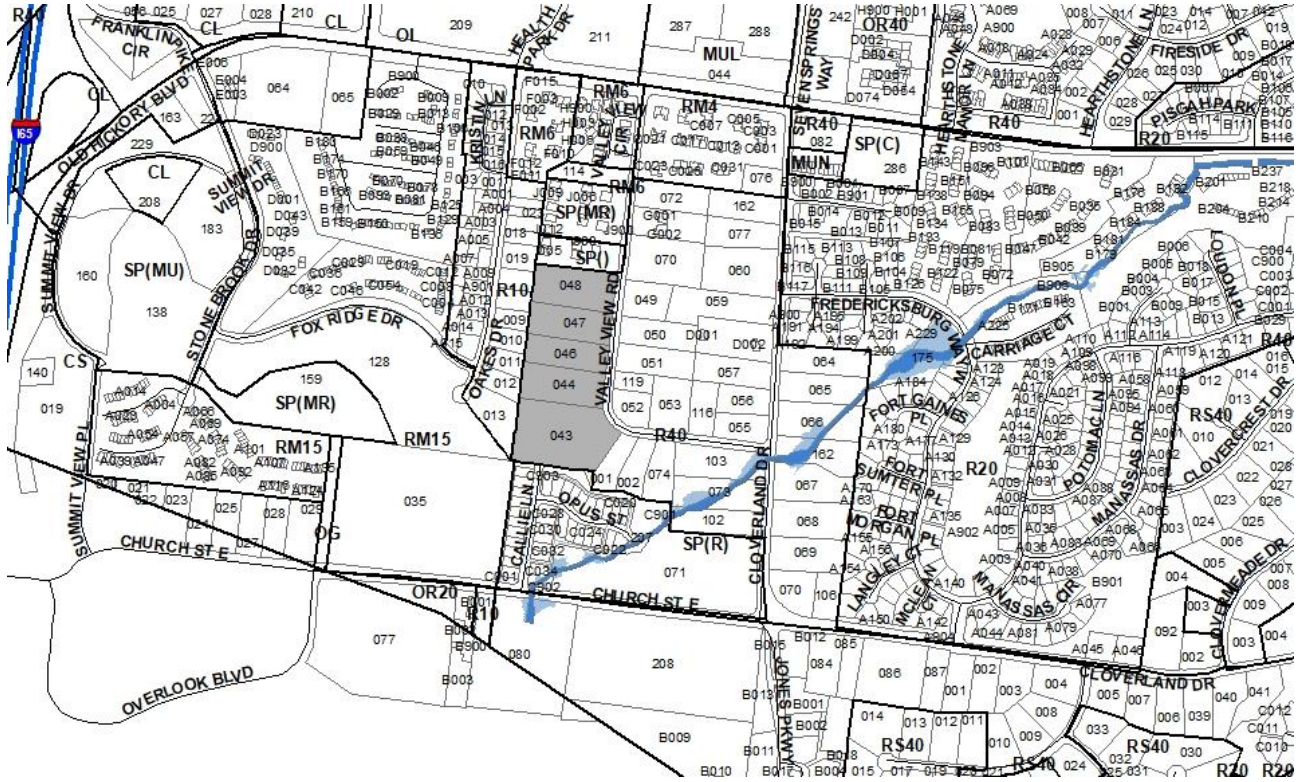


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13. The preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
14. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the 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.
15. 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.



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2024SP-039-001
BRENTWOOD CHASE 3
Map 171, Parcel(s) 043, 044, 046-048
12, Southeast
26 (Courtney Johnston)



Metro Planning Commission Meeting of 9/26/24

Item #14	Specific Plan 2024SP-039-001
Project Name	Brentwood Chase 3
Council District	26 – Johnston
School District	08 – Block
Requested by	Dale & Associates, applicant; various property owners.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Defer to the October 24, 2024, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit 59 multi-family units.

Preliminary SP

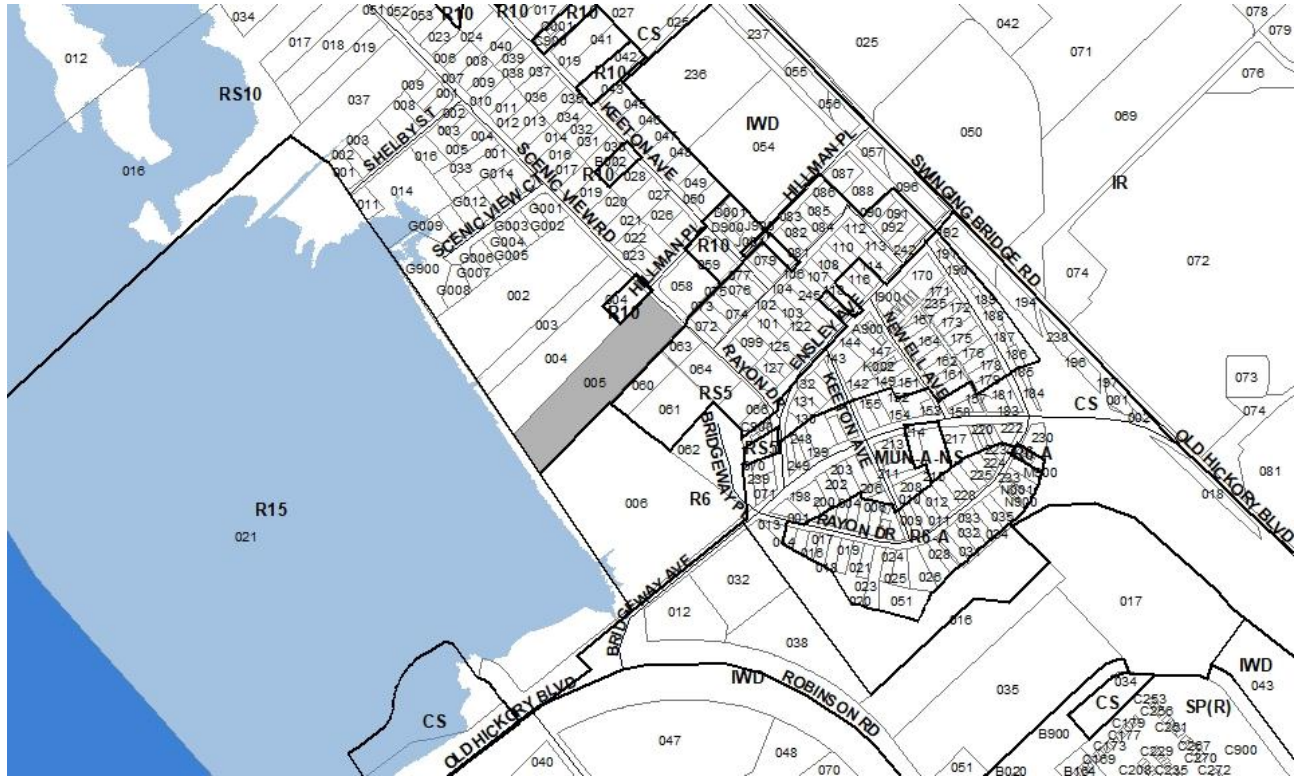
A request to rezone from One and Two-Family Residential (R40) to Specific Plan (SP) zoning for properties located at 5633, 5637, 5639, 5645 and 5651 Valley View Road, approximately 960 feet south of Old Hickory Blvd (11.26 acres), to permit 59 detached multi-family residential units.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 9/26/24



2024S-134-001

102 SCENIC VIEW ROAD

Map 044, Parcel(s) 005

14, Donelson – Old Hickory - Hermitage

11 (Jeff Eslick)



Metro Planning Commission Meeting of 9/26/24

Item #15	Concept Plan 2024S-134-001
Project Name	102 Scenic View Road
Council District	11 – Eslick
School District	04 – Nabaa-McKinney
Requested by	Dale & Associates, applicant; Lucky Lands, LLC, owner.
Staff Reviewer	Konigstein
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Request for concept plan approval to create 10 lots.

Concept Plan

A request for concept plan approval to create ten lots on property located at 102 Scenic View Road, approximately 185 feet northwest of Rayon Drive, zoned Single-Family Residential (RS10) (4.05 acres).

SITE DATA AND CONTEXT

Location: The site has frontage along Scenic View Road, approximately 185 feet northwest of Rayon Drive.

Street Type: The site has frontage on Scenic View Road, which is a local street. The plan proposes a new public local street extending southwest from Scenic View Road, ending in a turnaround.

Approximate Acreage: 4.05 acres or approximately 176,418 square feet.

Parcel/Site History: This site is comprised of one parcel created in 1963.

Zoning History: The site is zoned Single-Family Residential (RS10). It has been zoned RS10 since 2018. Prior to being zoned RS10 it was zoned R10.

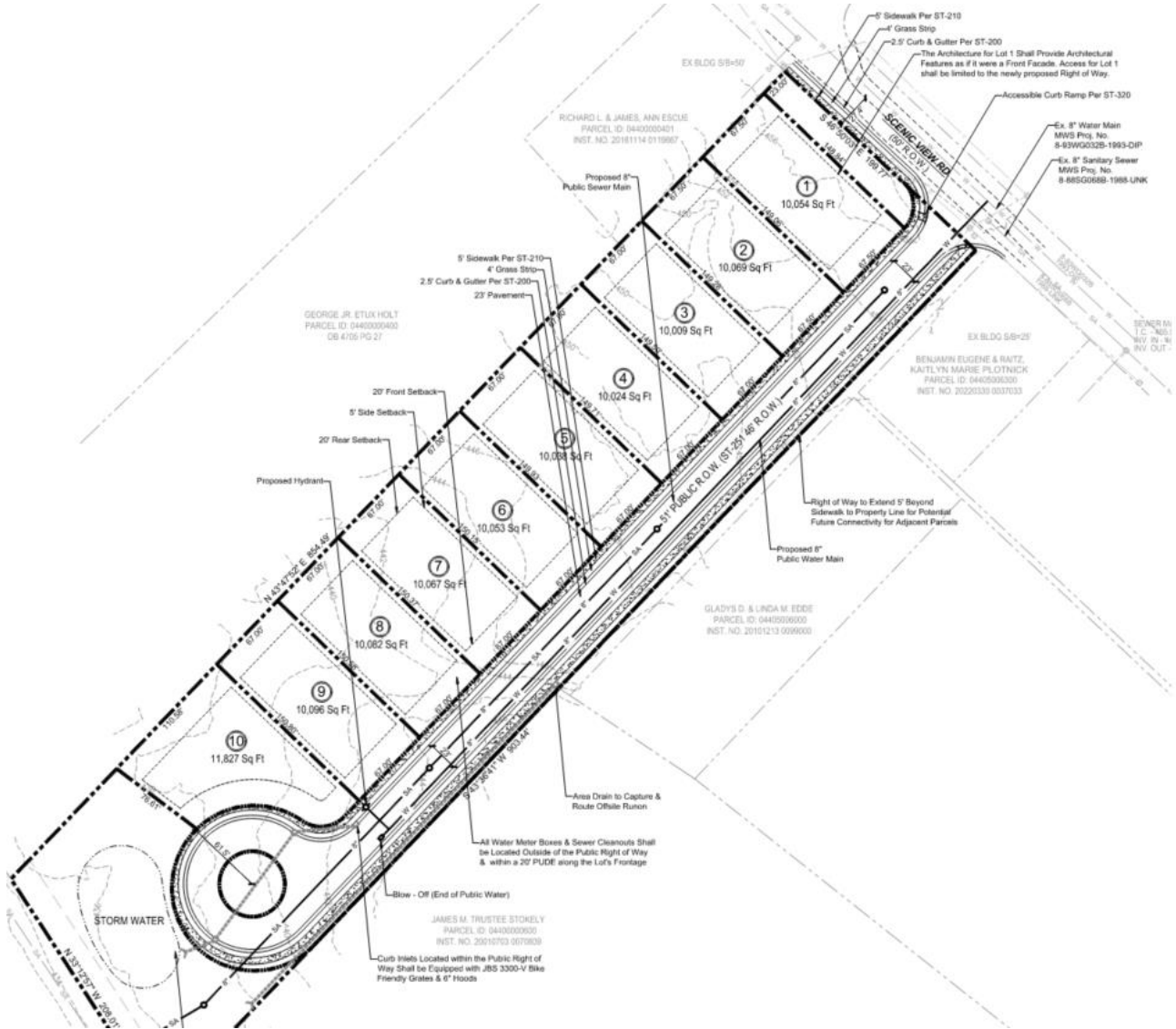
Existing land use: The site has a single-family residential use.

Surrounding land use and zoning:

- North: Single-Family Residential (RS10) and One and Two-Family Residential (R10)
- South: Single-Family Residential (RS5) and One and Two-Family Residential (R6)/Planned Unit Development Overlay
- East: Single-Family Residential (RS5)
- West: One and Two-Family Residential (R15)



Metro Planning Commission Meeting of 9/26/24



Proposed Concept Plan

Zoning: Single-Family Residential (RS10)

- Min. lot size: 10,000 sq. ft.
- Min. building coverage: 0.40
- Min. rear setback: 20'
- Min. side setback: 5'
- Min. street setback: 20' or Contextual per Zoning Code
- Max. height: 3 stories

PROPOSAL DETAILS

Number of lots: 10



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Subdivision Variances or Exceptions Requested: None

Lot sizes: Lots range from 10,009 to 11,827 square feet in size.

Access: The site draws access from Scenic View Road with a proposed local street. All lots are to be accessed from the proposed new local street. No driveway access onto Scenic View Road is permitted.

Open space: Two open spaces are proposed. One open space is located north of Lot 1 between the lot and Scenic View Road. A condition of approval is added that this area be identified as open space. The second open space area is proposed at the rear of the subdivision, southwest of the new street, that will contain stormwater mitigation features.

Subdivision Variances or Exceptions Requested: None

APPLICABLE SUBDIVISION REGULATIONS

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

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

3-1 General Requirements

Staff finds that all standards are met.

3-2 Monument Requirements

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

3-3 Suitability of the Land

Land which the Planning Commission finds to be unsuitable for development due to flooding, steep slopes, rock formations, problem soils, sink holes, other adverse earth formations or topography, utility easements, or other features which may be harmful to the safety, health and general welfare of inhabitants of the land and surrounding areas shall not



Metro Planning Commission Meeting of 9/26/24

be subdivided or developed unless adequate methods to solve the problems created by the unsuitable land conditions are formulated.

Staff finds that the land is suitable for development, as there is only a small portion of the site with floodplain that is located along the western boundary.

3-4 Lot Requirements

All proposed lots comply with the minimum lot size, 10,000 square feet of the RS10 zoning district in the Zoning Code. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of RS10 zoning at the time of building permit. All proposed lots have frontage on the new public local street.

3-5 Infill Subdivisions

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

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

3-6 Blocks

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

3-7 Improvements

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

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

Sidewalks are required in association with new streets. The proposed subdivision includes new public streets. The proposed concept plan indicates sidewalks will be provided consistent with the local street standard for the proposed new public street.

3-9 Requirements for Streets

The application proposes one new local street perpendicular to and drawing access from Scenic View Road. The new road is a cul-de-sac. Public street requirements are reviewed by Nashville DOT. Metro Fire and NDOT have reviewed the concept plan and found it to be in compliance with the standards of this section subject to several conditions. Those conditions are listed in the recommendations from all agencies section below.

3-10 Requirements for Dedication, Reservations, or Improvements

The application proposes one local street with a right-of-way width of 51 feet of right-of-way per NDOT requirements. Right-of-way and easements for this project will be dedicated with the final plat.



Metro Planning Commission Meeting of 9/26/24

3-11 Inspections During Construction

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

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

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

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

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

3-14 Drainage and Storm Sewers

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

3-15 Public Water Facilities

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

3-16 Sewerage Facilities

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

3-17 Underground Utilities

Utilities are required to be located underground whenever a new street is proposed. All utilities for the proposed subdivision will be located underground.

PLANNING STAFF COMMENTS

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

POLICY CONSIDERATIONS

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

The Community Character Manual (CCM) policy applied to the site is Suburban Neighborhood Maintenance (T3 NM). 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



Metro Planning Commission Meeting of 9/26/24

character of the neighborhood. T3 NM areas have an established development pattern consisting of low- to moderate-density residential development and institutional land uses. Lot sizes within the broader policy can vary, and zoning districts ranging from RS7.5 up to R40 are supported depending on context. The proposed development pattern is consistent with the surrounding mix of lot sizes, particularly across Scenic View Drive where many lots are smaller with residential uses.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

METRO HISTORIC RECOMMENDATION

Approve

- Phase I archaeological survey recommended.

STORMWATER RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT ROADS RECOMMENDATION

Approve with conditions

- NDOT generally approves of the concept drawing. Any plan resubmittals, addendums, or updates will need a cursory review to ensure overall adherence to NDOT Subdivision Street Design Standards and Specifications.
- There is to be no vertical obstructions (poles, signs, guys, etc.) within the designated sidewalk area. On road construction plans identify all poles/ vertical utilities to be removed/relocated out of sidewalk, C&G, or pavement areas.
- Establish an access from proposed road to parcel 04405006000 drive/ parking pad once road is constructed. Prior to building permit approvals this road must be constructed to binder with ability to access this lot before existing drive on Scenic View Road is closed.
- All driveway requirements within the metro code, in effect at the time of approval, are to be followed. Contractor may make field adjustments within parameters of code and NDOT Department regulations. See code section 13.12.110 and 13.12.200.
- Build out new residential concrete driveway ramp per NDOT ST-322 specifications.
- Confirm with the USPS post master on requirements of postal deliveries (individual residential, cluster box, commercial delivery, etc.).
<https://about.usps.com/handbooks/po632/welcome.htm>.
- Vehicles must be out of roadway travel lanes when accessing multi-box kiosks.
- The developer'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.

NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

Approve



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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% W&S Capacity must be paid before issuance of building permits.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

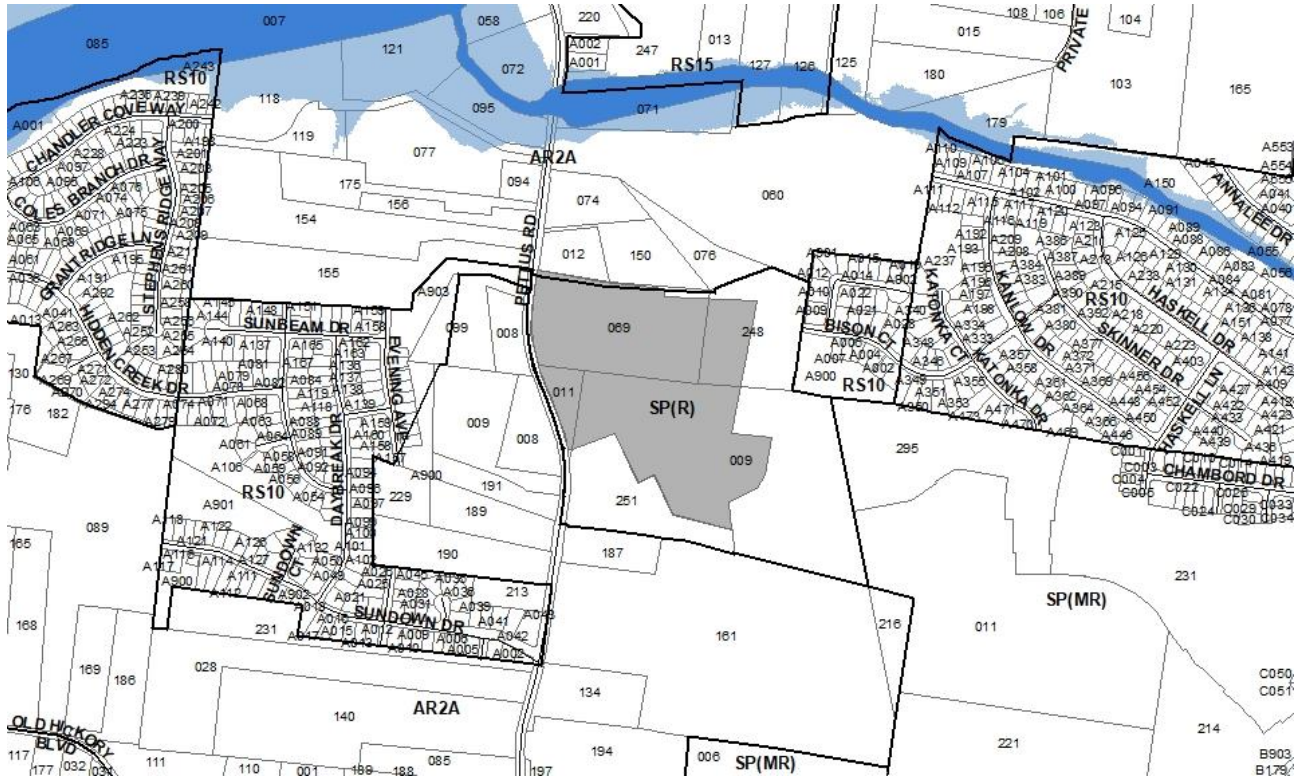
1. On the corrected copy, identify the area between Lot 1 and Scenic View Road as Open Space. On corrected copy, provide total acreage for each open space and label spaces as “Open Space 1” and “Open Space 2”.
2. On corrected copy, remove the note “The architecture for Lot 1...newly proposed right of way”.
3. On corrected copy, remove the height standard in the “Site Criteria” section.
4. On corrected copy, add the following note under Access Drives proposed “All lots are to be accessed from proposed new local street. No driveway access onto Scenic View Road is permitted.”
5. With the final site plan, an access easement and drive shall be permitted on the eastern side of the public road to provide access to parcel 04405006000. If a drive is not warranted, only an access easement will need to be provided. If the existing access to parcel 060 is removed as a result of the local road, an easement and drive will need to be provided from the subject property to this adjacent parcel to provide access. The final location will be determined with the final site plan.
6. With the final site plan, additional landscaping shall be provided in the open space between Lot 1 and Scenic View Drive, to be reviewed and approved by Metro Planning.
7. Pursuant to 2-2.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.
8. Pursuant to 2-2.5.f of the Metro Subdivision Regulations, the approval of a concept plan shall be effective for four years from the date of Planning Commission approval to the recording of the final plat or a phase of the plat as described in Section 2-2.5.g.

RECOMMENDED ACTION

Motion to approve with conditions proposed subdivision Case No. 2024S-134-001 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances, and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



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2024S-138-001

CEDARS OF CANE RIDGE

Map 174, Parcel(s) 011.01

Map 174, Part of Parcel(s) 009, 069, 248

12, Southeast

33 (Antoinette Lee)



Metro Planning Commission Meeting of 9/26/24

Item #16

Final Plat 2024S-138-001

Project Name

Cedars of Cane Ridge Phase 1

Council District

33 – Lee

School District

06 – Mayes

Requested by

Requested by Wilson & Associates, P.C., applicant;
Brookfield Holdings (Cane Ridge), LLC, owner.

Staff Reviewer

Konigstein

Staff Recommendation

Approve with conditions.

APPLICANT REQUEST

Request for final plat approval to create 70 lots and open space.

Final Plat

A request for final plat approval to create 70 lots and open space on a portion of properties located at Pettus Road (unnumbered), Pettus Road (unnumbered), and a portion of property located at 5866 Pettus Road, approximately 1,125 feet north of Sundown Drive, zoned Specific Plan (SP) (22.42 acres).

CASE HISTORY

The site is located on vacant residential land along Pettus Road and is within a Specific Plan (SP) zoning district, 2020SP-038-001. Metro Council approved the preliminary SP in 2021 (BL2020-517). The overall SP is approved for 136 detached single-family and attached single-family units. The final SP for Phase 1 received administrative approval in 2023 for 70 units, comprised of 38 detached units and 32 attached units.

The proposed final plat application is for Phase 1 and includes 70 lots, open space and four public roads and is consistent with the approved Final SP plans.

SITE DATA AND CONTEXT

Location: The site consists of several parcels located along Pettus Road, south of Sundown Drive.

Approximate Acreage: 22.42 acres or approximately 976,615 square feet.

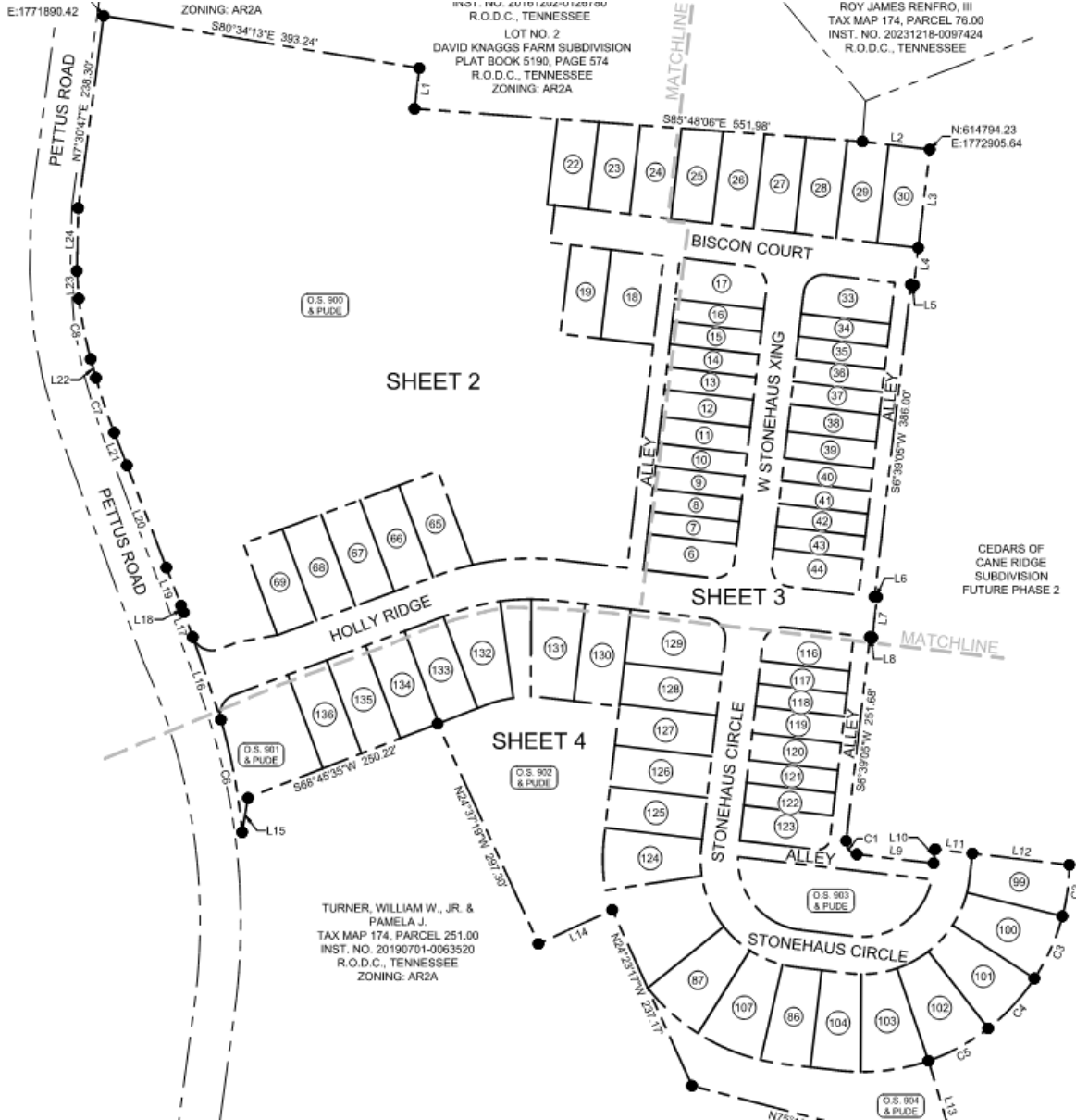
PROPOSAL DETAILS

Number of lots: 70

Subdivision Variances or Exceptions Requested: None.



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▲ North

Proposed Final Plat



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UPDATED FINAL PLAT RULES AND PROCEDURES

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

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 Council approved SP plan, the approved final site plan, and the Subdivision Regulations. All SP conditions of approval have been satisfied.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Ensure Note 1 has accurate unit count prior to recording.
- Bond will be required for public infrastructure prior to recording plat.
- Plat is not to be recorded until new roads have been constructed to binder layer.

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 August 15, 2024) on which we have noted our comments and recommend approval. Approval is contingent on construction and completion of MWS Project #'s 21SL0164 offsite & 22SL0168 and 21WL0078 offsite & 22WL0078. A bond amount of \$840,000.00 is assigned to 21SL0164 offsite & 22SL0168, and an amount of \$450,000.00 is assigned to 21WL0078 offsite & 22WL0078.

STAFF RECOMMENDATION



Metro Planning Commission Meeting of 9/26/24

Staff recommends approval with conditions.

CONDITIONS

1. On the corrected copy, modify note 4 to state: "Setbacks per 2020SP-038-002."
2. On the corrected copy, remove note 20.
3. On the corrected copy, update the lot size table to include missing lots 86 and 87. Lot areas must meet the minimum lot size requirement as stipulated in 2020SP-038-002.
4. If the final plat will be recorded without first constructing the required public infrastructure improvements (roads, water and sewer line extensions), then the applicant shall request a bond for those improvements. Submit a completed bond application with a check in the amount of \$750 made payable to the "Metropolitan Government" at least three weeks prior to when the plat will be recorded with the Metro Register of Deeds. The bond review and approval process is subject to receiving estimates from Metro departments and outside utilities for the amount that is required to be bonded. Amounts are calculated after all plat revisions have been made and approved by the Metro agencies. Contact the Bond Desk at 862-7202 or bond.desk@nashville.gov.
5. Comply with all conditions and requirements of Metro reviewing agencies.
6. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

RECOMMENDED ACTION

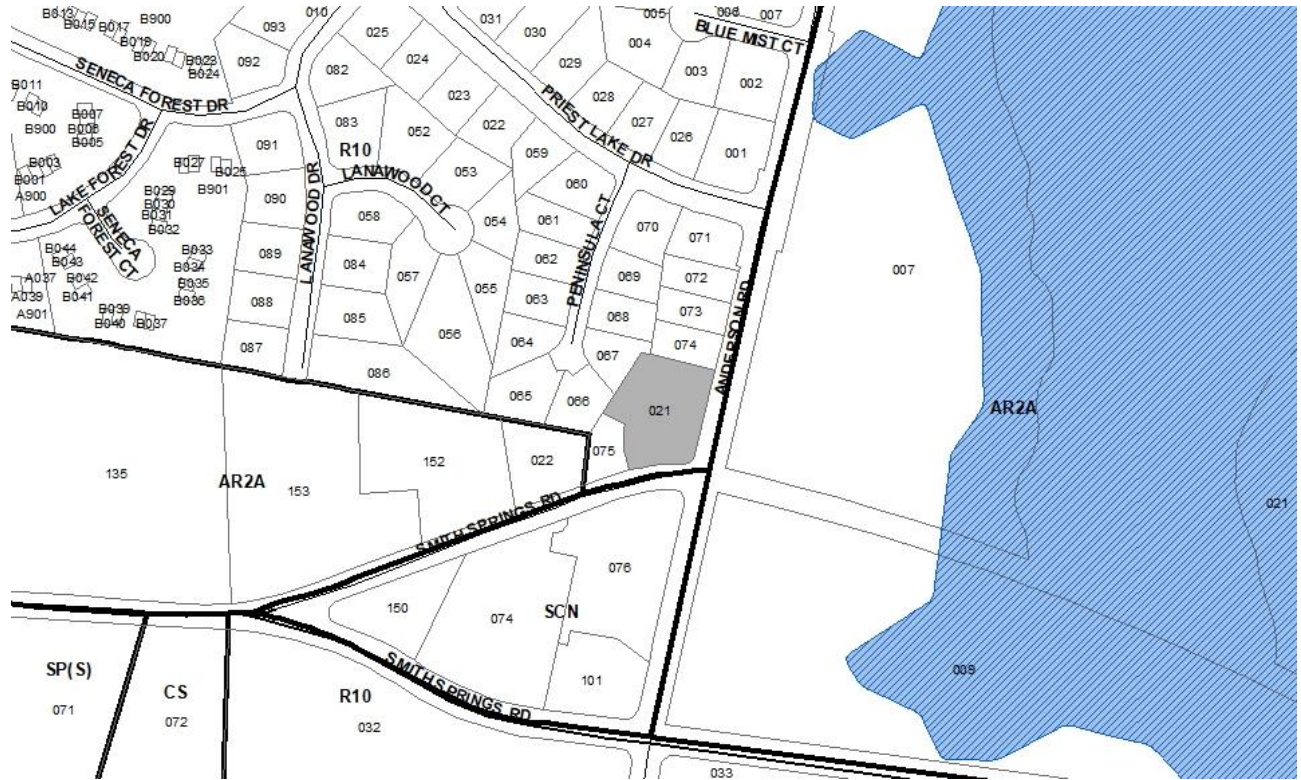
Motion to approve proposed subdivision Case No. 2024S-138-001 with conditions based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



SEE NEXT PAGE



Metro Planning Commission Meeting of 9/26/24



109-71P-001

3620 ANDERSON ROAD (AMENDMENT)

Map 136-11 Parcel(s) 021

13, Antioch – Priest Lake

29 (Tasha Ellis)



Metro Planning Commission Meeting of 9/26/24

Item #17

Project Name

Council District

School District

Requested by

Planned Unit Development 109-71P-001

3620 Anderson Road (Amendment)

29 – Ellis

06 – Mayes

Requested by Dewey Engineering, applicant; Eyd Toss & Ebram Shalaby & Alaa Mankarious, owners.

Staff Reviewer

Staff Recommendation

Konigstein

Defer to the October 24, 2024, Planning Commission meeting.

APPLICANT REQUEST

PUD Amendment to modify the permitted uses.

PUD Amendment

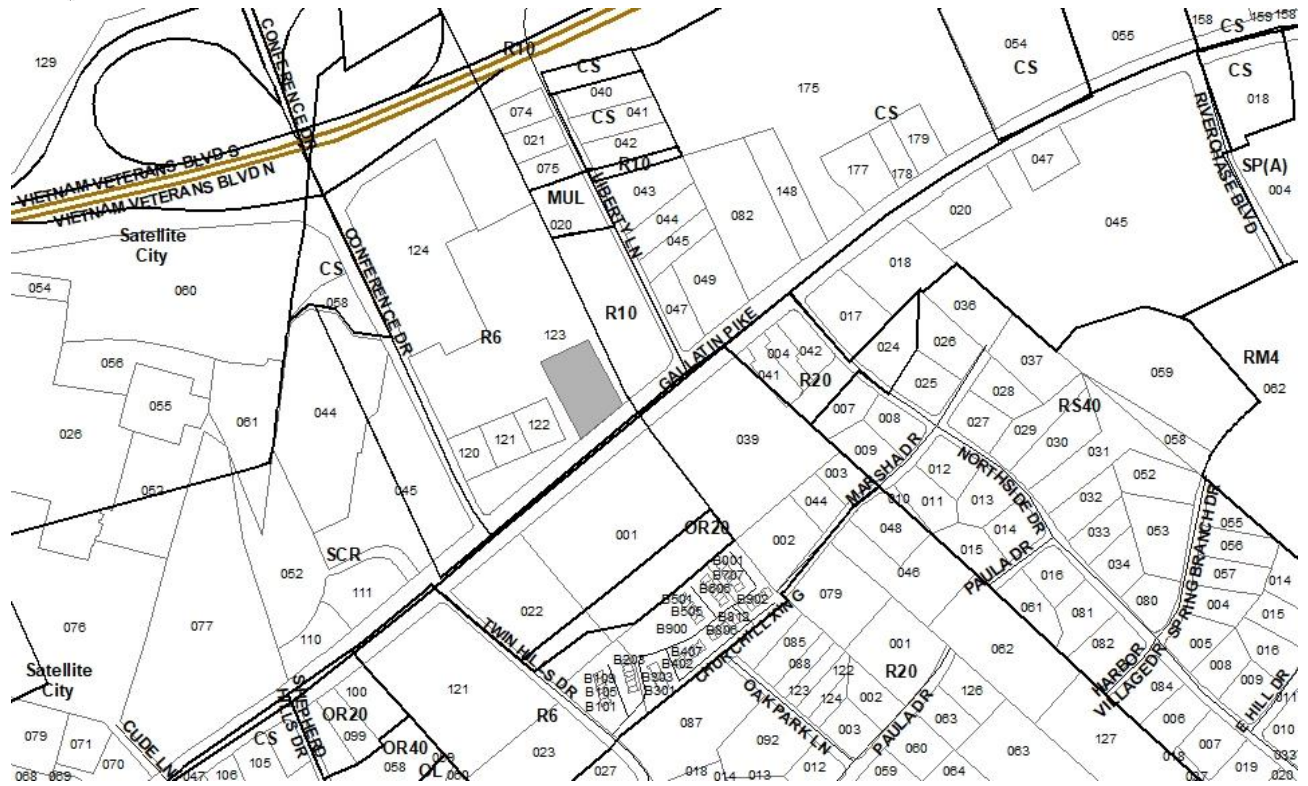
A request to amend a Planned Unit Development Overlay District on property located at 3620 Anderson Road, at the northwest corner of Smith Springs Road and Anderson Road, zoned One and Two-Family Residential (R10) (0.84 acres), and within the Planned Unit Development District, to modify the permitted uses.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 9/26/24



238-84P-001
STARBUCKS MADISON
Map 026, Parcel(s) P/O 123
04, Madison
10 (Jennifer Webb)



Metro Planning Commission Meeting of 9/26/24

Item #18	Planned Unit Development 238-84P-001
Project Name	Starbucks Madison
Council District	10 – Webb
School District	03 – Masters
Requested by	2106 Gallatin, LLC, applicant and owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Revise preliminary PUD and final site plan to permit a fast-food restaurant.

PUD Revision and Final

A request to revise the preliminary plan and for final site plan approval for a Planned Unit Development Overlay District on a portion of property located at 2106 Gallatin Pike, approximately 355 feet west of Liberty Lane (0.43 acres), zoned One and Two-Family Residential (R6), to permit a fast-food restaurant.

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *The uses permitted under the commercial PUD overlay apply. Residential is not a permitted use of the subject PUD.*

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

SITE CONTEXT AND PLAN DETAILS

The project site is in the parking lot of an existing shopping center, on the north side of Gallatin Pike in Madison. The project site comprises approximately 0.43 acres of the 17.01-acre parcel. The PUD was originally approved in 1984, for various commercial uses, including but not limited to, retail and restaurant.

Site Plan

The proposed plan includes a one story, 2,443-square-foot drive-through coffee shop. The site is adjacent to Gallatin Pike. Access to the site is from existing private drives along Gallatin Pike and Conference Drive, along the western boundary of the property. The plan includes surface parking to the south of the building, which is to be shared with existing business within the existing parking



Metro Planning Commission Meeting of 9/26/24

lot. The drive through window is located on the west side of the building, and sidewalks and crosswalks are provided for pedestrian access.

ANALYSIS

Since the proposed plan includes an additional building not on the currently approved plan, then this proposal is classified as a revision to the currently approved plan. In some instances, revisions to a preliminary plan only require approval from the Planning Commission. In other instances, revisions to approved preliminary plans require Council approval. The Planning Commission may approve changes to an approved PUD without Council approval. Section 17.40.120.G of the Zoning Code specifies what types of changes to a PUD must be approved by Council.

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



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industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.

- j. If originally limited to office, retail and other general commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to include industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- k. If originally limited to commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- l. In the determination of the commission, the nature of the change will have no greater adverse impact on those environmentally sensitive features identified in Chapter 17.28 of this code than would have occurred had the development proceeded in conformance with the previous approval.
- m. In the judgment of the commission, the planned unit development or portion thereof to be modified does not meet the criteria for inactivity of Section 17.40.120.H.4.a.

Staff finds that the proposed plan is consistent with all zoning requirements and with the Council approved PUD. Since the PUD is consistent with zoning requirements and the Council approved plan, then Section 17.40.120.G allows the Commission to approve this request. Staff recommends approval with conditions.

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve with conditions

- See SWGR 2024047466.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approval does not apply to private Sanitary Sewer line design. Plans for these must be submitted and approved through a separate review process with Metro Water Permits before their construction may begin. A minimum of 30% of Sanitary Sewer Capacity fees must be paid before issuance of building permits. - Water provided by Madison Suburban Utility District.



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WEGO RECOMMENDATION

Approve

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.
- 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).
- 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.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- The applicant shall construct an improved splitter island for the access onto Gallatin Pike, to prevent left turns out of the site. Details are to be finalized with NDOT at Building permits.
- Additional details regarding the queueing and site circulation may be needed and will be determined at building permits.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. Shared access easements may be required with any future plat.
3. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
4. 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.
5. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.



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2024DTC-014-002
600 4TH AVENUE SOUTH
Map 093-01, Parcel(s) 459, 467
11, Downtown
19 (Jacob Kupin)



Metro Planning Commission Meeting of 9/26/24

Item #19	2024DTC-014-002
Project Name	600 4th Avenue South
Council District	19 – Kupin
School District	05– Buggs
Requested by	ESa, applicant; Pinnacle 4 th and Lea, LLC., owner.

Staff Reviewer	Lange
Staff Recommendation	<i>Approve with conditions or defer without all conditions.</i>

APPLICANT REQUEST

Modification of overall height standards of the Downtown Code (DTC), Lafayette Subdistrict, to allow for a 24-story mixed-use building where eight stories are permitted by right and an additional three are permitted through the Bonus Height Program.

DTC Overall Height Modification

A request for overall height modification approval to permit a 24-story mixed-use development on properties located at 600 and 616 4th Avenue South, at the southeast corner of Lea Avenue and 4th Avenue South, zoned DTC (0.91 acres), and within the Rutledge Hill Redevelopment District.

Existing Zoning

Downtown Code (DTC) is the underlying base zoning and is designed for a broad range of residential and non-residential activities associated with an economically healthy, socially vibrant, and sustainable Downtown.

PROJECT OVERVIEW

The project proposes a 24-story mixed-use building consisting of 261 residential units, 218 hotel keys, 3,580 square feet of retail space, and 287 parking spaces across 4 underground levels.



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UNDERGROUND PARKING	Area (SF)	Bonus Area Multiplier per DTC	Total Bonus Area By Calculation (SF)	Area of Above Grade Tower Levels	Capped Bonus Height Maximum within Category per DTC	Total Calculated Bonus Height Within Category per DTC Multiplier	Total Bonus Height Utilized
Garage Level P4	22,982	1	22,982	13,336	2	1.72	2
Garage Level P3	31,235	1	31,235	13,336		2.34	
Garage Level P2	31,235	1	31,235	13,336		2.34	
Garage Level P1	31,235	1	31,235	13,336		2.34	
TOTAL	116,687		116,687			8.75	

PERVIOUS SURFACE	Area (SF)	Bonus Area Multiplier per DTC	Total Bonus Area By Calculation (SF)	Area of Above Grade Tower Levels	Capped Bonus Height Maximum within Category per DTC	Total Calculated Bonus Height Within Category per DTC Multiplier	Total Bonus Height Utilized
Level 1	1,089	2	2,178	15,368	2	0.14	1
Level 3	9,820	2	19,640	15,368		1.28	
Level 8	1,200	2	2,400	15,368		0.16	
Level 13	2,819	2	5,638	15,368		0.37	
TOTAL	4,019		29,856			1.94	

HIGH-CALIBER ARCHITECTURAL DESIGN	Area (SF)	Bonus Area Multiplier per DTC	Total Bonus Area By Calculation (SF)	Area of Above Grade Tower Levels	Capped Bonus Height Maximum within Category per DTC	Total Calculated Bonus Height Within Category per DTC Multiplier	Total Bonus Height Utilized
Level 12 - Level 24							
Total Bonus Stories Above Baseline Height					3		
Baseline Height Allowed in Lafayette Subdistrict					8		
Total Overall					11	10.69	3

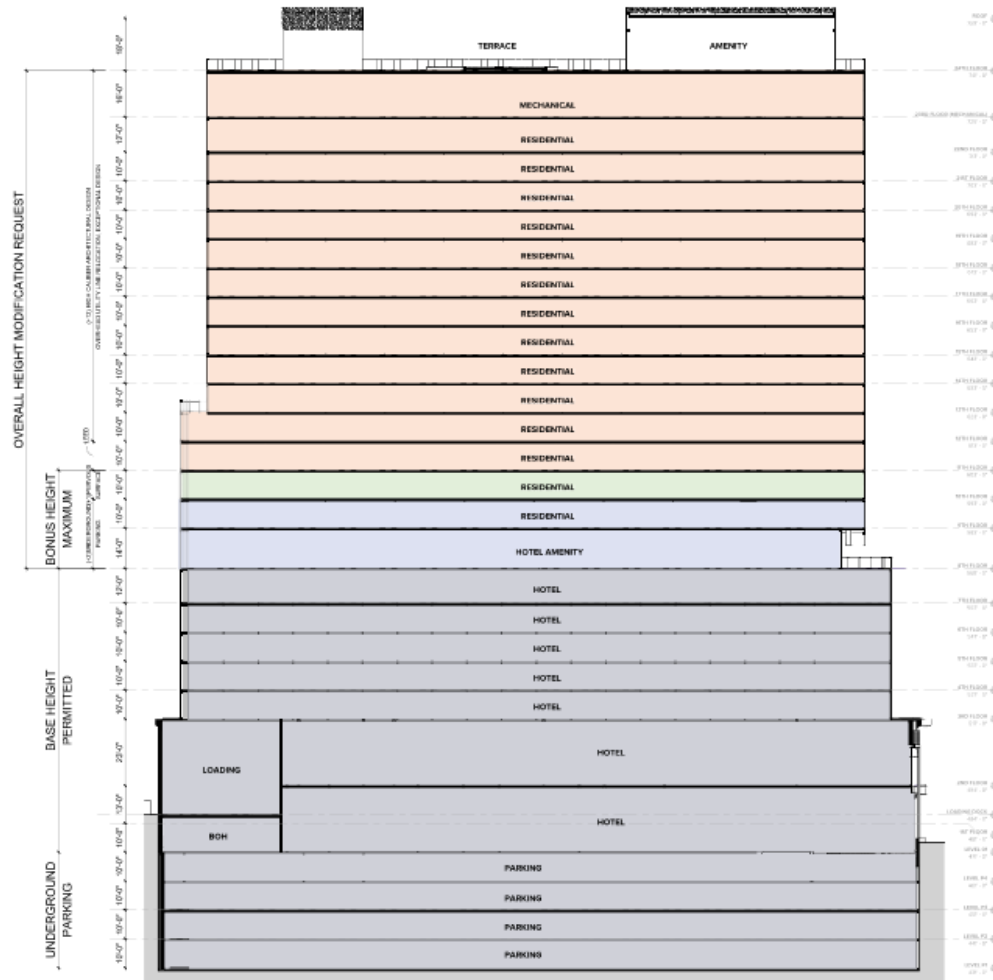


Figure 3: OHM Summary



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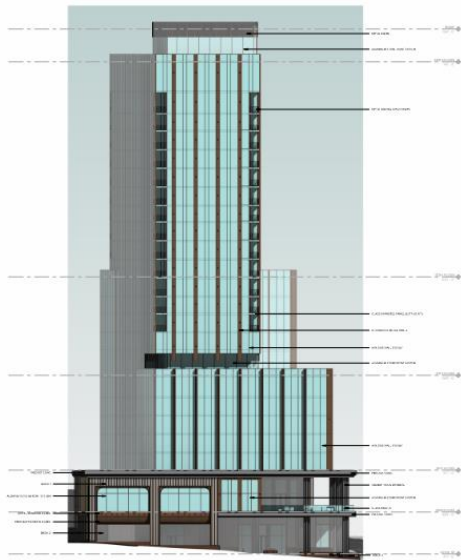


Figure 4: North Elevation



Figure 5: East Elevation

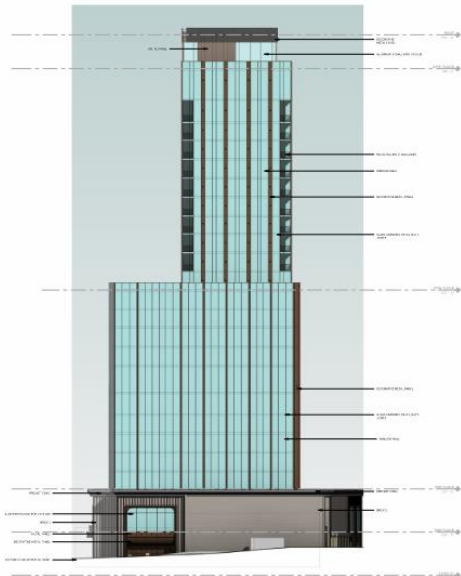


Figure 6: South Elevation

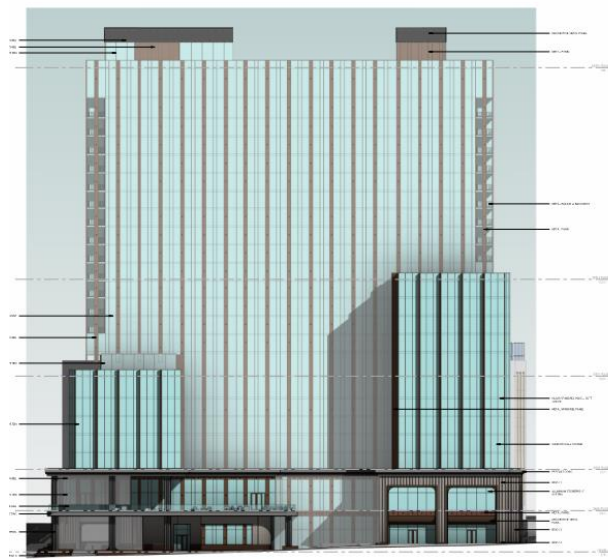


Figure 7: West Elevation



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Figure 8: Perspective



Figure 9: Entrance Perspective

PLAN DETAILS

The project is located at 600 and 616 4th Avenue South at the southeast corner of 4th Avenue South and Lea Avenue. and has frontage on 4th Avenue South (a primary street), Lea Avenue (a tertiary street), and Alley #147. A total of 8 pedestrian entrances are located along 4th Avenue South and Lea Avenue. The main hotel and residential lobby entrances are located on Lea Avenue, with a third hotel lobby entrance on 4th Avenue South. The remaining 5 entrances lead to the ground-floor commercial spaces located off 4th Avenue South.

Vehicular access is located off Lea Avenue and Alley #147. Entrance to the port cochere is located off of Lea Avenue, which includes temporary hotel parking, residential and hotel lobby drop off, as well as an entrance to the underground parking garage. Entrance to the parking garage is also located off of Alley #147.

The project proposes two publicly accessible, landscaped, outdoor spaces. The “hotel porch,” is a seating area located at the corner of Lea Avenue and 4th Avenue South, outside of the main hotel entrance and adjacent to the port cochere which can be accessed from both streets. The “plaza” is located mid-building along 4th Avenue South, and contains multi-sided terraced bench seating, a café-spill out zone, and an additional gathering space with bench seating. The entrances to the restaurant and café are located off this plaza, as well as one of the retail spaces.

OVERALL HEIGHT MODIFICATION PROCESS

The process for an Overall Height Modification is outlined in the DTC as follows:

1. The Executive Director of the Planning Department shall determine whether the development has made reasonable efforts to use all appropriate bonuses available in the Bonus Height Program.
2. The applicant shall hold a community meeting providing notices to all property owners within 300 feet.



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3. The Planning Commission shall review the modification request and may grant additional height for exceptional design, including but not limited to unique architecture, exceptionally strong streetscape, contribution to the skyline, improvement of the project's relationship to surrounding properties, and improvement to the character of the neighborhood. In some instances, consideration may be given where a project results in implementation of significant community improvements (e.g. quality open space, upgrading public infrastructure, or others determined by the policies of Metro departments) and/or contributes to the implementation of community improvements determined by the policies of Metro departments.

OVERALL HEIGHT MODIFICATION ANALYSIS

Bonus Height Program

In the Lafayette Subdistrict, three additional stories may be earned, up to a maximum of 11 stories, through use of the Bonus Height Program. A Determination Letter, signed by the Executive Director of the Planning Department, is attached to this staff report, and states the development has made reasonable efforts to use all of the appropriate bonuses available in the Bonus Height Program. Efforts include fulfilling requirements of the Pervious Surface and Underground Parking bonuses, as well as committing to earning LEED silver certification.

Community Meetings

The applicant and design team held a community meeting on August 28, 2024, at Gulch Crossing (124 12th Ave S, Nashville, TN) and sent notices to properties within 300 feet, per OHM notification guidelines. Several representatives from businesses in the area attended to express support.

MDHA Design Review Committee Meetings

The applicant team presented the project to the MDHA Design Review Committee (DRC) on Tuesday, September 3, 2024. The Committee voted (with none opposed) to grant the project concept-level approval before it proceeds to Planning Commission for the OHM request. Comments made by Committee members have been incorporated into the recommended conditions listed in this staff report.

Exceptional Design

According to the Determination Letter, exceptional building and site design elements further support the Overall Height Modification request. These elements include:

- Unique Architecture/Contribution to the Skyline: The project proposes quality façade materials, including wood, perforated bronzed metal panel, glazed brick, travertine, and precast concrete. Materials are utilized to create a dynamic pattern of the overall façade as well as rich textures and details. While the overall expression is modern, materials and details reference the neighborhood's historical architecture. The ground floor, with public spaces, active ground floor uses, and pedestrian-scale architecture encourages walkability. The reduced tower floor plate size results in a slenderer tower, distinguishable from the surrounding skyline landscape, as well as allowing light to reach the surrounding site.
- Strong Streetscape: Sidewalks and planting zones along 4th Avenue South and Lea Avenue will be built to MCSP standards. All overhead utility lines on-site will be buried, resulting in an augmented pedestrian streetscape with canopy trees and a wide sidewalk. The public



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seating and gathering spaces, including some exterior dining in the plaza along 4th Avenue South, activates the two main frontages, particularly along 4th Avenue. Enhanced landscaping around these two public spaces creates additional visual interest. Entrances to the restaurant and café are situated off the plaza, activating the transition between the public sidewalk and active commercial space.

- Contribution to Surrounding Neighborhood: 4th Avenue, characterized by fast moving vehicular traffic at all times of the day, is a gateway into the neighborhood and out of Downtown. As such, the project's improvements to 4th Avenue's pedestrian realm, including pedestrian-scale architecture, active ground floor uses, enhanced landscaping, and well-designed public spaces, will help improve the walkability of the neighborhood.

NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- The applicant is permitted one driveway onto Lea Avenue, which is to operate as an ingress only and traffic is to filter out through Alley 147. There shall be no vehicular access onto 4th Avenue South.
- Prior to Final Site plan approval, the applicant shall provide detailed loading & delivery operations for the proposed uses of this site. Loading and deliveries shall not occur within the ROW on Lea Avenue or 4th Avenue South. Off-peak loading and deliveries for this development shall be enforced to minimize impacts to traffic operations.
- The Applicant will participate in Transportation Demand Management (TDM) Plan guidelines and strategies to reduce employees and residents with the development driving alone and encourage them to walk, bike, roll and ride transit more frequently. The applicant will work with NDOT's Traffic Demand Management Manager, Meghan Mathson, to participate in the adopted TDM Plan and guidelines.
- The applicant shall provide and/or improve crosswalks, detectable warning mats, and curb ramps at the intersections of 4th Avenue South & Lea Avenue and 4th Avenue South & Elm Street.
- 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.
- The applicant shall comply with the MCSP requirements on all public frontages.

NASHVILLE DOT ROADS RECOMMENDATION

Approve with conditions

- Prior to final, verify Alley #147 right of way (total) width. See BWSC SOBRO CONSOLIDATION plat. A 5 ft. alley ROW dedication may be required to meet detail ST-263.
- Provide streetlighting details. All streetlights are to conform with the latest edition of the NES streetlighting guidelines and are to conform with the Nashville Streets and Pathways Lighting Manual. Details of the base pole and fixture are to be provided for NDOT approval. Send to NDOTstreetlights@nashville.gov for approval.
- With final, include the Landscape Plan / Street Trees. Street Trees shall have a clear height of 80 inches where tree canopy is within a path of travel, and no more than 50% of the tree height shall be cleared to meet the ADA clearance requirements.



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- Comply w/ NDOT traffic comments/conditions of approval.

STAFF RECOMMENDATION

The project aligns with the goals and objectives of the Downtown Code. Staff recommends approval with the following conditions or deferral without all conditions.

CONDITIONS

1. All bonus height actions identified in this application, including those that require a deed or restrictive covenant, must be approved prior to building permit approval.
2. The applicant shall comply with NDOT's recommendations and with any proposed traffic improvements that result from the project MMTA.
3. If implementation of final MMTA recommendations has a substantial effect on the building or site design, revisions to these plans shall be reviewed by the MDHA DRC.
4. All overhead lines along the site's frontages shall be buried.
5. The proposed residential units shall not be converted to a short-term rental use, memorialized by a deed restriction or covenant, as reviewed by Metro Legal.
6. All commitments shown and described on Page 6 of the application shall be certified before building permits are issued, including but not limited to Underground Parking, LEED Silver, and Pervious Surface.
7. Approval of this application is based on site design and the specific architectural characteristics shown within the application and are required in subsequent applications, including but not limited to same or similar façade materials and architectural detailing, enhanced landscaping, and well-designed, inviting public spaces.
8. The developer shall propose an agreement for reasonable public access (e.g. hours of operation and other operational expectations) to the privately-owned, publicly accessible open space. This shall be reviewed by Metro Planning and Metro Legal and recorded prior to the issuance of building permits.
9. All parking shall be underground.
10. All requirements of the Downtown Code not specifically modified shall apply.



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July 3, 2024

Attn: Lee Davis
Earl Swensson Associates
1033 Demonbreun St #800
Nashville, TN 37203

Re: Determination on DTC Bonus Height Program Efforts for 600 4th Avenue South

Mr. Davis:

This letter serves as a determination to submit an Overall Height Modification application for the project proposed on the southeast corner of 4th Avenue South and Lea Avenue. This letter does not indicate support or guarantee project approval.

The project site is located within the Lafayette Subdistrict of the Downtown Code, where 8 stories are permitted by-right and up to 11 stories are permitted using the Bonus Height Program. The proposed development includes a 24-story residential building consisting of 227 hotel keys, 246 residential units, and 3,580 SF of retail.

Exhibits submitted to Planning Staff on March 14, 2024, demonstrate the use of the following Bonus Height Program options:

- Underground Parking – Approximately 116,687 SF of bonus height is being earned by providing entirely underground parking across three levels.
- LEED – Two stories of bonus height are being earned by building a LEED silver accredited building.
- Pervious Surface - Approximately 14,928 SF of pervious surfaces are provided as green roofs and other pervious surface installations.

Additionally, the project has committed to the following design elements that further support the Overall Height Modification request:

- Unique Architecture/Contribution to the Skyline – The building uses a strong material palette, including bronzed metal accent panels installed vertically along the tower and a masonry base. The building's masonry base is reminiscent of older industrial buildings and creates a human-scale at the street level. The building's tower floats above the base with a modulated façade that uses vertical organizing elements to create a dynamic pattern to the overall façade.
- Exceptionally Strong Streetscape – Sidewalks and planting zones along 4th Avenue South and Lea Avenue will be built to MCSP standards. All overhead utility lines on-site will be buried, resulting in an augmented pedestrian streetscape with canopy trees and a wide sidewalk. The project provides some exterior dining via a plaza along 4th Avenue, allowing the project to produce a strong street-wall but create additional activity along the frontage.
- Relationship to Surrounding Properties/Character of the Neighborhood – 4th Avenue, characterized by fast moving vehicular traffic at all times of the day, is a gateway into the neighborhood and out of Downtown. As such, the project's improvements to 4th Avenue's pedestrian realm are of great importance. The project proposes removing all access points from



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- 4th Avenue and including active retail uses on the ground floor of the building. This activity and the pedestrian-scale of the architecture encourage walkability in the neighborhood.
- Significant Community Improvements – Community transportation improvements are expected with this project and should implement key elements of Connect Downtown.

The issuance of the determination letter is predicated on the demonstration of exceptional design and architectural expression. For this project, that comes through the high-quality material palette and carefully considered detailing of the façade and cladding, all of which enhances and elevates the base massing. A MMTA is required to be completed with NDOT at least two weeks before the Planning Commission meeting this item would be considered at.

With these commitments, along with the efforts to utilize the Bonus Height Program to its fullest potential, this project may proceed with the next step in the Overall Height Modification process – submitting a formal application. The project will receive detailed review by Metro Planning and other Metro departments and agencies once a formal application has been submitted. Specific issues and conditions may be addressed during the overall height modification process while other more minor details may be addressed through the final site plan process.

Note that this letter does not waive the project from the requirements of Metro Planning or other Metro departments and agencies. Reconsideration of this determination may be warranted if the applicant team is unable or unwilling to follow through with any requirements, or with any of the commitments described above.

Sincerely,

Lucy Kempf
Executive Director
Metro Nashville Planning Department

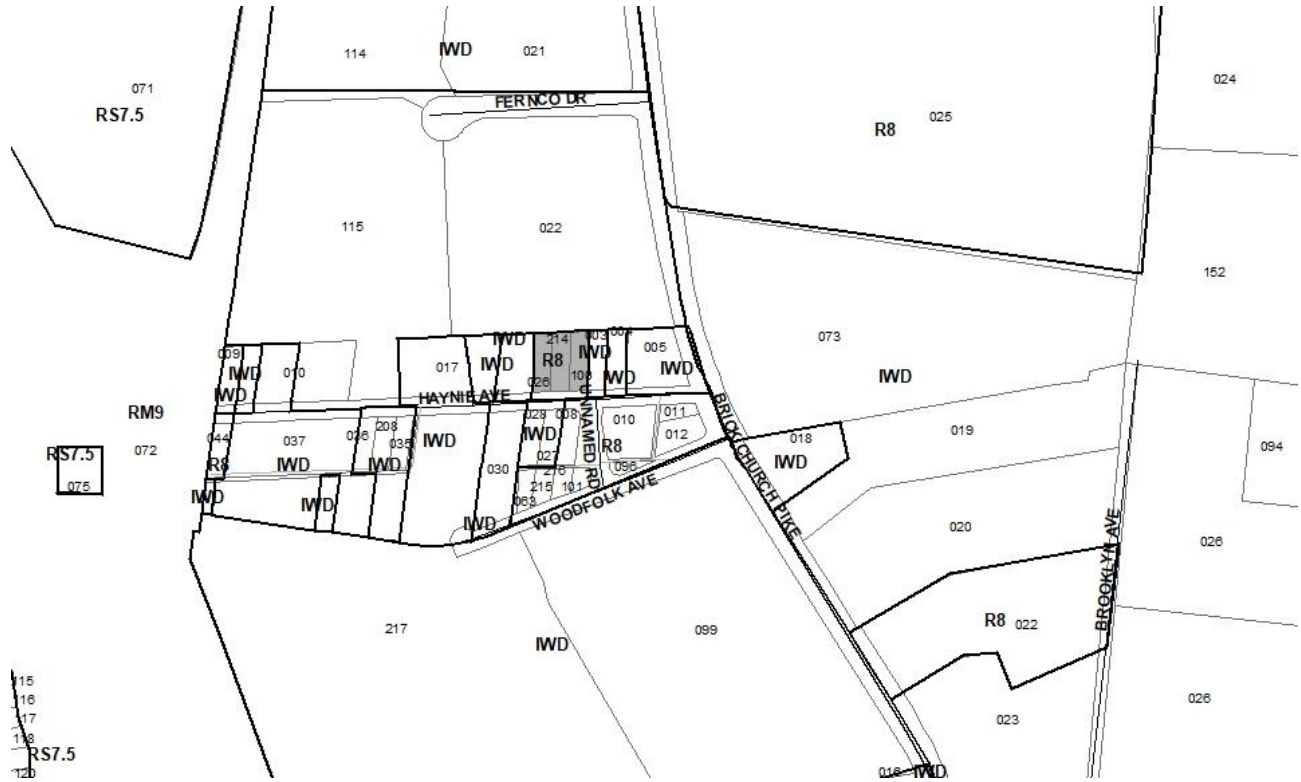
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SEE NEXT PAGE



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2024Z-099PR-001

Map 060-13, Parcel(s) 026, 214

Map 060-14, Parcel(s) 100

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyonzté Toombs)



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Item #20
Council District
School District
Requested by

Zone Change 2024Z-099PR-001
02 – Toombs
01 – Gentry
Crunk Engineering LLC, applicant; AH Harlin Partners Trust, owner.

Staff Reviewer
Staff Recommendation

Shane
Approve.

APPLICANT REQUEST
Zone change from R8 to IWD.

Zone Change

A request to rezone from One and Two-Family Residential (R8) to Industrial Warehousing/Distribution (IWD) zoning for properties located at 405 and 407 Haynie Avenue and Haynie Avenue (unnumbered), approximately 290 feet west of Brick Church Pike (0.54 acres).

Existing Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of two lots. Duplex eligibility to be confirmed by Metro Codes.*

Proposed Zoning

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

BORDEAUX-WHITES CREEK-TRINITY COMMUNITY PLAN

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

ANALYSIS

The application consists of three parcels (Map 060-13, Parcels 026 and 214 and Map 060-14, Parcel 100) totaling 0.54 acres, located on the north side of Haynie Avenue, approximately 275 feet west of Brick Church Pike. Surrounding uses include vacant land zoned IWD to the east and south and light manufacturing zoned IWD to the north and west. The parcels have been zoned One and Two-Family Residential (R8) since 1974.

The application proposes to rezone the properties from R8 to IWD. The subject parcels have frontage along Haynie Avenue, a local road. The property is located within the District Industrial (D IN) policy. These policy areas are dominated by one or more activities that are industrial in



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character. The types of uses in D IN areas include non-hazardous manufacturing, distribution centers, and mixed business parks containing compatible industrial and nonindustrial uses. The IWD district implements these goals of D IN policy and provides opportunities for wholesaling, warehousing, and bulk distribution uses. The proposed IWD district at the subject site is consistent with the D IN policy goals and fits in with the surrounding context, which has seen several rezonings to IWD in recent years. For these reasons staff recommends approval.

FIRE RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: **R8**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.54	5.44 F	2 U	28	7	2

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.54	0.8 F	18,817 SF	75	3	4

Traffic changes between maximum: **R8 and IWD**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+47	-4	+2

METRO SCHOOL BOARD REPORT

Projected student generation existing R8 districts: 0 Elementary 0 Middle 0 High

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

The proposed IWD zoning is not expected to generate any more additional students than the existing R8 zoning. Students would attend Alex Green Elementary School, Brick Church Middle School, and Whites Creek High School. All three schools are identified as having capacity for additional students. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

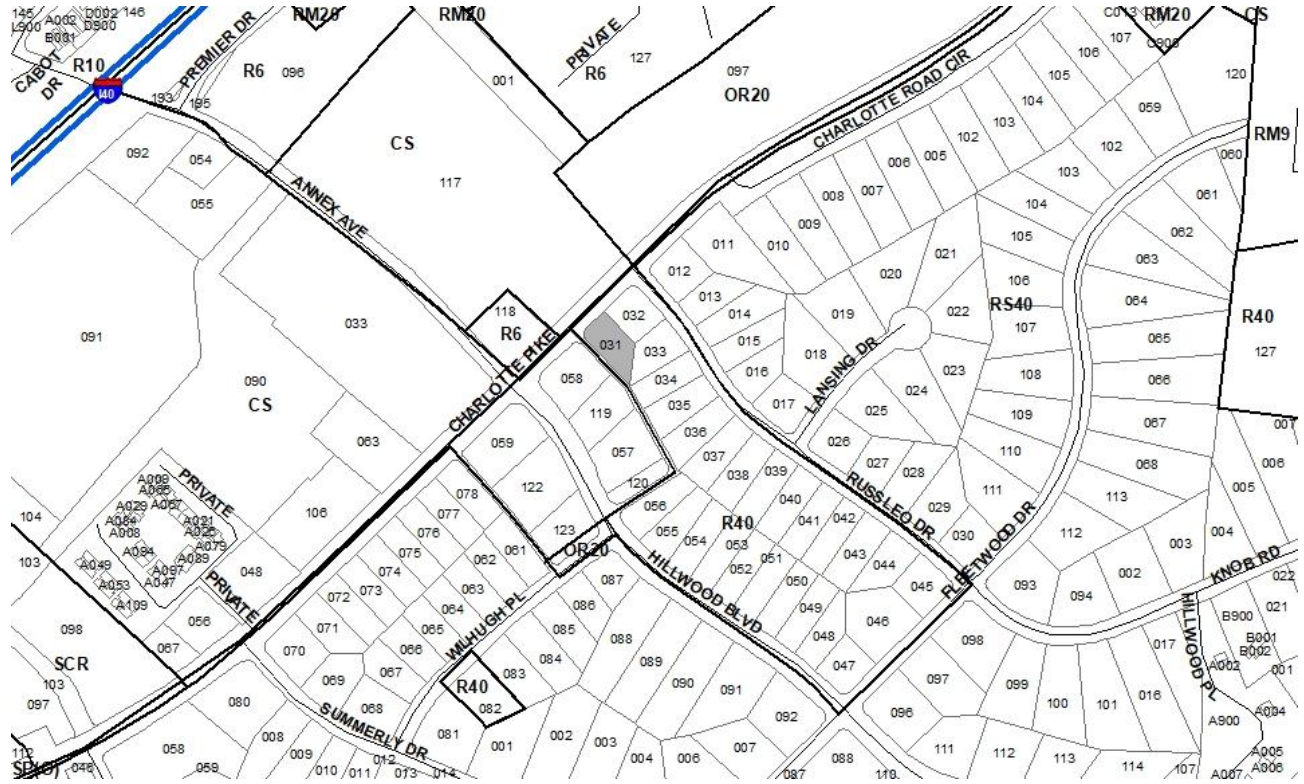
Staff recommends approval.



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2024Z-104PR-001

Map 102-08, Parcel(s) 031

07, West Nashville

20 (Rollin Horton)



Metro Planning Commission Meeting of 9/26/24

Item #21
Council District
School District
Requested by

Zone Change 2024Z-104PR-001
20 – Horton
09 – Tylor
Fulmer Lucas Engineering, applicant; 6505 Charlotte Partners, owner.

Staff Reviewer
Staff Recommendation

Garland
Disapprove MUL-NS and approve MUL-A-NS.

APPLICANT REQUEST

Zone change from R40 to MUL-NS.

Zone Change

A request to rezone from One and Two-Family Residential (R40) to Mixed Use Limited-No Short Term Rentals (MUL-NS) zoning for property located at 6505 Charlotte Pike, approximately 260 feet east of Hillwood Blvd (0.48 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. *R40 would permit a maximum of 1 duplex lots for a total of 2 units. Duplex eligibility would be reviewed by Metro Codes. This does not account for compliance with the Metro Subdivision Regulations.*

Proposed Zoning

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

WEST NASHVILLE COMMUNITY PLAN

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.

ANALYSIS

The approximately 0.48-acre property proposed to be rezoned is located on the east side of Charlotte Pike and 260 feet east of Hillwood Blvd. The property has a single structure on it. Surrounding zoning includes One and Two-Family (R40), Commercial Service (CS), Office/Residential (OR20), and Single-Family Residential (RS40). Surrounding land uses include



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two-family residential, commercial, and single-family residential. The subject site has frontage along Charlotte Pike, which is classified as an arterial-boulevard in the Major and Collector Street Plan (MCSP). The subject site is located at the eastern edge of a T3 CC policy area adjacent to T3 NM.

Staff finds that the proposed MUL-NS zoning district is inconsistent with the T3 CC policy at this location. The site is located on the eastern edge of a T3 CC policy area characterized by nonresidential uses to the north and west, and single-family residential properties directly east and south within the Suburban Neighborhood Maintenance (T3 NM) policy area. While the site is located along a major corridor with commercial development to the north and west, the context along the eastern and southern edges of the site is very different, as it is characterized by one and two-story single-family homes in an established neighborhood.

The Community Character Manual (CCM) provides guidance for when higher intensity policy areas adjoin lower intensity policy areas, and one of the guiding principles is that buildings at the edges of the policies form transitions in scale and massing as they relate to their surroundings. The T3 CC policy supports some non-residential zoning districts, including MUL and MUL-A, depending on the context. The proposed MUL-NS zoning district does not include any provisions for maximum overall height, which is an important factor to consider given the site’s adjacency to a lower intensity residential neighborhood. In MUL-NS, the Metro Zoning Code permits a maximum of 3 stories in 45’ at the setback line; beyond the setback, height is permitted to increase through a height control plane ratio of 1.5 to 1, with no overall maximum height requirement. Staff has considered the impact of future development at this site with no overall maximum height, given the immediately surrounding neighborhood context to the east and south, and recommends the -A (Alternative) designation be applied to the request. The MUL-A-NS zoning district requires a maximum height of 3 stories in 45 feet in the build-to zone, with an overall maximum height of 4 stories in 60 feet. Application of the -NS designation, which is included in the current request, restricts short term rental properties from the district, which would also be appropriate given the site’s given the site’s adjacency to the T3 NM policy area to the east. Staff would not support MUL without both the -A and -NS designations given the policy guidance and context of the site.

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)	0.48	3.17 F	1 U	15	5	1

*Based on two-family lots

Maximum Uses in Proposed Zoning District: MUL-NS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential 3-10 (221)	0.24	1.0 F	10 U	53	4	5



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.12	1.0 F	5,227 SF	197	5	20

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.12	1.0 F	5,227 SF	586	52	51

Traffic changes between maximum: **R40 and MUL-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+821	+56	+75

METRO SCHOOL BOARD REPORT

Given the mix of uses permitted by the MUL-NS zoning district, the number of residential units ultimately built on this site may vary and an assumption as to the impact at this point is premature. Students would attend Charlotte Park Elementary, H.G. Hill Middle School, and James Lawson High School. All three schools have capacity for additional students. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends disapproval of MUL-NS and approval of MUL-A-NS.