

# Metropolitan Planning Commission



Staff Reports

**March 27, 2025**

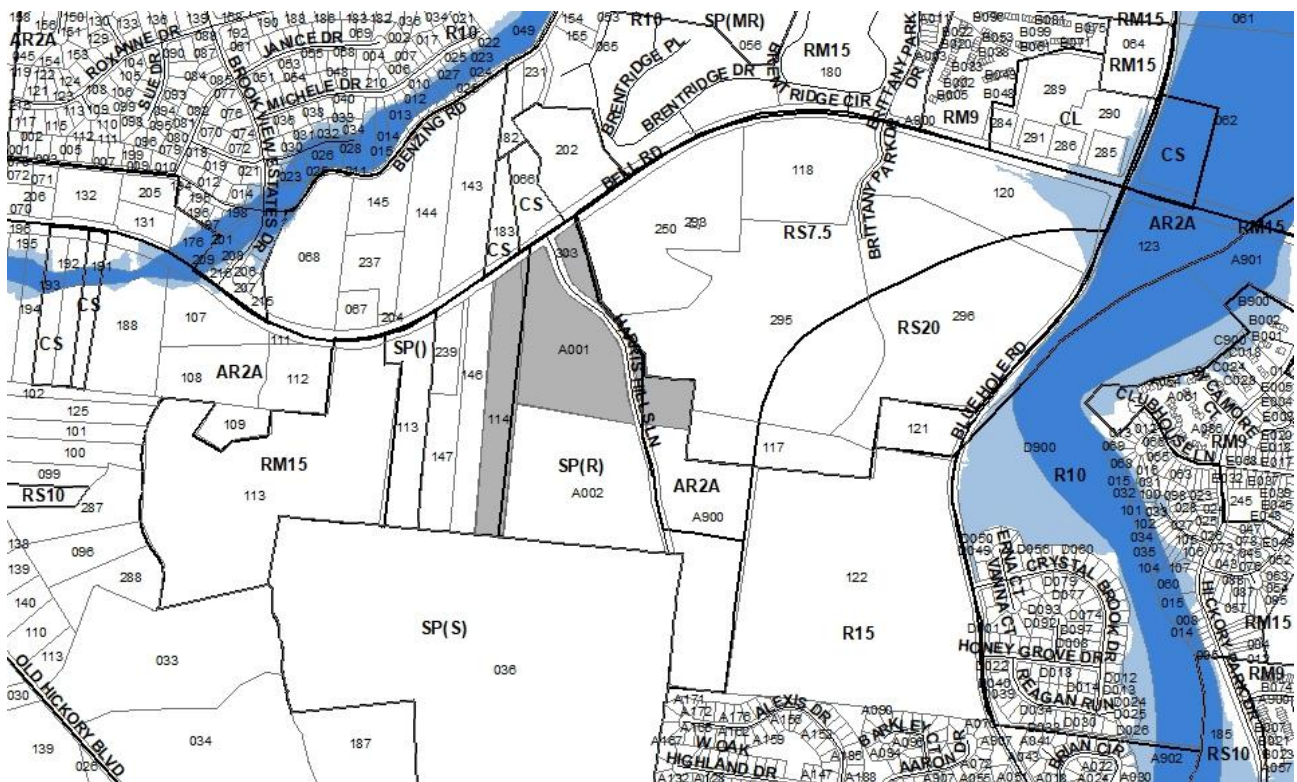


## Metro Planning Commission Meeting of 03/27/2025

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



**SEE NEXT PAGE**



## FOREST VIEW (AMENDMENT)

Map 162-15-0-A, Parcel(s) 001, part of Parcel(s) 900

12, Southeast

31 (John Rutherford)



## Metro Planning Commission Meeting of 03/27/2025

**Item #1****Project Name****Council District****School District****Requested by****Specific Plan 2007SP-037-003****Forest View (Amendment)**

31 – Rutherford

02 – Elrod

Anderson, Delk, Epps & Associates, applicant; Richland South, LLC and Novella Teague, owners.

**Deferrals**

This item was deferred at the March 13, 2025, Planning Commission meeting. No public hearing was held.

**Staff Reviewer**

Schenk

**Staff Recommendation**

*Approve with conditions and disapprove without all conditions.*

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**APPLICANT REQUEST****SP amendment to permit a mixed-use development.****SP Amendment**

A request to amend a portion of a Specific Plan for property located at Bell Road (unnumbered) and to add properties located at 1456 Bell Road and a portion of property located at Bell Road (unnumbered) to the amended SP, at the eastern and western corners of Bell Road and Harris Hills Lane, zoned Agricultural/Residential (AR2a) and Specific Plan (SP) (22.43 acres), to permit a mixed-use development.

**Existing Zoning**

Specific Plan-Residential (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 both residential and commercial uses.

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and is intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 8 units on the 9.70-acre portion of the site zoned AR2a.*

**SOUTHEAST COMMUNITY PLAN**

T3 Suburban Neighborhood Center (T3 NC) is intended to enhance and create suburban neighborhood centers that serve suburban neighborhoods generally within a five-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.



## Metro Planning Commission Meeting of 03/27/2025

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

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

### **EXISTING SP AND HISTORY**

The existing SP zoning of this site was approved in 2009, and divided the site into three districts, permitting commercial and non-residential uses consistent with the MUL zoning district only in District One, a maximum of 248 multi-family residential uses only in District Two, and open space uses in District Three. This SP Amendment proposes to change the uses for the approximately 12.73 acres of the existing SP in District One and to add approximately 9.70 acres, currently zoned AR2a, to the SP in the District One area. The total acreage in the SP amendment area is approximately 22.43 acres. No changes to the uses or boundaries of District Two and District Three are proposed. Since this proposal changes the zoning entitlements for District One and adds acreage to the SP, an amendment is required.

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

The site is approximately 22.43 acres and is located on the eastern side of Bell Road, a Scenic Arterial in the Major and Collector Street Plan (MCSP) at the corner of Bell Road and Harris Hills Lane. Harris Hills Lane, an existing collector-avenue, traverses north to south through the site. The site consists of the entirety of two parcels, Parcels 001 and 114, and a portion of a third parcel, Parcel 900. Parcel 114 is currently developed as a single-family residential use, while Parcels 001 and 900 are vacant. The surrounding parcels are zoned Agricultural/Residential (AR2a), Commercial Service (CS), Single-Family Residential (RS15), with a PUD overlay allowing for multi-family residential, and an SP that allows for multi-family residential. Surrounding parcels have developed with a mixture of single-family residential, multi-family residential, commercial, and community uses. The subject site includes several areas of natural features, including a stream buffer along the southwest corner of the site and an area of steep slopes in the northeast portion of the site.





**Approved Preliminary SP**









## Metro Planning Commission Meeting of 03/27/2025

### Plan Details

The site plan proposes a maximum of 316 multi-family residential units and up to 41,000 square feet of nonresidential uses, as described in the plan document. The nonresidential square footage identified on the plans is located in several buildings totaling 14,650 square feet with automotive convenience, retail, restaurant, and office uses. The nonresidential uses are located on two proposed lots, Lots 1 and 2, on the northern portion of the site at southeast and southwest corner of Bell Road and Harris Hills Lane. The proposed Lot 1, at the southwest corner of Bell Road and Harris Hills Lane, contains an automotive convenience use with full vehicular access to Harris Hills Lane, and a right in/right out access onto Bell Road. The proposed Lot 2 contains two buildings with vehicular access limited to Harris Hills Lane. All buildings are oriented towards public streets and have pedestrian connections from the buildings to the street. With the proposed amendment, a maximum of 564 multi-family residential units will be permitted within the entire SP.

The multi-family residential uses are allowed within two proposed lots, Lots 3 and 4, in the southern portion of the site. Lot 3, located on the western side of Harris Hills Lane contains five multi-family residential buildings, and one building used as a clubhouse, an accessory use for multi-family residential. Lot 4 is located at the southeast corner of the site and consists of a single multi-family residential building. The multi-family residential buildings along Harris Hills Lane are oriented towards the street, with pedestrian connections from the street to each building. Both lots have vehicular access to Harris Hills Lane with Lot 3 having an additional connection to Lot 1. All buildings are oriented towards Harris Hills Lane or internally, with parking located either behind or beside the buildings.

Architectural and height standards are provided for all buildings, with the non-residential buildings limited in height to three stories, and the residential buildings limited in height to four stories. The site layout was designed to avoid disturbance to sensitive features. The plan designates areas of tree preservation at the southern property line and proposes landscaping buffers between the non-residential and residential uses and the landscaping standards for the Scenic Arterial along Bell Road. Street trees are identified on the landscape plan along Harris Hills and Bell Road.

### **ANALYSIS**

The proposed SP is located within the T3 Suburban Neighborhood Center (T3 NC), T3 Suburban Neighborhood Evolving (T3 NE), and Conservation (CO) policy areas. The T3 NC policy is intended to create suburban neighborhood centers, with mixed-use, commercial, and residential uses to meet some of the daily needs of surrounding neighborhoods within a five-minute drive. The Conservation (CO) policy is confined to areas of streams and slopes on the site, which the plan generally avoids. The T3 NE policy is intended to promote a broader range of housing types, improved connectivity, and moderate density development. Most of the proposed SP, including all non-residential uses, is contained within the T3 NC policy. The proposed SP would provide a mixture of uses, including commercial and residential uses, while designed in a building form consistent with the goals of the T3 NC policy. The portion of the site in the T3 NE policy provides land uses, design form, and building orientation consistent with the goals of the policy. The proposed SP exceeds the general height guidance for T3 NC and T3 NE, which allows for heights up to three stories, but allows for increases in heights under certain criteria. This includes



## **Metro Planning Commission Meeting of 03/27/2025**

prominence of the intersection, planned heights of surrounding buildings, and topographic features unique to the site.

The proposed plan provides details that would support additional height in this location. The site is located at a prominent intersection of Bell Road, a Scenic Arterial boulevard, and Harris Hills Lane, a Collector-Avenue, where increased height may be supported. Additionally, buildings in the broader area in the same policy have developed with heights of up to four stories. The site's topography, with areas of steep slopes and stream buffers and an existing TVA easement, which the proposal generally avoids, also would contribute to supporting additional height at this location. Based on these considerations, the proposed development would be consistent with the goals of the T3 NC and T3 NE policies.

### **FIRE MARSHAL RECOMMENDATION**

**Approve**

### **NDOT RECOMMENDATION**

**Approve with conditions**

- Final construction plans shall comply with the design regulations established by NDOT.
- Final design and improvements may vary based on actual field conditions.
- All ROW frontages shall adhere to the Major Collector Street Plan (MCSP).
- Dedicate ROW along all frontages to accommodate MCSP requirements.
- At final, Provide call outs on 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](mailto: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.
- From previous comments, all site access ramps off public ROW shall meet ST-324, 24' max ramp width, otherwise provide justification for widths up to 35 ft. max.
- At final, proposed driveway 'F' off Bell Rd. should be revised and designed in a way to block left turn-in/-out movements to/from Bell Rd. ROW.
- Additional freight turning movements will be required with final for dedicated RTL into intersection of Bell and Harris Hills.
- Comply w/ traffic comments.

### **TRAFFIC AND PARKING RECOMMENDATION**

- Per Review of the submitted MMTA the following improvements shall be provided;
- Bell Rd & Harris Hills Lane;
  - A traffic signal shall be provided at the intersection of Harris Hills Lane & Bell Road. The signal shall incorporate pedestrian accommodations and all necessary



## **Metro Planning Commission Meeting of 03/27/2025**

signage/pavement markings shall follow MUTCD guidance. Further coordination with NDOT will be required prior to Final SP approval.

- Additional storage for the NB left turn lane on Harris Hills Ln shall be provided. Further coordination with NDOT will be required to determine the appropriate storage length.
- Prior to Final SP submittal, the applicant shall coordinate with NDOT on the proposed EB right turn lane on Bell Rd at the intersection of Harris Hills Lane.
- Brook View Estates Drive & Bell Rd; A ped crossing across the WB approach of the intersection shall be provided. Appropriate push buttons and pedestrian signal heads shall also be provided.
- The secondary access on to Bell Rd for the proposed Gas station shall be restricted to a Right in Right out only. The design of the access and any necessary delineation/turning movement restrictions will be determined at Final SP.
- Parking shall be shown per Metro code.
- The MCSP shall be provided along the Bell Road frontage of this development. The bike lane configuration will be coordinated further with NDOT at Final SP.
- At final SP the applicant shall submit a truck turning exhibit for the anticipated truck classifications for each of the proposed uses within the SP.
- 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.

### **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.
- A minimum of 30% Water and Sanitary Sewer Capacity Fees must be paid before issuance of building permits. (Water and Sewer Capacity Fee Permit No's T2024111574 and T2024111578).
- Unless and until 100% of Capacity Charge has been paid, No Water/Sanitary Sewer Capacity is guaranteed.

### **HISTORIC ZONING RECOMMENDATION**

- Phase I archaeological survey recommended.



## Metro Planning Commission Meeting of 03/27/2025

### 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* | 9.7   | 0.5 F       | 5 U                         | 66                    | 8            | 6            |

\*Based on two-family lots

### Maximum Uses in Existing Zoning District: SP

| Land Use (ITE Code)           | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|-------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Multi-Family Residential 3-10 | 6.07  | 1.0 F       | 264 U                       | 1,437                 | 89           | 113          |

### Maximum Uses in Existing Zoning District: SP

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Retail (820)        | 3.035 | 1.0 F       | 132,205 SF                  | 4,991                 | 124          | 504          |

### Maximum Uses in Existing Zoning District: SP

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Restaurant (932)    | 3.035 | 1.0 F       | 132,205 SF                  | 14,831                | 1,314        | 1,292        |

### 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) | -     | -           | 316 U                       | 1,720                 | 105          | 134          |

### 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 |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Office (710)        | -     | -           | 10,250 SF                   | 116                   | 36           | 13           |

### Maximum Uses in Proposed Zoning District: SP

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Retail (820)        | -     | -           | 10,250 SF                   | 387                   | 10           | 39           |

### 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)    | -     | -           | 10,250 SF                   | 1,150                 | 102          | 100          |

### Maximum Uses in Proposed Zoning District: SP





## Metro Planning Commission Meeting of 03/27/2025

| Land Use<br>(ITE Code)   | Acres | FAR/Density | Total Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|--|-------|-------------|--------------------------------|--------------------------|-----------------|-----------------|
| Fast-Food<br>Restaurant with<br>Drive-Through<br>Window<br>(934) | -     | -           | 10,250 SF                      | 4,827                    | 412             | 335             |

Traffic changes between maximum: AR2A/SP and SP

| Land Use<br>(ITE Code) | Acres | FAR/Density | Total Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|------------------------|-------|-------------|--------------------------------|--------------------------|-----------------|-----------------|
| -                      | -     | -           | -                              | -13,125                  | -870            | -1,294          |

### METRO SCHOOL BOARD REPORT

**Projected student generation existing SP and AR2a district: 1 Elementary 1 Middle 1 High**  
**Projected student generation proposed SP district: 38 Elementary 27 Middle 23 High**

The proposed SP zoning is expected to generate 85 additional students than the existing SP and AR2a zoning districts. Students would attend Henry Maxwell Elementary School, Thurgood Marshall Middle School, and Cane Ridge High School. Henry Maxwell Elementary School and Cane Ridge High School are identified as overcapacity, while Thurgood Marshall Middle School is identified as exceedingly under capacity. This information is based upon the 2024-2025 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 41,000 square feet of nonresidential uses and 316 multi-family residential units in District 1 only. Nonresidential uses shall be per MUL-A zoning, except for the following uses which shall be prohibited from the entire SP amendment area: Short term rental property, owner occupied and short term rental property, not owner occupied, monastery or convent, orphanage, dormitory, bar or nightclub, car wash, donation center/drop off, flea market, hotel/motel, inventory stock, distributive business/wholesale, warehouse, bus transfer station, commuter rail, power/gas substation, waste water treatment, water treatment plant, wind energy facility (small), construction/demolition waste processing, recycling collection center, club, commercial amusement (outside), golf course, and greenway.
2. On the corrected copy, update the purpose note and permitted uses to reflect the Permitted Uses condition.
3. On the corrected copy, update all “commercial” references to “nonresidential.”
4. On the corrected copy, add the following note: All mechanical units shall be screened from the right-of-way by landscaping or an enclosure, or a combination of both. Screening details are to be submitted with the final site plan.
5. On the corrected copy, add the following note: All parking areas shall be screened by landscaping from the public right-of-way.



## Metro Planning Commission Meeting of 03/27/2025

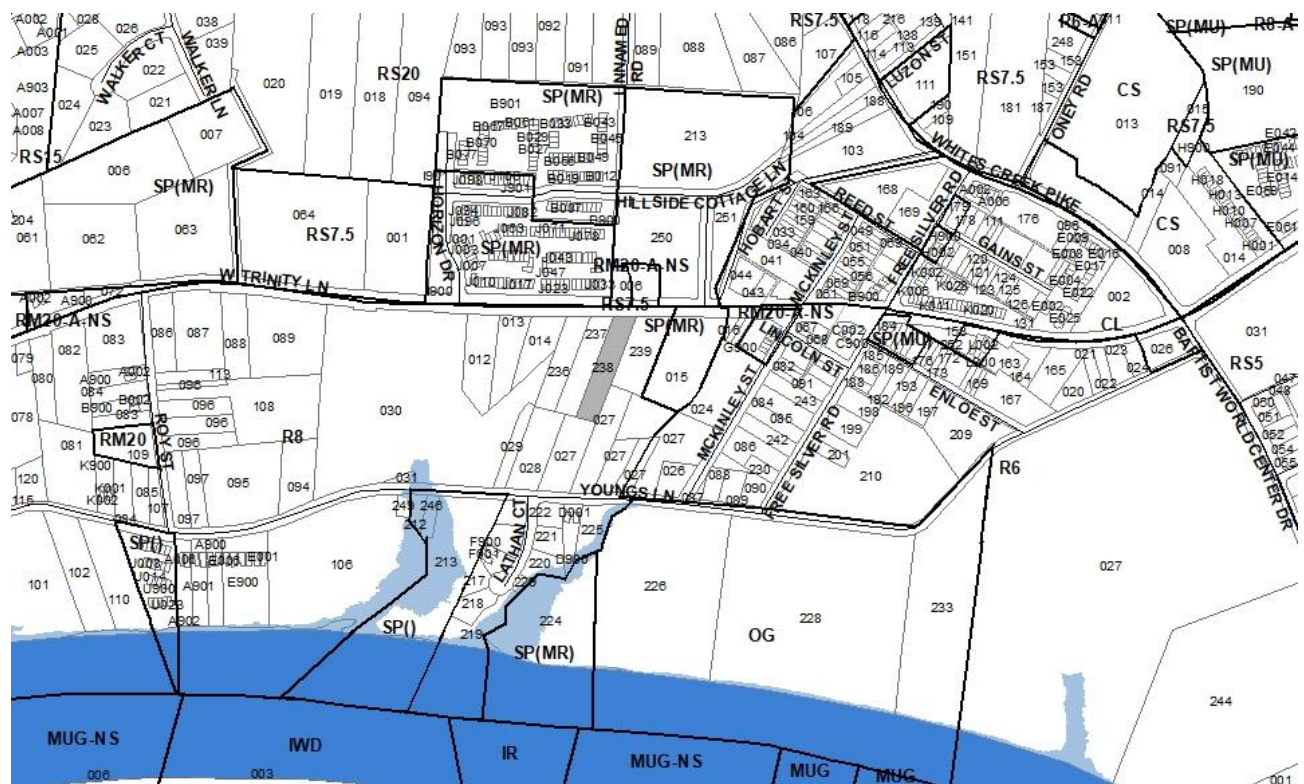
6. No changes or increase in units are approved on the remainder of the SP site (approximately 24.83 acres) within the District 2 and 3 areas.
7. Nonresidential uses shall be limited to the areas identified as proposed Lot 1 and proposed Lot 2 on the preliminary SP plan.
8. A tree preservation plan will be required with the final site plan submittal.
9. 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.
10. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
11. The final site plan shall depict any required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
12. 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 for nonresidential uses, and RM20-NS for residential uses as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
13. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
14. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
15. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
16. A final plat may be required prior to permitting.
17. No master permit or HPR shall be recorded on the property prior to final site plan approval.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 03/27/2025



**2024SP-036-001**

832 WEST TRINITY

Map 070-08, Parcel 238

02, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyonzté Toombs)





## Metro Planning Commission Meeting of 03/27/2025

**Item #2****Project Name****Council District****School District****Requested by****Specific Plan 2024SP-036-001****832 West Trinity**

02 – Toombs

01 – Taylor

Dale &amp; Associates, applicant; McGran, LLC, owner.

**Deferrals**

This item was deferred at the September 12, 2024, October 24, 2024, November 14, 2024, December 12, 2024, January 9, 2025, and February 27, 2025, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**

Marton

**Staff Recommendation**

*Defer to the April 10, 2025, Planning Commission meeting.*

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

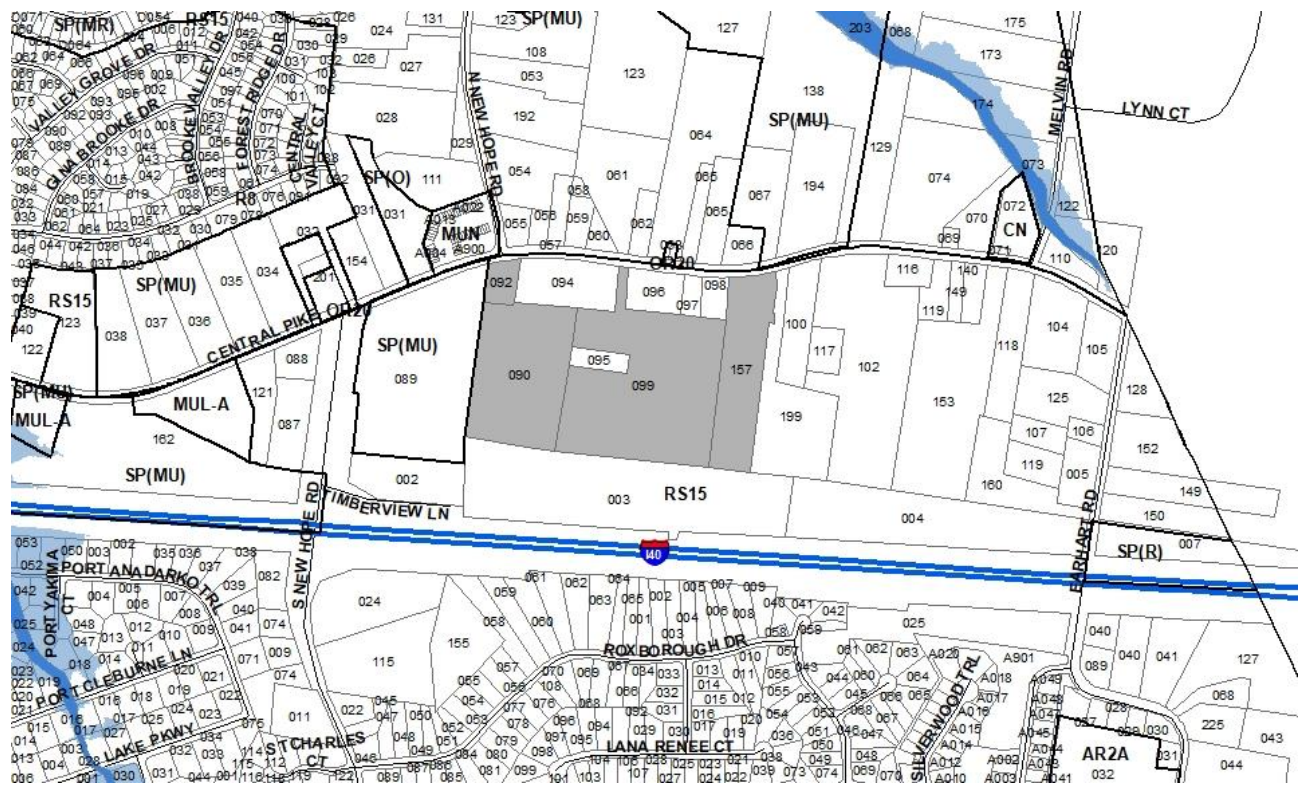
A request to rezone from One and Two-Family Residential (R8) to Specific Plan (SP) zoning for property located at W. Trinity Lane (unnumbered), approximately 655 feet west of McKinley Street, to permit 17 multi-family residential units (1 acre).

**STAFF RECOMMENDATION**

Staff recommends deferral to the April 10, 2025, Planning Commission meeting.



## Metro Planning Commission Meeting of 03/27/2025



### 2024SP-048-001

4222 & 4278 CENTRAL PIKE

Map 087, Parcels 090, 092, 099, 157

14, Donelson – Hermitage – Old Hickory

12 (Erin Evans)



## Metro Planning Commission Meeting of 03/27/2025

**Item #3****Project Name****Council District****School District****Requested by****Specific Plan 2024SP-048-001****4222 & 4278 Central Pike**

12 – Evans

04 – Nabaa-McKinney

Dewey Engineering, applicant; Frank Batson Homes, Inc., owner.

**Deferrals**

This item was deferred at the October 24, 2024, November 14, 2024, January 9, 2025, and February 27, 2025, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**

Marton

**Staff Recommendation**

*Defer to the April 24, 2025, Planning Commission meeting.*

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**APPLICANT REQUEST****Rezone to SP to permit a mixed-use development.**Preliminary SP

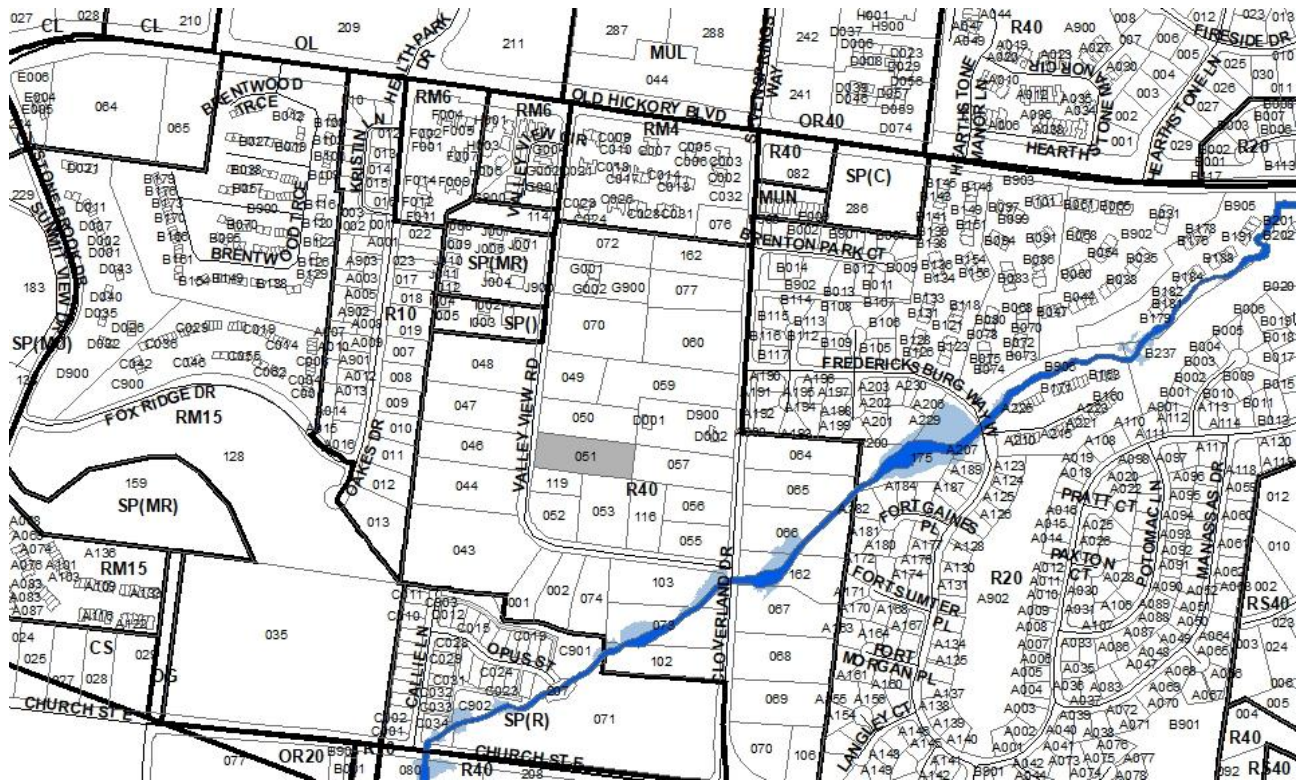
A request to rezone from Single Family Residential (RS15) to Specific Plan (SP) zoning for properties located at 4222, 4226 and 4278 Central Pike, approximately 765 feet east of South New Hope Road, to permit a mixed-use development (30.14 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the April 24, 2025, Planning Commission meeting.



## Metro Planning Commission Meeting of 03/27/2025



**2024SP-049-001**

5642 VALLEY VIEW SP

Map 171, Parcel(s) 051

12, Southeast

04 (Mike Cortese)





## Metro Planning Commission Meeting of 03/27/2025

**Item #4****Project Name****Council District****School District****Requested by****Specific Plan 2024SP-049-001****5642 Valley View SP**

04 - Cortese

02 – Elrod

Dale & Associates, applicant; Vincent & Sarah Biegel, owners.

**Deferrals**

This item was deferred at the November 14, 2024, December 12, 2024, January 9, 2025, February 13, 2025, February 27, 2025, and March 13, 2025, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**

Shane

**Staff Recommendation**

*Defer to the April 10, 2025, Planning Commission Meeting.*

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**APPLICANT REQUEST****Zone change from R40 to SP.**Preliminary SP

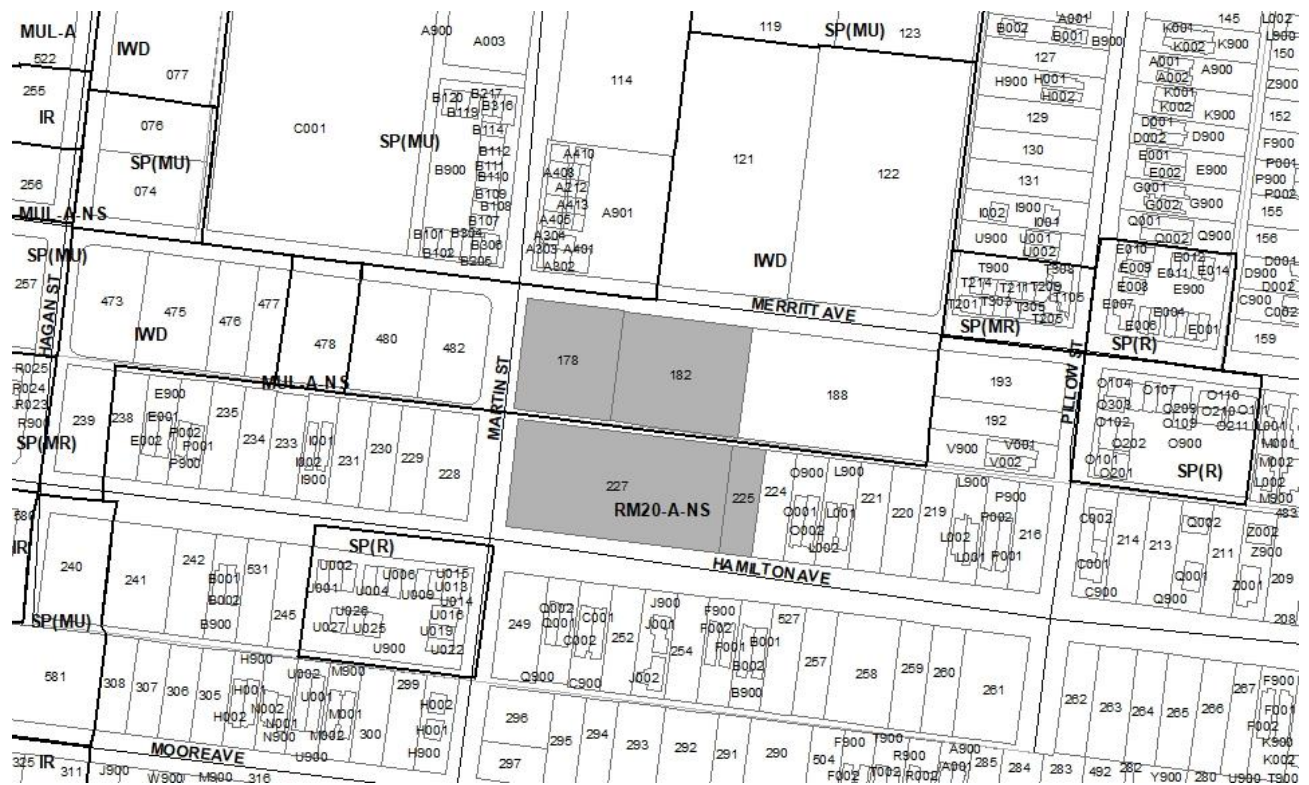
A request to rezone from One- and Two-Family Residential (R40) to Specific Plan (SP) zoning for property located at 5642 Valley View Road, approximately 425 feet west of Cloverland Drive (1.45 ac), to permit four detached multi-family residential units.

**STAFF RECOMMENDATION**

Staff recommends deferral to the April 10, 2025, Planning Commission meeting.



## Metro Planning Commission Meeting of 03/27/2025



**2025SP-005-001**

**MARTIN & MERRITT**

Map 105-07, Parcel(s) 178, 182, 225, 227

11, South Nashville

17 (Terry Vo)



## Metro Planning Commission Meeting of 03/27/2025

**Item #5****Project Name****Council District****School District****Requested by****Specific Plan 2025SP-005-001****Martin & Merritt**

17 – Vo

05 – Fayne

Pfeffer Torode Architecture, applicant; MTP-Martin Ave Propco, LLC, MTP-1300 Main Street Propco, LLC, MTP-Merritt Avenue Propco, LLC, owners.

**Deferrals**

This item was deferred at the February 13, 2025, February 27, 2025, and March 13, 2025, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**

Schenk

**Staff Recommendation**

*Defer to the April 10, 2025, Planning Commission meeting.*

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

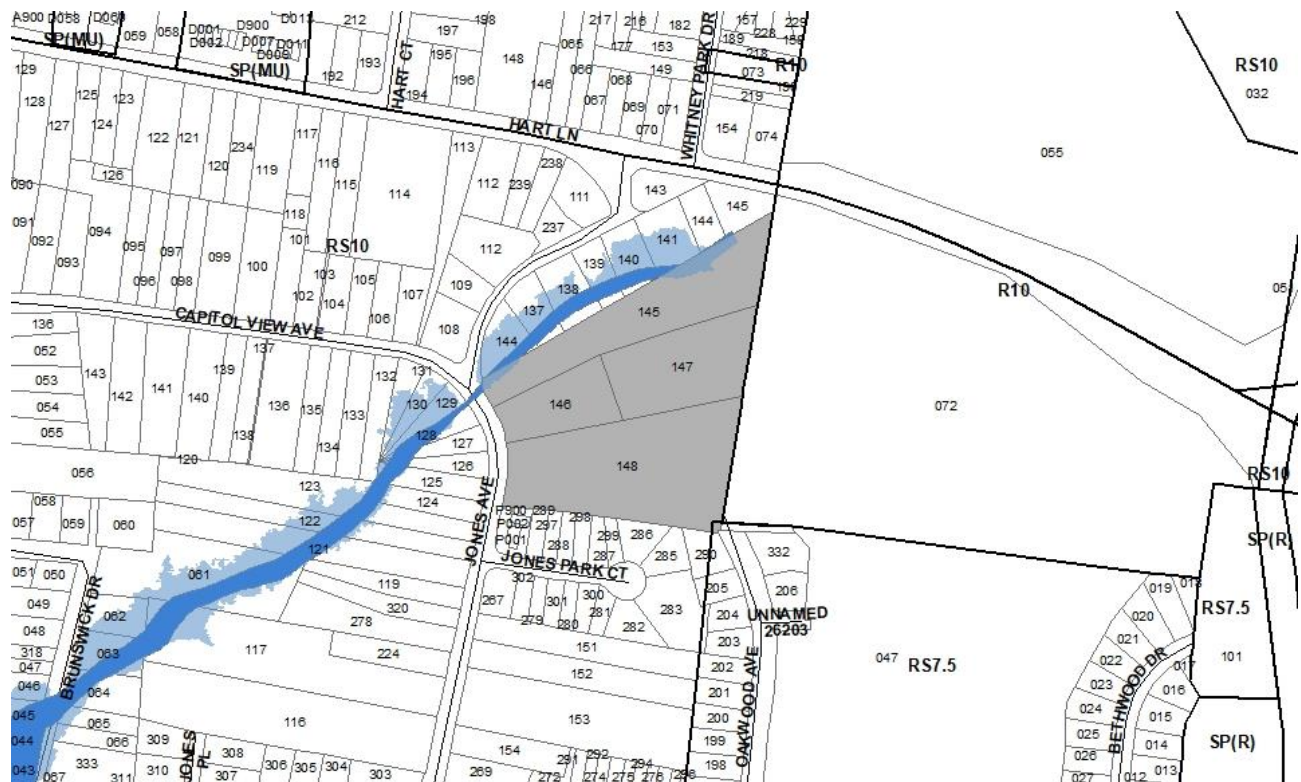
A request to rezone from Industrial Warehousing/Distribution (IWD) and Multi-Family Residential-Alternative-No STRP (RM20-A-NS) to Specific Plan (SP) zoning for properties located at 525 Merritt Avenue, 1300 and 1312 Martin Street, and 548 Hamilton Avenue, at the northeastern corner of Martin Street and Hamilton Avenue (2.9 acres), and partially within the Wedgewood-Houston Chestnut Hill Urban Design Overlay District, to permit a mixed-use development.

**STAFF RECOMMENDATION**

Staff recommends deferral to the April 10, 2025, Planning Commission meeting.



## Metro Planning Commission Meeting of 03/27/2025



### 2025SP-006-001

BRIARWOOD TOWNHOME SP

Map 060-16, Parcel(s) 145-148

05, East Nashville

05 (Sean Parker)





## Metro Planning Commission Meeting of 03/27/2025

### Item #6

#### Project Name

#### Council District

#### School District

#### Requested by

### Specific Plan 2025SP-006-001

#### Briarwood Townhome SP

05 – Parker

01 – Taylor

CSDG, applicant; Teresa Roberts, Sherry Moss, and Nashville Real Estate Investments, LLC, owners.

#### Deferrals

This item was deferred at the January 9, 2025, February 13, 2025, and February 27, 2025, Planning Commission meetings. A public hearing was held and closed on February 27, 2025.

#### Staff Reviewer

Shane

#### Staff Recommendation

*Approve with conditions and disapprove without all conditions.*

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### APPLICANT REQUEST

#### Rezone from RS10 to Specific Plan to permit a multi-family residential development.

#### Preliminary SP

A request to rezone from Single-Family Residential (RS10) to Specific Plan (SP) zoning for properties located at 2819, 2821, and 2823 Jones Avenue and Jones Avenue (unnumbered), approximately 43 feet south of Hart Lane (8.27 acres), to permit 84 multi-family residential units.

#### **Existing Zoning**

Single-Family Residential (RS10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *Based on acreage alone, RS10 would permit a maximum of 36 lots. Compliance with the Metro Subdivision Regulations may result in fewer lots.*

#### **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.*

### EAST NASHVILLE COMMUNITY PLAN

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



## Metro Planning Commission Meeting of 03/27/2025

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed. CO policy at this site identifies a stream and its associated floodway and floodplain, which are shown undisturbed per the requirements of the Metro Stormwater Manual.

### Supplemental Policy

The site is within the Dickerson North Small Area Plan and specifically within the Pages Branch supplemental policy. Supplemental Policy Areas (SPAs) are intended to provide additional guidance beyond the Community Character Manual (CCM) policies, often identifying a smaller area and providing guidance based on context and specific goals for this area. Additional information on the supplemental policy is included in the analysis below.

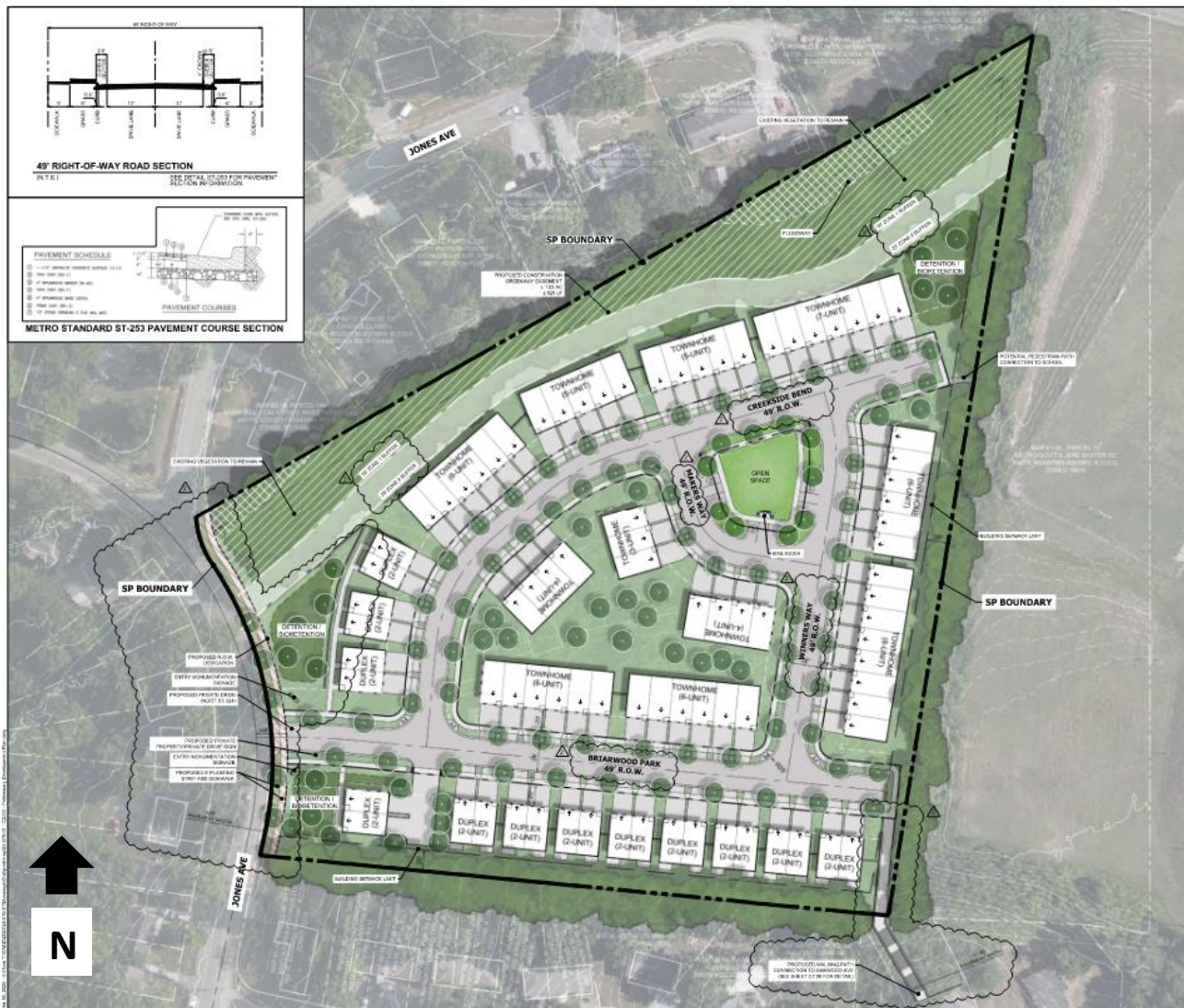
### **CASE HISTORY**

This item was deferred from the February 27, 2025, Planning Commission meeting after a public hearing was held due to a desire by the Commission for additional clarification on several items raised during the public hearing pertaining to community outreach, safety, and the land use policy. Additional information on the requested items needing further consideration is included below. The public hearing remains closed.

1. Host a community meeting facilitated by the applicant;
2. Provide more information on the project's impacts on road safety along Jones Avenue, specifically regarding the intersection of the private drive with Jones Avenue, and the separation distance from the drive to the two existing intersections along Jones Avenue;
3. Provide additional details on how the proposal is consistent with the land use policy;
4. Reevaluate feasibility of the Oakwood Avenue extension; and
5. Provide an opportunity to hear from the councilmember.



## Metro Planning Commission Meeting of 03/27/2025



Site Plan

1. Regarding the community meeting, the applicant hosted a community meeting on March 19, 2025.
2. Regarding impacts to Jones Avenue: the road is classified as a collector avenue with a posted speed limit of 25 mph, which requires a minimum stopping distance of 165 feet for the grade shown and intersection sight distance of between 240 feet to 280 feet, per AASHTO standards. NDOT has confirmed that the minimum stopping distance and intersection sight distance available is sufficient to meet these standards, with further review at the final SP. NDOT has also determined that the intersection spacing requirements (100 feet along a collector avenue) are met by the private drive's spacing as shown on the plan—250 feet to the intersection to the south and 172 feet to the intersection to the north—thus ensuring safety for vehicles exiting the site and vehicles traveling along Jones Avenue. The developer has also indicated willingness to



## Metro Planning Commission Meeting of 03/27/2025

install speed humps at NDOT's direction and clear brush at the southeast side of the Capitol View Avenue and Jones Avenue intersection to further increase visibility of cars approaching the intersection. Staff has added a condition of approval to reflect.

3. Regarding this proposal's relationship to the land use policy, Planning further evaluated this proposal against the goals of the T4 Urban Neighborhood Maintenance (T4 NM) policy. The policy provides guidance for "Infill" sites, such as this site. The policy describes that describes infill sites that are currently "vacant, underutilized, or in a nonresidential use that could redevelop." The guidance for these sites is comparable to the guidance given for T4 Urban Neighborhood Evolving (T4 NE) sites in that a broader mix of housing types than the rest of the policy area subject may be supported, with the difference being that T4 NM sites are typically smaller and located within urban neighborhoods, where there a greater need for intentionality in providing appropriate design that transitions in building type, massing, and orientation in order to blend new development into the surrounding neighborhood. The subject site along Jones Avenue is a larger than surrounding residential properties and minimally developed, where opportunities for infill redevelopment are appropriate, if designed appropriately to fit within the context of the neighborhood. When such sites come in for redevelopment under a unified plan of design, a broader mix of housing types is appropriate, with the caveat that appropriate transitions must still be provided. The SP proposal accomplishes this by providing a broader mix of housing types (attached units grouped in varying block sizes) while transitioning to blocks of two units along the southern property line and along Jones Avenue, where visibility to the development along the street is greater and to mimic the form of the existing duplexes south of the site.

The site is also within the Pages Branch subarea of the Dickerson North Small Area plan. The plan speaks frequently about the need for a mix of housing types to encourage desired commercial offerings within the neighborhood. It also draws attention to the severe lack of multimodal infrastructure, which limits mobility and access to businesses for residents. The proposed plan would remedy several deficiencies in the pedestrian and transit infrastructure local to the site and also requires improvements to surrounding bus stops.

4. Regarding the Oakwood Avenue extension: the existing terrain presents a significant topographical challenge, with approximately 100 feet of grade change between the terminus of Oakwood Avenue and Jones Avenue. Accommodating this elevation difference would require a road slope exceeding the 12% maximum allowed by NDOT and the Fire Marshal. Additionally, the necessary roadway alignment would require substantial property acquisition and grading, impacting Jere Baxter Middle School and nearby residential properties.
5. Planning staff has let the councilmember know that the Planning Commission would like the opportunity to hear his views on the project.

No changes have been made to the previously published staff report below, with the exception of an additional condition (#12) regarding further discussions at final SP on traffic calming measures and methods to increase visibility near the intersections through brush clearing, and additional conditions by NDOT regarding further evaluation of site distance with the final SP.



## Metro Planning Commission Meeting of 03/27/2025

### **SITE CONTEXT**

The approximately 8.27-acre site is on the northeastern side of a curve in Jones Avenue, just southeast of its intersection with Capitol View Avenue. The site is directly west of Jere Baxter Middle School, and a portion of the Oakwood Avenue ROW stub touches its southeastern corner. The site is largely wooded but contains two-single-family homes and one duplex on four parcels. Slopes are found on the site, but none exceeding 20 percent. Jones Avenue is classified as a collector street in the Major and Collector Street Plan (MCSP). The MCSP also shows Oakwood Avenue extended across the southern boundary of the site at a right angle over to Jones Avenue. This connection was mapped with the adoption of the Dickerson North Small Area Plan. To the north, west, and south, uses consist of one- and two-family uses zoned Single-Family Residential (RS10). The zoning of the school to the east is One- and Two-Family Residential (R10). RS7.5 zoning exists to the site's southeast, and this zoning extends across the Shephardwood Subdivision to the southeast, which consists of single-family homes bordering Oakwood Park.

### Site Plan

The plan proposes a multi-family residential development consisting of a maximum of 84 multi-family residential units at approximately 10.16 units per acre. The unit types proposed are attached townhomes, ranging in blocks of two to eight units. Maximum height is set at 45 feet in three stories and measured per the standard SP definition (i.e., measured from the average elevation at the finished grade to the midpoint of the main roof pitch or top of parapet). The site will be accessible by a new private drive network intersecting with Jones Avenue. Although the private drives are labeled as right-of-way, staff has conditioned that they be private drives. Two new private drives will extend from this road to the north, creating an island of townhomes and open space within the center of the development. The drives intersect near the northeastern corner of the site, and another small private drive forms a separate connection to the southwest, creating a small open space area between the two intersections. Units along Jones Avenue are street-facing with vehicular access coming from private drives to the rear. Units interior to the site front the internal drive network or open space. Units are proposed with individual driveways but are spaced and interspersed with trees to avoid the appearance of a continuous curb cut. ROW dedications and improvements to Jones Avenue are shown in line with the requirements of the Major and Collector Street Plan (MCSP), and pedestrian circulation is possible throughout the site. This includes a pedestrian connection from the southeastern corner of the site to the improved portion of Oakwood Avenue to the southeast. The northern boundary of the site will remain vegetated as part of the stream buffer required for the creek that extends along the property line (one of the headwaters of Pages Branch).

Parking will be provided per Code by a combination of garage spaces and head-in parking along the private drives. All garages are accessed by driveways along the private drive network. Two central areas of open space are created by the layout of the streets and units, giving a design cohesion to the site. Water quality/quantity areas are proposed along the western edge of the site, where elevation is the lowest. The units closest to Jones Avenue in the southwestern corner of the site will address Jones Avenue.

### **ANALYSIS**

The subject site is located within a T4 Urban Neighborhood Maintenance (T4 NM) policy area. T4 NM policy areas are characterized by moderate to higher density residential development with an



## Metro Planning Commission Meeting of 03/27/2025

emphasis on a diverse mix of housing types and high levels of connectivity within and around a site. Though most of the surrounding area is single-family residential with a few duplexes, the site's infill character, large size, location along a collector, and proximity to schools, transit, and a Metro Park uniquely identify it for greater intensity than would be appropriate for smaller T4 NM sites or those located more internally to such a policy area.

The plan also meets the policy goals by providing a layout consistent with the design principles identified in the policy. The proposed height of all units is three stories in 45 feet, consistent with the policy guidance of one- to three-story tall buildings. The Type B landscaping buffers that will be provided along the side and rear property boundaries are appropriate to minimize the proposed development's visual impact on the existing surrounding neighborhood. The plan transitions in intensity from north to south, where the larger building footprints giving way to two-unit structures along the southern property boundary, where the development backs up more closely to the established surrounding neighborhood.

As noted above, the site is located within the Dickerson North Small Area Plan. This plan primarily identifies future improvements to the area's transportation network. New street connections were adopted through an update to the MCSP. This included the extension of Oakwood Avenue, where it was intended to extend to the west across this site and intersect with Jones Avenue. After consideration of a grading plan submitted by the applicant and reviewed by Nashville Department of Transportation (NDOT), it was determined that a public street connection to Jones Avenue may be feasible if realigned, but would pose challenges due to the significant grading required. However, the proposal is improving opportunities for pedestrian connectivity in the area, consistent with the general goals of T3 NE areas. The plan includes an internal pedestrian network that connects to the new sidewalks that will be installed along the Jones Avenue frontage. Though the Oakwood Avenue vehicular ROW is not extended, pedestrian access is proposed from the internal sidewalk network to Oakwood Avenue. Final determination regarding the constructability of the connection will be made at final site plan. A crosswalk with ADA ramps is shown to the north at the intersection of Jones Avenue and Hart Lane. Finally, signage and improvements consistent with "completing" the unimproved Oakwood Avenue are also noted within the plans.

Conservation policy is located along the northern property boundary and covers the stream that separates this property from those to the north. The site plan meets the goals of the CO policy by respecting this buffer.

The subject site is larger than most parcels in the area, within a five-minute walk to the nearest WeGo bus stop, and is located along Jones Avenue, a collector avenue as identified by the MCSP. The location of the site between the adjacent middle school and a primarily residential area also provides the opportunity for an appropriate transition in density and building type. Staff finds the proposed SP zoning district to be consistent with the guidance provided in policies governing the site and recommends approval.

### **FIRE MARSHAL RECOMMENDATION**

**Approve**





## **Metro Planning Commission Meeting of 03/27/2025**

### **WEGO PUBLIC TRANSIT RECOMMENDATION**

#### **Approved with conditions**

- Developer shall liaise and reach agreement with WeGo Robert.Johnson@Nashville.gov on the exact locations of the upgraded bus stops and on all WeGo conditions prior to Final SP approval, and again prior to Building Permit issue.
- WeGo conditions shall be completed prior to any occupancy or use of the development.

### **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.

### **PARKS AND GREENWAYS RECOMMENDATION**

#### **Approved with conditions**

- The greenway conservation easement area is all the land within the parcel that is floodway, plus an additional 75' from that floodway, and/or to include both the 50' and 25' required conservation buffers that lie within the parcel boundaries. The future greenway trail is placed within the Zone 2 buffer.
- If grading is shown in the Zone 2 buffer, the applicant shall ensure that adequate space is available within the buffer to accommodate future Greenway trail development, and that the trail area is graded to ensure future ADA compliance. The Metro Greenway standard is a 14' wide paved path with a minimum 2' shoulder per side and must be ADA compliant along its route through the site with consideration for future connection to pedestrian infrastructure/adjoining parcels.
- The final plat must clearly delineate the floodway and associated Zone 1 and Zone 2 buffers with the buffer dimensions labeled. The buffers shall be easily distinguishable with hatching and/or shading identified in the plan legend.
- The public "Conservation Greenway Easement" must be clearly delineated on the Site Plan. The delineation must be a boundary survey with metes and bounds labeled or keyed to a chart with the total acreage within each easement provided.
- The Conservation Greenway Easement must be dedicated and memorialized in a Metro Parks' Conservation Greenway Easement Agreement, including two exhibits: a legal description and a boundary survey of the easement, all of which must be executed by the property owner, notarized, submitted to, and approved by Greenways prior to Final Site Plan approval.
- If the land area containing the easement is transferred, subsequent owner(s) at the time of Council approval must execute an identical agreement.
- The Conservation Greenway Easement Agreement must be recorded with the Davidson County Register of Deed's Office prior to any use and occupancy or issuance of the first Use and Occupancy letter.
- Maintenance within the Greenway Conservation Easement shall be performed by the owner until such time as the greenway is built by Metro. No maintenance is permitted in the Zone 1 buffer or Floodway without a variance per Metro Water Service requirements.



## **Metro Planning Commission Meeting of 03/27/2025**

- A Greenway trail, once constructed, shall be open to the public 365 days/year per Metro Parks approved operating hours, except for times where temporary closure is required for public safety.
- Any future or proposed access from a development onto a greenway shall be approved by Metro Parks.

### **HISTORIC ZONING RECOMMENDATION**

#### **Approve**

- Phase I archaeological survey recommended.

### **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% Water and Sanitary Sewer Capacity Fees must be paid before issuance of building permits. Unless and until 100% of Capacity Charge has been paid, No Water/Sanitary Sewer Capacity is guaranteed.

### **NASHVILLE DOT ROADS RECOMMENDATION**

#### **Approve with conditions**

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- 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.
  - All internal site roads shall be private.
  - 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](mailto: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.
  - Comply w/ traffic comments and conditions.
- Continue to coordinate w/ Metro Fire at final, if necessary, on whether they prefer some kind of pavement improvement off Oakwood ROW for a turn-a-round.
- Reference NDOT traffic comments conditions, in regards to the pedestrian path proposed in existing Oakwood Ave ROW.



## Metro Planning Commission Meeting of 03/27/2025

- With the final SP, Submit a Stopping Sight Distance (SSD) exhibit (per AASHTO) looking left and right from stop position at the site access. State required SSD, per mph and existing grades along Jones Ave, per AASHTO tables. Provide available SSD on profile views across proposed site grades and existing Jones Ave. roadway grades. On the profile exhibits, any proposed grades and/or vegetation obstructions within the required sight line should be removed to accommodate the required SSD.

### NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

#### Approved with conditions

- The applicant shall comply with the MCSP requirements along the frontage of Jones Ave.
- Per review of the submitted MMTA, the applicant shall provide the following improvements;
  - Jones Ave & Bullock Ave; Construct a pedestrian landing on the NE corner of the intersection with an ADA warning mat. A bus stop platform shall be provided on Bullock, within the existing ROW, and a sidewalk connection shall also be provided from the platform to the ped landing. Further Coordination with NDOT and WeGo may be required.
  - Oakwood Ave & Bullock Ave; Construct a pedestrian landing on the NW corner of the intersection with an ADA warning mat. Provide cross-walk striping across the Western leg of the intersection with a new stop bar. Install a cross-walk, with MUTCD signage, across Oakwood Ave to provide access to the existing bus stop. A pedestrian landing and bus stop platform shall be provided on the Eastern side of Oakwood Ave. Further coordination with NDOT and WeGo may be required.
  - Jones Ave & Hart Ln; Provide cross-walk striping and ADA mats across the southern leg of the intersection.
- With the submittal of the final site plan, the applicant shall continue to work with NDOT and Planning on the location and configuration of the proposed pedestrian connection to Oakwood Avenue. If PROWAG (ADA) compliance is not possible due to topography, Planning and NDOT may remove the requirement for connection or work on an alternate approach. If the connection is deemed possible through compliance of PROWAG, then further discussions regarding potential maintenance agreements and/or encroachments will need to be finalized prior to Final SP approval.
- 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 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: **RS10**

| Land Use<br>(ITE Code)                | Acres | FAR/Density | Total Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|---------------------------------------|-------|-------------|--------------------------------|--------------------------|-----------------|-----------------|
| Single-Family<br>Residential<br>(210) | 8.27  | 3.70 F      | 31 U                           | 354                      | 27              | 33              |



## Metro Planning Commission Meeting of 03/27/2025

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

| Land Use<br>(ITE Code)               | Acres | FAR/Density | Total Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|--------------------------------------|-------|-------------|--------------------------------|--------------------------|-----------------|-----------------|
| Multi-Family<br>Residential<br>(221) | 8.27  | -           | 84 U                           | 456                      | 29              | 38              |

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

| Land Use<br>(ITE Code) | Acres | FAR/Density | Total Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM<br>Peak<br>Hour | PM Peak<br>Hour |
|------------------------|-------|-------------|--------------------------------|--------------------------|--------------------|-----------------|
| -                      | -     | -           | -                              | +102                     | +2                 | +5              |

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS10 district: 4 Elementary 3 Middle 3 High**

**Projected student generation existing SP-R district: 12 Elementary 8 Middle 7 High**

The proposed SP zoning is expected to generate 17 more students than the existing RS10 zoning district. Students would attend Tom Joy Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools are identified as being at capacity. This information is based upon the 2024-2025 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 84 multi-family residential units. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited.
2. On the corrected copy, change the fallback zoning to RM9.
3. On the corrected copy, identify the following as prohibited uses: Short term rental properties, owner occupied and short term rental properties, not-owner occupied.
4. On the corrected copy, change the Jones Avenue setback to 50 feet within the site data table to match the distances shown on the site plan.
5. On the corrected copy, remove all "ROW" labels from the plan (identified along Briarwood Park, Winners Way, Creekside Bend, and Makers Way) and replace with "private drive." All associated references of the approved driveway network as "public ROW" within the SP document shall be corrected.
6. On the corrected copy, remove all references to "duplex" and replace with "attached multi-family." All units are to be referred to as "attached multi-family" regardless of how many are attached within a structure.
7. On the corrected copy, identify the landscape buffers on the plan as specified in the site data.
8. This preliminary SP does not anticipate subdivision or creation of lots. Subdivision or creation of lots in the future would require an SP amendment.

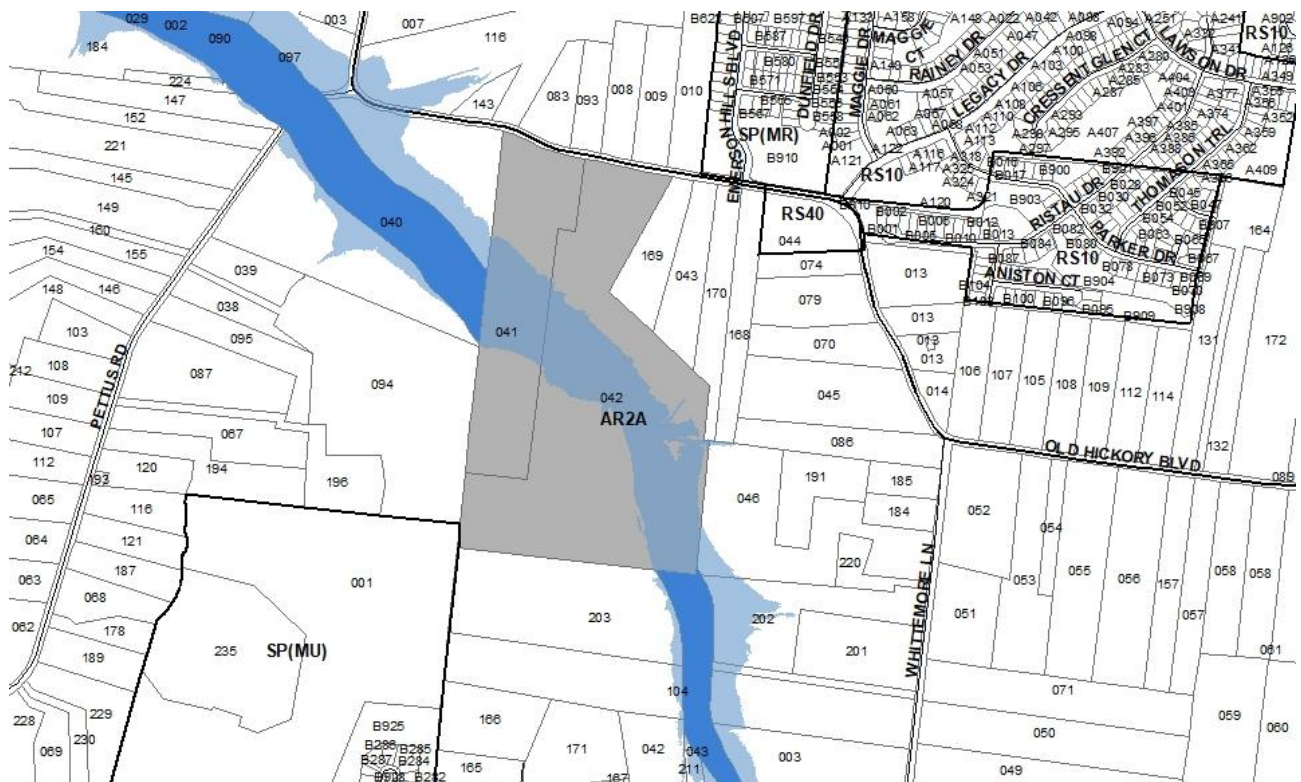


## Metro Planning Commission Meeting of 03/27/2025

9. With the submittal of the final site plan, the applicant shall continue to work with NDOT and Planning on the location and configuration of the proposed pedestrian connection to Oakwood Avenue. If ADA compliance is not possible due to topography, Planning and NDOT may remove the requirement for connection or work on an alternate approach. Any portion of the trail located outside of the Oakwood Avenue right-of-way shall be placed within a public access easement that shall extend to Jones Avenue.
10. With submittal of the final site plan, applicant shall work with Metro Planning and Metro Greenways staff regarding inclusion and extent of the proposed greenways easement. Given that the easement terminates in Metro Schools property, it may be necessary to remove the requirement for the easement.
11. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
12. With submittal of the final site plan, continue discussions with NDOT on opportunities for traffic calming measures and clearing of brush near intersections to enhance visibility.
13. No signage is being approved with this application. Sign permits must be obtained from Codes at the time of building permit review.
14. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
15. 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.
16. No master permit/HPR shall be recorded prior to final SP approval.
17. Final plat may be required prior to permitting.
18. 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.
19. Comply with all conditions and requirements of Metro reviewing agencies.
20. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
21. 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.
22. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



## Metro Planning Commission Meeting of 03/27/2025



### 2025SP-007-001

13905 OLD HICKORY BOULEVARD

Map 182, Parcel(s) 041-042

12, Southeast

31 (John Rutherford)





## Metro Planning Commission Meeting of 03/27/2025

**Item #7****Project Name****Council District****School District****Requested by****Specific Plan 2025SP-007-001****13905 Old Hickory Boulevard**

31 – Rutherford

02 – Elrod

Dale &amp; Associates, applicant; Mike &amp; Patsy Pence, et al., owners.

**Deferrals**

This item was deferred at the January 9, 2025, February 27, 2025, and March 13, 2025, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**

Schenk

**Staff Recommendation**

*Defer to the April 10, 2025, Planning Commission meeting.*

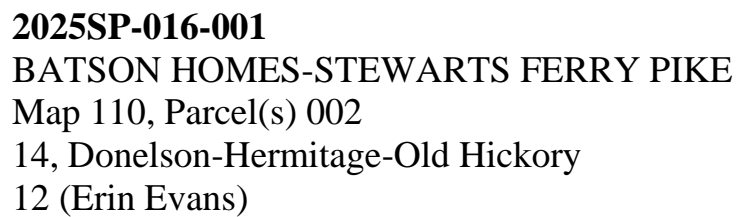
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**APPLICANT REQUEST****Preliminary SP to permit 330 multi-family residential units.**Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for properties located at 13905 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), approximately 1,440 feet west of Whittemore Lane (66.72 acres), to permit 330 multi-family residential units.

**STAFF RECOMMENDATION**

Staff recommends deferral to the April 10, 2025, Planning Commission meeting.





## Metro Planning Commission Meeting of 03/27/2025

**Item #8****Project Name****Council District****School District****Requested by****Specific Plan 2025SP-016-001****Batson Homes-Stewarts Ferry Pike**

12 – Evans

04 – Nabaa-McKinney

Crunk Engineering, LLC, applicant; Earl Flynn Et. Ux.,  
Owner**Deferrals**This item was deferred at the March 13, 2025, Planning  
Commission meeting. No public hearing was held.**Staff Reviewer**

Schenk

**Staff Recommendation***Defer to the April 10, 2025, Planning Commission  
Meeting.*

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**APPLICANT REQUEST****Preliminary SP to permit up to 24 two-family lots and 2 single-family lots for a total of 50 residential units.**Preliminary SP

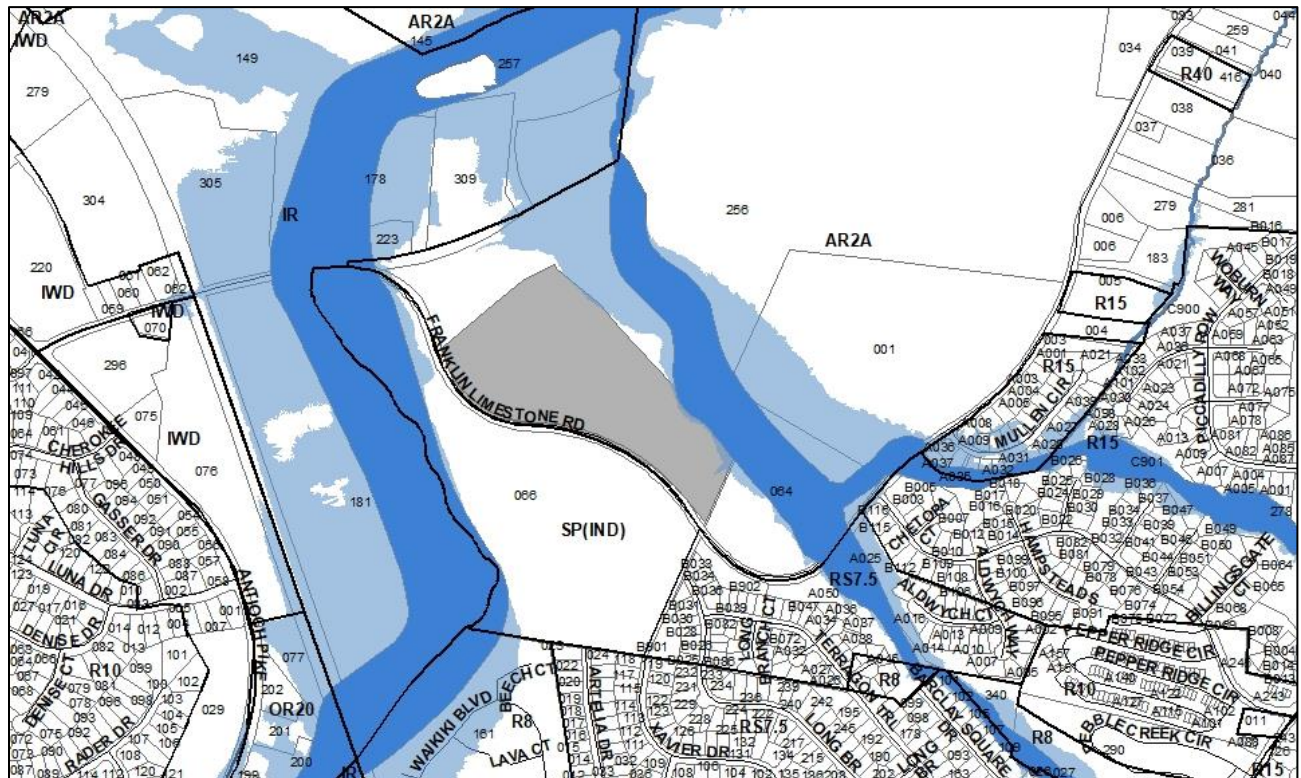
A request to rezone from Single-Family Residential (RS15) to Specific Plan (SP) zoning for part of a parcel located at 1501 Stewarts Ferry Road, approximately 310 feet west of South New Hope Road, (17 acres), to permit 24 two-family lots and 2 single family residential lots for a total of 50 residential units.

**STAFF RECOMMENDATION**

Staff recommends deferral to the April 10, 2025, Planning Commission meeting.



## Metro Planning Commission Meeting of 03/27/2025



**2025SP-020-001**

3187 FRANKLIN LIMESTONE ROAD

Map 134, Part of Parcel(s) 256

13, Antioch – Priest Lake

28 (David Benton)



## Metro Planning Commission Meeting of 03/27/2025

### Item #9

### Specific Plan 2025SP-020-001 (formerly 2025Z-013PR-001)

#### Project Name

#### 3187 Franklin Limestone Road

#### Council District

28 – Benton

#### School District

07 – Player

#### Requested by

Kimley-Horn & Associates, applicant; Tweedy, Jeffrey C. & Saussy, Haun, Trustees ET AL., owners.

#### Deferrals

This request was deferred at the February 13, 2025, and March 13, 2025, Planning Commission meetings. A public hearing was held and closed on February 13, 2025, for case 2025Z-013PR-001.

#### Staff Reviewer

Commey

#### Staff Recommendation

*Approve with conditions and disapprove without all conditions.*

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### APPLICANT REQUEST

#### SP to permit industrial uses.

#### Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for a portion of property located at 3187 Franklin Limestone Road, approximately 1,178 feet southwest of Mullen Circle, to permit industrial uses (23.48 acres).

#### **Existing Zoning**

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and is intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 11 lots with two duplex lots for a total of 13 units, based on acreage alone. Metro Codes provides final determinations on duplex eligibility.*

#### **Proposed Zoning**

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

### ANTIOCH – PRIEST LAKE COMMUNITY PLAN

D Impact (D I) is intended to enhance and create areas that are dominated by one or more activities with the potential to have a significant, adverse impact on the surrounding area, 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. Examples of DI areas include hazardous industrial operations, mineral extraction and processing, airports and other major transportation terminals, correctional facilities, major utility installations, and landfills.



## Proposed SP





## Metro Planning Commission Meeting of 03/27/2025

### Franklin Limestone Warehouse SP

#### Development Summary

- SP Name: Franklin Limestone Warehouse
- SP Number: 2025Z-013PR-001
- Council District: 28
- Councilman: Mr. David Benton

#### Purpose

- The purpose of this Specific Plan is to allow for development of up to 220,000 SF of Industrial Warehouse.

#### Site Data Table

- Site Area: 23.48 acres
- Map and Parcel: Portion of Map 134 Parcel 256.00
- Existing Zoning: AR2A
- Proposed Zoning: SP
- Allowable Land Uses: All uses in IR with exception of the following:

#### Medical Uses

- Outpatient Clinic

#### Commercial Uses

- Beer and cigarette market
- Carpet cleaning
- Flea market
- Laundry plants
- Liquor sales

#### Transportation Uses

- Boat dock (commercial)
- Water Taxi Station

#### Utility Uses

- Wastewater treatment
- Water treatment plant



## Metro Planning Commission Meeting of 03/27/2025

### Waste Management Uses

- Medical waste
- Sanitary landfill

### Recreation and Entertainment Uses

- Adult entertainment
- Racetrack
- Sex club

### Other Excluded Uses

- Mineral Extraction/Quarry

### SP Development Standards

1. Driveway access to be from Franklin Limestone Road.
2. Adequate sight distance at the project driveways shall be provided.
3. Development shall dedicate right-of-way along Franklin Limestone Road as required by the Major and Collector Street Plan as of the date of the application.
4. Development shall restrict truck traffic from existing the site and turning left onto Franklin Limestone Road.
5. A Traffic Impact Study shall be provided at the time of the Final Site Plan in accordance with NDOT standards.
6. No disturbance allowed within the Zone1 stream buffer as shown on the Exhibit A, Existing Conditions Map.
7. D-3 landscape buffers shall be provided as indicated on Exhibit A, Existing Conditions Map.
8. A maximum of 220,000 square feet of non-residential development shall be permitted within the property.
9. The property shall be subject to the standards, regulations, and requirements of IR zoning as of the date of this application.

## CASE HISTORY

The initial application, which was filed as a straight rezone request from Agricultural Residential (AR2a) to Industrial Restrictive (IR) (case number 2025Z-013PR-001) was deferred at the February 13, 2025, Metro Planning Commission meeting after a public hearing was held, following concerns raised during the public hearing. The Commission deferred the item to allow the applicant the opportunity to further discuss the proposal with the community. Subsequently, the applicant converted the case to a Specific Plan (SP), to establish development standards and address community concerns regarding including traffic and the impact of future development. A community meeting was held on March 5, 2025.

## SITE CONTEXT

The application consists of a 23.48-acre portion of a 360-acre parcel (Map 134, Parcel 256) located along Franklin Limestone Road, southwest of Mullen Circle. The portion of the property included in this request is located south of a stream that bisects the site on the northern boundary. The larger portion of the parcel, north of the stream, is used for mineral processing, while the portion of the property proposed for rezoning is currently vacant. The northern portion of the subject property, which is not part of this SP application, is the site of the Vulcan quarry. Surrounding uses are vacant



## **Metro Planning Commission Meeting of 03/27/2025**

industrial land, office, warehouse, and residential single family Surrounding properties are zoned Specific Plan (SP), Industrial Restrictive (IR), Industrial Warehousing Distribution (IWD), AR2a, Single-Family Residential (RS15), and One and Two Family Residential (R40). The larger site is associated with floodway, floodplain, steep slopes, and streams. However, these features only intersect the area proposed for rezoning at the northern edge, near the stream. The site has frontage on Franklin Limestone Road, which is classified as a collector avenue in the Major and Collector Street Plan (MCSP).

### **PLAN DETAILS**

The proposed regulatory SP would permit uses of IR zoning with the exception of the following uses that are proposed to be prohibited: outpatient clinic, beer and cigarette market, carpet cleaning, flea market, laundry plants, liquor sales, boat dock, water taxi station, waste water treatment, waste treatment plant, medical waste, sanitary landfill, adult entertainment, race track, sex club, and mineral extraction/quarry. The SP proposes a maximum of 220,000 square feet of non-residential uses intended for industrial development. A 30-foot type D3 landscape buffer is proposed along the northern and southern property line, where existing vegetation is indicated is identified to be preserved where feasible. Standards not specifically called out by the SP will be subject to the requirements of the IR zoning district. The plan proposes access restrictions, landscape and stream buffer requirements, and limits the total square footage of development to 220,000 square feet. Areas of right-of-way dedication are provided along the project frontage, with further analysis on traffic and offsite improvements to be evaluated with the final SP. The Zone 1 stream buffer areas are identified to remain undisturbed on the SP plan.

### **ANALYSIS**

The property is located within District Impact and Conservation policy areas. District Impact policy is intended to enhance and create areas that are dominated by one or more activities with the potential to have a significant, adverse impact on the surrounding area, 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. The Conservation policy, mainly along the northern edge of the subject property, consists of floodway, floodplain, steep slopes, and streams. These areas cover about 13 percent of the site and there is space outside of these areas upon which to develop on the subject property.

The SP allows only uses permitted in IR with the exception of certain uses, as noted above, that are prohibited. Uses permitted by the IR district are less intense than other industrial zoning districts supported by the D I policy area, where higher intensity industrial uses that are more impactful than IR may be supported. Potential impacts on abutting properties are minimized by the light industrial nature of the uses permitted by the proposed SP. The proposed SP is on the lower end of industrial uses allowed in DI policy areas, which is appropriate given the less intense policy areas to the south. The site is primarily located outside of the conservation areas and future development will be subject to all standards of the Stormwater Management Manual.

The SP meets the goals of the D I policy by establishing standards for access management onto Franklin Limestone Road. Vehicular access for larger impact activities in D I policy areas is from arterial-boulevards and freeways, while smaller impact activities are accessed from collector-avenue



## **Metro Planning Commission Meeting of 03/27/2025**

or local streets. The proposed SP is limited to only certain uses allowed in IR and the site is accessed from Franklin Limestone Road, which is classified as a collector avenue in the MCSP. The site is also within 0.35 miles of Antioch Pike, which is classified as an arterial boulevard in the MCSP.

The 30-foot landscaping buffers provided along the northern and southern property boundaries are appropriate to minimize the proposed development's visual impact on neighboring properties. The proposed SP is appropriate given the District Impact policy, as it is intended for a wide range of light industrial uses at a small to moderate scale. As conditioned, staff finds that the plan meets the goals of the D I policy.

### **FIRE MARSHAL RECOMMENDATION**

**Approve**

### **HISTORIC ZONING RECOMMENDATION**

**Approve**

- Phase I archaeological survey recommended

### **STORMWATER RECOMMENDATION**

**Approve**

### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

- Approved as a Preliminary SP only. Public and/or private Water and Sanitary Sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval.
- The approved construction plans must match the Final Site Plan/SP plans.
- Submittal of an availability study is required before the Final SP can be reviewed. Once this study has been submitted, the applicant will need to address any outstanding issues brought forth by the results of this study.
- A minimum of 30% W&S Capacity must be paid before issuance of building permits. Unless and until 100% of capacity charge has been paid, no water/sewer capacity is guaranteed.

### **NDOT RECOMMENDATION**

**Approve with conditions**

- Prior to a final SP submittal, coordinate w/ NDOT on site access point(s), submit SSD exhibit(s) for proposed site access points (based on AASHTO). We will need information on typical truck class for warehouse and planned truck routes.
- Comply w/ NDOT traffic comments/conditions.



## Metro Planning Commission Meeting of 03/27/2025

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- The applicant has scoped a MMTA with NDOT. The MMTA shall be submitted and finalized with NDOT prior to Final SP approval.
- The applicant shall comply with the MCSP half of ROW. Given the topography on Franklin Limestone Rd, further coordination will be required with NDOT and Planning on the street scape requirements.
- Site access point(s) and loading (if applicable) shall be finalized with NDOT prior to final SP submittal. The applicant shall coordinate with NDOT prior to Final SP submittal to determine the appropriate access location given the topography on Franklin Limestone Rd. A sight distance exhibit will be required with Final SP submittal.
- Off-site improvements are anticipated and shall be determined with the MMTA.
- Parking shall be per code.

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

| Land Use<br>(ITE Code)                       | Acres | FAR/Density | Total<br>Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|--|-------|-------------|-----------------------------------|--------------------------|-----------------|-----------------|
| One and Two-<br>Family Residential*<br>(210) | 23.48 | .05 F       | 11 U                              | 136                      | 12              | 13              |

\*Based on two-family lots

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

| Land Use<br>(ITE Code) | Acres | FAR/Density | Total<br>Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|------------------------|-------|-------------|-----------------------------------|--------------------------|-----------------|-----------------|
| Warehousing<br>(150)   | 23.48 | 0.6         | 613,673 SF                        | 1,015                    | 104             | 116             |

#### Traffic changes between maximum: **AR2A and SP**

| Land Use<br>(ITE Code) | Acres | FAR/Density | Total<br>Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM<br>Peak<br>Hour | PM Peak<br>Hour |
|------------------------|-------|-------------|-----------------------------------|--------------------------|--------------------|-----------------|
| -                      | -     | -           | +1                                | +879                     | +92                | +103            |

### METRO SCHOOL BOARD REPORT

The proposed SP zoning district would not generate any new students. Students would attend Una Elementary School, Margaret Allen Middle School, and Antioch High School. Una Elementary is identified as being exceeding over capacity, Margaret Allen Middle School is identified as exceedingly under capacity while Antioch High School are identified as overcapacity while. This information is based on the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.



## Metro Planning Commission Meeting of 03/27/2025

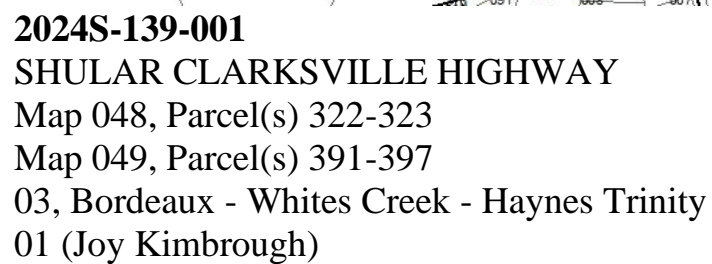
### CONDITIONS

1. Permitted uses shall be limited to a maximum of 220,000 square feet of nonresidential uses of the IR zoning district, with the exception of the following uses which shall be prohibited from the entire development: short-term rental properties, owner occupied and short-term rental properties, not owner occupied, outpatient clinic, beer and cigarette market, carpet cleaning, flea market, laundry plants, liquor sales, boat dock, water taxi station, waste water treatment, waste treatment plant, medical waste, sanitary landfill, adult entertainment, race track, sex club, and mineral extraction/quarry.
2. On the corrected copy, update the purpose statement: "The purpose of this SP is to allow for a maximum of 220,000 square feet of nonresidential uses; permitted uses are per IR zoning with the exception of the prohibited uses listed in the SP document."
3. On the corrected copy, update all references to permitted and prohibited uses as outlined in the Permitted Use condition.
4. Comply with all conditions and requirements of Metro Reviewing Agencies.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with the final site plan Application.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the IR zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
7. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
8. 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.
9. Final plat may be required prior to permitting.
10. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
11. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any of any building permits.





**SEE NEXT PAGE**





## Metro Planning Commission Meeting of 03/27/2025

### Item #10

#### Project Name

#### Council District

#### School District

#### Requested by

### Concept Plan 2024S-139-001

#### Shular Clarksville Highway

01 – Kimbrough

01 – Taylor

Fulmer Lucas Engineering, applicant; Shular Tennessee Holding Company, LLC, owner.

#### Deferrals

This item was deferred from the November 14, 2024, December 12, 2024, February 13, 2025, and February 27, 2025, Planning Commission meetings. No public hearing was held.

#### Staff Reviewer

Marton

#### Staff Recommendation

*Defer to the April 24, 2025, Planning Commission meeting.*

---

### APPLICANT REQUEST

**Concept plan to permit 82 residential lots.**

#### Concept Plan

A request for concept plan approval to create 82 residential lots utilizing the conservation development standards on properties located at Dry Fork Road (unnumbered), Clarksville Pike (unnumbered) and Buena Vista Pike (unnumbered), approximately 575 feet south of Lloyd Road, zoned Single-Family Residential (RS15) (40.21 acres) and located in the Whites Creek at Lloyd Road Urban Design Overlay District.

### STAFF RECOMMENDATION

Staff recommends deferral to the April 24, 2025, Planning Commission meeting.



## Metro Planning Commission Meeting of 03/27/2025



**2025S-029-001**

NEELYS BEND

Map 074, Parcel(s) 036, 088

04, Madison

09 (Tonya Hancock)



## Metro Planning Commission Meeting of 03/27/2025

**Item #11****Project Name****Council District****School District****Requested by****Final Plat 2025S-029-001****Neelys Bend**

09 – Hancock

03 – Young

Clint Elliott Survey, applicant; Nicole Bluhm, owner.

**Deferrals**

This item was deferred from the March 13, 2025, Planning Commission meeting. No public hearing was held.

**Staff Reviewer**

Marton

**Staff Recommendation**

*Defer to the April 24, 2025, Planning Commission meeting.*

---

**APPLICANT REQUEST**

**Request for final plat approval to create one lot and shift lot lines.**

**Final Plat**

A request for final plat approval to create one lot and shift lot lines on properties located at 2027 and 2031 Neelys Bend Road, approximately 505 feet north of Overton Lane, zoned Single-Family Residential (RS80) (8.94 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the April 24, 2025, Planning Commission meeting.



MADELINE DRIVE

Map 147-16, Parcel(s) 192

12, Southeast

27 (Robert Nash)





## Metro Planning Commission Meeting of 03/27/2025

**Item #12****Project Name****Council District****School District****Requested by****Plat Amendment 2025S-037-001****Madeline Drive**

27 – Nash

07 – Player

Soma Ezzadpanah, applicant and owner.

**Staff Reviewer**

Commeey

**Staff Recommendation**

*Defer to the April 10, 2025, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Request for plat amendment to modify previously platted setbacks.**

Plat Amendment

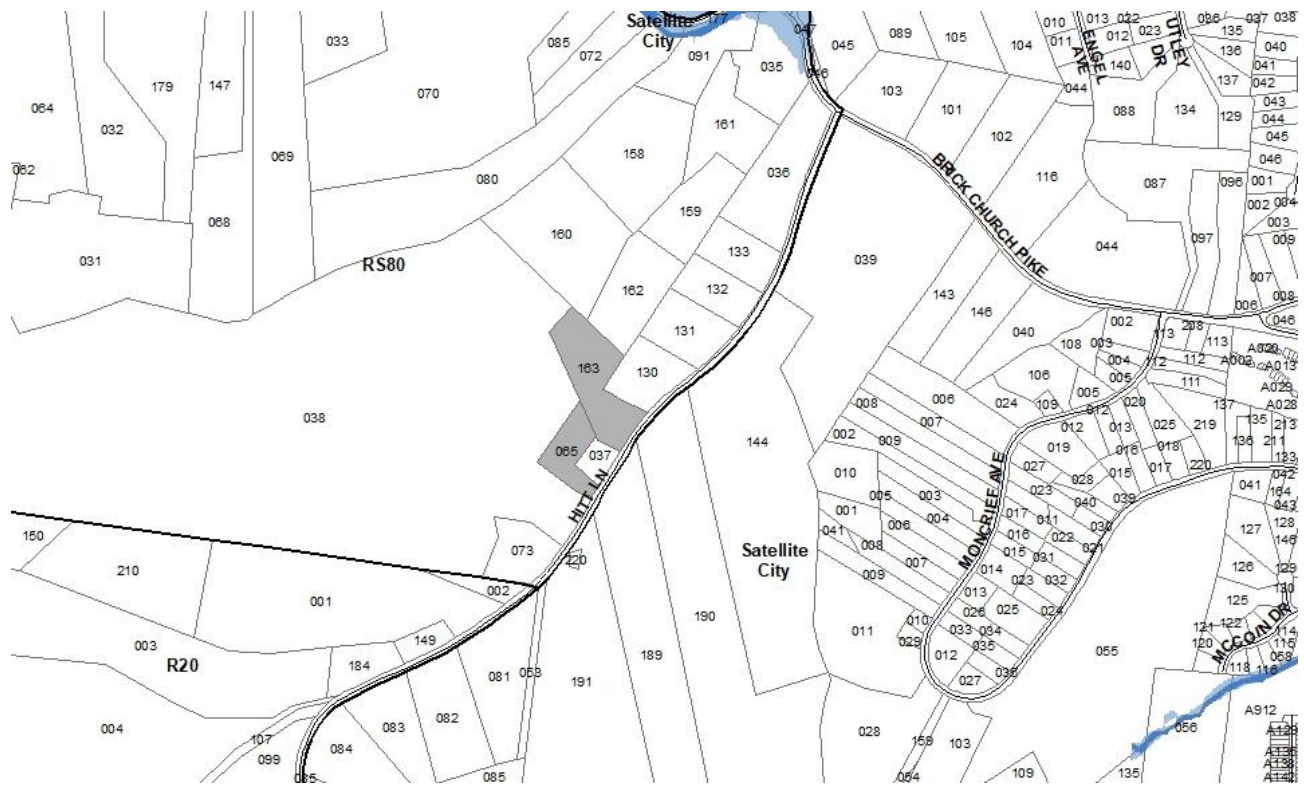
A request to amend a previously recorded plat to modify a setback on property located at 5018 Madeline Drive, approximately 96 feet north of Strasser Drive, zoned Single-Family Residential (RS10) (0.33 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the April 10, 2025, Planning Commission meeting.



## Metro Planning Commission Meeting of 03/27/2025



### 2025S-039-001

901 & 911 HITT LANE

Map 018, Parcel(s) 065, 163

02, Parkwood-Union Hill

10 (Jennifer Webb)



## Metro Planning Commission Meeting of 03/27/2025

**Item #13****Project Name****Council District****School District****Requested by****Final Plat 2025S-039-001****901 & 911 Hitt Lane**

10 – Webb

03 – Young

Clint Elliott Survey, applicant; Kyle F. Adkins, owner.

**Deferrals**

This item was deferred at the March 13, 2025, Planning Commission meeting. No public hearing was held.

**Staff Reviewer**

Schenk

**Staff Recommendation**

*Approve with conditions, including variances to Section 4-2.5 of the Metro Subdivision Regulations.*

---

**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 901 and 911 Hitt Lane, approximately 2,005 feet southwest of Brick Church Pike, zoned Single-Family Residential (RS80) (7.57 acres).

**SITE DATA AND CONTEXT**

**Location:** The site consists of two parcels located on the east side of Hitt Lane, southwest of Brick Church Pike.

**Street Type:** The site has frontage on Hitt Lane, a local street, with an existing right-of-way width of 50 feet.

**Approximate Acreage:** 7.57 acres, or approximately 329,560 square feet.

**Parcel/Site History:** The site consists of two parcels. 901 Hitt Lane was created by deed in 2009, and 911 Hitt Lane was created by deed in 1971.

**Zoning History:** The parcels have been zoned Single Family Residential (RS80) since 2008.

**Existing Land Use and Configuration:** Each parcel is currently developed with a single-family residential use. The existing structures are identified to be retained on the proposed lots.

**Surrounding Land Use and Zoning:**

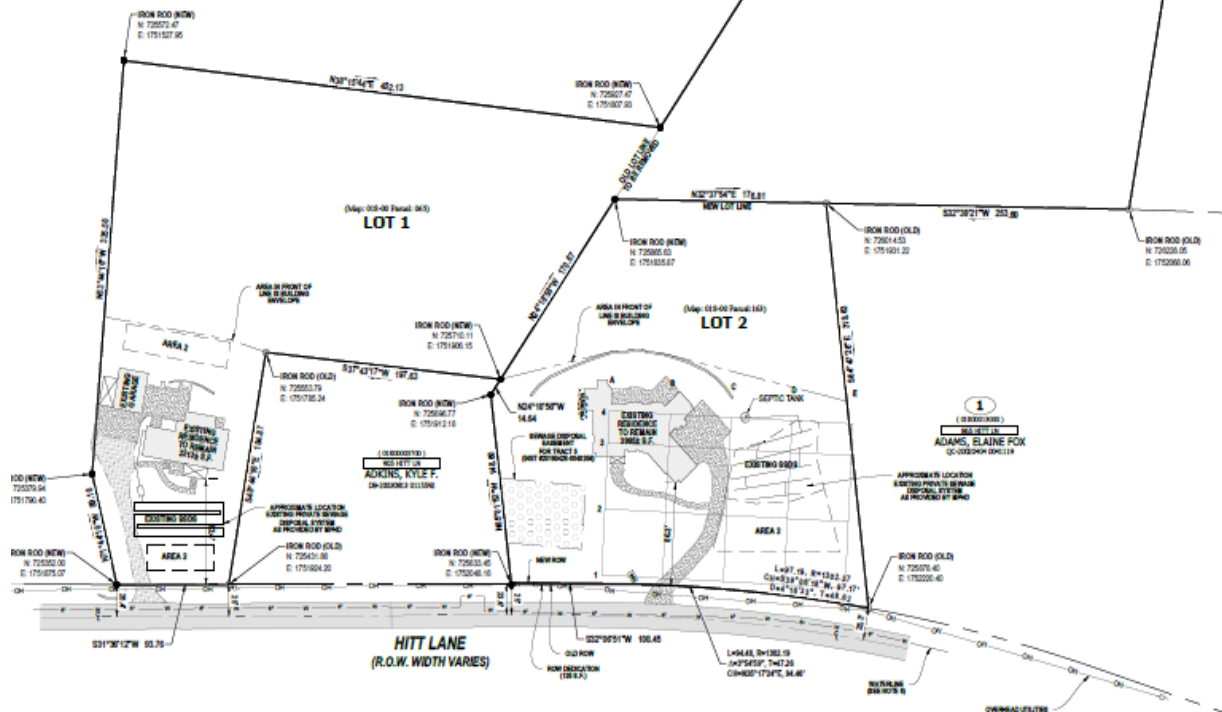
- North: Single-Family Residential (RS80)
- South: Single-Family Residential (RS80)
- East: Satellite City of Goodlettsville
- West: Single-Family Residential (RS80)



# Metro Planning Commission Meeting of 03/27/2025

| LOT # | MAX # BORMS | DISP. FIELD AREA AVAILABLE   | DISP. FIELD AREA REQUIRED | TYPE OF SYSTEM | RESTRICTED TRENCH DEPTH | SYSTEM SIZE SQ.FT./BORM | PUMP REQUIRED? |
|-------|-------------|--|---------------------------|----------------|-------------------------|-------------------------|----------------|
| 1     | 3           | 1) EXISTING SYSTEM<br>2) SECONDARY DETERMINED WITHOUT SOIL MAPPING |                           |                |                         |                         |                |
| 2     | 3           | 1) EXISTING SYSTEM<br>2) 3,913 S.F.                                | 3900 S.F.                 | CONV.          | 36"                     | 300                     | NO             |

(UNRECORDED)  
DEED 128  
NS, KYLE F & MOORE, LISA S & RIGNEY, LESLIE S  
QP 00000000000000000000



## Proposed Final Plat

**Zoning:** Single-Family Residential (RS80)

Min. lot size: 80,000 square feet

Max. building coverage: 0.20

Min. rear setback: 20'

Min. side setback: 20'

Max. height: 3 stories

Min. street setback: Contextual per Zoning Code

## PROPOSAL DETAILS

**Number of Lots:** 2



## Metro Planning Commission Meeting of 03/27/2025

**Lot sizes:** Lot 1 is 5.69 acres (247,900 square feet) and Lot 2 is 1.87 acres (81,535 square feet).

**Access:** Access to the lots is provided by Hitt Lane.

**Subdivision Variances or Exceptions Requested:** Variances to Sections 4-2.5.a.1.a, 4-2.5.a.1.b., 4-2.5.a.1.c. and Section 4-2.5.a.1.d. are required for building setback, lot depth, lot size, and lot frontage.

### 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 the CCM are based on a planning tool called a Transect, which describes a range of development patterns from most to least developed.

Prior versions of the 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. This site is located within the Rural Maintenance (T2 RM) policy. For sites within the T2 Rural transect, the regulations found in Chapter 4 are utilized.

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

### 4-2. Development Standards

#### 4-2.1 Identification of Primary Conservation Land

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

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

#### 4-2.2 Preservation of Conservation Land

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

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



## Metro Planning Commission Meeting of 03/27/2025

### 4-2.3 Development Footprint

*The remaining land outside of the boundary of the Primary Conservation Land shall be designed as the Development Footprint.*

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

### 4-2.4 Building Placement

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

Lots 1 and 2 are both developed with a single-family residential use, and the structures are identified to be retained. Building envelopes have also been identified on each lot outside of the conservation features.

### 4-2.5 Rural Character Design

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

1. Open Alternative – Street frontage without existing vegetative or topographical screening. For purposes of this section, “surrounding parcels” is defined as the five R, RS, AR2a, or AG parcels oriented to the same block face on either side of the parcel proposed for subdivision, or to the end of the same blockface, whichever is less. If there are no surrounding parcels, the screened alternative shall be used. Lot 1 is located along an existing street and were reviewed against (a) through (d) below.

*a. Building Setback along existing public streets.*

Does not comply. The building setbacks are required to be varied, and a minimum setback line is required to be platted when the average setback of abutting parcels is more than the minimum required street setback established by the zoning. Where the minimum required street setback is less than the average of the street setback of the two parcels abutting either side of the lot proposed to be subdivided, a minimum building setback line shall be included on the proposed lots at the average setback of the abutting parcels. The average front setback of the abutting parcels is approximately 196 feet, which is in line with the anticipated contextual setback per Zoning. Therefore a setback is not included on the plat. The existing structure on Lot 1 is approximately 82.4 feet from Hitt Lane, while the existing structure on Lot 2 is approximately 80.3 feet from the street, which is less than the required 196-foot building setback. A variance is required for both lots and will be discussed below.

*b. Lot Depth along existing public streets.*

Does not comply. The minimum depth for lots along existing public streets shall be the building setback required by Sec 4-2.5(a) plus 300 feet. This provision



## Metro Planning Commission Meeting of 03/27/2025

requires a 496-foot lot depth. As proposed, the depth of Lot 1 is approximately 806 feet, which is more than the required minimum depth. The proposed depth of Lot 2 is approximately 319 feet, which is less than the required depth. A variance is required for Lot 2 and will be discussed below.

c. *Lot size along existing public streets.*

Does not comply. A compatibility analysis was conducted per this requirement based on the surrounding parcels. The minimum lot size is to be either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than the smallest of the surrounding parcels, whichever is greater. The result of the analysis is that the minimum lot size required is approximately 13.77 acres or 599,821 square feet. The area of Lot 1 is proposed to be 5.69 acres, or 247,900 square feet, and the area of Lot 2 is 1.87 acres or 81,535 square feet, both of which do not meet the 13.77-acre minimum lot size. A variance is required and will be discussed below.

d. *Lot frontage abutting existing public streets.*

Does not comply. A compatibility analysis was conducted per this requirement based on the surround parcels. The result of the analysis is that the minimum lot frontage along Hitt Lane required is 259.96 feet. The frontage of Lot 1 is proposed to be approximately 93.76 feet, and the frontage of Lot 2 is proposed to be approximately 299.90. While Lot 2 would meet the required frontage, Lot 1 is below the required minimum. A variance is required and will be discussed below.

e. *Street lights.*

Not applicable for this case.

f. *Conservation Development.*

Not applicable for this case.

g. *Compact Development.*

Not applicable for this case.

**Subdivision Variances or Exceptions Requested:** Yes. This request requires a variance from 4-2.5.a.1.a for minimum building setback, 4-2.5.a.1.b. for minimum lot depth, 4-2.5.a.1.c, for minimum lot size, and 4-2.5.a.1.d. for minimum lot frontage

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





## Metro Planning Commission Meeting of 03/27/2025

1. The granting of the variance shall not be detrimental to the public safety, health, or welfare or injurious to other property or improvements in the neighborhood in which the property is located.
2. The conditions upon which the request for a variance is based are unique to the property for which the variance is sought and are not applicable generally to other property.
3. Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations were carried out.
4. The variance shall not in any manner vary from the provisions of the adopted General Plan, including its constituent elements, the Major Street Plan, or the Zoning Code for Metropolitan Nashville and Davidson County (Zoning Code).

### **Variance Analysis**

#### Variance Request-Minimum Building Setback

Section 4-2.5.a.1.a. requires the minimum front setback to be the average setback of the abutting parcels. The average front setback of the abutting parcels is approximately 196 feet, which would be the anticipated minimum front setback based on the contextual requirements in the zoning code. The existing setbacks for the structures on Lot 1 and Lot 2 are 82.4 and 80.3 feet, respectively. The existing structures are identified to be retained on each lot and a building envelope has been identified on each lot outside of the steep slopes, which are located to the rear of the existing structures. Complying with the minimum required setback would require the building envelope shift to the rear, resulting in additional disturbance to the sensitive features. By considering a reduced setback, the building area avoids these areas of steep slopes. Staff finds that a variance for minimum building setback would not conflict with the intent of the Rural Subdivision Regulations and meets all the requirements for the Commission to grant a variance.

#### Variance Request-Minimum Lot Depth

Section 4-2.5.a.1.b. requires the minimum lot depth to be the building setback required by Sec 4-2.5(a) plus 300 feet. The proposed lot depth for Lot 2 is 319 feet, which is less than the 496 feet required. When considering the lot depth pattern in the broader area along the same block as Hitt Lane, several existing parcels have lot depths less than 496 feet, including the two neighboring parcels, which have a lot depth of 212 feet and 320 feet. While the proposed lot depth would be less than what is required for the average, when considering the neighboring parcels on each side of the proposed lot, Staff finds that a variance for minimum lot depth would not conflict with the intent of the Rural Subdivision Regulations and meets all the requirements for the Commission to grant a variance.

#### Variance Request-Minimum Lot Size

Section 4-2.5.a.1.c. requires the minimum lot size along existing public streets be equal to or greater than 70% of the average size of surrounding parcels or equal to or greater than the smallest, whichever is greater. In this case, the minimum required lot size for both lots is approximately 13.77 acres. As proposed, the size of Lot 1 is approximately 5.69 acres, and the size of Lot 2 is 1.87 acres. When considering the lot size pattern of the broader area along the same block as Hitt Lane, several existing parcels have lot sizes less than the 5.69 acres and 1.87 acres as proposed for these lots. Existing parcels in the broader area vary in size with several parcels ranging from under an



## **Metro Planning Commission Meeting of 03/27/2025**

acre to 1.21 acres, including an adjacent parcel that is 0.83 acres. When evaluating the neighboring parcels, the proposed lots would still be larger than most of the adjacent parcels. Additionally, the average lot size is distorted due to one of the neighboring parcels used in the analysis having a parcel size of over 100 acres. If this parcel is removed from the analysis, the average lot size would be approximately 5.50 acres, which proposed Lot 1 would meet. Staff finds that a variance for minimum lot size would not conflict with the intent of the Rural Subdivision Regulations and meets all the requirements for the Commission to grant a variance.

### **Variance Request-Minimum Lot Frontage**

Section 4-2.5.a.1.d. requires the minimum lot frontage along existing public streets be equal to or greater than 70% of the average size of surrounding parcels or equal to or greater than the smallest, whichever is greater. In this case, the minimum required lot frontage for both lots is approximately 259.96 feet. The proposed lot frontage for Lot 1 is 93.76 feet, while the proposed lot frontage for Lot 2 is 299.90 feet. When considering the lot frontages of parcels in the broader area, several parcels have frontages between 45 and 51 feet in the surrounding area. When including these frontages, while the average would still be larger than the frontage for proposed Lot 1, the proposed frontage would still be larger than the smallest frontage in the broader area. Staff finds that a variance for minimum lot frontage would not conflict with the intent of the Rural Subdivision Regulations and meets all the requirements for the Commission to grant a variance.

### **PLANNING STAFF COMMENTS**

With the exception of the minimum lot depth, lot size, and lot frontage requirements, the proposed lot meets the standards of the Metro Subdivision Regulations and Metro Zoning Code.

### **POLICY CONSIDERATIONS**

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

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to the entirety of this property is T2 RM (Rural Maintenance). The goal of the T2 RM Policy is to maintain the general character of rural neighborhoods as characterized by their development pattern, varying setbacks, building form, and land uses. Appropriate land uses in the T2 RM policy include maintenance of the land in its natural state, small scale agricultural and related accessory and support uses, residential, institutional, and rural subdivisions. Staff finds that the Rural Subdivision regulations meet the intent of the T2 RM policy to provide rural residential lots as maintaining the general character of rural neighborhoods.

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

#### **FIRE MARSHAL RECOMMENDATION**

**Approve**



## **Metro Planning Commission Meeting of 03/27/2025**

### **STORMWATER RECOMMENDATION**

**Approve**

### **NASHVILLE DOT RECOMMENDATION**

**Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

### **WATER SERVICES RECOMMENDATION**

**Approve with Conditions**

- As all our previous comments have been addressed on the latest re-plat (stamped received 3/17/2025), MWS recommends approval, on the following conditions: For Water Services only, Sewer is through the Metro Health Department - Septic System.

### **METRO HEALTH RECOMMENDATION**

**Approve**

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions, including a variance from Sections 4-2.5.a.1.a, 4-2.5.a.1.b, 4-2.5.a.1.c, and 4-2.5.a.1.d. of the Metro Subdivision Regulations

### **RECOMMENDED ACTION**

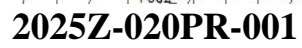
Motion to approve proposed subdivision Case No. 2025S-039-001 with conditions, including variances to Section 4-2.5 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.

### **CONDITIONS**

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. On corrected copy, denote both lots as Critical Lots.
3. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.
4. The mylar shall be approved and signed by the Metro Health Department prior to recording.



**SEE NEXT PAGE**



05, East Nashville

## 05 (Sean Parker)



## Metro Planning Commission Meeting of 03/27/2025

**Item #14****Council District****School District****Requested by****Zone Change 2025Z-020PR-001**

05 – Parker

01 – Taylor

Pamela Scott, applicant and owner.

**Deferrals**

This item was deferred at the February 27, 2025, and March 13, 2025, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**

Shane

**Staff Recommendation**

*Defer to the April 24, 2025, Planning Commission Meeting.*

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**APPLICANT REQUEST****Zone change from SP to R6-A.**Zone Change

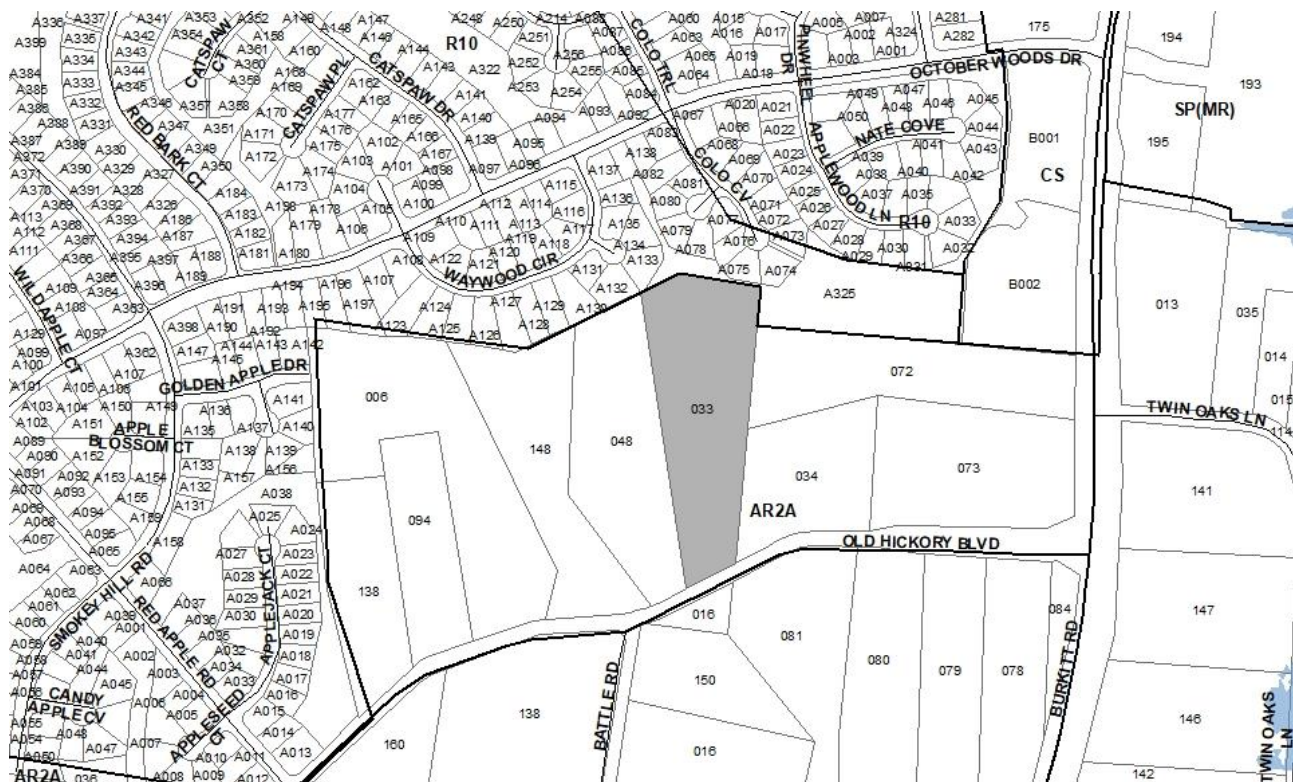
A request to rezone from Specific Plan (SP) to One- and Two-Family Residential-Alternative (R6-A) zoning for property located at 800 North 5th Street, at the northwest corner of Arrington Street and North 5th Street (0.19 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the April 24, 2025, Planning Commission meeting.



## Metro Planning Commission Meeting of 03/27/2025



**2025Z-016PR-001**

Map 183, Parcel(s) 033

12, Southeast

33 (Antoinette Lee)





## Metro Planning Commission Meeting of 03/27/2025

**Item #15****Council District****School District****Requested by****Zone Change 2025Z-016PR-001**

33 – Lee

06 – Mayes

TTL, Inc., applicant; David &amp; Marcie Matheny, owners.

**Deferrals**

This item was deferred at the February 27, 2025, Planning Commission meeting. A public hearing was held and closed.

**Staff Reviewer**

Konigstein

**Staff Recommendation**

*Defer to the April 10, 2025, Planning Commission meeting.*

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**APPLICANT REQUEST****Zone change from AR2a to RM9-NS.**Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Multi-Family Residential - No Short-Term Rental (RM9-NS) zoning for property located at 13302 Old Hickory Boulevard, approximately 1,014 feet west of Twin Oaks Lane (6.3 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the April 10, 2025, Planning Commission meeting.



## Metro Planning Commission Meeting of 03/27/2025



### 2008SP-004-001

535 BOYDS HILLTOP DRIVE (AMENDMENT)

Map 042, Parcel(s) 013

04, Madison

03 (Jennifer Gamble)



## Metro Planning Commission Meeting of 03/27/2025

### Item #16

#### Project Name

#### Council District

#### School District

#### Requested by

### Specific Plan 2008SP-004-001

#### 535 Boyds Hilltop Drive (Amendment)

03 – Gamble

03 – Young

Holland & Knight, applicant; Cornerstone Church of Nashville, Inc., owner.

#### Staff Reviewer

Welch

#### Staff Recommendation

*Approve with conditions and disapprove without all conditions.*

---

### APPLICANT REQUEST

**Amend a preliminary SP to modify permitted nonresidential uses.**

#### SP Amendment

A request to amend a Specific Plan (SP) on property located at 535 Boyds Hilltop Drive, approximately 453 feet north of Old Hickory Boulevard, zoned SP (1.09 acres), to permit nonresidential uses only as accessory to the church located on parcel ID #04200001900.

#### **Existing Zoning**

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

#### **Proposed Zoning**

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

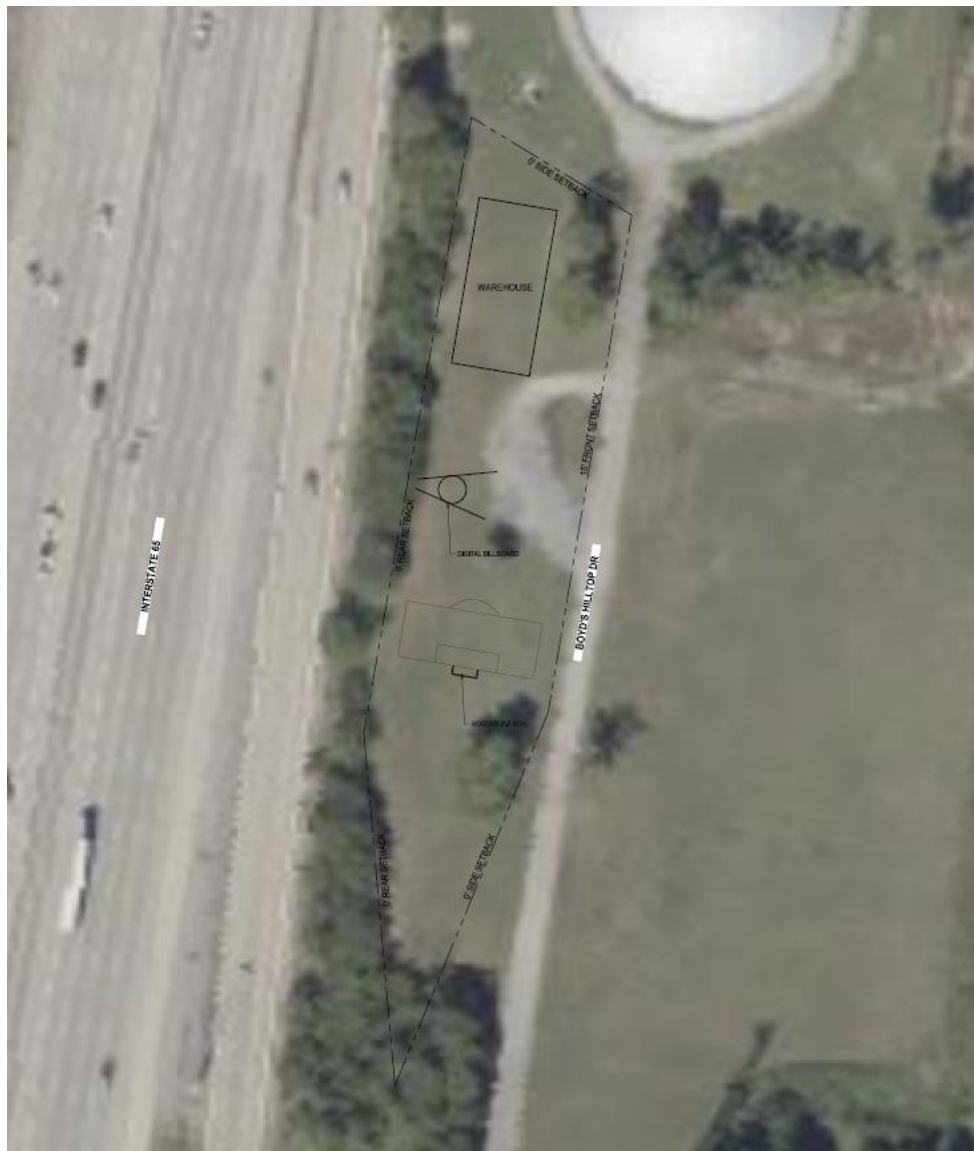
*\*Note that the proposed uses are associated with the adjacent institutional use.*

### MADISON COMMUNITY PLAN

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



## Metro Planning Commission Meeting of 03/27/2025



**Proposed Site Layout**



## Metro Planning Commission Meeting of 03/27/2025

### PRELIMINARY SP NOTES:

1. THE PURPOSE OF THIS SP IS TO REZONE 1.09 ACRES FROM SP INSTITUTIONAL TO SP ZONING TO ALLOW FOR A 4,000 SQUARE FOOT WAREHOUSE FACILITY, DIGITAL BILLBOARD (TYPE 2 - 40' MAX HEIGHT), AND RECREATION CENTER (ONLY PERMITTED AS ACCESSORY TO THE CHURCH LOCATED ON PARCEL ID #04200001900).
2. FOR ANY DEVELOPMENT STANDARDS, REGULATIONS AND REQUIREMENTS NOT SPECIFICALLY SHOWN ON THE SP PLAN AND/OR INCLUDED AS A CONDITION OF COMMISSION OR COUNCIL APPROVAL, THE PROPERTY SHALL BE SUBJECT TO THE STANDARDS, REGULATIONS AND REQUIREMENTS OF THE "CS - COMMERCIAL SERVICE" ZONING DISTRICT AS OF THE DATE OF THE APPLICABLE REQUEST OR APPLICATION.
3. BUILDING MATERIALS WILL CONSIST OF THE FOLLOWING: MASONRY, CEMENTITIOUS FIBERBOARD CEMENTITIOUS SIDING, METAL PANEL, OR WOOD ACCENTS.
4. ALL DEVELOPMENT WITHIN THE BOUNDARIES OF THIS PLAN WILL MEET THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT ([WWW.ADA.GOV](http://WWW.ADA.GOV)) AND THE FAIR HOUSING ACT ([WWW.JUSTICE.GOV/CRT/HOUSING/FAIRHOUSING/ABOUT\\_FAIRHOUSINGACT.HTM](http://WWW.JUSTICE.GOV/CRT/HOUSING/FAIRHOUSING/ABOUT_FAIRHOUSINGACT.HTM)).
5. WATER QUANTITY AND QUALITY REGULATIONS SHALL BE PER CURRENT METRO WATER STORMWATER MANAGEMENT MANUAL.
6. LANDSCAPING WILL MEET THE REQUIREMENTS OF THE ORDINANCE AT THE TIME OF APPLICATION UNLESS OTHERWISE NOTED ON THE PLAN.
7. 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.
8. THE DEVELOPER'S FINAL CONSTRUCTION DRAWINGS SHALL COMPLY WITH THE DESIGN REGULATIONS ESTABLISHED BY THE DEPARTMENT OF PUBLIC WORKS, IN EFFECT AT THE TIME OF THE APPROVAL OF THE PRELIMINARY DEVELOPMENT PLAN OR FINAL DEVELOPMENT PLAN OR BUILDING PERMIT, AS APPLICABLE. FINAL DESIGN MAY VARY BASED ON FIELD CONDITIONS.
9. ANY EXCAVATION, FILL OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH STORM WATER MANAGEMENT ORDINANCE NUMBER 78/840 AND APPROVED BY THE METROPOLITAN DEPARTMENT OF WATER SERVICES.
10. THIS DRAWING IS FOR ILLUSTRATION PURPOSES AS IT PERTAINS TO STORMWATER TO INDICATE THE BASIC PREMISE OF THE DEVELOPMENT AS IT PERTAINS TO STORMWATER APPROVAL/COMMENTS ONLY. THE FINAL LOT COUNT AND DETAILS OF THE PLAN SHALL BE GOVERNED BY THE APPROPRIATE STORMWATER REGULATIONS AT THE TIME OF FINAL APPLICATION.
11. METRO WATER SERVICES SHALL BE PROVIDED SUFFICIENT AND UNENCUMBERED ACCESS IN ORDER TO MAINTAIN AND REPAIR PUBLIC UTILITIES ON THIS SITE.
12. WHERE APPLICABLE, SIZE DRIVEWAY CULVERTS PER THE DESIGN CRITERIA SET FORTH BY THE METRO STORMWATER MANAGEMENT MANUAL (MINIMUM DRIVEWAY CULVERT WITHIN METRO ROW IS 15" CMP).
13. PER THE USDA WEB SOIL SURVEY, THE EXISTING SOILS ON SITE ARE CLASSIFIED AS MIMOSA SILT LOAM (HYDROLOGIC SOIL GROUP C), 5 TO 12 PERCENT SLOPES.
14. THE REQUIREMENTS OF THE METRO FIRE MARSHAL'S OFFICE FOR EMERGENCY VEHICLE ACCESS AND ADEQUATE WATER SUPPLY FOR FIRE PROTECTION MUST BE MET PRIOR TO THE ISSUANCE OF ANY BUILDING PERMITS.
15. ALL CONSTRUCTION WITHIN THE ROW IS TO BE PER NDOT STANDARDS AND SPECIFICATIONS AND COMPLY WITH ADA REGULATIONS.

### **Proposed Regulatory Plan**



## Metro Planning Commission Meeting of 03/27/2025

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 they have already been disturbed. *The conservation policy identifies a small portion of steep slopes at the northwestern edge of the site.*

### **SITE CONTEXT AND REQUEST DETAILS**

The site is 1.09 acres and is located east of I-65 and north of Old Hickory Boulevard, with Cornerstone Church adjacent to the east. The site is comprised of one parcel which is currently vacant. Boyds Hilltop Drive abuts the eastern boundary and is located between the site and Cornerstone Church.

The original SP was approved in 2008 (2008Z-001G-04) as a preliminary and final SP to permit a 3,000 square-foot warehouse facility as accessory storage for Cornerstone Church, located on the adjacent parcel to the east (parcel ID# 04200001900). The warehouse use was permitted for the sole benefit of the church next door. The site remains undeveloped.

The proposed amendment requests to increase the square footage of the warehouse use from 3,000 square feet to 4,000 square feet, to add a digital billboard, and to add an athletic field (identified as a recreation center on the plan) all to be accessory to the church located on parcel ID #04200001900.

### Plan Details

The application includes a regulatory document that provides standards that are to be reviewed for compliance with the final site plan application. The proposed standards include specific uses for the site which include a 4,000 square-foot warehouse, a digital billboard, and an athletic field as accessory to the adjacent church only. The regulatory document includes a site plan exhibit identifying the proposed uses. Vehicular access and parking will be provided by Cornerstone Church, on the adjacent site.

### **ANALYSIS**

The subject site is uniquely situated along the eastern boundary of the I-65 interstate ramp, south of a Madison Suburban Utility District (MSUD) facility and a church which spans property to the east and south, along Old Hickory Boulevard. The site is located within a pocket of Suburban Neighborhood Maintenance (T3 NM) policy that is adjacent to the Suburban Residential Corridor (T3 RC) policy to the south, which covers the adjacent church and properties located along the Old Hickory Boulevard corridor. Although the T3 NM policy is intended for suburban residential uses, the site is uniquely located adjacent to the interstate ramp, a utility use, and the church, and away from any residentially-zoned properties. Existing entitlements at this site permit a warehouse solely for the benefit of the church. Staff is supportive of the proposed expanded uses only as accessory to the church. Absent the site's unique locational characteristics and requirement to be accessory to the church, staff would not be supportive of the proposed billboard.



## **Metro Planning Commission Meeting of 03/27/2025**

### **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**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approved as a Preliminary SP only.
- Public and/or private sanitary sewer construction plans must be submitted and approved prior to Final SP approval.
- The approved construction plans must match the Final Site Plan/SP plans.
- A Capacity Study must take place and the required capacity reserved by confirmation of capacity fee payment prior to Final Site Plan/SP approval.
- Unless and until 100% of capacity charge has been paid, no water/sewer capacity is guaranteed.
- Water provided by Madison Suburban Utility District.

### **MADISON SUBURBAN UTILITY DISTRICT**

#### **Approve with conditions**

- MSUD has no issue with water volume at the address; however, pressure is low, and to meet the demand stated, the developer would have to install a pump. Under current conditions and planning factors, MSUD is unable to meet their demand at the meter.
- Approval is pending the review of project plans by MSUD and Fire Marshall's review.
- Builder will be required to provide pumps to meet their demand.
- Requirements of obtaining water service from MSUD shall be followed.
- MSUD assumes to future maintenance of the pumps.

### **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.
- A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement ([solidwastereview@nashville.gov](mailto:solidwastereview@nashville.gov)).
- Omit previous 2-11-25 comments for road improvements to Boyd's Hilltop Dr.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Parking requirements for any accessory structure or use within this parcel will be captured through the existing parking provided through the adjacent church.





## Metro Planning Commission Meeting of 03/27/2025

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

### Maximum Uses in Existing Zoning District: SP

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Warehousing (150)   | 1.09  | -           | 3,000 SF                    | 50                    | 0            | 0            |

### Maximum Uses in Proposed Zoning District: SP

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Warehousing (150)   | 1.09  | -           | 4,000 SF                    | 52                    | 1            | 1            |

### 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 |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| -                   | -     | -           | -                           | +2                    | +1           | +1           |

**\*All proposed uses are accessory to the existing church on Parcel ID #04200001900. Parking requirements would be captured with the existing parking at the subject church.**

## METRO SCHOOL BOARD REPORT

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

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

The proposed SP zoning is not expected to generate any additional students than the existing SP zoning district as the SP does not permit residential land uses. Students would attend Taylor Stratton Elementary School, Madison Middle School, and Hunters Lane High School. Taylor Stratton Elementary School is identified as at capacity, Madison Middle School is identified as exceedingly under capacity, and Hunters Lane High School is identified as under capacity. This information is based upon the 2024-2025 School Enrollment and Utilization report provided by Metro Schools.

## STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

## CONDITIONS

- Permitted uses shall be limited to nonresidential uses as identified on the plan only as accessory to the church located on Parcel ID #04200001900.

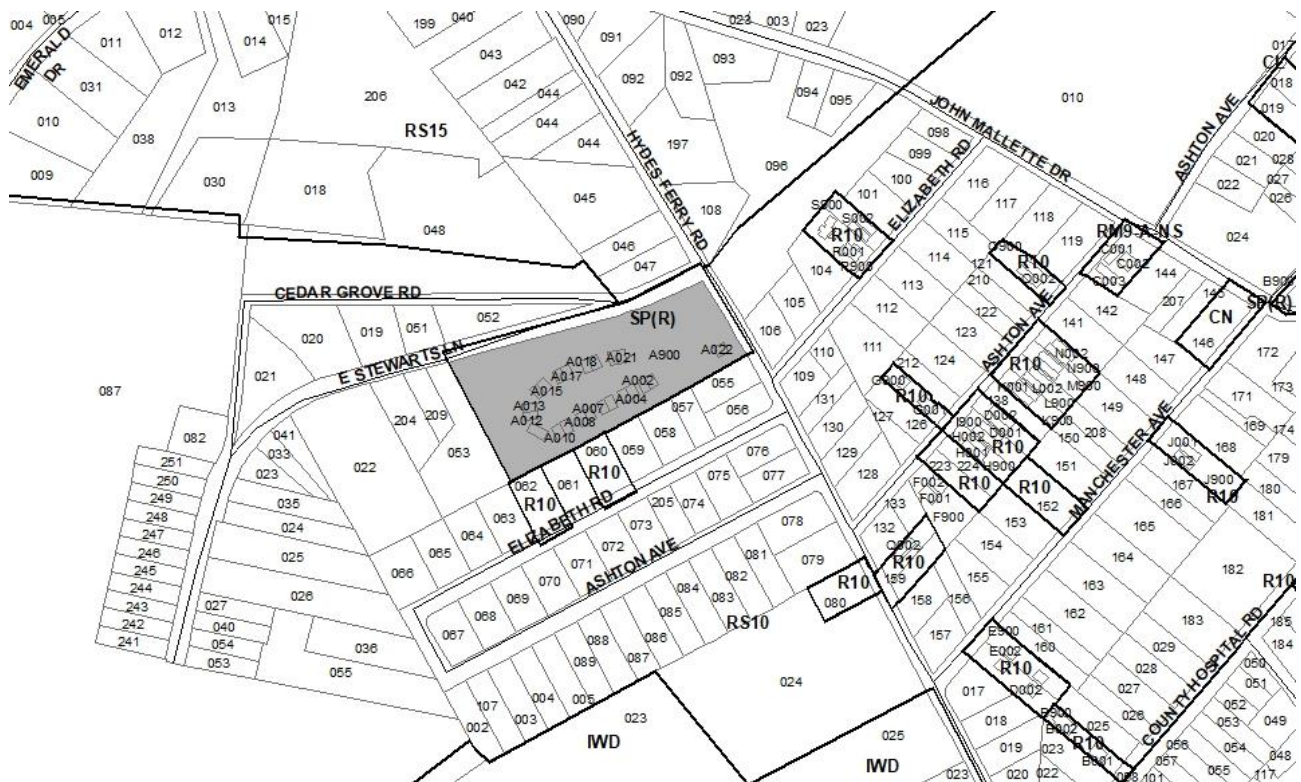


## Metro Planning Commission Meeting of 03/27/2025

2. The subject property shall remain under ownership of the church located on Parcel ID #04200001900. Applicant shall propose a method to Planning prior to issuance of any permits to ensure common ownership.
3. Height of billboard shall be measured per the Metro Zoning Code consistent with billboard height measurements.
4. Billboard shall comply with all size and design restrictions of the Metro Zoning Code for Type II billboards.
5. No final site plan required for billboard.
6. Operation of the billboard shall be in compliance with the Metro Zoning Code in regards to changing of message.
7. Final plat may be required prior to permitting.
8. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
10. Comply with all conditions and requirements of Metro reviewing agencies.
11. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
12. 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 CS zoning district as of the date of the applicable request or application.
13. 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.
14. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



## Metro Planning Commission Meeting of 03/27/2025



### 2009SP-017-004

3607 HYDES FERRY ROAD (AMENDMENT)

Map 069-16-0-A, Parcel(s) 001-022, 900

03, Bordeaux-Whites Creek-Haynes Trinity

01 (Joy Kimbrough)



## Metro Planning Commission Meeting of 03/27/2025

**Item #17****Project Name****Council District****School District****Requested by****Specific Plan 2009SP-017-004****3607 Hydes Ferry Road (Amendment)**

01 – Kimbrough

01 – Taylor

Dale &amp; Associates, applicant; various owners.

**Staff Reviewer**

Schenk

**Staff Recommendation***Defer to the April 10, 2025, Planning Commission meeting.*

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**APPLICANT REQUEST****SP amendment to permit 29 multi-family residential units.****SP Amendment**

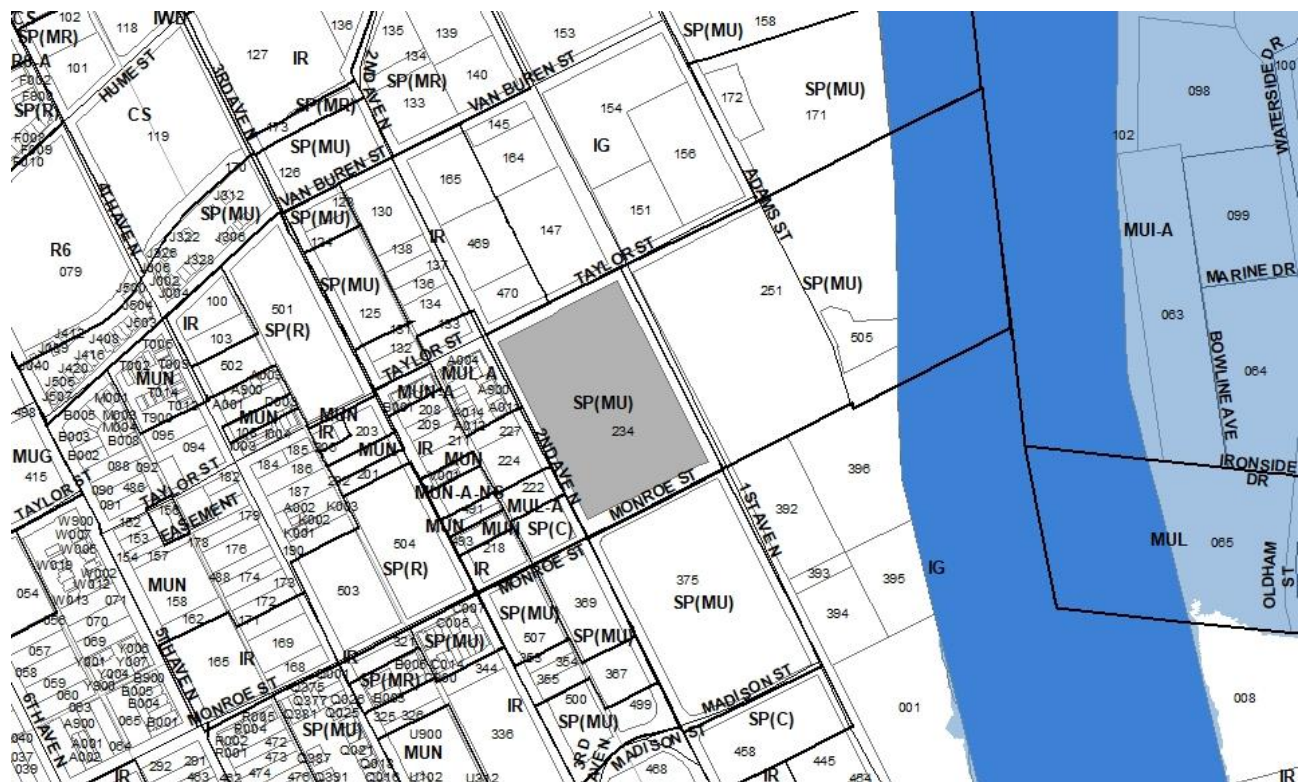
A request to amend a Specific Plan (SP) on various properties located at the southwest corner of Hydes Ferry Road and East Stewarts Lane, zoned SP (5.43 acres), to permit 29 multi-family residential units.

**STAFF RECOMMENDATION**

Staff recommends deferral to the April 10, 2025, Planning Commission meeting.



## Metro Planning Commission Meeting of 03/27/2025



### 2016SP-055-003

1324 2<sup>ND</sup> AVENUE NORTH (AMENDMENT)

Map 082-09, Parcel(s) 234

08, North Nashville

19 (Jacob Kupin)



## Metro Planning Commission Meeting of 03/27/2025

**Item #18****Project Name****Council Bill****Council District****School District****Requested by****Specific Plan 2016SP-050-003****1324 2<sup>nd</sup> Avenue North (Amendment)**

BL2025-751

19 – Kupin

05 – Fayne

ESa, applicant; Neuhoff Acquisition II, LLC, owner.

**Staff Reviewer**

Marton

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

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**APPLICANT REQUEST****SP Amendment to adjust square footage and height.**SP Amendment

A request to amend a Specific Plan located at 1324 2nd Avenue North, at the southeast corner of 2nd Avenue North and Taylor Street, zoned Specific Plan (SP), to adjust permitted square footage and height (4.82 acres).

**Existing Zoning**

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

**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.

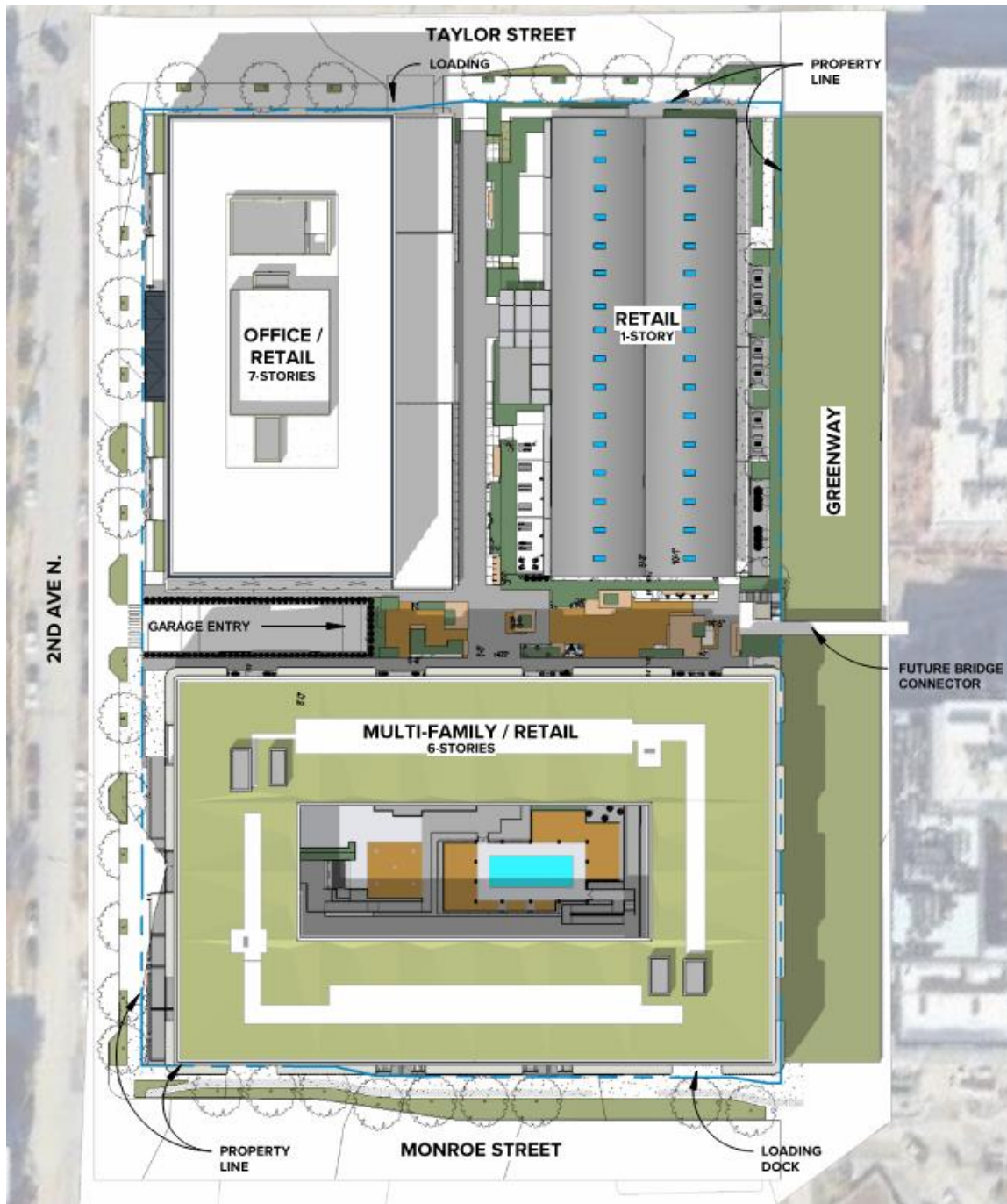
**NORTH NASHVILLE COMMUNITY PLAN**

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





## Metro Planning Commission Meeting of 03/27/2025



Proposed SP





## **Metro Planning Commission Meeting of 03/27/2025**

### **SITE HISTORY AND EXISTING ENTITLEMENTS**

Metro Council adopted the currently-approved Specific Plan as an amendment to the original SP on October 20, 2020, following a recommendation of approval by the Planning Commission at its August 27, 2020, Planning Commission meeting (BL2020-440). The currently approved SP is approved for a mixed-use development that includes 232,500 square feet of non-residential uses and multi-family residential units. The site plan contains a mixed-use office building, a mixed-use residential building and renovates an existing one-story bow truss building to serve as a food and beverage and retail center. The plan also includes a promenade at the center of the site, that leads to a proposed bridge over the Cumberland River Greenway.

### **SITE CONTEXT**

The subject site consists of one parcel located at the intersection of 2<sup>nd</sup> Avenue North and Taylor Street. The site is approximately 4.82 acres in size and currently includes a warehouse structure and surface parking. The site also has frontage along the Cumberland River Greenway. 2<sup>nd</sup> Avenue North is classified as an arterial boulevard in the Major and Collector Street Plan (MCSP). The site opposite the greenway and to the east of this property is the location of the Neuhoff SP (2019SP-029-001) which was approved as a mixed-use development.

### **PLAN DETAILS**

The currently approved SP establishes a maximum height standard of 85 feet for all buildings. The amendment proposes to increase the height of the office/retail building at 2nd Avenue North and Taylor Street to seven stories in 100 feet, and to add one story to the residential building at 2nd Avenue North and Monroe Street while maintaining the 85-foot maximum height for that building. The existing SP permits a Floor Area Ratio (FAR) of 2.5, including 232,500 square feet of nonresidential uses. The amendment proposes to increase the nonresidential square footage by 37,500 square feet, for 270,000 total square feet and a FAR of 2.9.

There are no proposed changes to the building height and square footage of the Bow Truss retail building. The amendment does not propose any additional uses that were not previously approved by the SP. Previously approved streetscape improvements to 2<sup>nd</sup> Avenue, Monroe Street, and Taylor Street will remain and will provide an improved pedestrian and bike experience. The plan retains the proposed bridge that will connect this development with the Neuhoff SP across the railway and greenway.

### **ANALYSIS**

The site is within the T4 Mixed Use Neighborhood policy area. T4 MU policy 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 intended to be high density/intensity. The proposed SP amendment would allow for additional square footage and building height allowing for an additional story to the multi-family residential building and two additional stories for the office building. T4 MU policy generally supports buildings up to five stories in height but may be taller under certain conditions. Some of these conditions include proximity to existing transit, location along an arterial, planned height of surrounding buildings, and the ability to contribute to the public



## **Metro Planning Commission Meeting of 03/27/2025**

realm and overall fabric of the mixed-use neighborhood through the use of pedestrian friendly walkways, plazas and open spaces.

The SP accomplishes all of these as the taller buildings are located along 2<sup>nd</sup> Avenue North, an arterial, the site is within a five-minute walk to a bus stop on WeGo Route 9, plazas and landscaped walkways are incorporated throughout the site layout, the proposed bridge provides increased access and interaction with the greenway, and the buildings provide a transition in height towards the Neuhoff SP site to the east, which has new building heights between 8 and 14 stories. The plan also includes design standards that ensure the architecture of the buildings will be appropriate for an urban mixed-use area, by incorporating a minimum first floor height as well as standards for glazing.

Overall, the proposed SP amendment aligns with the design goals of T4 MU and furthers the goals of NashvilleNext to provide mixed-use, walkable neighborhoods.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **WEGO Recommendation**

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

- Development shall upgrade existing 3rd Ave N & Taylor St northbound bus stop to an in-lane local service bench type bus stop as per latest WeGo Design Guidelines with appurtenances:
- Upgraded bus stop may be constrained within existing RoW and existing utilities.
- Appurtenances shall be provided by developer as specified by WeGo. Sidewalk shall be prepared by developer for fixing appurtenances as specified by WeGo.
- WeGo conditions shall be shown on all subsequent SP plans.
- Development shall coordinate and agree all WeGo conditions with WeGo Robert.Johnson@Nashville.gov prior to all subsequent SP approvals, prior to finalization of any TIS or MMTA revisions, and again prior to Building Permit approval.
- WeGo conditions shall be satisfied prior to any occupancy or use of the site.

### **NASHVILLE DOT RECOMMENDATION**

#### **Approve with conditions**

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- The following are general approval comments and conditions; All public commercial ramps, residential driveways and street intersections shall meet code spacing requirements. Any public access point (ramps, drives) and/or intersection should meet AASHTO stopping sight distance requirements. All existing ROW frontages should adhere to the Major Collector Street Plan (MCSP) and dedication may be required along existing ROW frontages to



## Metro Planning Commission Meeting of 03/27/2025

accommodate MCSP requirements. (cont.) Coordinate w/ metro planning on MCSP requirements along existing ROW frontages. For reference, provide call outs on the final site plan for MCSP requirements. In general, with a final: Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT standard details. A mandatory referral approval will be required for any proposed abandonments of existing ROW and/or encroachments into existing ROW. There shall be no earthen retaining walls installed in the public ROW. Earthen retaining walls, 4 ft. or greater in height, off the public ROW will require a stamped wall design by a licensed CIVIL engineer. There should be no vertical obstructions in new public sidewalks and the removal, or relocation, of utilities will be required to accommodate new public sidewalks. (cont.) Otherwise, provide minimum 5 ft. of clear travel around sidewalk obstructions. Residential and commercial ramps, driveways shall meet metro spacing code.

- 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. (cont.) On site plans, call out "mill & overlay extents to be coordinated in field with NDOT inspector".
- Comply w/ NDOT traffic comments/conditions of approval.

### **TRAFFIC & PARKING RECOMMENDATION**

#### **Approve with conditions**

- At Final SP, the applicant shall coordinate with NDOT on the traffic signal at 2nd Ave & Monroe St. If warranted per criteria outlined in the MUTCD, traffic signal control shall be installed. Additional traffic control analysis shall be conducted prior to Final SP plan approval.
- To accommodate on-street parking on both sides of 2nd Avenue, adjustments to the proposed cross-section will be necessary. At Final SP, the cross-section shall include curb and gutter on each side, with a total curb-to-curb width of 36 feet, consisting of two 10' travel lanes and two 8' parking lanes. Additionally, a 4' furnishing zone and an 8' sidewalk will be provided. To ensure adequate space for all components of the cross-section, additional ROW dedication may be required.
- Provide a minimum of 30' of separation between the intersections/access points and on street parking.
- Due to the further expansion of multi-modal connectivity between the Germantown neighborhood and the River North Area, Taylor Street has been identified as a potential location for the landing of the multi-modal bridge. As a result of this, the cross section of Taylor Street shall provide a bike facility along this developments frontage. The exact design of the bike facility will be finalized prior to Final SP approval, which may require the removal of the existing bulbed in on-street parking. Further coordination with NDOT will be required.
- At Final SP the applicant shall coordinate with WeGo on Transit improvements.
- Provide appropriate RR crossing signage and pavement markings. Ensure appropriate pedestrian accommodations are provided at the railroad crossing.



## Metro Planning Commission Meeting of 03/27/2025

- Any proposed Valet or lay-by-lane operations occurring within the public ROW shall be discouraged. Off-peak loading and deliveries for this development shall be prioritized to minimize impacts to traffic operations.
- 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.

### STORMWATER RECOMMENDATION

**Approve**

### METRO WATER SERVICES RECOMMENDATION

**Approve with conditions**

- We have no objection to the amendment.

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

| Land Use<br>(ITE Code) | Acres | FAR/Density | Total Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|------------------------|-------|-------------|--------------------------------|--------------------------|-----------------|-----------------|
| Office<br>(710)        | 4.82  | -           | 190,000 SF                     | 1978                     | 205             | 210             |

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

| Land Use<br>(ITE Code)               | Acres | FAR/Density | Total Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|--------------------------------------|-------|-------------|--------------------------------|--------------------------|-----------------|-----------------|
| Multi-Family<br>Residential<br>(221) | 4.82  | -           | 280 U                          | 1,524                    | 93              | 119             |

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

| Land Use<br>(ITE Code) | Acres | FAR/Density | Total Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|------------------------|-------|-------------|--------------------------------|--------------------------|-----------------|-----------------|
| Retail<br>(814)        | 4.82  | -           | 24,000 SF                      | 906                      | 23              | 92              |

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

| Land Use<br>(ITE Code) | Acres | FAR/Density | Total Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|------------------------|-------|-------------|--------------------------------|--------------------------|-----------------|-----------------|
| Restaurant<br>(931)    | 4.82  | -           | 5,000 SF                       | 561                      | 49              | 49              |

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

| Land Use<br>(ITE Code) | Acres | FAR/Density | Total Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|------------------------|-------|-------------|--------------------------------|--------------------------|-----------------|-----------------|
| Brewery<br>(925)       | 4.82  | -           | 13,500 SF                      | 621                      | 28              | 154             |



## Metro Planning Commission Meeting of 03/27/2025

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

| Land Use<br>(ITE Code) | Acres | FAR/Density | Total Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|------------------------|-------|-------------|--------------------------------|--------------------------|-----------------|-----------------|
| Office<br>(710)        | 4.82  | -           | 234,418 SF                     | 2,425                    | 247             | 256             |

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

| Land Use<br>(ITE Code)               | Acres | FAR/Density | Total Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|--------------------------------------|-------|-------------|--------------------------------|--------------------------|-----------------|-----------------|
| Multi-Family<br>Residential<br>(221) | 4.82  | -           | 320 U                          | 1,742                    | 107             | 136             |

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

| Land Use<br>(ITE Code) | Acres | FAR/Density | Total Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|------------------------|-------|-------------|--------------------------------|--------------------------|-----------------|-----------------|
| Retail<br>(814)        | 4.82  | -           | 23,690 SF                      | 894                      | 22              | 90              |

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

| Land Use<br>(ITE Code) | Acres | FAR/Density | Total Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM<br>Peak<br>Hour | PM Peak<br>Hour |
|------------------------|-------|-------------|--------------------------------|--------------------------|--------------------|-----------------|
| -                      | -     | -           | -                              | -529                     | -22                | -142            |

### METRO SCHOOL BOARD REPORT

**Projected student generation existing SP district: 13 Elementary 10 Middle 9 High**

**Projected student generation proposed SP district: 15 Elementary 12 Middle 10 High**

The proposed SP zoning district is anticipated to generate 5 more students than what would be generated under the current SP and SP zoning district. Students would attend Jones Paideia Elementary School, John Early Middle School, and Pearl-Cohn High School. John Early Middle School and Pearl-Cohn High School are identified as exceedingly under capacity. Jones Paideia Elementary School is identified as under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Approve with conditions and disapprove without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to 320 multi-family residential units and 270,000 square feet of non-residential uses. The permitted uses for non-residential uses shall be as specified in the plan. Short term rental property, owner occupied and short term rental property, not owner occupied, shall be prohibited within the entire development.
2. Comply with all conditions of BL2020-440 as applicable.
3. With the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.



## **Metro Planning Commission Meeting of 03/27/2025**

4. Comply with all conditions and requirements of Metro Reviewing Agencies.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with the final site plan application.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the MUL-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
7. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
8. 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.
9. No master permit/HPR shall be recorded prior to final SP approval.
10. Final plat may be required prior to permitting.
11. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
12. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**SEE NEXT PAGE**





## Metro Planning Commission Meeting of 03/27/2025



**2023SP-020-002**

**SOLLEY DRIVE (AMENDMENT)**

Map 061-03, Parcel(s) 145, 202

05, East Nashville

07 (Emily Benedict)



## Metro Planning Commission Meeting of 03/27/2025

### Item #19

#### Project Name

#### Council District

#### School District

#### Requested by

### Specific Plan 2023SP-020-002

#### Solley Drive (Amendment)

07 – Benedict

03 – Young

Dale & Associates, applicant; Chris Harris and Bob Bass, owners.

#### Staff Reviewer

Marton

#### Staff Recommendation

*Approve with conditions and disapprove without all conditions.*

---

### APPLICANT REQUEST

#### SP Amendment to permit 55 multi-family residential units.

#### SP Amendment

A request to amend a Specific Plan on properties located at 1007 and 1009 Solley Drive, approximately 150 feet west of Gallatin Pike, zoned Single Family Residential (RS7.5) and Specific Plan (SP), to permit 55 multi-family residential units (3.31 acres).

#### **Existing Zoning**

Single Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. RS7.5 would permit a maximum of 5 units on the RS7.5 zoned portion of the property.

Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *The existing Specific Plan permits a maximum of 24 multi-family residential units.*

#### **Proposed Zoning**

Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan amendment would permit a maximum of 55 multi-family residential units.*

### EAST NASHVILLE COMMUNITY PLAN

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



The subject site consists of two parcels located along the north side of Solley Drive, totaling 3.31 acres. The property at 1007 Solley Drive has been zoned Single Family Residential (RS7.5) since 1998. The property at 1009 Solley Drive was recently rezoned to SP in 2023 and permits 24 multi-family residential units. While the property at 1007 Solley Drive contains a single-family home, the property at 1009 Solley Drive is vacant and consists of an open field. Adjacent zoning includes RS7.5 and MUL-A while surrounding land uses include single-family residential, retail, religious institution, retail, office, and small service shop (tombstone manufacture).



## **Metro Planning Commission Meeting of 03/27/2025**

### **PLAN DETAILS**

The proposed SP amendment would add an adjacent property to the SP and modify the layout and unit count. The plan proposes a multi-family residential development with a maximum of 55 attached multi-family residential units. Short term rentals, owner and not owner-occupied, are proposed to be prohibited from the entire development. The SP proposes a maximum building height of two stories in 35 feet. The site is accessed from a single entrance off Solley Drive and all units include rear loaded garages. Units 1-14 orient to Solley Drive, while the remaining units orient internally to side yards and a central courtyard. The plan includes a 10-foot landscape buffer along the western boundary as well as a portion of the eastern boundary that is adjacent to the tombstone manufacturing shop. Additionally, several units internal to the courtyard include design standards for supplemental architectural features and landscaping for their side elevation which will be evaluated with the elevations provided with the final site plan.

### **ANALYSIS**

The site is within the T4 Urban Neighborhood Maintenance (T4 NM) policy area. T4 NM policy is intended to maintain the general character of existing urban residential neighborhoods. The SP meets the general design goals of the policy by providing a layout with shallow setbacks, appropriate orientation and massing, and building heights of two stories. The SP would permit a residential development at a density of approximately 16 units an acre, which is within the range of densities that are supported by the policy. Higher intensity development may be supported by the T4 NM policy, especially when sites are in transition zones adjacent to higher intensity policy areas and are adjacent to centers and corridors with existing transit and businesses. Important to note is that the site is located along the seam of two higher intensity policy areas which include T4 Urban Community Center (T4 CC) along the northern boundary and T4 Urban Mixed Use Corridor Policy (T4 CM) along the eastern boundary. The site is just west of Gallatin Pike which is classified as a High Capacity Transit Corridor and is within a 5-minute walk to a bus stop of WeGo Routes 34 and 56. The plan provides a stepdown in intensity from the adjacent properties along Gallatin Pike, as building heights are limited to two stories tall, which provides a transition to the primarily one-story homes along Solley Drive. The plan also breaks up the massing of units along the Solley Street frontage with buildings grouped in pairs of two units that mimic the existing building rhythm along the street.

Overall, the plan meets the goals and general design standards for T4 NM policy and meets the goals of NashvilleNext to provide a diverse mix of housing types near centers and corridors. For these reasons, staff recommends approval.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Per 03/04/2025 revised plan and comment response. Height restricted to 30 feet parapet/eave noted.

### **STORMWATER RECOMMENDATION**

#### **Approve**

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



## **Metro Planning Commission Meeting of 03/27/2025**

### **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.
- All ROW frontages shall adhere to the Major Collector Street Plan (MCSP). Dedicate ROW along all frontages to accommodate MCSP requirements. Any proposed roadway half-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](mailto: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. (cont.) Extents to be coordinated in field with NDOT inspector.
- Provide recorded shared access easement instrument# on final site plans.
- Comply w/ traffic comments and conditions.
- Solley frontage shall meet half-section, per ST-252, w/ 22 ft. minimum pavement provided for 2-way vehicular travel.

### **TRAFFIC & PARKING RECOMMENDATION**

#### **Approve with conditions**

- If it is determined feasible by NDOT, the applicant shall install a pedestrian landing(s) with detectable warning mat(s) on the Northwest corner and Western side of the Solley Drive & Gallatin Pike intersection. If feasible, these improvements are to be installed with the construction of this development and shall be completed prior to the issuance of a Use and Occupancy Permit. Further coordination with NDOT will be required prior to Final SP approval.
- 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.

### **METRO WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approved as a Preliminary SP only. Public and/or private 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% Sewer Capacity must be paid before issuance of building permits. Unless and until 100% of capacity charge has been paid, no water/sewer capacity is guaranteed. Water provided by Madison Suburban Utility District.



## Metro Planning Commission Meeting of 03/27/2025

Maximum Uses in Existing Zoning District: **RS7.5**

| Land Use<br>(ITE Code)                | Acres | FAR/Density | Total Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|---------------------------------------|-------|-------------|--------------------------------|--------------------------|-----------------|-----------------|
| Single-Family<br>Residential<br>(210) | 1     | -           | 5 U                            | 66                       | 8               | 6               |

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

| Land Use<br>(ITE Code)               | Acres | FAR/Density | Total Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|--------------------------------------|-------|-------------|--------------------------------|--------------------------|-----------------|-----------------|
| Multi-Family<br>Residential<br>(221) | 2.31  | -           | 24 U                           | 129                      | 8               | 11              |

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

| Land Use<br>(ITE Code)               | Acres | FAR/Density | Total Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|--------------------------------------|-------|-------------|--------------------------------|--------------------------|-----------------|-----------------|
| Multi-Family<br>Residential<br>(221) | 3.31  | -           | 55 U                           | 320                      | 20              | 26              |

Traffic changes between maximum: **RS7.5/SP and SP**

| Land Use<br>(ITE Code) | Acres | FAR/Density | Total<br>Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM<br>Peak<br>Hour | PM Peak<br>Hour |
|------------------------|-------|-------------|-----------------------------------|--------------------------|--------------------|-----------------|
| -                      | -     | -           | -                                 | +125                     | +4                 | +9              |

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS7.5 district: 1 Elementary 1 Middle 1 High**

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

**Projected student generation proposed SP district: 8 Elementary 5 Middle 4 High**

The proposed SP zoning district is anticipated to generate 7 more students than what would be generated under the current RS7.5 and SP zoning district. Students would attend Hattie Cotton Elementary School, Jere Baxter Middle School, and Maplewood High School. Jere Baxter Middle School and Maplewood High School are identified as at capacity. Hattie Cotton Elementary School is identified as under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Approve with conditions and disapprove without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 55 multi-family residential units. Short Term Rental Property (STRP) owner occupied and not owner-occupied shall be prohibited from the entire development
2. On the corrected copy, update the purpose note to say: The purpose of this SP amendment is to obtain preliminary approval for 55 multi-family residential units.



## Metro Planning Commission Meeting of 03/27/2025

3. On the corrected copy, provide a 10-foot Type B 3 buffer along the northern property boundary.
4. On the corrected copy, update the fallback zoning to RM15 under note 13 below Standard SP Notes on the cover sheet.
5. With the final site plan, additional details on corner treatment of units 25, 34, and 38 consistent with the standards outlined in the preliminary SP to be provided and reviewed by staff.
6. Right-of-way dedication areas and road improvement details shall be identified on the final site plan consistent with the applicable local and/or MCSP requirements. Any additional areas of dedication not currently identified on the preliminary SP to meet road width standards shall be provided.
7. With the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
8. With the final site plan, provide confirmation of water capacity by the Madison Suburban Utility District.
9. Stories shall be defined as per Metro Code. No covered rooftop amenities are permitted.
10. Comply with all conditions and requirements of Metro Reviewing Agencies.
11. 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.
12. 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 RM15 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
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. 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.
15. No master permit/HPR shall be recorded prior to final SP approval.
16. Final plat may be required prior to permitting.
17. 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.
18. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

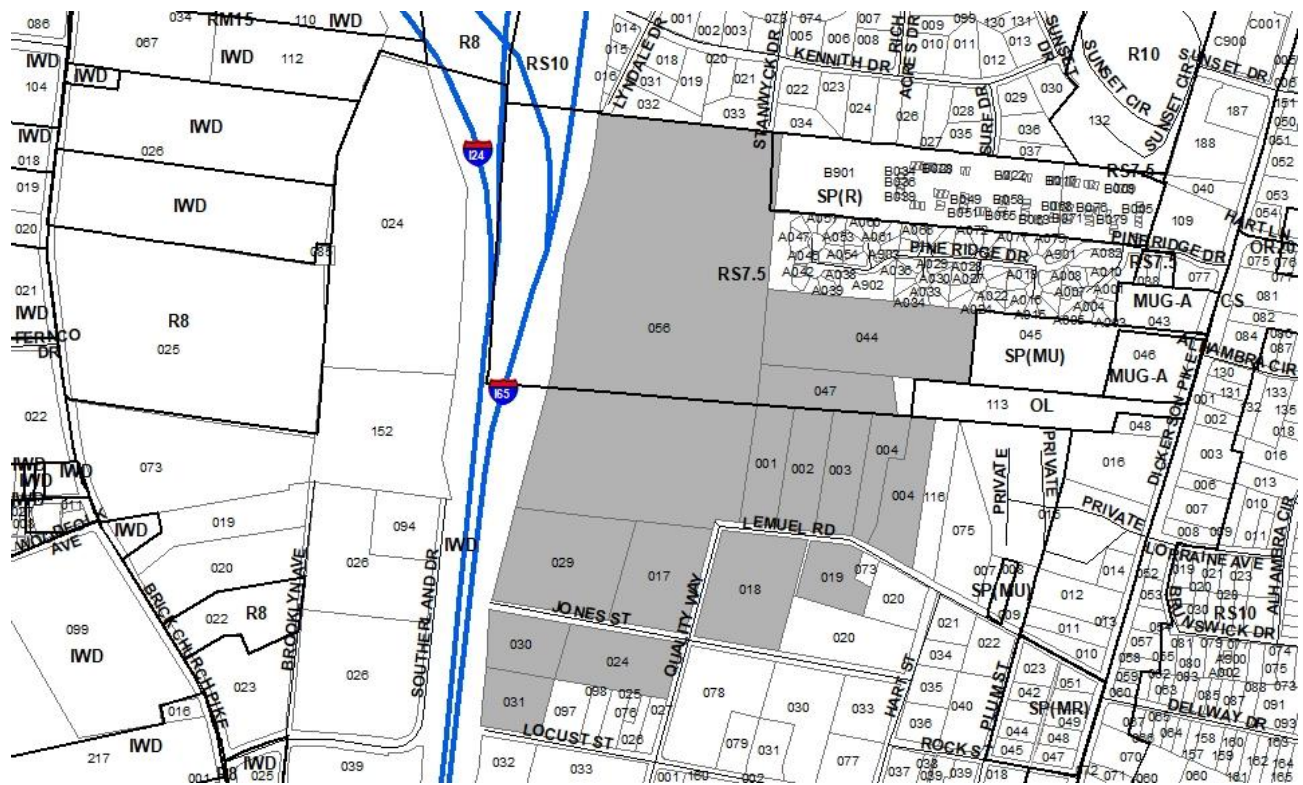




**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 03/27/2025



### 2025SP-008-001

#### LEMUEL ROAD DEVELOPMENT

Map 060, Parcel(s) 044, 047, 056

Map 060-14, Parcel(s) 029-031

Map 060-15, Parcel(s) 004.01, 001-004, 017-019, 024

05, East Nashville

02 (Toombs)



## Metro Planning Commission Meeting of 03/27/2025

**Item #20****Project Name****Council District****School District****Requested by****Specific Plan 2025SP-008-001****Lemuel Road Development**

02 – Toombs

01 – Taylor

Catalyst Design Group, applicant; Dyno Nobel, Inc. and Ireco, Inc., owners.

**Staff Reviewer**

Marton

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

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**APPLICANT REQUEST****Preliminary SP to permit a mixed use development.**Preliminary SP

A request to rezone from Industrial Warehousing/Distribution (IWD) and Single Family Residential (RS7.5) to Specific Plan (SP) zoning for various properties along Dickerson Pike, Lemuel Road, Jones Street and Locust Street, approximately 343 feet south of Kenneth Drive, to permit a mixed use development (106.9 acres).

**Existing Zoning**

Single Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of 227 single-family lots on the RS7.5 zoned portion of the application. This does not account for compliance with the Metro Subdivision Regulations.*

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

**EAST NASHVILLE COMMUNITY PLAN**

T4 Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. T4 NE areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and existing or planned mass transit. T4 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to



## Metro Planning Commission Meeting of 03/27/2025

take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

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.

### Dickerson North Supplemental Policy Area – Pages Branch

The site is within the Dickerson North Small Area Plan and specifically within the Pages Branch supplemental policy. Supplemental Policy Areas (SPAs) are intended to provide additional guidance beyond the Community Character Manual (CCM) policies, often identifying a smaller area and providing design and other guidance based on context and specific goals for the area. Additional information on the supplemental policy is included in the analysis below.



Proposed SP



## **Metro Planning Commission Meeting of 03/27/2025**

### **SITE CONTEXT**

The subject site consists of various parcels west of Dickerson Pike, along Lemuel Road, Jones Street, and Locust Street, totaling 106.9 acres. The properties have been zoned Single Family Residential (RS7.5) and Industrial Warehousing/Distribution (IWD) since 1998. Adjacent zoning includes IWD to the south and east, RS7.5 and SP to the east, and RS10 to the north. There are several SPs to the east that permit multi-family residential and mixed-use developments. Surrounding uses include single family residential, multi-family residential, religious institution, warehousing and distribution, light manufacturing, and heavy manufacturing. The western boundary of the subject property is adjacent to the I-24 right-of-way and Dickerson Pike is located about a quarter mile to the east.

### **PLAN DETAILS**

The proposed SP would permit a mixed-use development with a maximum of 1,081 multi-family residential units and 3,700 square feet of non-residential uses. Short term rentals, owner and not owner-occupied, are proposed to be prohibited from the entire development. The residential units are divided into three building types, which include a mix of stacked flats (referred to as condominiums on the plans), attached units (referred to as townhomes on the plans), and detached units (referred to as cottages on the plans). Maximum building heights are as follows: 4 stories in 60 feet for stacked flats, 3 stories in 45 feet for attached units, and 2 stories in 35 feet for detached units. While the majority of units orient to and frame public/private streets, there are groupings of units that orient to a shared common open space/courtyard.

Access to residential units is consolidated throughout the site and units are primarily rear loaded with some areas of surface parking. As there are currently no improved street connections through the site, the SP proposes to improve or construct streets through the development, including a north-south extension of Stanwyck Drive, an existing local street to the north that currently stubs to the northern site boundary; an east-west extension of Lemuel Road, which is currently unimproved along the site frontage and partially improved to the east where it abuts an SP (2021SP-095-001); an extension of Oak Street that will connect the site with Locust Street; and a new east-west street that connects to a planned local street that is incorporated into the adjacent SP to the east (2021SP-053-001). The nonresidential uses are identified at the intersection of the extended Stanwyck Drive and the new east-west street. The plan includes several onsite amenities including a central park and gathering area, four dog parks, a clubhouse and pool area, and a preserved open space area that includes a trail that spans the western boundary of the site.

### **ANALYSIS**

The site is within the T4 Urban Neighborhood Evolving (T4 NE), T4 Mixed Use Neighborhood (T4 MU), and Conservation (CO) policy areas. T4 NE policy is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle, and vehicular connectivity and moderate to high density development patterns. 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. Conservation (CO) policy is associated with moderate slopes on the western and southern portions of the site.





## **Metro Planning Commission Meeting of 03/27/2025**

The proposed SP is within the Dickerson North-Pages Branch Supplemental Policy character area. While the supplemental policy does not include direct guidance for the development of the site, the character area emphasizes the importance of sidewalk improvements, new public street connections, and providing a mix of housing types, all of which are addressed by the plan.

The proposed SP provides a variety of housing types as it includes a mix of cottages, townhomes and flats. The plan would permit 1,081 multi-family residential units at a density of approximately 10 units an acre, which is within the range of densities supported by both the T4 NE and T4 MU policies. The plan meets the general design standards for T4 NE and T4 MU areas as buildings are shown orienting to the public streets, private drives, and open space, build-to-zones are provided to bring buildings close to the street, and building heights of up to four stories are shown. As the site is not proximate to existing public open space, onsite amenities and open spaces are integrated throughout the development and are shown to provide for both active and passive recreation for residents. While the area currently lacks street connections, the plan meets the goal of providing high levels connectivity by proposing to extend existing public streets throughout the site and provide off-site improvements to improve the vehicular and pedestrian journey to and from Dickerson Pike.

Overall, staff finds that the plan is consistent with the T4 NE, T4 MU, and Dickerson North SPA policies.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- K68-74, K76-87 - Limiting the distance from the street access to the unit door to 50 feet is compliant with the fire code. These units will be limited to 30 feet in height. It will not be possible to service the units with aerial apparatus. The turnaround will be required to avoid a dead-end condition greater than 150 feet. All other- Limited construction or building details provided. Additional fire code or access issues will be addressed in construction permit review.

### **WEGO RECOMMENDATION**

#### **Approve with conditions**

- Developer shall provide sidewalks along both sides of the alignment of the new Alhambra Cir extension road between the development and Dickerson Pike, and the associated transit stop, functionally as per 2021SP-053-002, before any occupancy or use of any part of proposed Phases 1, 3b, 4 or 5 of the development. Transit use is heavily influenced by the existence of transit facilities upon the arrival of new occupants, so provision of these sidewalks before any occupancy or use of these areas is key to achieving the mode split proposed, and alternative transport use as required by the existing and proposed land use policies.
- Developer shall add the following note to this SP: “Developer shall coordinate and reach agreement with WeGo Robert.Johnson@Nashville.gov about provision of facilities and/or contributions toward the goals of both improving the existing transit service and facilitating the implementation of BRT within the MMTA Study Scoping Area.”



## Metro Planning Commission Meeting of 03/27/2025

- Development shall not reduce the feasibility of BRT implementation, to be defined and agreed with WeGo.
- Please rename Pedestrian Accessibility Plan to “Transit and Pedestrian Accessibility Plan”, or create new “Transit Accessibility Plan” individually showing the existing bus stops and the existing pedestrian facilities within the MMTA Study Scoping Area. Apply to this SP. Add details as follows:
  - At all intersections identified with circles on Pedestrian Accessibility Plan, please amend note to “...Pedestrian signalization and transit improvements...”
  - At the following intersections of Dickerson Pike please add new color circles covering all corners of Dickerson Pike at the following intersections, with new notes: “Pedestrian crossing and transit improvements, as agreed with WeGo and NDOT”.  
Dickerson Pike and:
    - Ben Allen Dr,
    - Sunset Cir/Sunset Dr,
    - Lorraine Ave,
    - Grizzard Ave/Queen Ave.
  - At all existing transit stops, add note “Transit Stop improvements as coordinated and agreed with WeGo”.
  - Add note to Plan “Development shall facilitate and contribute to implementation of BRT through provision or contribution to BRT facilities, including transit lanes, enhanced stops and transit signal priority within MMTA Scoping Study Area, as coordinated and agreed with WeGo”.
- Developer shall provide sidewalks along both sides of Lemuel St between the site and Dickerson Pike, and nearby transit stop improvements, before any occupancy or use of any part of proposed Phases 2, 3a, or 4 of the site.
- Relevant WeGo conditions must be complete for each phase of development that might impact or benefit from the conditions, as defined and agreed with WeGo. Completion must be prior to any occupancy or use of the relevant phase.
- WeGo conditions must be shown in the Final MMTA and on any amendment and any modification of the plans. Relevant WeGo conditions must be shown on each relevant phase’s Final SP plan.
- Development must coordinate and reach agreement on WeGo Conditions with WeGo Robert.Johnson@Nashville.gov prior to the finalization of the MMTA, any amendment, any modification, and each Final SP.

### 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.
- For final plans w/ new public roads, plans shall include proposed public roadway profiles, curvature, grade, drainage and utility data. Public roadway construction drawings shall comply with NDOT Subdivision Street Design Standards and specifications.
- All public commercial ramps, residential driveways and street intersections shall meet code spacing requirements.





## Metro Planning Commission Meeting of 03/27/2025

- All public street intersections should be provided with stop control and ADA compliant pedestrian access ramps.
- Any public access point (ramps, drives) and/or intersection should meet AASHTO stopping sight distance requirements.
- All existing ROW frontages should adhere to the Major Collector Street Plan (MCSP) and dedication may be required along existing ROW frontages to accommodate MCSP requirements. Coordinate w/ metro planning on MCSP requirements along existing ROW frontages. For reference, provide call outs on the final site plan for MCSP requirements.
- In general, with a final: Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT standard details.
- A mandatory referral approval will be required for proposed abandonments of existing ROW and/or encroachments into existing ROW.
- There shall be no earthen retaining walls installed in the public ROW. There shall be no earthen wall tie-back supports encroaching into the public ROW. In order to mitigate possible wall failures into the public ROW, earthen retaining walls (above the public roadway elevation) shall have an offset from public ROW equal to the height of the wall. Earthen retaining walls (below the public roadway elevation) shall be offset 1:1 from the edge of the ROW (back-of-sidewalk) equal to the height of the wall and the wall should be installed out of the surcharge influence zone of the ROW. Earthen retaining walls, 4 ft. or greater in height, off the public ROW will require a stamped wall design by a licensed, civil engineer. NDOT would prefer cast-in-place (CIP), steel reinforced, concrete retaining walls, where wall tie-backs may encroach into the ROW.
- There shall be no vertical obstructions in new public sidewalks and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
- Residential and commercial ramps, driveways shall meet metro spacing code.
- 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. On site plans, call out "mill & overlay extents to be coordinated in field with NDOT inspector."
- Comply w/ NDOT traffic comments/conditions of approval.

### **TRAFFIC & PARKING RECOMMENDATION**

#### **Approve with conditions**

- Phase I (70% of the total development trips):
  - 1.A: Connection to Dickerson Pike (Driveway A): Construct a connection that aligns with Alhambra Circle, including a traffic signal with a left-turn lane and a shared through/right-turn lane (minimum 100' of storage) for the eastbound approach. This connection shall include ADA compliant sidewalks that align with the MCSP requirements, (5' sidewalk & 4' grass strip) along both sides of the roadway, from the subject property to Dickerson Pike. The westbound approach shall be widened to accommodate a left-turn lane and a shared through/right-turn lane. The new traffic signal must include full pedestrian accommodations.



## Metro Planning Commission Meeting of 03/27/2025

- 1.B: Connection from Lemuel Road (Driveway B): From the subject property out to Dickerson Pike, Lemuel Rd shall be widened and improved to current NDOT standards, which includes ADA compliant sidewalks along both sides of the roadway. The eastbound approach of Lemuel Road shall be realigned with Dellway Drive on Dickerson Pike, including a left-turn lane and a shared through/right-turn lane (minimum 150' of storage). The new traffic signal must include full pedestrian accommodations.
- 1.C: If, at the time of Final SP approval for Phase 1, the public road connections aligning with Alhambra Circle (Driveway A) and the realignment and signalization of Lemuel Road (Driveway B) have not been completed by the adjacent developments (2021SP-053-001 and 2022SP-095-001), Phase 1 of this development shall not proceed until these public road improvements are in place. Conversely, if the required public road improvements are completed at the time of Final SP approval, the applicant shall be obligated to construct or contribute to an alternative infrastructure improvement within the vicinity, of comparable scope or equal cost.
- Phase II (15% of the total development trips):
  - 2.A: Southern Connection to Locust Lane (Driveway C): Construct the connection, which will require retaining structures to meet NDOT standards due to the topography. Additional improvements to Locust Lane may be necessary to meet current NDOT standards.
  - 2.B: Intersection of Rock Street and Dickerson Pike: Install a traffic signal with a left-turn lane and a right-turn lane (minimum 100' of storage). Coordination with surrounding property owners will be required to accommodate these improvements. The new traffic signal must include full pedestrian accommodations.
  - 2.C: If it is determined that the connection to Locust Lane is not feasible, the applicant will be required to reanalyze the transportation impact to the remaining access points (connections to Dickerson Pike) which may result in additional improvements/mitigations.
- Phase III (15% of the total development trips):
  - 3.A: Northern Connection through Stanwyck Drive: The applicant shall implement traffic calming measures throughout the Hillhurst neighborhood. Further coordination with NDOT's Traffic Calming Manager will be required prior to the Final SP approval of the associated phase.
  - 3.B: Eastbound Approach of Hillhurst Drive at Dickerson Pike: Widen to accommodate a left-turn lane and a right-turn lane (minimum 100' of storage).
  - 3.C: If it is determined that the connection to the Hillhurst neighborhood is not feasible, the applicant will be required to reanalyze the transportation impact to the remaining access points (connections to Dickerson Pike) which may result in additional improvements/mitigations.
- Additional requirements that shall be completed/constructed/contributed to prior to the approval of the Final Phase of this development;
  - 4.A.1: Pedestrian Crossings & Connectivity: Per TDOT's PRSI (Pedestrian Road Safety Initiative) the applicant shall coordinate with NDOT and TDOT to identify critical locations for pedestrian crossings along the Dickerson Pike corridor (within the MMTA study area), including existing signalized intersections lacking



## Metro Planning Commission Meeting of 03/27/2025

appropriate pedestrian infrastructure and midblock locations for enhanced crossings. The applicant shall either construct/contribute to the appropriate infrastructure as determined by NDOT.

- 4.A.2: Per TDOT's PRSI (Pedestrian Road Safety Initiative) the applicant shall coordinate with NDOT and TDOT to close critical sidewalk gaps within the existing ROW along Dickerson Pike, within the MMTA study area. The MMTA recommends sidewalks on the west side of Dickerson Pike and a multi-use path on the east side. Further coordination with NDOT and TDOT will be required to determine the feasibility of providing this type of facility. The applicant shall either construct/contribute to the appropriate infrastructure as determined by NDOT.
- 4.B: Bus Stops: Coordinate with WeGo and NDOT to improve and/or consolidate bus stops to align with current WeGo standards. The consolidation of bus stops should be coordinated with the installation of improved pedestrian infrastructure to ensure safe access to transit.
- 4.C: Signal Retiming Plan: Develop a signal retiming plan for the Dickerson Pike corridor between Broadmoor Dr/Ewing Dr and West Trinity Ln. With the passing of the transit referendum, there is a desire to provide smart/adaptive signalization along the corridor, which may require further collaboration with this development and NDOT on potential implementation/contribution for the intersections within the study area.
- 4.D: Coordinate with NDOT and Planning to provide a public access easement for the trail network on the west side of the development parallel to I-65-Interstate.
- 4.E: Traffic Demand Management Plan: Coordinate with NDOT to create a traffic demand management plan for future residents of the development. Further coordination with NDOT's TDM coordinator will be required. The TDM plan shall be finalized prior to the issuance of Use & Occupancy of any phase of this development.
- Parking for the development must comply with Metro code. However, due to the characteristics of the project, NDOT may consider supporting an adjusted parking count, contingent on the findings of a shared parking study. Further coordination with NDOT will be required prior to the approval of any Final SP.
- Any ROW abandonments that are proposed with this SP are not approved with the approval of this preliminary site plan. All ROW abandonments are required to go through the Mandatory referral process.
- Due to potential changes along the Dickerson Pike corridor with the transit referendum, modifications to the above recommendations and conditions may be required as the development's phases progress. NDOT may request further analysis and/or phase-specific evaluations to account for evolving constraints or proposals.
- 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.



## Metro Planning Commission Meeting of 03/27/2025

### METRO HISTORIC RECOMMENDATION

#### Approve

- Phase I archaeological survey recommended.

### STORMWATER RECOMMENDATION

#### Approve

### 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% Water and Sanitary Sewer Capacity Fees must be paid before issuance of building permits. Unless and until 100% of Capacity Charge has been paid, No Water/Sanitary Sewer Capacity is guaranteed.

#### Maximum Uses in Existing Zoning District: **RS7.5**

| Land Use<br>(ITE Code)                | Acres | FAR/Density | Total Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|---------------------------------------|-------|-------------|--------------------------------|--------------------------|-----------------|-----------------|
| Single-Family<br>Residential<br>(210) | 46.15 | 4.93 F      | 227 U                          | 2,210                    | 165             | 224             |

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

| Land Use<br>(ITE Code) | Acres | FAR/Density | Total Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|------------------------|-------|-------------|--------------------------------|--------------------------|-----------------|-----------------|
| Warehousing<br>(150)   | 61.1  | 0.8         | 2,129,213 SF                   | 3,410                    | 362             | 404             |

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

| Land Use<br>(ITE Code)                | Acres | FAR/Density | Total Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|---------------------------------------|-------|-------------|--------------------------------|--------------------------|-----------------|-----------------|
| Multi- Family<br>Residential<br>(221) | 66.72 | 1.0 F       | 1,081 U                        | 5,895                    | 353             | 436             |

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

| Land Use<br>(ITE Code) | Acres | FAR/Density | Total Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|------------------------|-------|-------------|--------------------------------|--------------------------|-----------------|-----------------|
| Restaurant<br>(932)    | -     | -           | 3,700 SF                       | 415                      | 37              | 36              |



## Metro Planning Commission Meeting of 03/27/2025

Traffic changes between maximum: **RS7.5/IWD and SP**

| Land Use<br>(ITE Code) | Acres | FAR/Density | Total<br>Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM<br>Peak<br>Hour | PM Peak<br>Hour |
|------------------------|-------|-------------|-----------------------------------|--------------------------|--------------------|-----------------|
| -                      | -     | -           | -                                 | +690                     | -137               | -156            |

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS7.5 district: 27 Elementary 23 Middle 24 High**

**Projected student generation proposed SP district: 149 Elementary 106 Middle 87 High**

The proposed SP zoning district is anticipated to generate 268 more students than what would be generated under the current RS7.5 zoning district. Students would attend Tom Joy Elementary School, Jere Baxter Middle School, and Maplewood High School. Tom Joy Elementary School, Jere Baxter Middle School and Maplewood High School are identified as at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Approve with conditions and disapprove without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 1,081 multi-family residential units and 3,700 square feet of non-residential uses as defined in the plan. Short Term Rental Property (STRP) owner occupied and not owner-occupied shall be prohibited from the entire development.
2. A public access easement providing access to the trail along the western boundary of the plan shall be recorded prior to the issuance of building permits. The trail will not be part of the Metro Greenway system.
3. On the corrected copy, update the beginning of the MUL zoning note (Note 3) in the bulk regulations table on sheet 17 to clarify that non-residential uses permitted are per MUL-A zoning with the exception of the following uses which are prohibited.
4. On the corrected copy, remove mention of “commercial use” and replace with non-residential uses.”
5. On the corrected copy, add the non-residential uses and square footage to the site data tables on sheets 6 and 7. Add a note that nonresidential square footage must be located within the T4 MU policy area.
6. On the corrected copy, add the following note to all bulk regulations sheets: All mechanical units shall be screened by landscaping or an enclosure, or a combination of both. Screening details are to be submitted with the final site plan.
7. On the corrected copy, remove the “Front Setback” label from the bulk regulations tables and replace with “Build to Zone.” Revise the build-to-zone to say 0-18 feet for Parcels A, B, and E, and 0-20 feet for Parcels C, D, F, G, H, I, J, K, L, M.
8. On the corrected copy, add a note that the stepback requirement per RM15-A and MUL-A is not required.
9. On the corrected copy, remove the current language from Note 1 of the architectural standards on all bulk regulations sheets and replace with, “All residential units along public streets shall



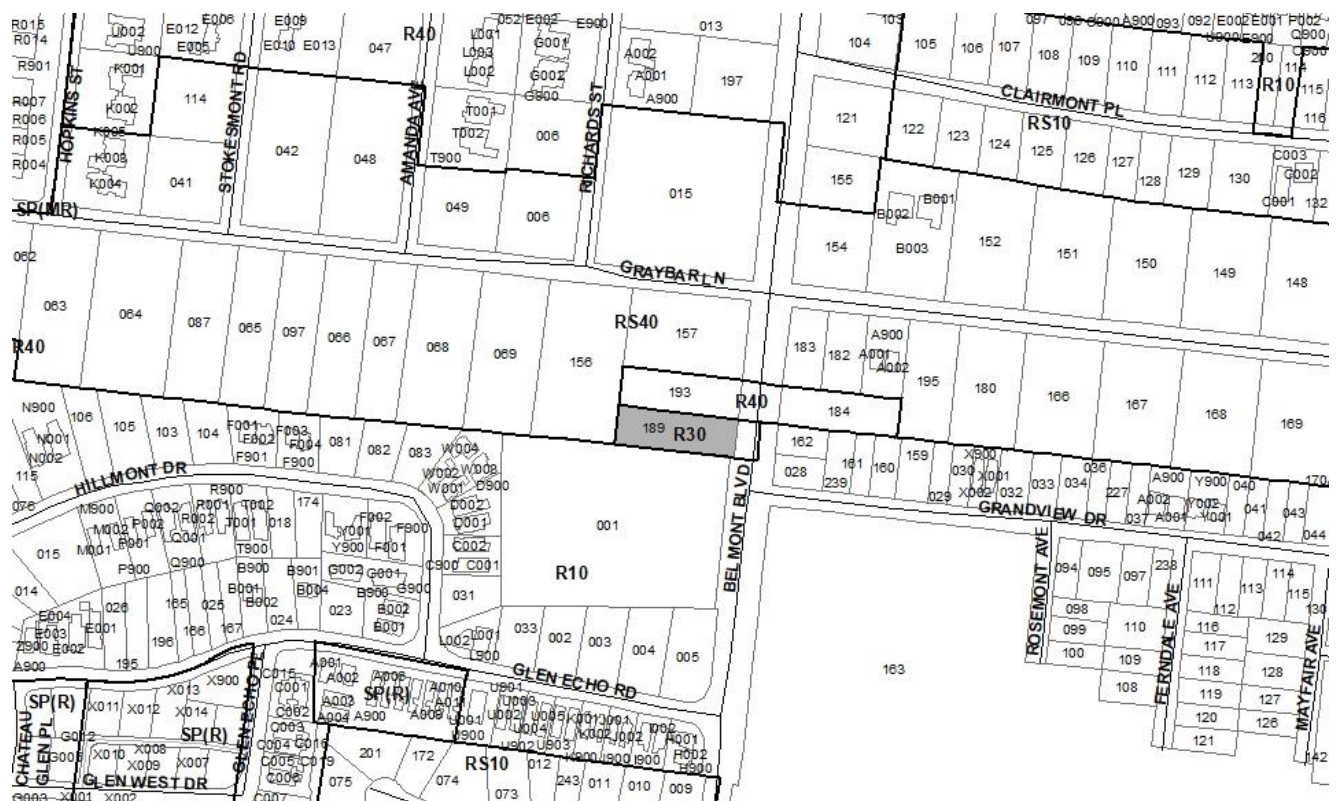
## Metro Planning Commission Meeting of 03/27/2025

orient to public streets. When not possible, residential structures may be oriented to private streets and open space common areas with the approval of Metro Planning.”

10. On the corrected copy, remove the current language from Note 2 of the architectural standards on all bulk regulations sheets and replace with, “Buildings shall provide a functional primary entrance onto the street/sidewalk network or other public space to promote activity at the street level. All buildings along a public street shall provide a connection to the public sidewalk.”
11. Except as specified for basements, occupiable floors are limited to the number of stories indicated in the plan.
12. With the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
13. Comply with all conditions and requirements of Metro Reviewing Agencies.
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 the final site plan application.
15. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the MUL-A zoning district for nonresidential uses and RM15-A zoning district for residential uses as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
16. 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.
17. 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.
18. No master permit/HPR shall be recorded prior to final SP approval.
19. Final plat may be required prior to permitting.
20. 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.
21. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any of any building permits.



## Metro Planning Commission Meeting of 03/27/2025



**2025SP-018-001**

3603 BELMONT BLVD

Map 117-12, Parcel(s) 189

10, Green Hills – Midtown

25 (Jeff Preptit)



## Metro Planning Commission Meeting of 03/27/2025

**Item #21****Project Name****Council District****School District****Requested by****Specific Plan 2025SP-018-001****3603 Belmont Blvd**

25 – Preptit

08 – O’Hara Block

Michael Isaac, applicant and owner

**Staff Reviewer**

Garland

**Staff Recommendation***Defer to the April 10, 2025, Planning Commission meeting.*

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**APPLICANT REQUEST****Rezone from R30 to SP to permit two detached multi-family residential units**Preliminary SP

A request to rezone from One and Two-Family Residential (R30) to Specific Plan (SP) zoning for property located at 3603 Belmont Boulevard, approximately 305 feet south of Graybar Lane (0.69 acres), to permit a detached two-family residential unit.

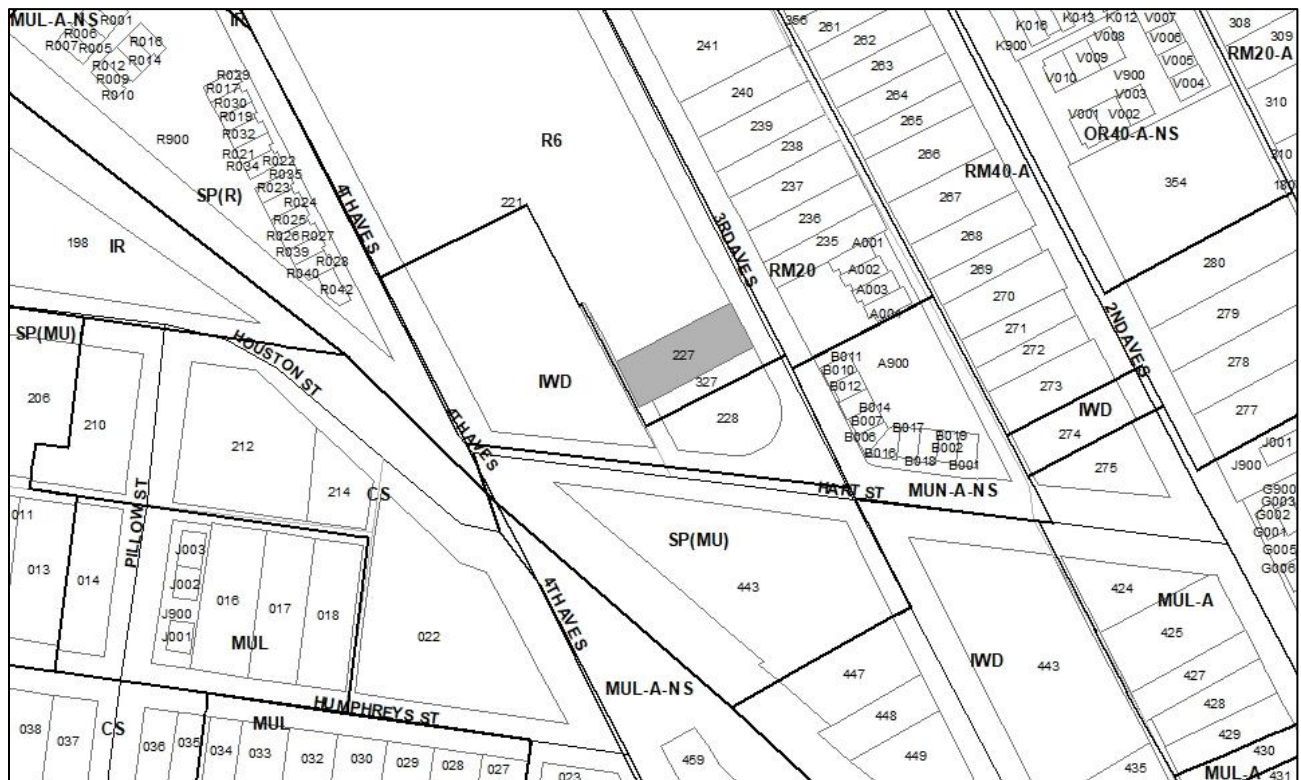
**STAFF RECOMMENDATION**

Staff recommends deferral to the April 10, 2025, Planning Commission meeting.





## Metro Planning Commission Meeting of 03/27/2025



**2025Z-014PR-001**

Map 105-03, Parcel(s) 227

11, South Nashville

17 (Terry Vo)



## Metro Planning Commission Meeting of 03/27/2025

**Item #22****Council District****School District****Requested by****Zone Change 2025Z-014PR-001**

17 - Vo

05 - Fayne

Ahmed Sankari, applicant; Ahmed Sankari &amp; Mohamed N. Sankari &amp; Mohamed Y. Sankari, owners.

**Staff Reviewer**

Commey

**Staff Recommendation***Approve.*

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

A request to rezone from One and Two-Family Residential (R6) to Mixed Use Neighborhood-Alternative-No Short-Term Rentals (MUN-A-NS) zoning for property located at 1253A 3rd Avenue South, approximately 42 feet north of Hart Street (0.16 acres).

**Existing Zoning**

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre, including 25 percent duplex lots. *R6 would permit a maximum of one duplex lot for a total of two units. Metro Codes would provide a final determination on duplex eligibility.*

**Proposed Zoning**

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

**SOUTH NASHVILLE COMMUNITY PLAN**

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

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

The site is located within the Wedgewood-Houston Chestnut Hill (WHCH) Small Area Plan, specifically the SPA 11-WHCH-4c supplemental policy area. The WHCH Plan describes this area, the 4th Avenue S/Nolensville Pike Character Area, as encompassing the length of 4th Avenue S/Nolensville Pike through the study area. A major thoroughfare, coupled with the railroad, it splits the two neighborhoods of Wedgewood Houston and Chestnut Hill. Typical existing development in this Character Area is small-scale light industrial strip uses, such as auto repair, equipment rental, and building supply companies. This area should redevelop with a mixture of uses based on the



## **Metro Planning Commission Meeting of 03/27/2025**

subdistrict guidance. Development should be sensitive to Dudley Park and the Nashville City Cemetery.

The subject site is within the 4c subdistrict, which includes the area around Dudley Park and currently contains a mixture of housing types, with higher density housing along the railroad. This area is intended to continue to develop with a mixture of housing types that address the park by activating the edges through building design and articulation.

### **ANALYSIS**

The application consists of one parcel of approximately 0.16 acres, located at 1253A 3rd Avenue South, approximately 42 feet north of Hart Street. The parcel has been zoned One and Two-Family Residential (R6) since 1974 and contains a single-story duplex residential building. The surrounding parcels include vacant residential land zoned R6 to the south, and properties zoned Multi-Family Residential (RM20) to the east. Surrounding properties are zoned Industrial Warehousing/Distribution (IWD) to the west and MUN-A-NS to the southeast. The property directly to the west within the Open Space policy and which is zoned IWD and R6 is a Metro-owned property and includes the Dudley Park. Land uses of the surrounding parcels include vacant property, multi-family residential, civic uses and some mixed uses. The subject parcel has frontage along 3<sup>rd</sup> Avenue South which is classified as a local street.

The site is located within a T4 Urban Mixed-Use Neighborhood Policy (T4 MU) area, which intends to create urban neighborhoods with high intensity development, increased levels of multi-modal connectivity, and an urban design form. When considering the parcel's location in close proximity to an arterial-boulevard and WeGo bus line, additional density may be appropriate at this location. MUN-A-NS districts should have good access to collector streets and public transportation service. The site is uniquely located between two Arterial Boulevards (2<sup>nd</sup> Avenue South to the east and 4<sup>th</sup> Avenue South to the west) and is within a half mile of 11 WeGo transit stops along both streets.

The T4 MU policy intends for a mixture of land uses in an urban form and the proposed zoning district is consistent with this guidance. Additionally, the proposed zoning district is consistent with the guidance provided in the Wedgewood Houston Chestnut Hill Planning Study for rezoning in the 4c subdistrict area. The Alternative component of the requested zoning district requires a more urban style of development with the building located near the street and with the parking provided to the side or rear of the building. The scale of development permitted with the MUN-A-NS district is appropriate given the policy of the site and the surrounding land uses. The -NS designation prohibits short term rental properties from the district.

### **FIRE MARSHAL RECOMMENDATION**

**Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**



## Metro Planning Commission Meeting of 03/27/2025

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

| Land Use<br>(ITE Code)                       | Acres | FAR/Density | Total<br>Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|--|-------|-------------|-----------------------------------|--------------------------|-----------------|-----------------|
| One and Two-<br>Family Residential*<br>(210) | 0.16  | 12.52 F     | 2 U                               | 28                       | 7               | 2               |

\*Based on two-family lots

### Maximum Uses in Proposed Zoning District: **MUN-A-NS**

| Land Use<br>(ITE Code)                     | Acres | FAR/Density | Total<br>Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|--|-------|-------------|-----------------------------------|--------------------------|-----------------|-----------------|
| Multi- Family<br>Residential 3-10<br>(221) | 0.08  | 0.6 F       | 2 U                               | 9                        | 1               | 1               |

### Maximum Uses in Proposed Zoning District: **MUN-A-NS**

| Land Use<br>(ITE Code) | Acres | FAR/Density | Total<br>Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|------------------------|-------|-------------|-----------------------------------|--------------------------|-----------------|-----------------|
| Retail<br>(820)        | 0.04  | 0.6 F       | 1,045 SF                          | 39                       | 1               | 4               |

### Maximum Uses in Proposed Zoning District: **MUN-A-NS**

| Land Use<br>(ITE Code) | Acres | FAR/Density | Total<br>Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|------------------------|-------|-------------|-----------------------------------|--------------------------|-----------------|-----------------|
| Restaurant<br>(932)    | 0.04  | 0.6 F       | 1,045 SF                          | 117                      | 11              | 10              |

### Traffic changes between maximum: **R6 and MUN-A-NS**

| Land Use<br>(ITE Code) | Acres | FAR/Density | Total<br>Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM<br>Peak<br>Hour | PM Peak<br>Hour |
|------------------------|-------|-------------|-----------------------------------|--------------------------|--------------------|-----------------|
| -                      | -     | -           | -                                 | +137                     | +6                 | +13             |

## METRO SCHOOL BOARD REPORT

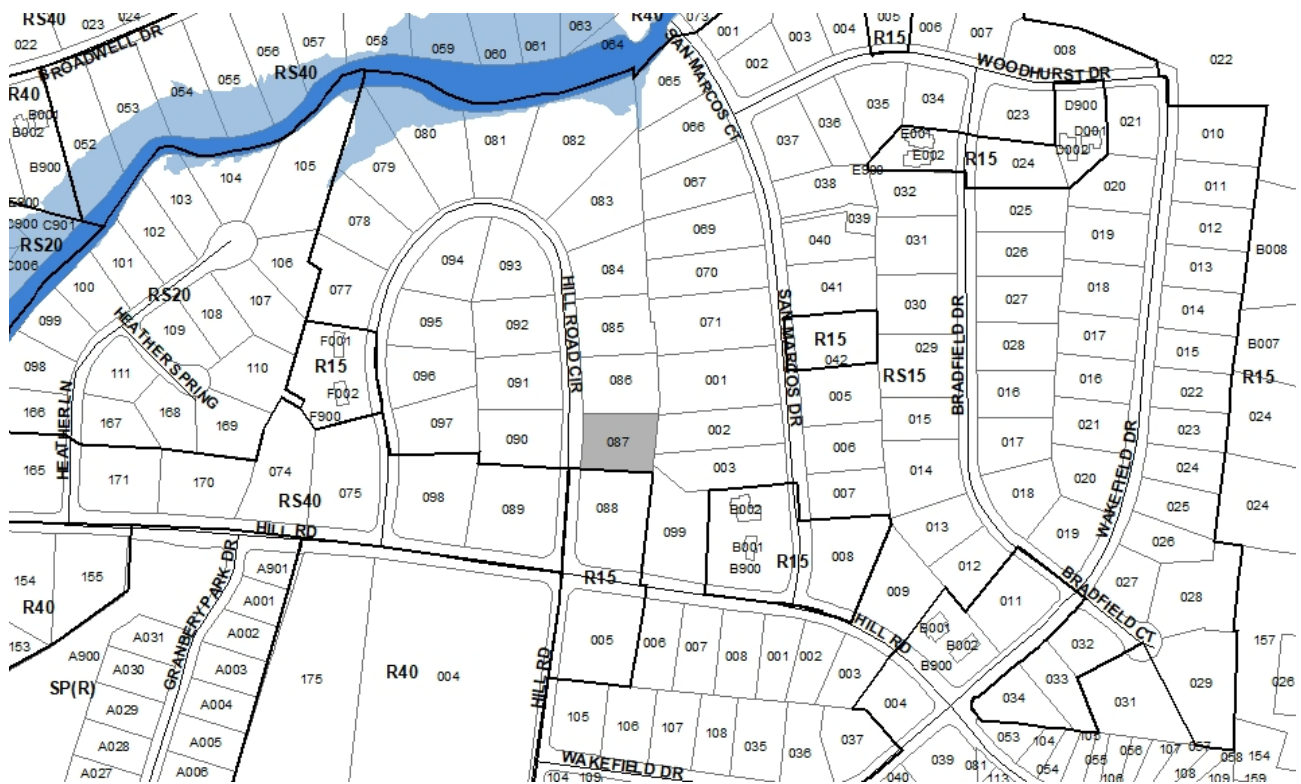
The proposed MUN-A-NS zoning includes a mix of uses which could vary and assumption of school impact at this point is premature. Students would attend John B. Whitsitt Elementary School, Cameron College Prep Middle School, and Glencliff High School. All three schools have been identified as having additional capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

## STAFF RECOMMENDATION

Staff recommends approval.



## Metro Planning Commission Meeting of 03/27/2025



**2025Z-022PR-001**

Map 160-12, Parcel(s) 087

12, Southeast

26 (Courtney Johnston)



## Metro Planning Commission Meeting of 03/27/2025

**Item #23****Council Bill No.****Council District****School District****Requested by****Zone Change 2025Z-022PR-001**

BL2025-768

26 – Johnston

02 – Elrod

Councilmember Courtney Johnston, applicant; William Sullivan, owner.

**Staff Reviewer**

Welch

**Staff Recommendation***Approve.*

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**APPLICANT REQUEST****Zone change from RS15 to R15.****Zone Change**

A request to rezone from Single-Family Residential (RS15) to One and Two-Family Residential (R15) zoning for property located at 5405 Hill Road Circle, approximately 264 feet north of Hill Road (0.64 acres).

**Existing Zoning**

Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. *Based on acreage alone, RS15 would permit a maximum of one single family lot.*

**Proposed Zoning**

One and Two-Family Residential (R15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25 percent duplex lots. *Based on acreage alone, R15 would permit a maximum of one duplex lot for a total of two units. Metro Codes provides final determinations on duplex eligibility.*

**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.

**ANALYSIS**

The application consists of one parcel (Map 160-12, Parcel 087) totaling 0.64 acres, located along the east side of Hill Road Circle. The property has been zoned Single-Family Residential (RS15) since 2020; however, it was previously zoned R15 since 1974. The property directly to the south of the subject site and a few other properties within the surrounding area have a zoning designation of R15. The site is currently developed with a single-family residence. The surrounding land uses primarily include single-family residential with some two-family residential properties within the vicinity. The subject parcel has frontage along Hill Road Circle which is classified as a local street.



## Metro Planning Commission Meeting of 03/27/2025

The property is located within the Suburban Neighborhood Maintenance (T3 NM) policy. The T3 NM policy focuses on preserving the existing residential character and density of the area. Based on acreage alone, the proposed R15 zoning could allow up to one duplex lot for a total of two units. In 2020, the subject site was downzoned from R15 to RS15 as part of a larger area downzone, resulting in a mixed pattern of single- and two-family residences existing in the area. While the proposed R15 district increases the density of the site modestly, the density is at a scale that is supported by the T3 NM policy. As the proposed request is in keeping with the general character of the area and aligns with the goals of the T3 NM policy, staff recommends approval.

### FIRE RECOMMENDATION

#### Approve

Maximum Uses in Existing Zoning District: **RS15**

| Land Use<br>(ITE Code)                | Acres | FAR/Density | Total Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|---------------------------------------|-------|-------------|--------------------------------|--------------------------|-----------------|-----------------|
| Single-Family<br>Residential<br>(210) | 0.64  | 2.90 F      | 1 U                            | 15                       | 5               | 1               |

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

| Land Use<br>(ITE Code)                       | Acres | FAR/Density | Total Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|--|-------|-------------|--------------------------------|--------------------------|-----------------|-----------------|
| One and Two-<br>Family Residential*<br>(210) | 0.64  | 4.47 F      | 2 U                            | 28                       | 7               | 2               |

\*Based on two-family lots

Traffic changes between maximum: **RS10 and R10**

| Land Use<br>(ITE Code) | Acres | FAR/Density | Total Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM<br>Peak<br>Hour | PM Peak<br>Hour |
|------------------------|-------|-------------|--------------------------------|--------------------------|--------------------|-----------------|
| -                      | -     | -           | +1                             | +13                      | +2                 | +1              |

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS15 districts: 0 Elementary 0 Middle 0 High**

**Projected student generation proposed R15 district: 0 Elementary 0 Middle 0 High**

The proposed R15 zoning is not expected to generate any additional students than the existing RS15 zoning. Students would attend Granbery Elementary School, William Henry Oliver Middle School, and John Overton High School. Granbery Elementary School is identified as exceedingly over capacity, William Henry Oliver Middle School is identified as exceedingly under capacity, and John Overton High School is identified as at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval.

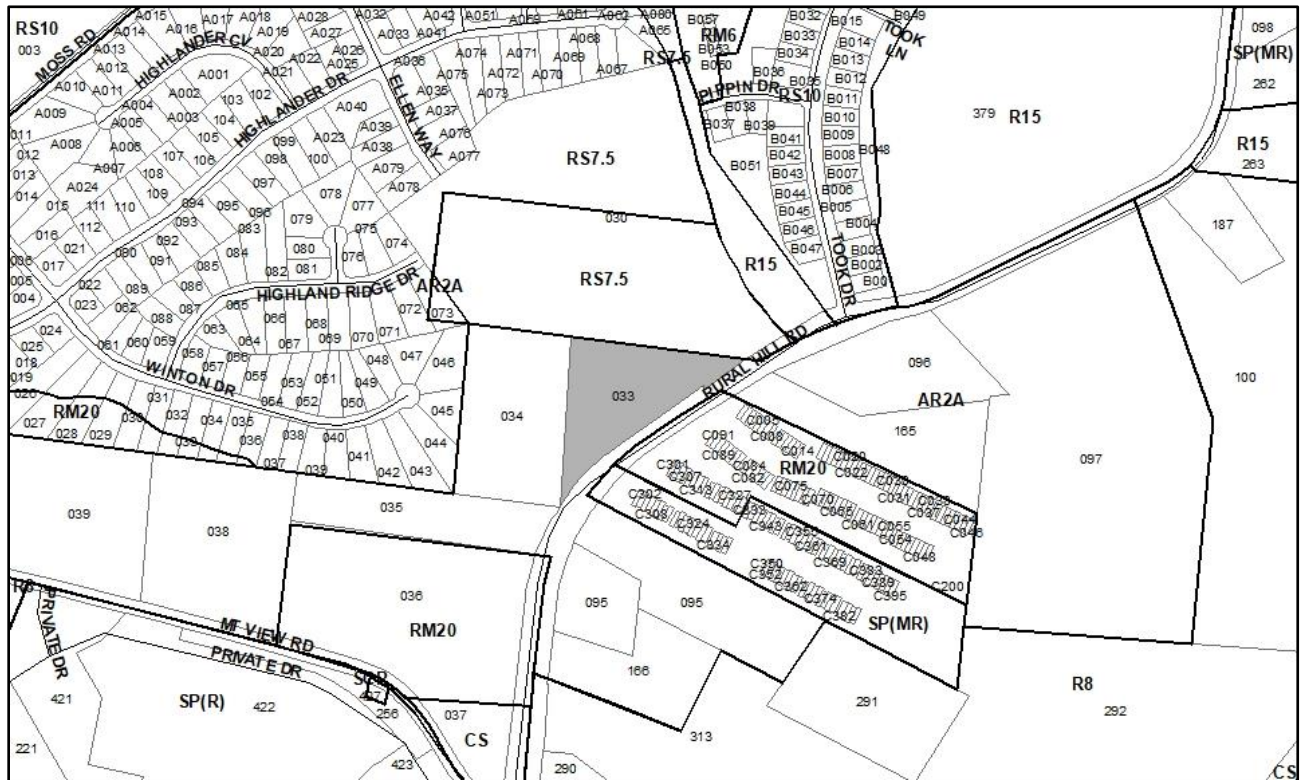


**SEE NEXT PAGE**





## Metro Planning Commission Meeting of 03/27/2025



**2025Z-023PR-001**

Map 163, Parcel(s) 033

13, Antioch – Priest Lake

28 (David Benton)



## Metro Planning Commission Meeting of 03/27/2025

### Item #24

Council Bill No.

Council District

School District

### Zone Change 2025Z-023PR-001

BL2025-767

28 - Benton

6 – Mayes

### Requested by

Catalyst Design Group applicant; GF Casa Trust & Adam & Jacobson Investments, LLC, owners.

### Staff Reviewer

Commey

### Staff Recommendation

Approve

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### APPLICANT REQUEST

**Zone change from AR2a to RM9-NS.**

#### Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Multi-Family Residential-No Short-Term Rental (RM9-NS) zoning for property located at 1385 Rural Hill Road, approximately 335 feet west of Took Drive (4.03 acres).

#### **Existing Zoning**

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

#### **Proposed Zoning**

Multi-Family Residential-No Short-Term Rental (RM9-NS) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre. The -NS designation prohibits Short-Term Rental Property – Owner Occupied and Short-Term Rental Property – Not Owner Occupied uses from the district. *RM9 would permit a maximum of 36 units.*

### **ANTIOCH – PRIEST LAKE COMMUNITY PLAN**

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.



## Metro Planning Commission Meeting of 03/27/2025

### Rural Hill- Moss Road Supplemental Policy

Antioch–Priest Lake’s Suburban Neighborhood Evolving (T3-NE) Area 13-RHT3-NE-01 applies to undeveloped land within the Rural Hill–Moss Road neighborhood. This supplemental policy provides guidance on Building Form and Site Design, Connectivity, Zoning, Transportation, and Open Space.

### **ANALYSIS**

The subject site is a single parcel comprising approximately 4.03 acres with frontage onto Rural Hill Road, which is a collector avenue, in the Major and Collector Street Plan (MCSP). The surrounding parcels include vacant residential land zoned Single-Family Residential (RS7.5) to the north, and properties zoned Specific Plan (SP) and a Multi-Family Residential development zoned RM20 to the east. Surrounding properties are zoned Agricultural/Residential (AR2a), RM20, SP and RS7.5. Land uses of the surrounding parcels include vacant property, multi-family residential, and single-family residential.

The proposed RM9-NS zoning is consistent with the T3 Suburban Neighborhood Evolving (T3 NE) policy and supplemental policy at this location. The T3 NE policy focuses on creating and enhancing 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. The T3 NE policy supports allowing for higher density residential uses in relation to transit corridors and centers. Based on acreage alone, the proposed RM9-NS zoning could allow up to 36 units which is a moderate increase in intensity. The site has frontage on Rural Hill Road which is classified as a collector avenue in the MCSP, making it an appropriate location for an increase in intensity. The site is also within a half mile of three WeGo transit stops along Mountain View Road.

The supplemental policy for this site gives specific guidance on building form, connectivity, and zoning. The preferred zoning district called for by the supplemental policy on the site is a Specific Plan (SP) zoning district which aims to enhance connectivity through alley and street networks. However, the planned development of the parcel to the north of the subject property, where a subdivision concept plan was recently approved to create 53 lots utilizing the conservation development standards, does not include an extension of public roads to its southern boundary. This limits the potential for a connection between the two parcels. The western and southern parcels abutting the subject site currently have a shared access drive to Rural Hill Road, where additional access to Rural Hill Road via the subject parcel would not be needed.

Staff is supportive of the request to rezone to RM9-NS but is unlikely to support additional density beyond the requested RM9-NS zoning district without additional site considerations that cannot be addressed without Specific Plan (SP) zoning. The -NS designation restricts short term rental properties from the district. Given the density of the requested district, and the specific site characteristics staff supports the requested zoning district at this site.

### **FIRE MARSHAL RECOMMENDATION**

**Approve**



## Metro Planning Commission Meeting of 03/27/2025

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve

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

| Land Use<br>(ITE Code)                       | Acres | FAR/Density | Total<br>Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|--|-------|-------------|-----------------------------------|--------------------------|-----------------|-----------------|
| One and Two-<br>Family Residential*<br>(210) | 4.03  | 0.5 F       | 2 U                               | 28                       | 7               | 2               |

\*Based on two-family lots

Maximum Uses in Proposed Zoning District: **RM9-NS**

| Land Use<br>(ITE Code)                     | Acres | FAR/Density | Total<br>Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|--|-------|-------------|-----------------------------------|--------------------------|-----------------|-----------------|
| Multi- Family<br>Residential 3-10<br>(221) | 4.03  | 9 D         | 36 U                              | 194                      | 12              | 16              |

Traffic changes between maximum: **AR2A and RM9-NS**

| Land Use<br>(ITE Code) | Acres | FAR/Density | Total<br>Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM<br>Peak<br>Hour | PM Peak<br>Hour |
|------------------------|-------|-------------|-----------------------------------|--------------------------|--------------------|-----------------|
| -                      | -     | -           | -                                 | +166                     | +5                 | +14             |

### METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed RM9-NS district: 4 Elementary 3 Middle 3 High**

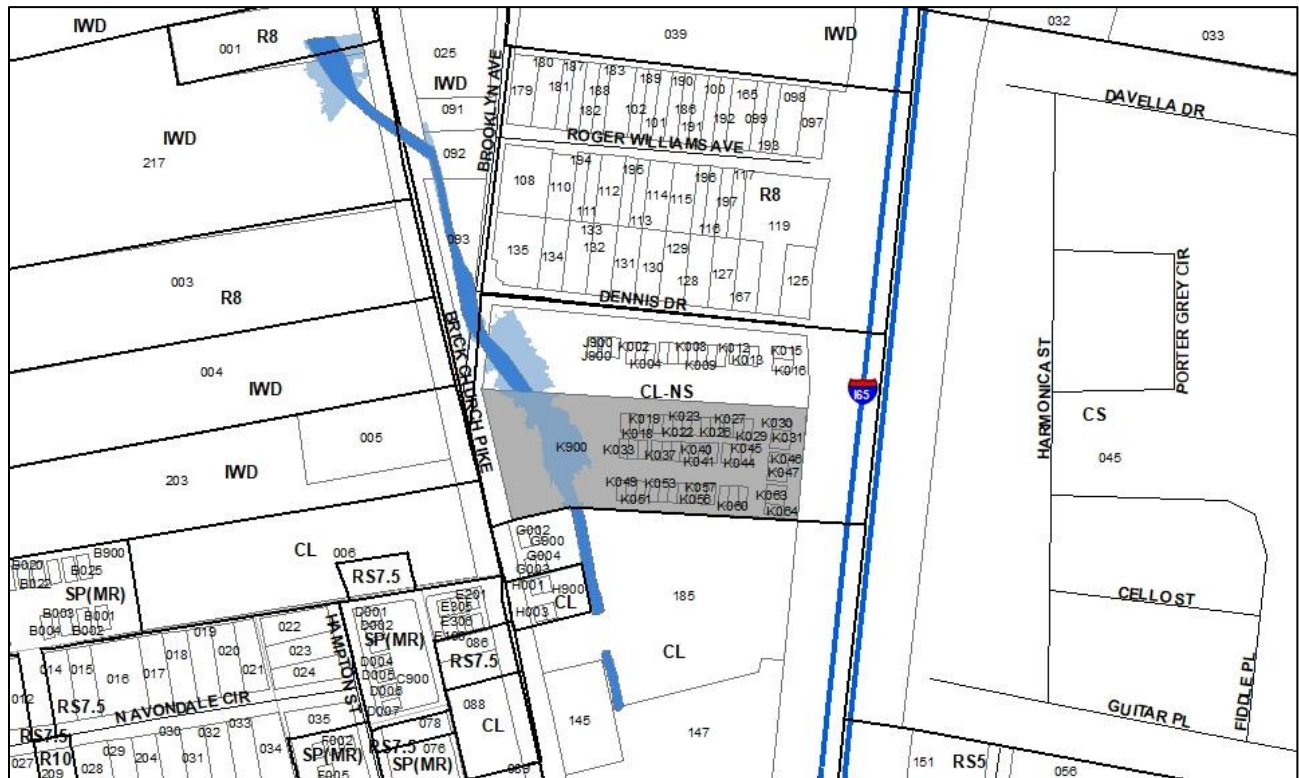
The proposed RM9-NS zoning is expected to generate 10 additional students than what is typically generated under the existing AR2a zoning. Students would attend Eagle View Elementary School, Antioch Middle School, and Cane Ridge High School. Eagle View Elementary and Cane Ridge High School are identified as being over capacity while Antioch Middle School is identified as at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval.



## Metro Planning Commission Meeting of 03/27/2025



### 2025Z-026PR-001

Map 071-02-0-K, Parcel(s) 017-064, Part of Parcel(s) 900  
03, Bordeaux – Whites Creek – Haynes Trinity  
02 (Kyonzte Toombs)



## Metro Planning Commission Meeting of 03/27/2025

### Item #25

Council District

School District

Requested by

### Zone Change 2025Z-026PR-001

02 – Toombs

01 – Taylor

Brick Church Pike Sitework, LLC, applicant; Brick Church Pike Sitework and O.I.C. Novello Townhomes, owners.

Staff Reviewer

Commey

Staff Recommendation

Approve.

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### APPLICANT REQUEST

Zone change from CL-NS to CL.

#### Zone Change

A request to rezone from CL-NS to CL zoning for various properties located on Skyline Terrace, Urban Way, and Panorama Bend, approximately 200 feet south of Dennis Drive (3.93 acres).

#### **Existing Zoning**

Commercial Limited-No Short-Term Rentals (CL-NS) is intended for retail, consumer service, financial, restaurant, and office uses. *The -NS designation prohibits Short-Term Rental Property – Owner Occupied and Short-Term Rental Property - Not Owner Occupied uses from the district.*

#### **Proposed Zoning**

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

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

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

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

#### Haynes Trinity Supplemental Policy



## **Metro Planning Commission Meeting of 03/27/2025**

The site is within the Haynes Trinity Small Area Plan which includes supplemental policies for the area. The site is within the Haynes Trinity Small Area Plan, which was approved and adopted by the Planning Commission on January 11, 2018. The Plan was completed after an extensive community engagement process and resulted in updates to the community character policies for the area, as well as the establishment of supplemental policies to address mobility, parks, and open space. The mobility supplemental policy contains guidance for increasing connectivity in developed areas and establishing a network of proposed street connectivity throughout Haynes Trinity that would provide a strong and cohesive block structure.

### **SITE CONTEXT**

The application consists of a 3.93-acre portion of a parcel (Map 071-02-0-K, Parcels 017-064, part of Parcel 900) for various properties located on Skyline Terrace, Urban Way, Panorama Bend and part of Dennis Drive with frontage on Brick Church Pike, which is an Arterial Boulevard in the Major and Collector Street Plan (MCSP). The surrounding parcels include residential properties zoned R8 to the north, properties zoned Industrial Warehousing/Distribution to the west, properties zoned Commercial Limited (CL) to the south, and a large area zoned CS across I-65 to the east. The property to the northwest within the District Industrial policy and zoned IWD is a Metro-owned property used for an electric substation by the Nashville Electric Power Board. Land uses of the surrounding parcels include commercial, residential, and industrial uses.

### **PROPERTY ZONING HISTORY...**

The site has been zoned Commercial Limited -No Short-Term Rentals (CL-NS) since 2023. Prior to being zoned CL-NS, the site was zoned Commercial Limited (CL). The site was rezoned to prohibit short term rentals.

### **ANALYSIS**

The application proposes to rezone the subject properties from CL-NS to CL. The site is within the T4 Urban Community Center policy area, which focuses on maintaining, enhancing, and creating urban community centers. T4 CC policy areas are served by highly connected street networks, sidewalks, and existing or planned mass transit leading to surrounding neighborhoods and open space. The site is within a half a mile of four WeGo transit stops along Brick Church Pike and West Trinity Lane. The site is also served by sidewalks along Brick Church Pike. While the site is within the Haynes Trinity Supplemental Policy area, the plan does not call for any additional connectivity for this site.

All uses permitted in the existing CL-NS zoning district plus short term rentals are permitted in the proposed CL zoning district. All development standards including, but not limited to, bulk, parking, landscaping and signage are shared between the two districts. The properties remaining in the northern portion of the site, south of Dennis Drive and adjacent to the R8-zoned properties located north of Dennis Drive, would maintain the -NS designation.

While CL zoning is not expressly supported by the policy, the site was previously zoned CL until 2023, when the site was rezoned to preclude STRs from the district. Since the only difference between the two zoning districts is that the proposed district will permit all forms of short-term





## Metro Planning Commission Meeting of 03/27/2025

rentals, and since there are other short-term rentals in the general area, staff is supportive of the zoning request.

### FIRE RECOMMENDATION

#### Approve

Maximum Uses in Existing Zoning District: **CL-NS**

| Land Use<br>(ITE Code) | Acres | FAR/Density | Total<br>Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|------------------------|-------|-------------|-----------------------------------|--------------------------|-----------------|-----------------|
| Retail<br>(820)        | 0.57  | 0.6 F       | 37,897 SF                         | 1,431                    | 36              | 144             |

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

| Land Use<br>(ITE Code) | Acres | FAR/Density | Total<br>Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM Peak<br>Hour | PM Peak<br>Hour |
|------------------------|-------|-------------|-----------------------------------|--------------------------|-----------------|-----------------|
| Retail<br>(820)        | 0.57  | 0.6 F       | 37,897 SF                         | 1,431                    | 36              | 144             |

Traffic changes between maximum: **CL and CL-NS**

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

### METRO SCHOOL BOARD REPORT

Projected student generation existing **CL-NS** district: 0 Elementary 0 Middle 0 High

Projected student generation proposed **CL** district: 0 Elementary 0 Middle 0 High

The proposed CL zoning district would not generate any new students. Students would attend Alex Green Elementary School, Brick Church Middle School, and Whites Creek High School. Brick Church Middle School and Whites Creek High School are identified as at exceedingly under capacity while Alex Green Elementary School is identified as being exceedingly over capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval.