

Metropolitan Planning Commission



Staff Reports

May 8, 2025



Metro Planning Commission Meeting of 05/08/2025

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



NO SKETCH



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Item #1	Text Amendment 2025Z-001TX-001
Project Name	Amend DTC Central Use Area
Council Bill No.	BL2025-761
Council District	19 – Kupin
School District	05 – Buggs
Requested by	Metropolitan Nashville Planning Department, applicant.

Deferrals	This item was deferred at the April 10, 2025, Planning Commission meeting. A public hearing was held and closed.
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MPC Rules and Procedures	This item was deferred to the May 8, 2025, Metropolitan Planning Commission meeting after the public hearing was closed per section VIII.D of the Rules and Procedures of the Metropolitan Planning Commission.
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Staff Reviewer	Hammer
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST (TEXT AMENDMENT)

Request to amend Section 17.37 of the Metropolitan Code to remove automobile parking as a permitted use within the boundary of the Second Avenue Historic Preservation Overlay.

PROPOSAL

Article III of the Downtown Code (DTC) governs which land uses are permitted within DTC zoning. This Article divides Downtown into five distinct Use Areas (Central, North, South, East, and West), each of which specify the permitted land uses and any caveats regarding those land uses. This proposed amendment removes automobile parking as a principal permitted use, within the boundary of the Second Avenue Historic Preservation Zoning Overlay (HPZO). This overlay is wholly within the Central Use Area of the DTC. Properties outside the Second Avenue HPZO and within the Central Use Area are not affected by this proposal.

BACKGROUND

Existing Zoning

Downtown Code (DTC) is a zoning district intended for a broad range of residential and non-residential activities associated with an economically healthy, socially vibrant, and sustainable downtown.

Second Avenue Historic Preservation Zoning Overlay (HPZO)

Historic Preservation Zoning Overlays are a type of zoning overlay which protect historic character through a design review process. Listed in the National Register of Historic Places, the Second Avenue Historic District is Nashville's oldest downtown district. Second Avenue or Market Street, as it was known until 1903, was the commercial heart of the city in the latter half of the nineteenth century. This district is important for its outstanding examples of Victorian commercial architecture



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and for its representation of the development of this area as one of the most important industrial sections in Nashville's history.

Existing Policy

T6 Second and Broadway (T6 SB) is intended to maintain the historic and cultural prominence of the Second Avenue and Broadway corridors by encouraging the adaptive reuse of historic buildings, creating development that is compatible with the general character of existing buildings on the Second and Broadway corridors, and by maintaining the corridors' ability to move vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

ANALYSIS

The proposed text amendment would update the Land Use Chart on page 61 of the DTC to remove automobile parking as a stand-alone permitted use within the Second Avenue HPZO. The Second Avenue HPZO is comprised of properties that are critical to the history of Downtown Nashville, Davidson County, and Middle Tennessee. Stand-alone parking uses, whether surface parking or structured parking, are not compatible with the form of the character-defining properties within the Second Avenue Historic Preservation Zoning Overlay. Since the Christmas Day explosion in 2020, the community and Metro partners have worked together to bring back vibrancy to this historic street, and this effort further secures this initiative.

Automobile parking remains a permitted use within all other areas of the Downtown Code, including the areas of the Central Use Area outside the Second Avenue HPZO. Existing stand-alone automobile parking uses, both surface and structured, within the Second Avenue HPZO may continue to operate per Metropolitan Code 17.40.650. Any new construction may choose to have automobile parking as a supportive use of another principle use in compliance with DTC zoning and the Second Avenue HPZO.

Additionally, this text amendment does not affect on-street parking within the public right-of-way.

TEXT AMENDMENT REVIEW PROCESS

The Planning Commission adopted amended Rules and Procedures (Section VIII. D) on October 24, 2024, requiring zoning text amendments to go through a two-step process at the Planning Commission to allow a public hearing at the first meeting where it is considered, then a deferral of two regularly scheduled meetings (four weeks), and then final consideration at a second meeting. This item was deferred to the May 8, 2025, Planning Commission meeting per MPC Rules and Procedures following a public hearing at the April 10, 2025, meeting. At the April 10, 2025, MPC meeting, no members of the public spoke on this amendment and the Commission asked clarifying questions of staff.

MPC RULES AND PROCEDURES

This item was deferred to the May 8, 2025, Planning Commission meeting per MPC Rules and Procedures following a public hearing at the April 10, 2025, meeting.



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STAFF RECOMMENDATION

Staff recommends approval.

ORDINANCE NO. BL2025-761

An ordinance to amend Title 17 of the Metropolitan Code of Laws, the Zoning Ordinance of the Metropolitan Government of Nashville and Davidson County, by amending the Uses Table within Chapter 17.37, Downtown Code, to remove automobile parking as a permitted use within the boundary of the Second Avenue Historic Preservation Overlay, all of which is described herein (Proposal No. 2025Z-001TX-001).

WHEREAS, The Council of The Metropolitan Government of Nashville and Davidson County adopted the Downtown Code (DTC) on February 2, 2010; and

WHEREAS, the Second Avenue Rebuild project team, including Metro Planning, MDHA, NDOT, and other partners, has undertaken extensive community outreach in recovery efforts related to the December 25, 2020 explosion; and

WHEREAS, The Metropolitan Government recognizes that Second Avenue and the Cumberland Riverfront have paramount importance to the rich history of Downtown Nashville, Davidson County, and Middle Tennessee; and

WHEREAS, the historic architectural fabric of Second Avenue, formerly Market Street, includes significant contributing structures to the 2nd Avenue Historic Preservation District; and

WHEREAS, The Metropolitan Government recognizes the importance of updating, clarifying, and refining the Downtown Code (DTC) standards to encourage context-sensitive, transit-ready urban development;

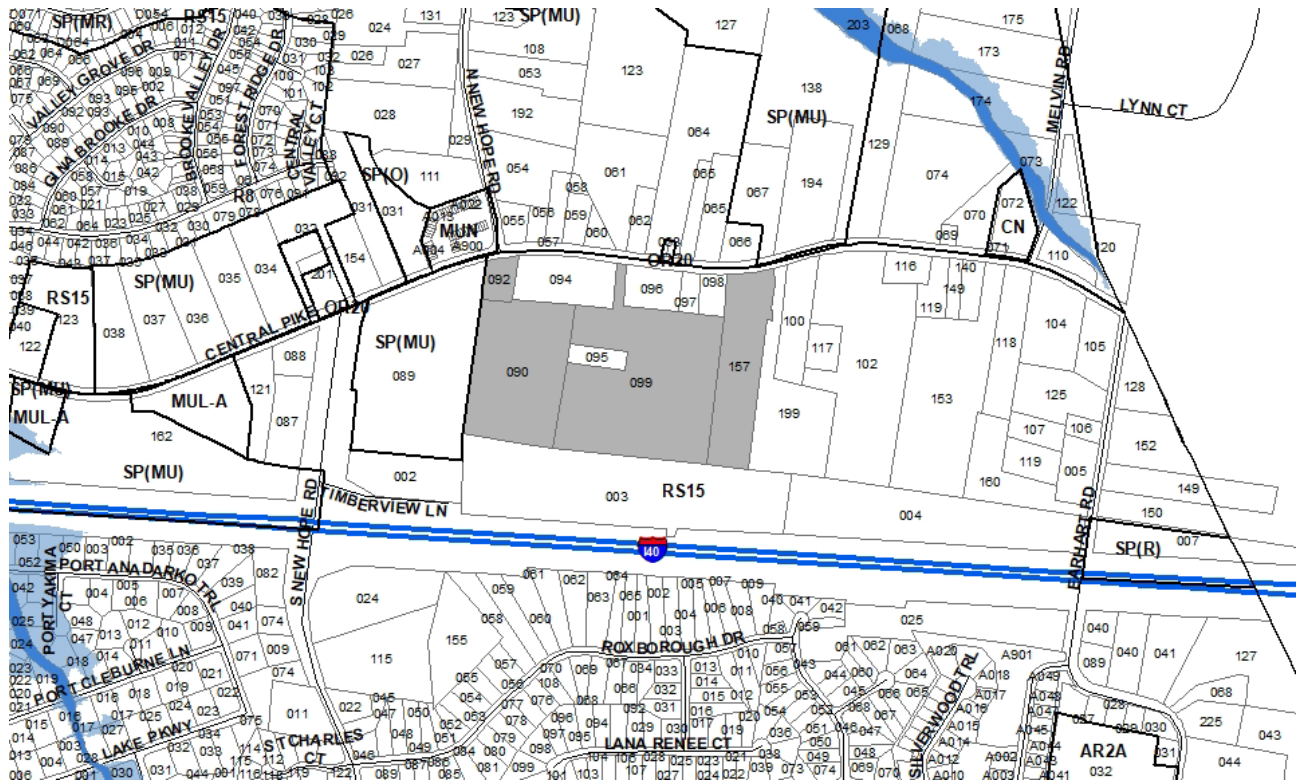
NOW, THEREFORE, BE IT ENACTED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

Section 1: That Section 17.37 of the Metropolitan Code is hereby amended replacing the Use Table on Page 61 with the attached Exhibit A.

Section 2: Be it further enacted, that this ordinance shall take effect immediately after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.



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2024SP-048-001

4222 & 4278 CENTRAL PIKE

Map 087, Parcels 090, 092, 099, 157

14, Donelson – Hermitage – Old Hickory

12 (Erin Evans)



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Item #2**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, February 27, 2025, March 27, 2025, and April 24, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Marton

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST**Rezone from RS15 to SP to permit a multi-family residential 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 314 multi-family residential units (27 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 66 lots. Compliance with the Metro Subdivision Regulations may result in fewer lots.*

Proposed Zoning

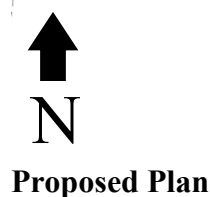
Specific Plan-Mixed Residential (SP-MR) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes a mixture of housing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

DONELSON – HERMITAGE – OLD HICKORY COMMUNITY PLAN

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



Supplemental Policy Area 14-T3-CM-01- Central Pike/Melvin Road/New Hope Road (2018) was created to address issues identified by the community related to the mix of land uses, mobility, connectivity, and pedestrian infrastructure. The supplemental policy contains a concept plan which provides guidance on the mix of land uses as well as mobility and improved connectivity within the study area. The mobility guidance is intended to improve connectivity and promote safe and efficient modes of transportation across the study area and along Central Pike through new development and redevelopment that creates a system of streets with multiple routes and connections.





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SITE CONTEXT

The subject site consists of four parcels located south of Central Pike and west of the intersection of Central Pike and North New Hope Road. The site is approximately 27 acres in size and currently includes a single-family home and vacant land. The site has frontage along Central Pike which is classified as an arterial boulevard in the Major and Collector Street Plan (MCSP). The site has been zoned RS15 since 1998. Adjacent properties are zoned RS15 and SP and include single-family residential uses, multi-family residential uses and religious institution. The property bordering the site to the west is within a Specific Plan (2014SP-050-002) that permits 320 multi-family residential units.

PLAN DETAILS

The proposed SP would permit a multi-family residential development with a maximum of 314 attached units. Units are distributed across the site in groupings of attached townhomes of various sizes. The maximum building height of the townhomes is 3 stories in 45 feet. Along the western portion of the site, units orient to newly proposed local streets, while units in the center and eastern portions of the site orient to private streets. The plan proposes to extend an east-west local street connection that was approved on the adjacent SP to the west (2014SP-050-002). The extension would intersect with a proposed north-south local street that aligns with the existing segment of North New Hope Road on the opposite side of Central Pike. The proposed north-south road stubs along the southern property boundary. The plan includes a private drive with a proposed shared access easement that runs north-south and is located mid-site to provide opportunities for alternative access to the adjacent parcels to the north, which front Central Pike. In the center of the site, an existing cemetery is shown to remain, and the plan incorporates a 20' landscape buffer that wraps around the boundary of the cemetery parcel. On the eastern portion of the site, an area for open space is shown and includes amenity features such as a dog park and a playground to serve new residents.

ANALYSIS

The site is within the T3 Suburban Mixed Use Corridor (T3 CM) and Conservation (CO) policy areas. T3 CM is intended to enhance suburban mixed-use corridors by encouraging a greater mix of higher density residential and mixed-use development along the corridor. The CO policy on the site is associated with a small stream, scattered karst features, and wetland buffers along the edges of the site. The proposed SP would permit 314 multi-family residential units at a density of approximately 11.6 units an acre, which is within the range of densities that is supported by the T3 CM policy. The SP generally aligns with the policy's goals of a highly connected street network and providing high access management, as the plan incorporates a local street connection to the adjacent SP to the west, a local street connection that aligns with North New Hope Road, and setting up future shared access to adjacent parcels with frontage along Central Pike. The plan meets several of the building form and site design guidelines of the T3 CM policy by providing moderate site coverage, shallow and consistent setbacks, as well as appropriate orientation and heights. The plan meets the intent of the CO policy as the most intense development is phased away from sensitive water features as well as karst features that are primarily on the eastern side of the site. Additionally, the plan meets the key goals of the Central Pike Supplemental Policy by providing local street connections, enhanced pedestrian accommodations, and higher intensity residential uses.



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As the proposed amendment meets both the goals of the Central Pike Supplemental Policy as well as the T3 CM and CO policy areas, staff recommends approval.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Typical fire-separation-distance between townhome buildings is less than 5 feet (10 feet building to building). Exterior fire-rated construction in accordance with applicable building code required.

HISTORIC ZONING RECOMMENDATION

Approve

- Phase I archaeological survey recommended.
- We recommend protective fencing around the cemetery during sitework/construction.

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.
- 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. 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.
- In general, with the final: Any proposed roadway cross/half-sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT standard details.
- 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.
- The extents of any special sinkhole (or karst feature) remediation, thereby requiring filter fabrics, drainage backfill, etc. shall not encroach into proposed public roadways and the public ROW in general.
- 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 off proposed public roads, 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).
- Comply w/ NDOT traffic comments/conditions of approval.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

Per review of the submitted MMTA:



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- The applicant shall maintain coordination with NDOT on contributing and/or constructing the remaining portion of the future traffic signal at the intersection of Central Pike and North New Hope Rd.
- A stamped sight distance exhibit for the new public road connection shall be required at Final SP.
- The applicant shall ensure compliance with the MCSP along all public right-of-way frontages. Further coordination with NDOT will be necessary at Final SP regarding the proposed additional pavement on Central Pike at the site access.
- The applicant shall continue to work with NDOT to determine the feasibility of utilizing existing and/or proposed pavement on Central Pike for an eastbound left-turn lane (EB LTL) at the intersection of North New Hope Rd.
- Parking shall adhere to Metro Code requirements.
- The applicant shall comply with all NDOT Roads conditions.
- The applicant's final construction drawings shall conform to the design regulations established by NDOT, which are in effect at the time of approval of the preliminary development plan, final development plan, or building permit, as applicable. The final design may be subject to modifications based on field conditions.

STORMWATER RECOMMENDATION

Approve with conditions

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

METRO WATER SERVICES RECOMMENDATION

Approve with conditions

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

Maximum Uses in Existing Zoning District: RS15

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	27	2.4 D	66 U	709	52	68



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Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	27	11.6 D	314 U	1,710	105	133

Traffic changes between maximum: RS15 and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+248 U	+1,001	+53	+65

METRO SCHOOL BOARD REPORT

Projected student generation existing RS15 district: 6 Elementary 4 Middle 5 High
Projected student generation proposed SP district: 32 Elementary 24 Middle 20 High

The proposed SP zoning district is anticipated to generate 61 more students than what would be generated under the current RS15 zoning district. Students would attend Dodson Elementary School, Dupont Tyler Middle School, and McGavock High School. Dodson Elementary School is identified as overcapacity. Dupont Tyler Middle School is identified as under capacity. McGavock 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 with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to 314 multi-family residential units. Short term rental property, owner occupied and short term rental property, not owner occupied, shall be prohibited within the entire development.
2. For corner units with two public street facing facades, the non-primary façade shall meet the minimum glazing standards of the SP and provide additional architectural detailing to address both street facing facades.
3. No direct vehicular access is permitted from the public streets to the individual units.
4. 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 along all public street frontages. Any additional areas of dedication not currently identified on the preliminary SP to meet road width standards shall be provided.
5. With the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
6. Comply with all conditions and requirements of Metro Reviewing Agencies.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with the final site plan application.

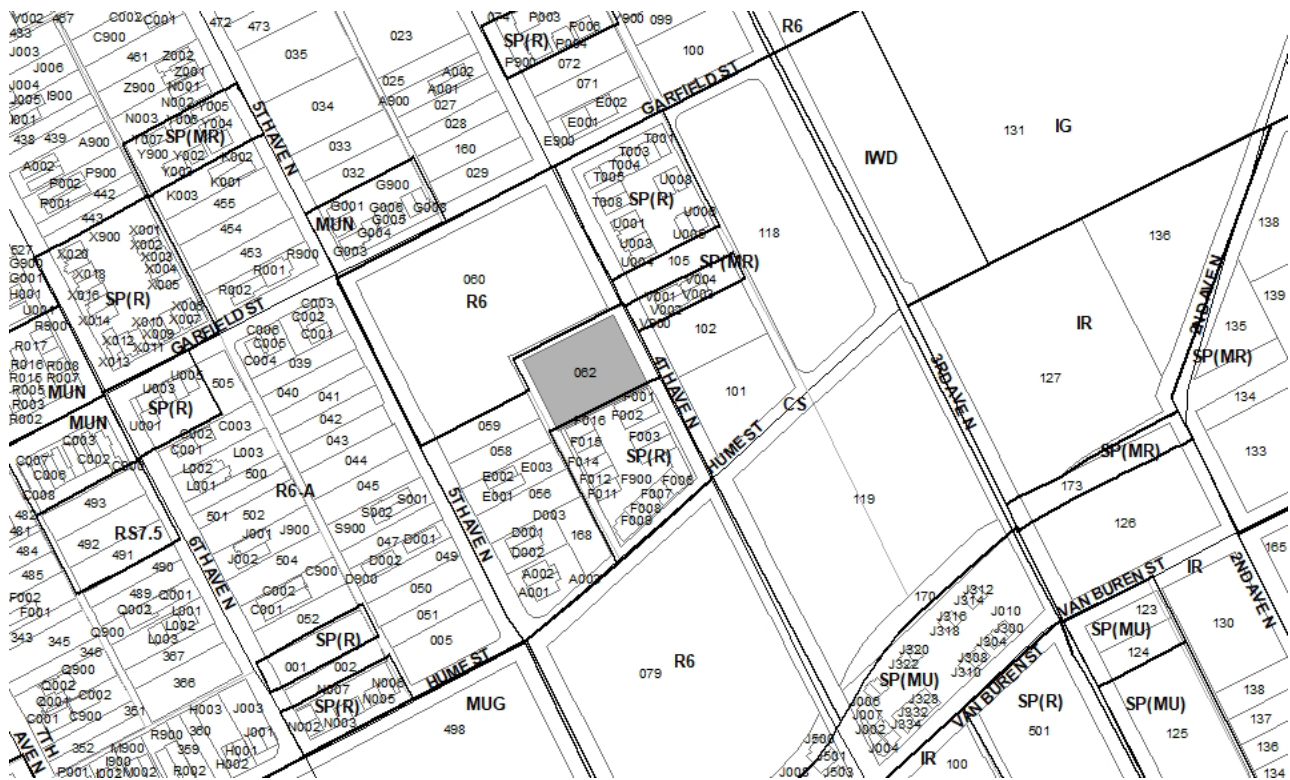


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8. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM15 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
9. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
10. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Property Owners' Association.
11. No master permit/HPR shall be recorded prior to final SP approval.
12. Final plat may be required prior to permitting.
13. 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.
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.



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2024SP-060-001

1609 4th AVE. N.

Map 082-05, Parcel(s) 062

08, North Nashville

19 (Jacob Kupin)



Metro Planning Commission Meeting of 05/08/2025

Item #3**Project Name****Council District****School District****Requested by****Specific Plan 2024SP-060-001****1609 4th Ave. N.**

19 – Kupin

05 – Buggs

Catalyst Design Group, applicant; M & J Partnership, owner.

Deferrals

This item was deferred at the December 12, 2024, January 9, 2025, February 13, 2025, March 13, 2025, and April 10, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Schenk

Staff Recommendation*Defer to the June 12, 2025, Planning Commission meeting.*

APPLICANT REQUEST**Preliminary SP to permit 21 multi-family residential units.**Preliminary SP

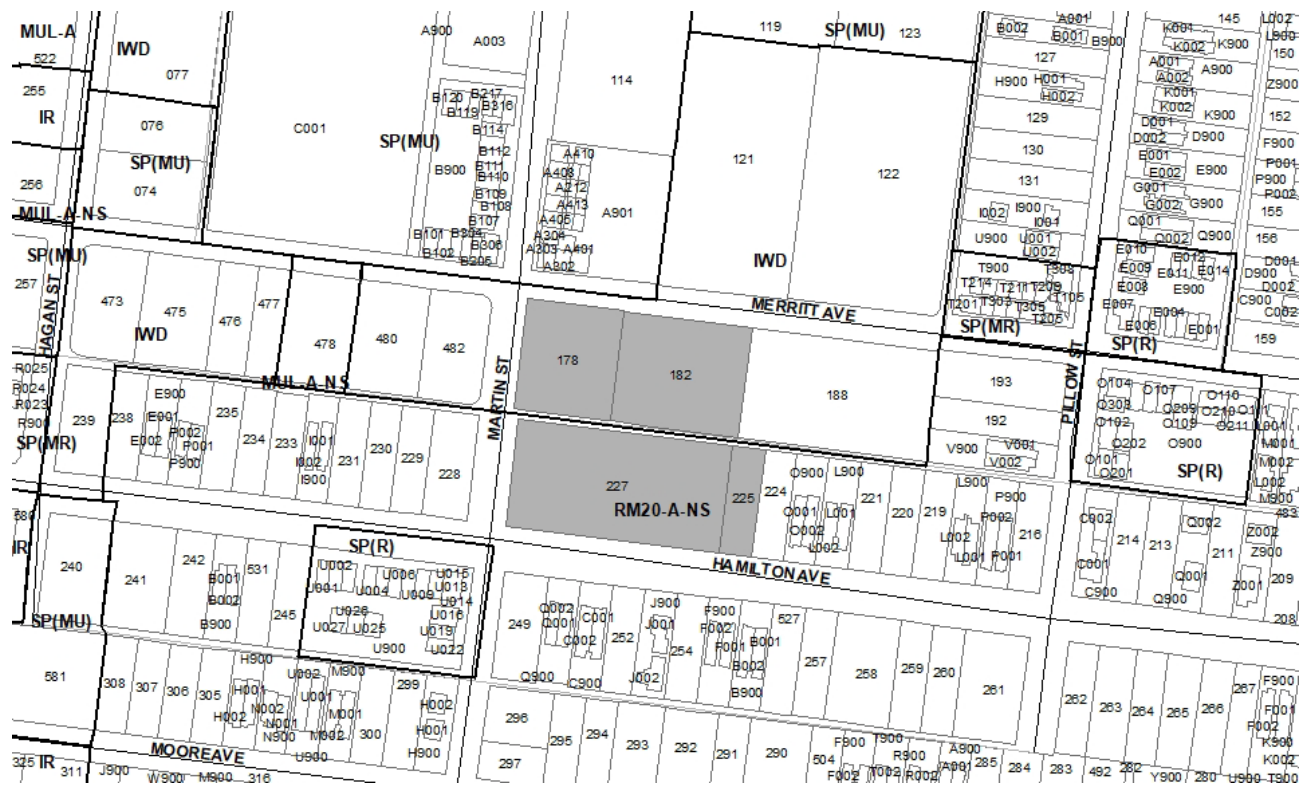
A request to rezone from One and Two-Family Residential-Alternative (R6-A) to Specific Plan (SP) zoning for property located at 1609 4th Avenue North, approximately 182 feet north of Hume Street, (0.53 acres), to permit 21 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the June 12, 2025, Planning Commission meeting.



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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 05/08/2025

Item #4**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, March 13, 2025, March 27, 2025, April 10, 2025, and April 24, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Schenk

Staff Recommendation*Defer to the May 22, 2025, Planning Commission meeting.*

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

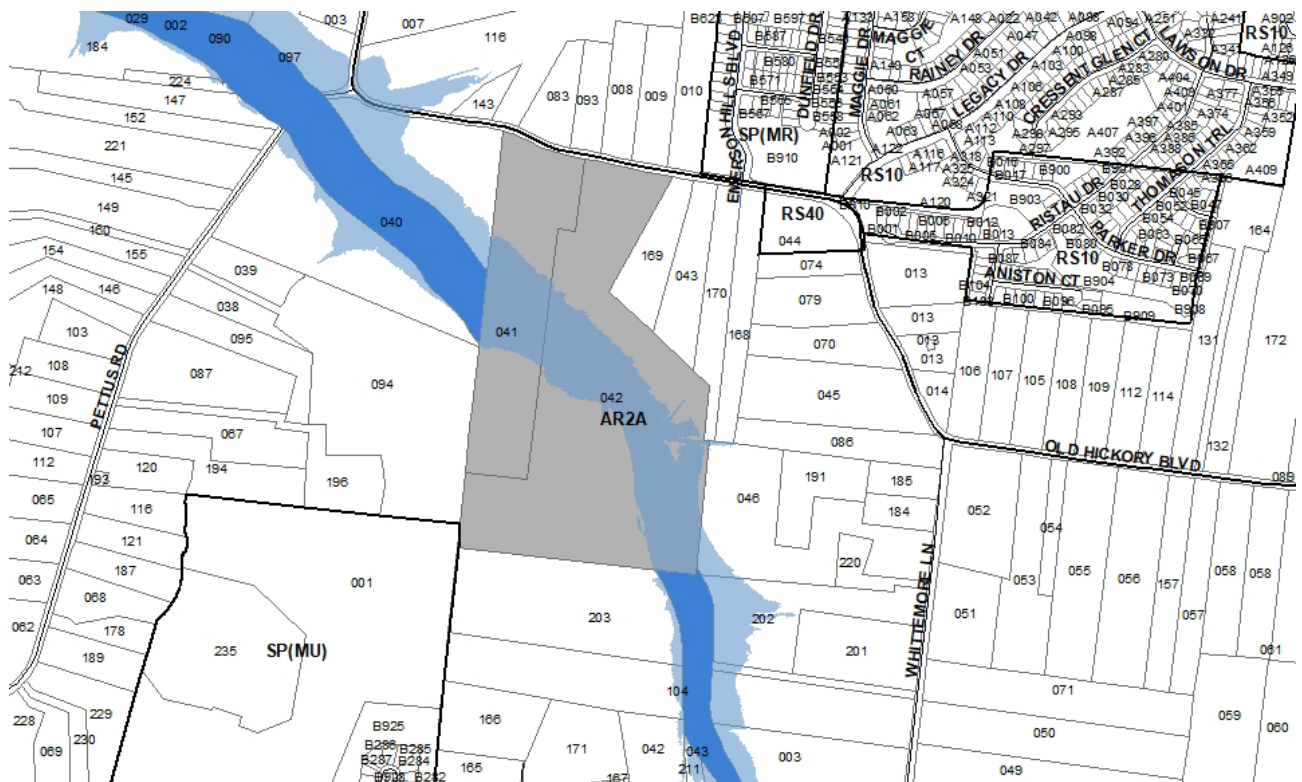
A request to rezone from Industrial Warehousing/Distribution (IWD) and Multi-Family Residential-Alternative-No STRP (RM20-A-NS) to Specific Plan (SP) zoning for properties located at 525 Merritt Avenue, 1300 and 1312 Martin Street, and 548 Hamilton Avenue, at the northeastern corner of Martin Street 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 May 22, 2025, Planning Commission meeting.



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2025SP-007-001

13905 OLD HICKORY BOULEVARD

Map 182, Parcel(s) 041-042

12, Southeast

31 (John Rutherford)



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Item #5**Project Name****Council District****School District****Requested by****Specific Plan 2025SP-007-001****13905 Old Hickory Boulevard**

31 – Rutherford

02 – Elrod

Dale & Associates, applicant; Mike & Patsy Pence, ET AL., owners.

Deferrals

This item was deferred at the January 9, 2025, February 27, 2025, March 13, 2025, March 27, 2025, April 10, 2025, and April 24, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Schenk

Staff Recommendation*Defer to the May 22, 2025, Planning Commission meeting.*

APPLICANT REQUEST**Preliminary SP to permit 237 multi-family residential units.**Preliminary SP

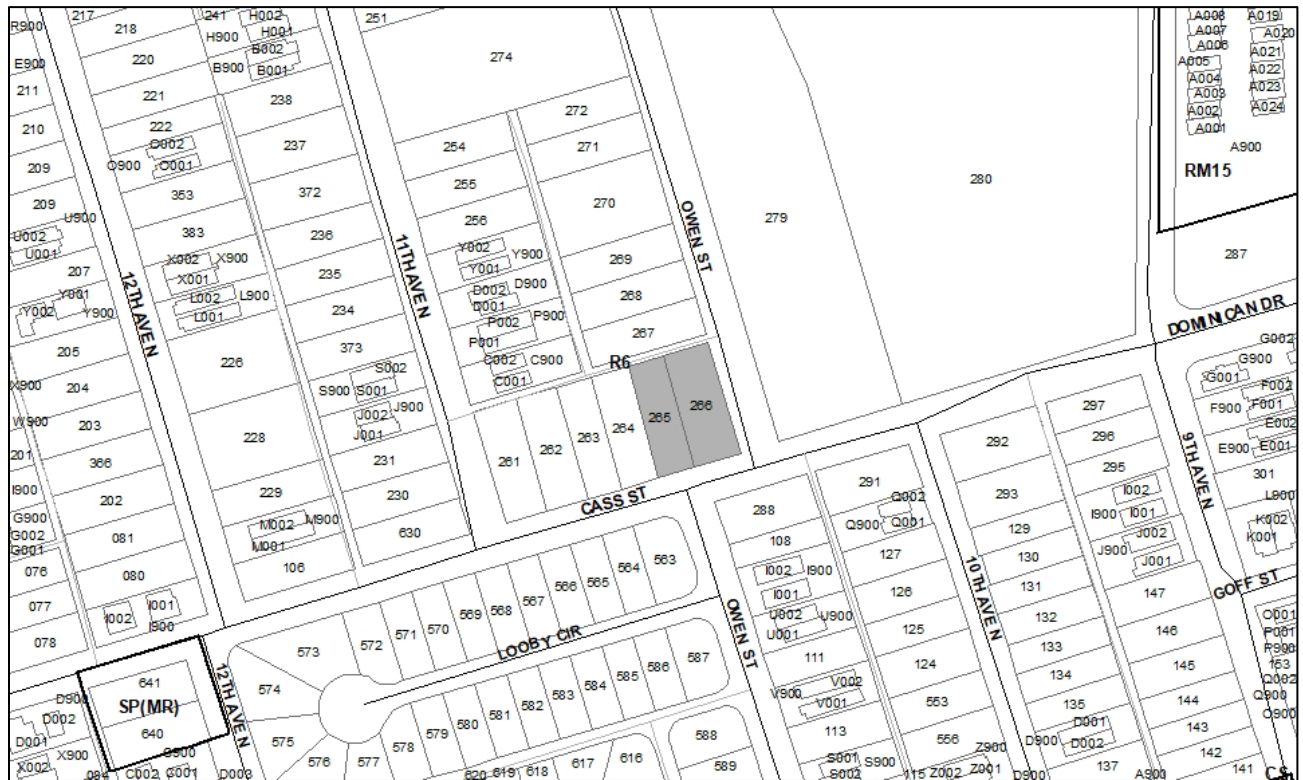
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for properties located at 13905 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), approximately 1,440 feet west of Whittemore Lane (66.72 acres), to permit 237 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the May 22, 2025, Planning Commission meeting.



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2025SP-009-001

1004 & 1104 CASS STREET

Map 081-03, Parcel(s) 265, 266

08, North Nashville

02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 05/08/2025

Item #6**Project Name****Council District****School District****Requested by****Specific Plan 2025SP-009-001****1004 & 1104 Cass Street**

02 – Toombs

05 – Buggs

Dale & Associates, applicant; Ludie Lou Holdings, LLC and Charles Carney, owners.

Deferrals

This request was deferred at the February 13, 2025, February 27, 2025, March 13, 2025, April 10, and April 24, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Commey

Staff Recommendation

Defer to the June 12, 2025, Planning Commission meeting.

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

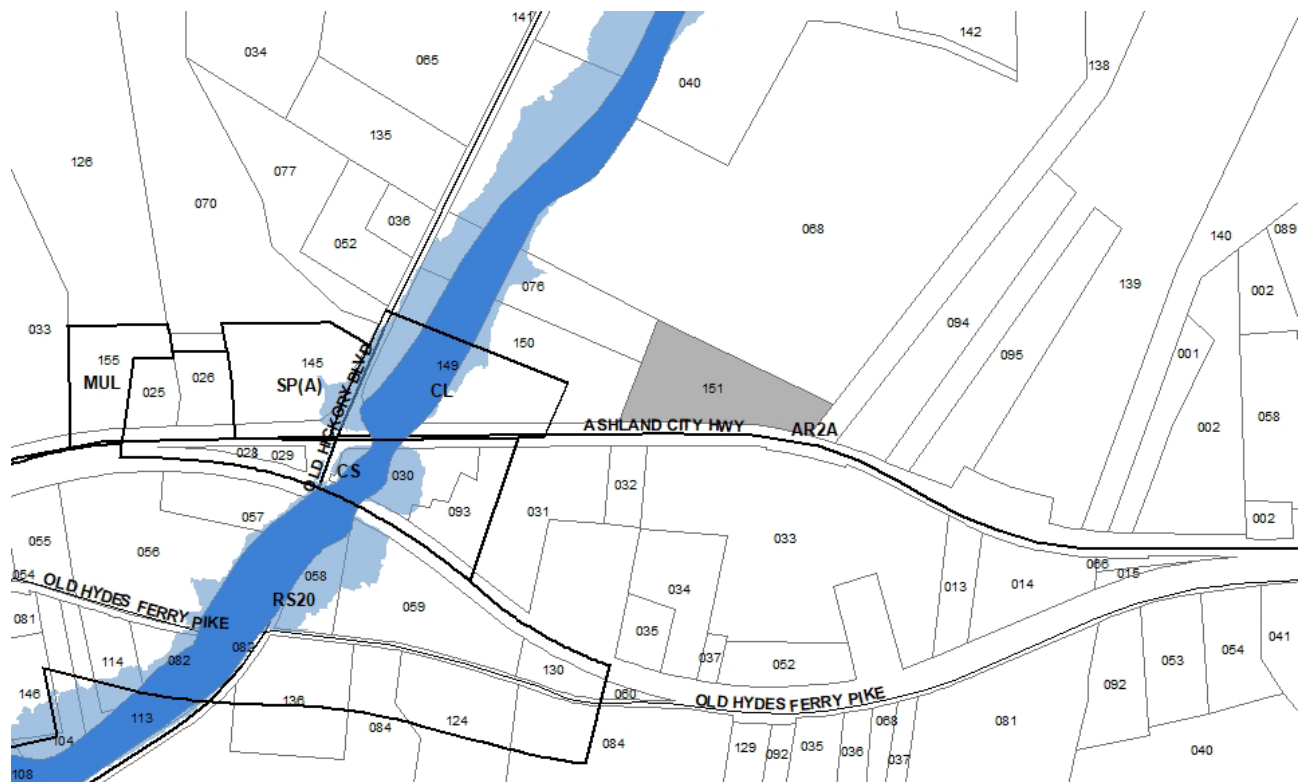
A request to rezone from One and Two-Family Residential (R6) to Specific Plan (SP) zoning for properties located at 1004 and 1104 Cass Street, at the northwest corner of Cass Street and Owen Street, (0.38 acres), to permit ten multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the June 12, 2025, Planning Commission meeting.



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2025SP-019-001

5000 ASHLAND CITY HWY

Map 067, Parcel(s) 151

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Joy Kimbrough)



Metro Planning Commission Meeting of 05/08/2025

Item #7**Project Name****Council District****School District****Requested by****Specific Plan 2025SP-019-001****5000 Ashland City Hwy**

01 - Kimbrough

01 – Taylor

Dale & Associates, applicant; Jason Walker, owner.

Deferrals

This item was deferred at the April 10, 2025, and April 24, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Shane

Staff Recommendation*Disapprove.*

APPLICANT REQUEST**Zone change from AR2a to SP.**Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for property located at 5000 Ashland City Highway, approximately 914 feet north of Old Hydes Ferry Pike (5.01 acres), to permit building contractors supply uses.

Existing Zoning

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

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.

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

T2 Rural Maintenance (T2 RM) is intended to maintain rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RM areas have established low-density residential, agricultural, and institutional development patterns. Although there may be areas with sewer service or that are zoned or developed for higher densities than is generally appropriate for rural areas, the intent is for sewer services or higher density zoning or development not to be expanded. Instead, new development in T2 RM areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/2 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.



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

SITE CONTEXT AND PLAN DETAILS

The approximately five-acre site is located on the north side of Ashland City Highway, about 1,000 feet east of the intersection of Ashland City Highway and Old Hickory Boulevard. The property, which is currently listed as vacant rural land zoned Agricultural/Residential (AR2a), contains a recently constructed fenced-in surface parking area. Surrounding uses include farmland, residential uses, and vacant land, all within the T2 Rural Maintenance (T2 RM) and Conservation (CO) policies. Nonresidential uses exist within the T2 Neighborhood Center (T2 NC) policy located further to the west, at the intersection of Ashland City Highway and Old Hickory Boulevard.

The application proposes a regulatory Specific Plan zoning district that permits “the parking and fueling of larger construction trucks of use without any on site construction other than what currently exists or is currently allowed under the current AR2a zoning.” Further described in the SP as “the delivery of materials such as topsoil, mulch, and gravel, and also for the export of materials generated to suitable locations,” this use would be classified by Codes as “building contractors supply,” an industrial use per the Zoning Ordinance. The SP proposes to follow the bulk standards of AR2a, to construct Type C buffer yards around the perimeter and front of the site, and to orient lighting (no more than 14 feet high) away from the surrounding properties and toward the interior of the site. Hours of operation (7 a.m. to 7 p.m., Monday through Saturday) are also proposed. The site currently has one existing driveway onto Ashland City Highway, which is gated.

ANALYSIS

The site is located within T2 RM policy. The goal of T2 RM Policy is to maintain rural character as a permanent choice for living. The policy is not intended to reserve rural land merely as a holding or transitional zone for future urban or suburban development. Appropriate land uses in the T2 RM policy include maintenance of the land in its natural state; small scale agricultural and related accessory and support uses; institutional and residential uses; and rural subdivisions.

The uses proposed in this SP are not supported by the T2 RM policy. After discussions with Metro Codes, the proposed use based on the described activities in the SP plan is identified as building contractors supply, which is an industrial land use. The existing zoning on the site, AR2a, does not permit building contractors supply uses or automobile parking as a standalone use. The SP as submitted would not meet the intent of the policy, which is the preservation of rural Davidson County land in its current form, with only small-scale, low-density residential or agricultural development permitted. Development in T2 areas must respect the existing rural character, and within T2 RM areas, cannot contain commercial or industrial uses. Staff would note that the T2 NC (Rural Neighborhood Center) policy to the west of this site supports low intensity commercial and nonresidential uses appropriate for rural areas; however, industrial uses are not supported within



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that policy. Staff would also note that there are still outstanding reviews by other Metro reviewing agencies.

In the event that this application moves forward at Council, a condition has been included below to clarify that the uses of the SP are limited to building contractors supply.

FIRE RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public water and/or 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.

NASHVILLE DOT ROADS RECOMMENDATION

Returned (not approved)

- No site plan received. Submit a site plan identifying the access location(s). Submit a Stopping Sight Distance exhibit for turning out from a stop (access) position, per AASHTO. Submit exhibit w/ the following: Based on posted Speed, state what's required versus what's available, be it existing and proposed grades. Based on the required sight triangle legs, show profile views w/ line of sight between turning and approaching vehicles. Include existing and proposed grades on profile view exhibits.

NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

Returned (not approved)

- Submit a site plan.

STAFF RECOMMENDATION

Staff recommends disapproval, as the request is not supported by the T2 RM policy.

CONDITIONS (IF APPROVED)

1. Permitted uses shall be limited to "building contractors supply" and all uses of AR2a zoning.
2. On the corrected copy, update the permitted uses language and the purpose note to reflect the Permitted Uses condition only.
3. 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.



Metro Planning Commission Meeting of 05/08/2025

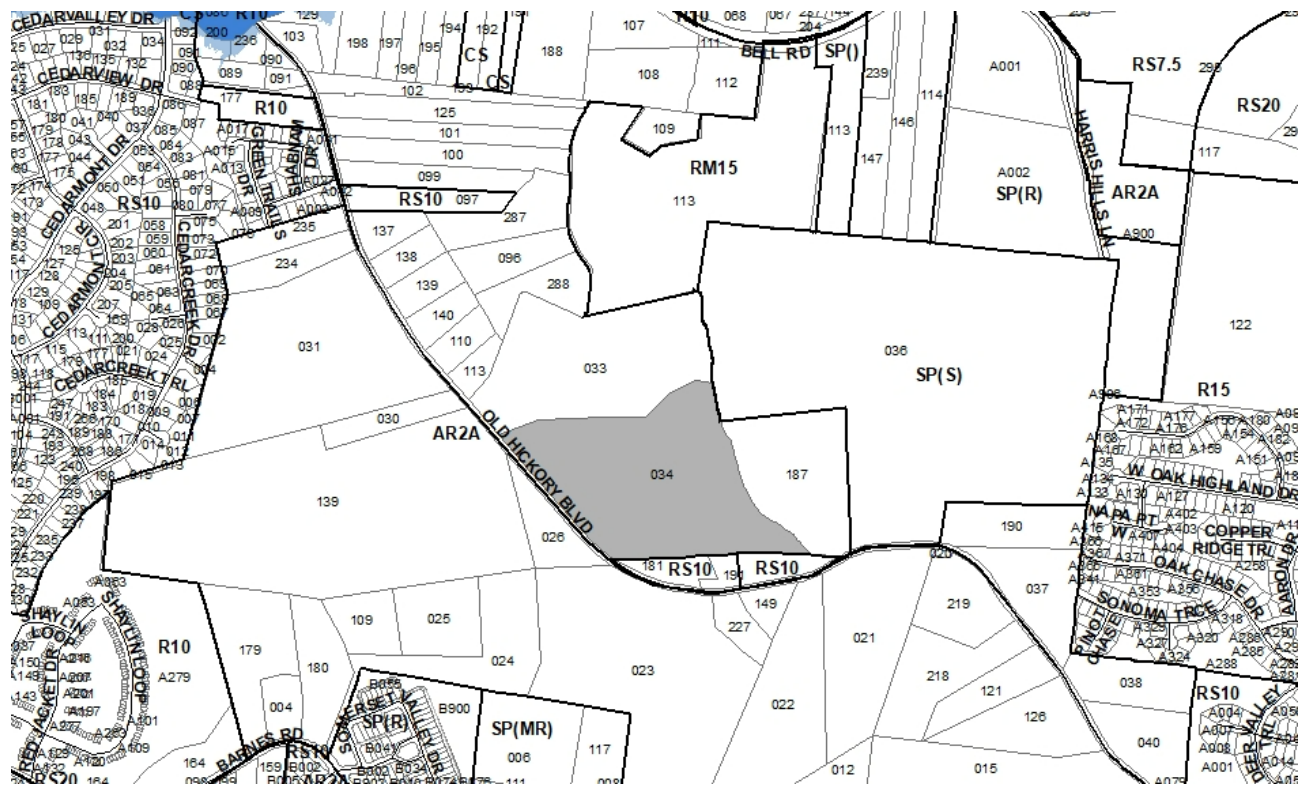
4. The final site plan shall label all internal driveways as “Private Driveways.” A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
5. No master permit/HPR shall be recorded prior to final SP approval.
6. Final plat may be required prior to permitting.
7. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
8. Comply with all conditions and requirements of Metro reviewing agencies.
9. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the AR2a zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
10. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
11. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



SEE NEXT PAGE



Metro Planning Commission Meeting of 05/08/2025



2025SP-021-001

0 OLD HICKORY BOULEVARD

Map 173, Parcel(s) 034

12, Southeast

31 (John Rutherford)



Metro Planning Commission Meeting of 05/08/2025

Item #8**Project Name****Council District****School District****Requested by****Specific Plan 2025SP-021-001****0 Old Hickory Blvd**

31 – Rutherford

02 – Elrod

Catalyst Design Group, applicant; Alvin Watson & Matilda Rouse ET AL, owners.

Deferrals

This item was deferred from the April 24, 2025, Planning Commission meeting. No public meeting was held.

Staff Reviewer

Welch

Staff Recommendation

Defer to the May 22, 2025, Planning Commission meeting.

APPLICANT REQUEST

Rezone from AR2a to Specific Plan to permit 52 single-family lots and 59 multi-family residential units.

Preliminary SP

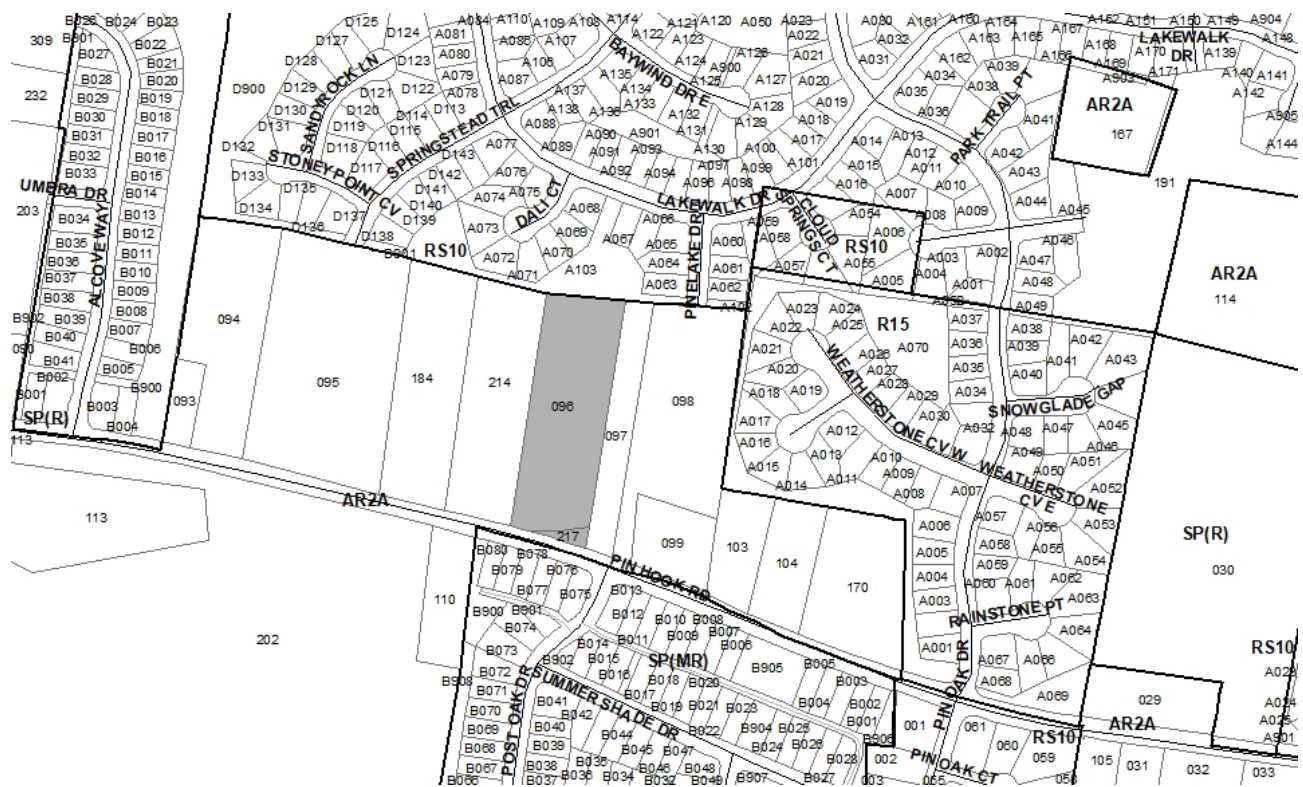
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for property located at Old Hickory Boulevard (unnumbered), approximately 2,502 feet southwest of Harris Hills Lane (25.44 acres), to permit 52 single-family lots and 59 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the May 22, 2025, Planning Commission meeting.



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2025SP-023-001

THE COURTSIDE ENCLAVE

Map 164, Parcel(s) 096, 217

13, Antioch – Priest Lake

08 (Deonté Harrell)



Metro Planning Commission Meeting of 05/08/2025

Item #9

Project Name

Council District

School District

Requested by

Specific Plan 2025SP-023-001

The Courtside Enclave

08 – Harrell

06 – Mayes

Dale & Associates, Inc., applicant; Joshua Labarge, owner.

Deferrals

This item was deferred at the April 24, 2025, Planning Commission meeting. No public hearing was held.

Staff Reviewer

Shane

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Rezone from AR2a to Specific Plan to permit a multi-family residential development.

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for properties located at 3766 Pin Hook Road and Pin Hook Road (unnumbered), approximately 262 feet south of Lakewalk Drive (3.09 acres), to permit 22 multi-family residential units.

Existing Zoning

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and is intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *Based on acreage alone, AR2a would permit a maximum of one duplex lot for a total of two units. Compliance with the Metro Subdivision Regulations may result in fewer lots. Duplex eligibility to be confirmed by Metro Codes.*

Proposed Zoning

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

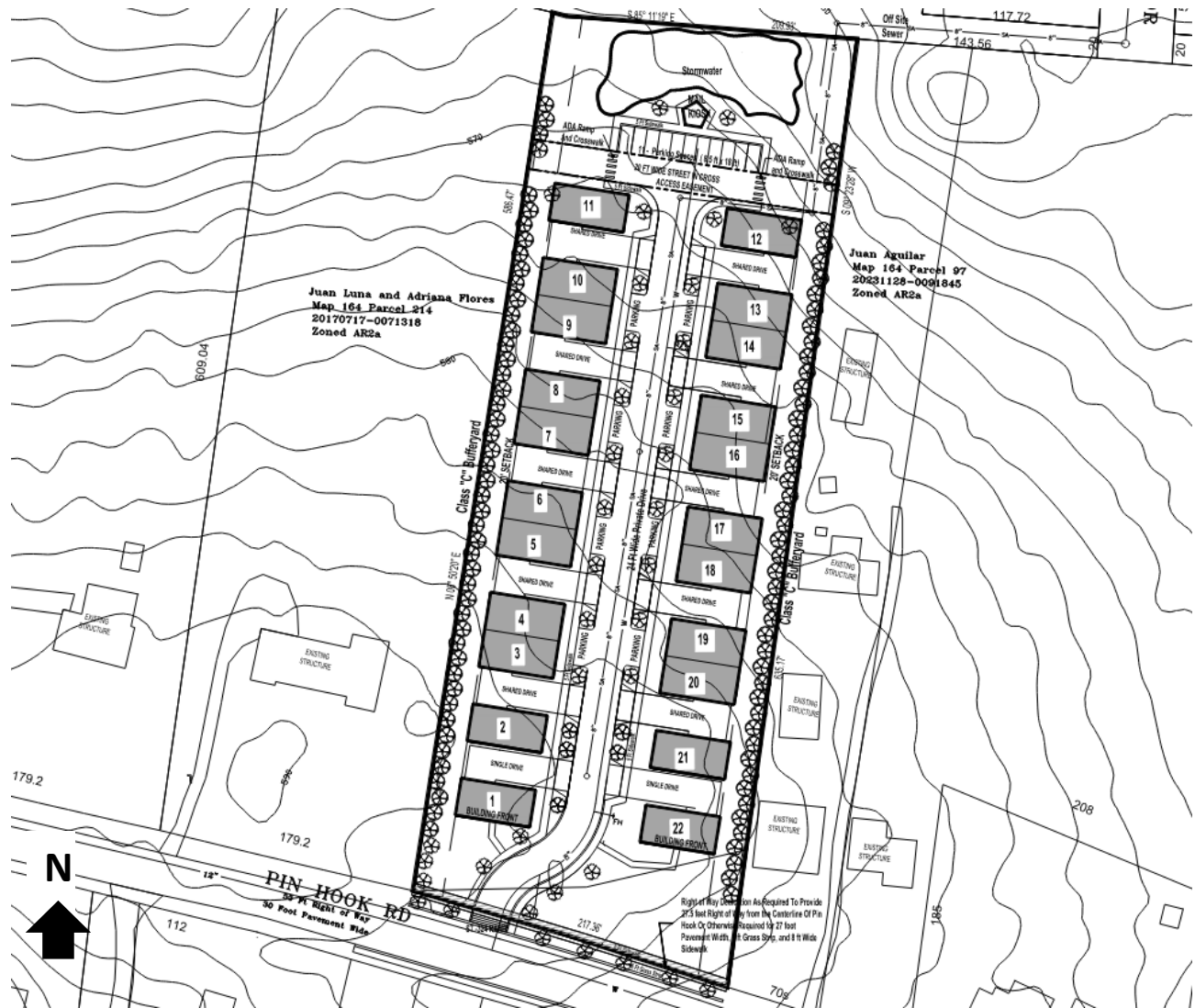
ANTIOCH – PRIEST LAKE COMMUNITY PLAN

T3 Suburban Neighborhood 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



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



Site Layout Exhibit

PLAN DETAILS

The approximately 3.09-acre site is on the northern side of Pin Hook Road to the northwest of its intersection with Post Oak Drive. The site currently contains a single-family home. The site is level closer to Pin Hook Road but slopes downward towards the rear. Pin Hook Road is classified as a Collector Avenue in the Major and Collector Street Plan (MCSP). Single-family residential is the predominant land use in the area, but Antioch High School is located just to the southwest across Pin Hook Road. Adjacent properties are variously zoned Agricultural/Residential (AR2a), Single-Family Residential (RS10), and Specific Plan (SP) (consisting of single-family residential lots).



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Site Plan

The plan proposes a multi-family residential development consisting of a maximum of 22 detached and attached multi-family residential units at approximately 7.1 units per acre. Many of the units are attached in two-unit clusters, allowing shared drives and side-loaded garages along the private drive, while the front two units are detached with rear loaded garages. Maximum height is set at 30 feet in two stories and measured from the average elevation at the finished grade to the midpoint of the primary roof pitch (or to the top of the parapet for a flat roof). The site will be accessible by one vehicular private drive entrance along Pin Hook Road, but private stub drives and a public access easement are shown at the rear of the property for future cross-access to the east and west. The units internal to the site are shown fronting the new private drive while the two units closest to Pin Hook Road front that public road. Sidewalks are shown extending north and south along the private drive to provide circulation through the site and provide connections to the sidewalk proposed along Pin Hook Road per the MCSP requirements. Parking will be provided per Code by a combination of garage spaces, parallel spaces along a portion of both sides of the private drive, and head-in parking at the rear of the site. Water quality/quantity areas are proposed at the rear of the site, where the elevation is lowest. Street trees will be planted within the grass strip along Pin Hook Road and on both sides of the private drive. A note indicates landscaping and tree density requirements will be provided per the zoning ordinance.

ANALYSIS

The site is within the T3 Suburban Neighborhood Evolving (T3 NE) policy. Policy goals include featuring higher densities and greater housing variety than classic suburban neighborhoods and moderate setbacks and spacing between buildings, with connectivity to the surrounding street network.

The plan calls for a multi-family residential development that would provide additional density and housing options supported by the policy. Although the policy supports a variation in unit types and intensity, the proposed form and layout is different than that of the surrounding context and is proposed at a higher intensity. Therefore, staff has worked with the applicant on building placement and orientation, which includes attaching several units with side-loaded garages to consolidate access points and enhance the appearance along the private drive by fronting the drive with the front building façade, rather than front-loaded garages. These plan updates better mimic the housing form of the surrounding area. Staff is also including several conditions to ensure a high level of design.

The initial plan, which proposed all detached units, was modified to a combination of single-unit buildings and two-unit buildings. Proposed height is limited to 30 feet and staff has included a condition of approval that all units contain pitched roofs for compatibility with the surrounding pattern.

The units closest to Pin Hook Road address the public ROW and feature rear entry garages while the units internal to the site feature side-loaded garages accessed from shared driveways, thus providing a high level of pedestrian orientation, safety, and design along all frontages. The proposed plan improves pedestrian and vehicular connections along the corridor via the improvements to Pin Hook Road and the cross connectivity in the rear. The visual impact of the automobile is reduced



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through the provision of garage parking and the relegation of the head-in surface parking to the rear of the development.

The MCSP identifies a proposed collector street traversing this site from north to south. Given the proposed alignment and existing street configuration to the east, realignment of this collector segment with Pinelake Drive and Post Oak Drive is recommended for further evaluation with any future development to the east. The proposed SP site is providing an east-west drive at the rear (north) of the site for future east-west cross connectivity.

The proposed SP allows an appropriately intense residential development that achieves the intent of the policy to provide additional housing choice at a density higher than traditional suburban developments. Other conditions recommended by staff, such as prohibiting any encroachments, including fences, within the 20-foot side and rear setbacks and requiring pitched roofs, will ensure that the increased intensity of the development fits with the existing context. With these and the pedestrian-oriented design features of the plan, and as conditioned by staff, the proposed infill development will fit with the evolving nature of this suburban neighborhood along Pin Hook Road.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve with conditions

- Approved as a 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 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.

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.
- The following are general approval comments and conditions:
 - All public commercial ramps shall meet code spacing requirements.



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- 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 and if required along frontage, provide call outs on the final site plan for MCSP requirements. Call out and dimension any ROW dedications that are to accommodate ROW frontage requirements.
- With the final:
 - Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc., shall be designed and called out per NDOT standard details.
 - There shall be no earthen retaining walls installed in the public ROW.
 - 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.
 - Residential and commercial ramps and 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 proposed 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 prelim approval.

NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- The MCSP requirements must be shown on the site plan; 8' sidewalk and 6' planting strip.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	3.09	0.5 F	2 U	28	7	2

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	3.09	-	22 U	118	8	10

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+90	+1	+8



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METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP-R district: 3 Elementary 2 Middle 2 High

The proposed SP zoning is expected to generate 7 more students than the existing AR2a zoning district. Students would attend Mt. View Elementary School, J.F. Kennedy Middle School, and Antioch High School. Mt. View Elementary School is identified as being exceedingly over capacity while J.F. Kennedy Middle School is identified as being under capacity and Antioch High School is identified as being 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 with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 22 multi-family residential units. Short term rental property, owner occupied and short term rental properties, not-owner occupied shall be prohibited.
2. On the corrected copy, update the uses to reflect the Permitted Use condition.
3. On the corrected copy, add a note next to the height standards indicating that no building setback is required.
4. On the corrected copy, label and dimension the front setbacks along Pin Hook Road for Units 1 and 2 to be a minimum of: 55 feet for Unit 1 and 75 feet for Unit 2 from the current right-of-way line. Update the minimum street setback information in the Development Summary Table to reflect.
5. All units shall feature pitched roofs. Add a note indicating this to the corrected copy.
6. Standard C-Type Landscape Buffer Yards are required along the side property boundaries, except for areas where cross-access drives or stormwater mitigation features are required.
7. A minimum 20-foot-wide cross access easement shall be dedicated at the rear of the site extending from the eastern to the western property boundaries to facilitate cross connectivity with adjacent properties.
8. No encroachments, including fencing and patios, shall be allowed within the 20-foot side setbacks.
9. Street trees as shown along Pin Hook Road shall be required.
10. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
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. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
13. No master permit/HPR shall be recorded prior to final SP approval.
14. Final plat may be required prior to permitting.
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.

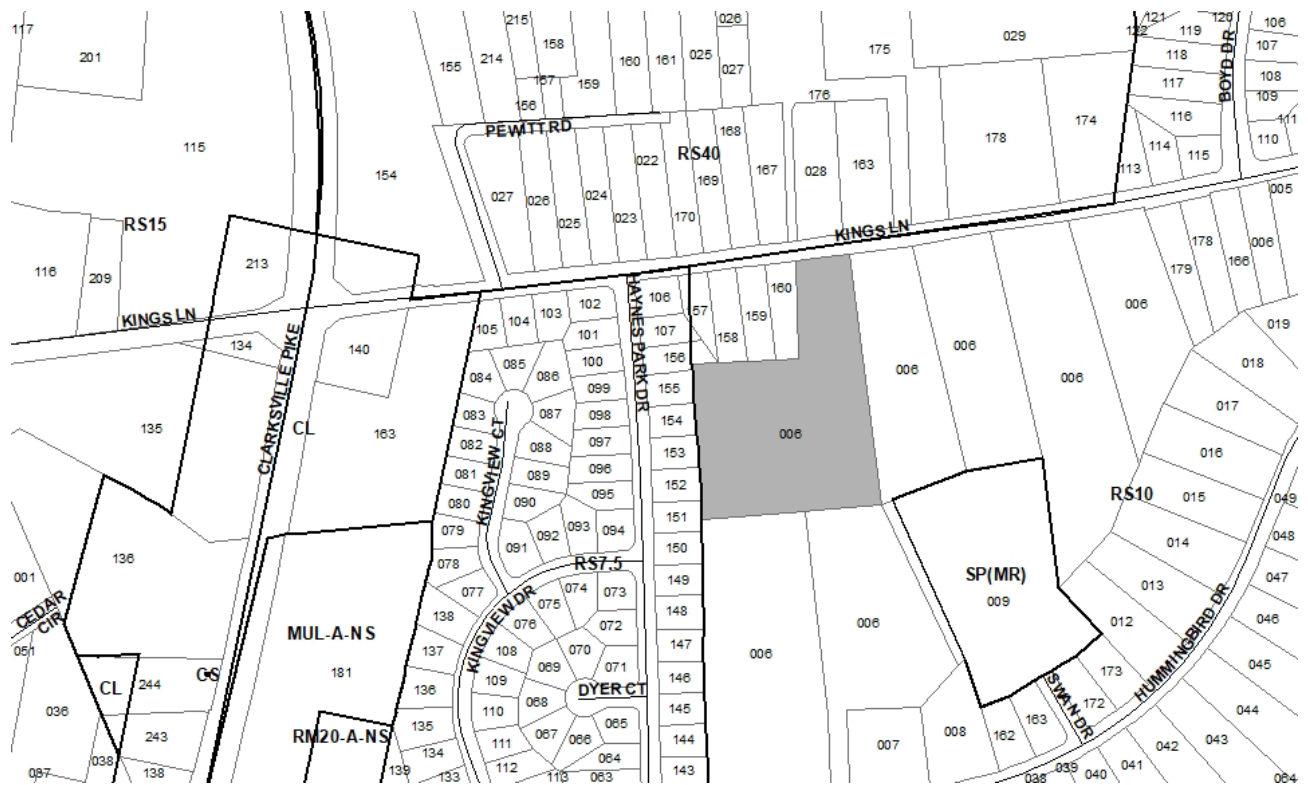


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16. Comply with all conditions and requirements of Metro reviewing agencies.
17. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9-A-NS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
18. 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.
19. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



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2025SP-024-001

KINGS LANE

Map 059-13, Parcel(s) 006-05

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Joy Kimbrough)



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Item #10

Project Name

Council District

School District

Requested by

Specific Plan 2025SP-024-001

Kings Lane

01 – Kimbrough

01 – Taylor

Dale & Associates, Inc., applicant; Church of God (7th Day), owner.

Deferrals

This item was deferred at the April 24, 2025, Planning Commission meeting. No public hearing was held.

Staff Reviewer

Marton

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Preliminary SP to permit 48 multi-family residential units.

Preliminary SP

A request to rezone from Single Family Residential (RS10) to Specific Plan (SP) zoning for property located at Kings Lane (unnumbered), approximately 122 feet east of Haynes Park Drive, to permit 48 multi-family residential units (5.09 acres).

Existing Zoning

Single Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 22 single family lots, based on acreage only. Application of the Subdivision Regulations may result in fewer lots at this site.*

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.

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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

[illegible]



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SITE CONTEXT

The subject site consists of one parcel, totaling 5.09 acres, located along the southern side of Kings Lane. The property has been zoned RS10 since 1998 and is currently vacant and heavily wooded. Surrounding properties are zoned RS10 while surrounding land uses include single-family residential and religious institution. A Specific Plan on an adjacent property to the southeast was approved in 2017 permitting 26 detached multi-family residential units (2017SP-057-001). The approved preliminary plan includes a north-south local street connection that stubs at its northern property boundary. To the west and south of the subject site, an existing Contextual Overlay District is applied to the Haynes Park and Treppard Heights subdivisions.

PLAN DETAILS

The proposed SP would permit a multi-family residential development with a maximum of 48 units. The plan includes two-unit types, detached rear loaded townhomes and attached surface parked townhomes. The maximum building heights are proposed as 2 stories in 35 feet. Detached units are accessed via a new proposed north-south public street, which stubs along the southern property boundary, and the attached units are accessed via private drives along the western half of the site. In addition to the north-south public street, an east-west segment of a new public street is shown stubbing at the eastern property boundary, to allow for future connectivity to adjacent parcels to the east. Along the western and portions of the eastern boundaries, 20-foot Type B landscape buffers are provided, and along the northern property boundary, a 10-foot Type B landscape buffer is provided.

ANALYSIS

The site is within the T3 Suburban Neighborhood Evolving policy area. T3 NE policy 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. The proposed SP would permit 48 multi-family residential units at a density of approximately 9.4 units an acre which is within the densities supported by the T3 NE policy. As the primary unit type in the area is single-family residential, the plan meets the intent of the T3 NE policy as it provides a unit type in the form of attached and detached townhomes, which will add to the overall diversity of housing choices in the area. The plan limits the building height to a maximum of 2 stories in 35 feet and provides landscape buffers on the western side which will provide an appropriate transition to adjacent properties within the T3 Suburban Neighborhood Maintenance policy and Contextual Overlay District to the west.

The SP aligns with the policy's goals of highly connected street networks by providing segments of two new local streets which will allow for opportunities for the adjacent parcels to the south and east to connect to the street network should they redevelop in the future. Additionally, the plan is within a 5-minute walk to a bus stop on WeGo Route 14 and proposes to upgrade the stop and relocate it to the site's frontage, which meets the goals of NashvilleNext to provide more housing choices near transit.

Overall, the plan meets the general goals of the T3 NE policy and staff recommends approval.



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FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Add additional fire hydrant near unit 15.

WEGO RECOMMENDATION

Approve with conditions

- Development to relocate and upgrade bus stop at Kings Ln & Haynes Park Dr in the eastbound direction.
- The bus stop to be relocated to the sidewalk constructed at site frontage. Bus stop to be upgraded to an in-lane bench type stop which must comply with the latest WeGo Transit design guidelines.
- The bus stop passenger waiting pad must be a minimum of 5ft x 8ft x4in concrete behind tangent curb. Pad must be flushed with curb and sidewalk but may be subject to existing ROW and existing utilities.
- Bus stop with appurtenances must be shown on plans prior to final SP submittal.
- Bus stop must be completed prior to any occupancy or use of first phase to be constructed.
- Developer must liaise and reach agreement with WeGo Philip.randall@nashville.gov on all WeGo conditions prior to this SP submittal, again prior to final SP, again prior to building permit issue and again prior to finalization of construction drawings.

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.
- 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.
- 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.
- 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.
- There shall be no earthen retaining walls installed in the public ROW. There shall be no vertical obstructions in new public sidewalks or roadways 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).
- Comply w/ NDOT traffic comments/conditions of approval.



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TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Stop control exiting the new public road.
- Provide signage indicating entrance into private drives. Stop control out of private drives.

STORMWATER RECOMMENDATION

Approve with conditions

- Approved as a 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 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.

Maximum Uses in Existing Zoning District: RS10

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	5.09	3.70 F	22 U	258	20	24

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	5.09	-	48 U	260	16	22

Traffic changes between maximum: RS10 and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+26 U	+2	-4	-2

METRO SCHOOL BOARD REPORT

Projected student generation existing: RS10 district: 2 Elementary 2 Middle 2 High

Projected student generation proposed: SP district: 11 Elementary 6 Middle 5 High

METRO SCHOOL BOARD REPORT

The proposed SP zoning is expected to generate 16 more students than the existing RS10 district. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek



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High School. Cumberland Elementary School is identified as at capacity, while Haynes Middle School and Whites Creek High School are 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 48 multi-family residential units. Short term rental property, owner occupied and short-term rental property, not owner occupied, shall be prohibited within the entire development.
2. On the corrected copy, after building height in the Development Summary Table add note: No building setback required.
3. All units shall have pitched roof forms. On the corrected copy, specify in the height data.
4. Required landscape buffers along the northern, western and eastern property lines shall utilize existing tree canopy to the greatest extent practicable. Existing tree canopy that is retained with the required buffer areas may count towards buffer requirements. Any preserved trees utilized for buffer requirements shall have tree protection measures consistent with the requirements of the Metro Zoning Code.
5. Additional landscape buffering shall be provided south of the surface parking areas along the southern property boundary.
6. Landscape buffer areas and tree preservation details shall be provided and reviewed by staff with the landscape plan included with the final site plan.
7. For corner units with two public street facing facades, the non-primary façade shall meet the minimum glazing standards and provide additional architectural detailing to address both street facing facades.
8. No direct vehicular access is permitted from the public streets to the individual units.
9. With the final site plan, provide architectural elevations complying with all architectural standards on the preliminary SP for review and approval.
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-A-NS 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.

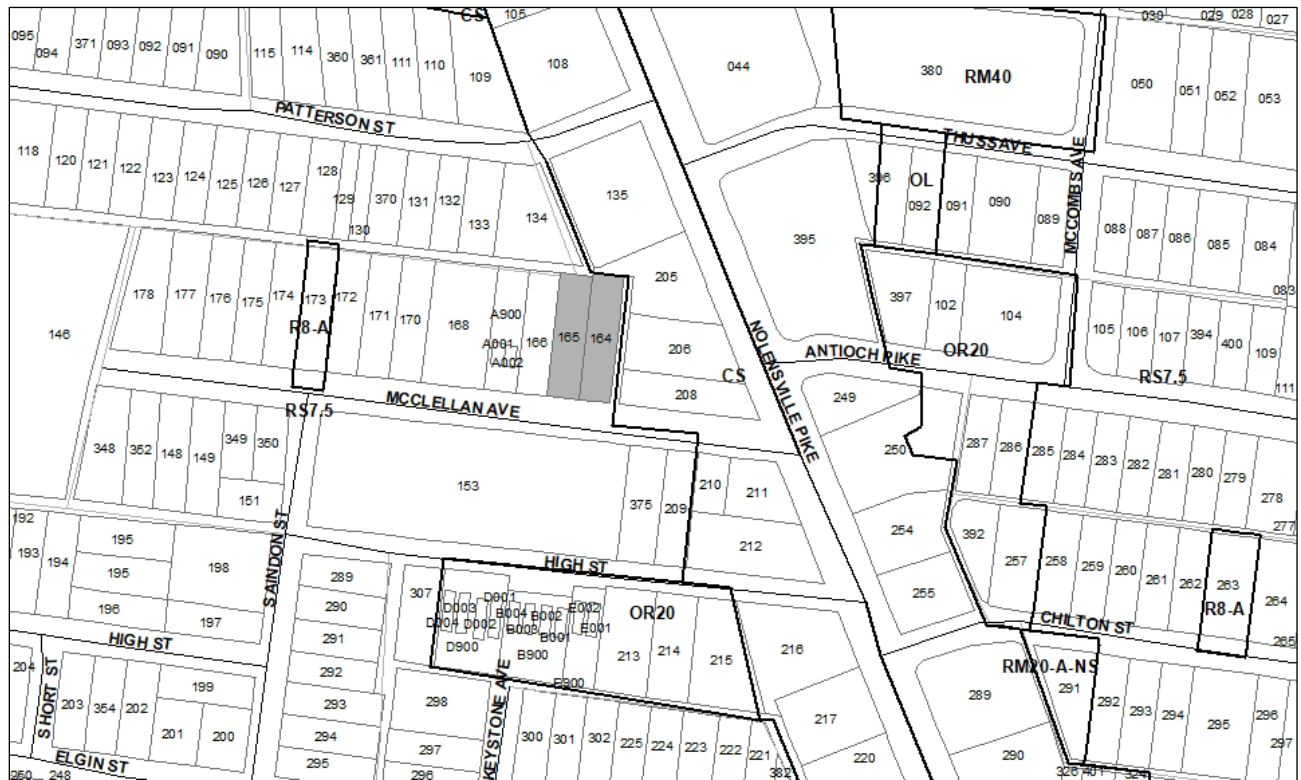


Metro Planning Commission Meeting of 05/08/2025

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.



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2025SP-025-001

RADNOR CORNER SP

Map 133-01, Parcel(s) 164-165

11, South Nashville

16 (Welsch)



Metro Planning Commission Meeting of 05/08/2025

Item #11

Project Name

Council District

School District

Requested by

Specific Plan 2025SP-025-001

Radnor Corner SP

16 – Welsch

07 – Player

Dale & Associates, Inc. applicant; Benjamin Ayodele Adewuyi, owner.

Deferrals

This request was deferred at the April 24, 2025, Planning Commission meeting. No public hearing was held.

Staff Reviewer

Commey

Staff Recommendation

Defer to the June 12, 2025, Planning Commission meeting.

APPLICANT REQUEST

Preliminary SP to permit six multi-family residential development.

Preliminary SP

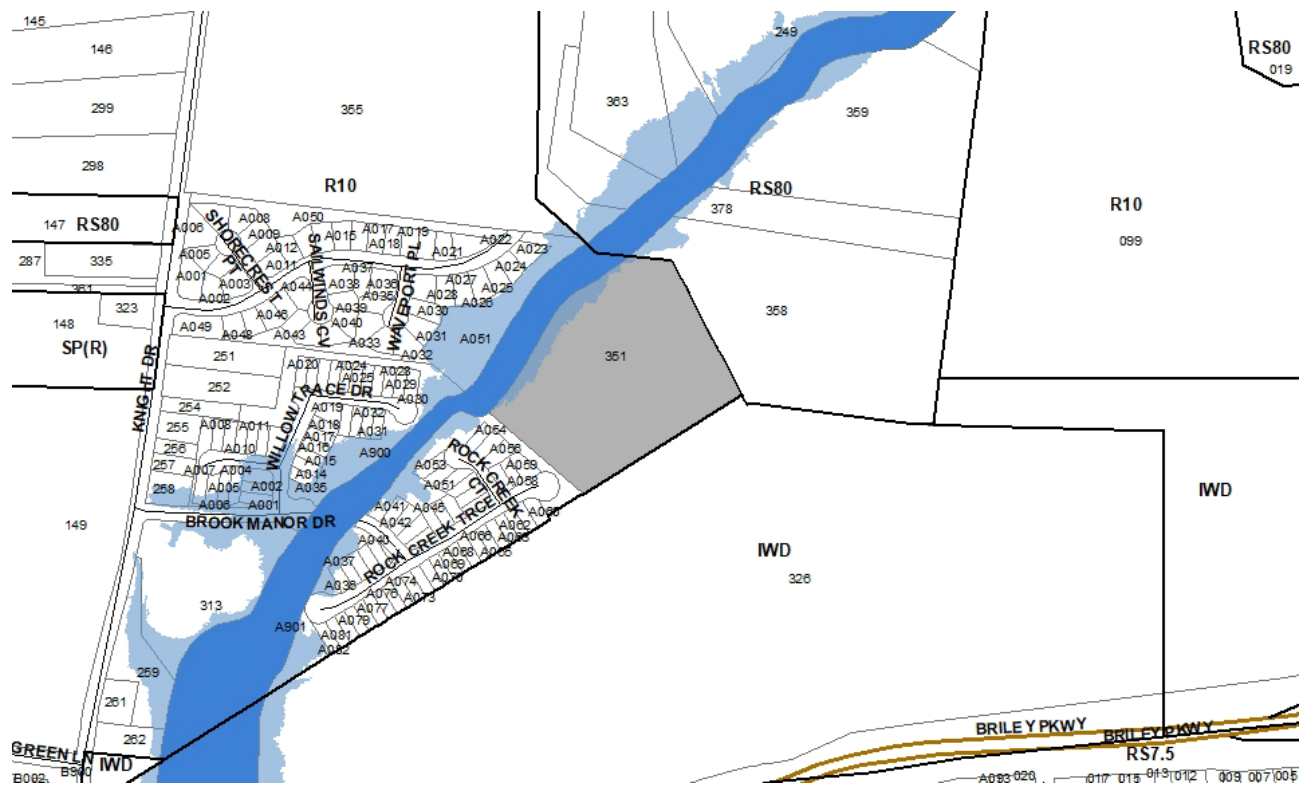
A request to rezone from Single-Family Residential (RS7.5) to Specific Plan (SP) zoning for properties located at 406 and 408 McCellan Avenue, approximately 124 feet west of Nolensville Pike, (0.42 acres), to permit six multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the June 12, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 05/08/2025



2024S-115-001

MONROE PARK – PHASE 1

Map 049, Parcel(s) 351

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Joy Kimbrough)



Metro Planning Commission Meeting of 05/08/2025

Item #12

Project Name

Council District

School District

Requested by

Concept Plan 2024S-115-001

Monroe Park – Phase 1

01 - Kimbrough

01 – Gentry

Elkins Surveying Company, applicant; Quality Clean Construction, LLC, owner.

Deferrals

This item was deferred at the October 24, 2024, November 14, 2024, December 12, 2024, February 13, 2025, February 27, 2025, and March 13, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Konigstein

Staff Recommendation

Defer Indefinitely.

APPLICANT REQUEST

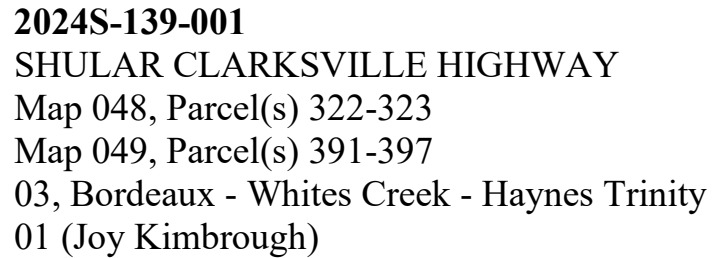
Request for concept plan approval to create 33 lots.

Concept Plan

A request for concept plan approval to create 33 lots utilizing conservation development standards on property located at Knight Drive (unnumbered), at the current terminus of Rock Creek Trace, zoned One and Two-Family Residential (R10) (9.19 acres).

STAFF RECOMMENDATION

Staff recommends indefinite deferral.





Metro Planning Commission Meeting of 05/08/2025

Item #13**Project Name****Council District****School District****Requested by****Concept Plan 2024S-139-001****Shular Clarksville Highway**

01 – Kimbrough

01 – Gentry

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

Staff Reviewer

Marton

Staff Recommendation*Defer to the June 12, 2025, Planning Commission meeting.*

APPLICANT REQUEST**Concept plan to permit 70 residential lots.**Concept Plan

A request for concept plan approval to create 70 residential lots utilizing the compact 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) and located in the Whites Creek at Lloyd Road Urban Design Overlay District (30.13 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the June 12, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 05/08/2025



2025S-037-001

MADELINE DRIVE

Map 147-16, Parcel(s) 192

12, Southeast

27 (Robert Nash)



Metro Planning Commission Meeting of 05/08/2025

Item #14

Project Name

Council District

School District

Requested by

Plat Amendment 2025S-037-001

Madeline Drive

27 – Nash

07 – Player

Soma Ezzadpanah, applicant and owner.

Deferrals

This request was deferred at the March 13, 2025, March 27, 2025, April 10, 2025, and April 24, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Commey

Staff Recommendation

Administrative review.

APPLICANT REQUEST

Request for plat amendment to modify an easement.

Plat Amendment

A request to amend a previously recorded plat to modify an easement on property located at 5018 Madeline Drive, approximately 96 feet north of Strasser Drive, zoned Single Family Residential (RS10) (0.35 acres).

BACKGROUND

The application was initially submitted to amend the side setback on the subject property. The application for amendment of setbacks on a subdivision plat includes the requirement to provide letters from adjacent property owners indicating their approval of the proposed subdivision amendment. In cases where these letters have not been provided, the applicant may seek approval from the Planning Commission. For this reason, this application was placed on the Planning Commission agenda.

Upon further review, it was determined that the setback in question was not a platted setback, but rather a designated Public Utility Easement (PUE) within the plat, which had been incorrectly identified as the setback in the initial application.

Modifications to a platted PUE can be administratively reviewed as specified by the local regulations governing such requests. No amendment to a setback is required, and the need for Planning Commission review is no longer required. Thus, the scope of the application has changed, and the case will now proceed as an administrative review for modification of the previously platted Public Utility Easement (PUE).

Given the determination that the request pertains to a Public Utility Easement (PUE) rather than a setback, and that PUE modifications are subject to administrative review, it is recommended that the case be processed administratively without the need for Planning Commission involvement. The case will be reviewed in accordance with the applicable regulations governing PUE amendments.



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STAFF RECOMMENDATION

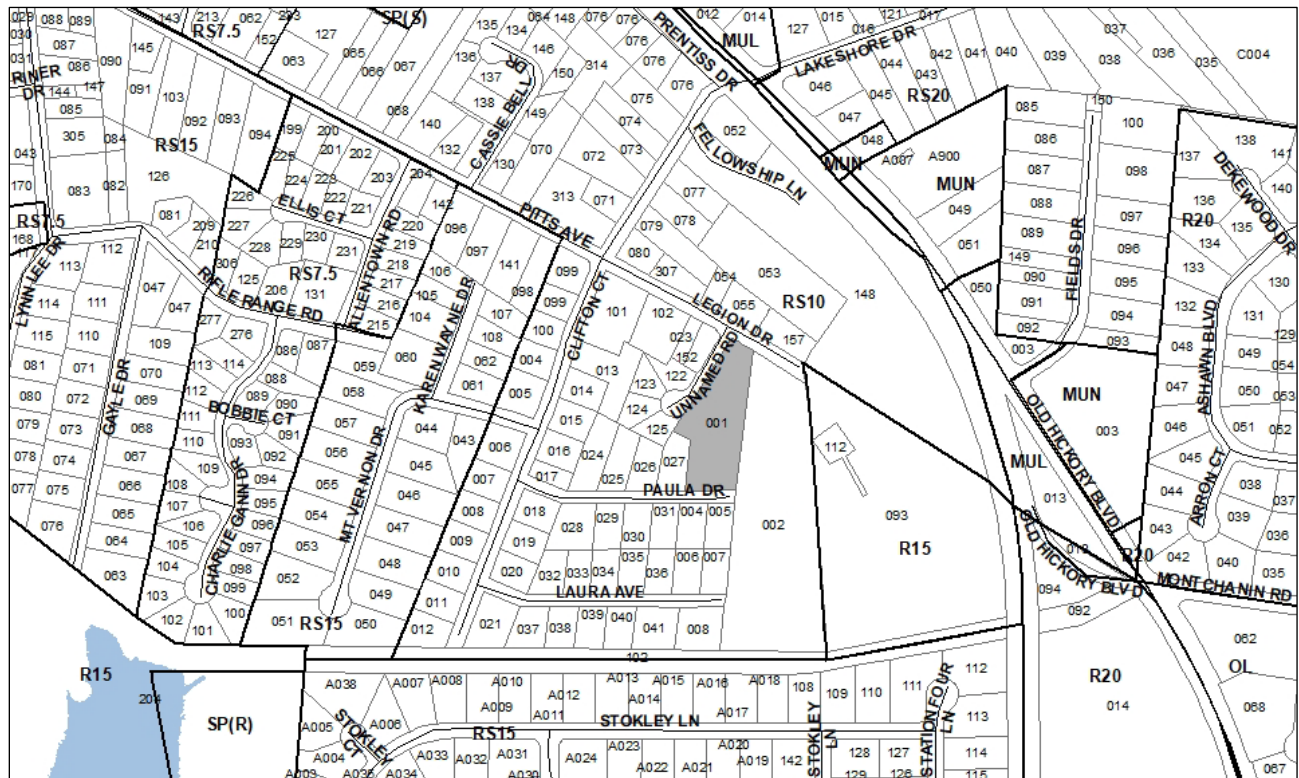
Staff recommends the case continue to be processed administratively.



SEE NEXT PAGE



Metro Planning Commission Meeting of 05/08/2025



2025S-066-001

109 PAULA DRIVE

Map 064-01, Parcel(s) 001

14, Donelson - Hermitage - Old Hickory

11 (Jeff Eslick)



Metro Planning Commission Meeting of 05/08/2025

Item #15

Project Name

Council District

School District

Requested by

Final Plat 2025S-066-001

109 Paula Drive

11 – Eslick

04 – Nabaa-McKinney

Truelinels, applicant; Marie Keely Hunt, owner.

Deferrals

This request was deferred at the April 24, 2025, Planning Commission meeting. No public hearing was held.

Staff Reviewer

Commey

Staff Recommendation

Approve with conditions, including an exception to Section 3-5.2.d.1 for lot frontage and Section 3-5.2.d.2 for lot size.

APPLICANT REQUEST

Request for final plat approval to create two lots.

Final Plat

A request for final plat approval to create two lots on property located at 109 Paula Drive, approximately 449 feet east of Clifton Court, zoned Single-Family Residential (RS10) (1.6 acres)

SITE DATA AND CONTEXT

Location: The site consists of one lot located along the north side of Paula Drive.

Street Type: The site has frontage on Legion Drive to the north and Paula Drive to the south.

Approximate Acreage: 1.69 acres or approximately 70,261 square feet.

Parcel/Site History: The site consists of one lot. The lot was created by plat (Book 3600, Page 44) in 1964.

Zoning History: The property has been zoned RS10 since 2011. Prior to 2011, the property was part of the former City of Lakewood.

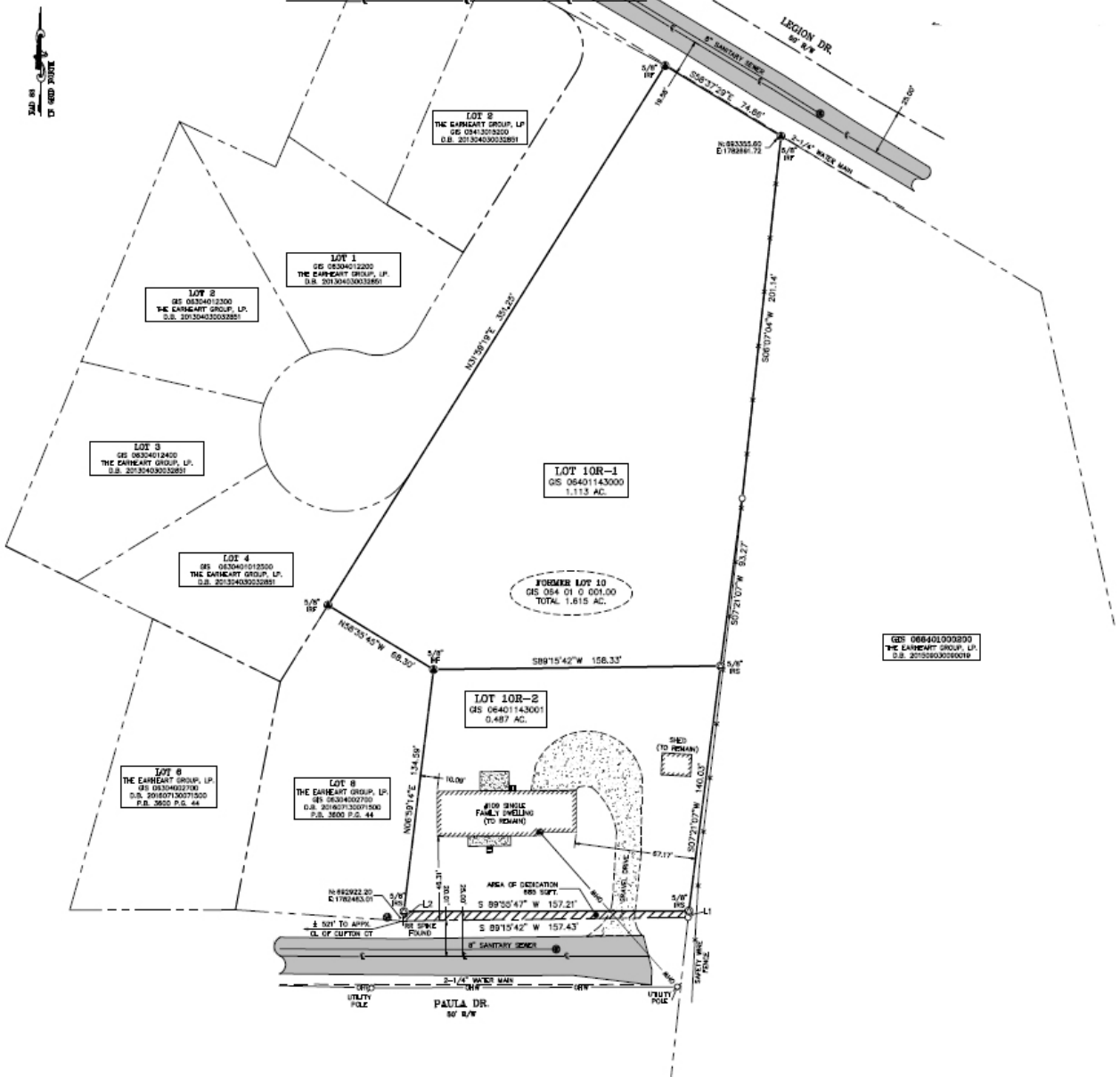
Existing Land Use: The subject property contains a single-family land use.

Surrounding Land Use and Zoning:

- North: Single Family Residential/RS10
- South: Single Family Residential/RS10
- East: Single Family Residential/RS10
- West: Single Family Residential/RS10



Metro Planning Commission Meeting of 05/08/2025



Proposed Final Plat



Metro Planning Commission Meeting of 05/08/2025

Zoning: Single Family Residential (RS10)

Min. lot size: 10,000 square feet

Max. building coverage: 0.40

Min. rear setback: 20'

Min. side setback: 5'

Max. height: 3 stories

Min. street setback: per Zoning Code

PROPOSAL DETAILS

Number of lots: 2

Lot sizes: Proposed Lot 1 has a lot size of approximately 1.11 acres, or 48,482 square feet and proposed Lot 2 has a lot size of approximately 0.48 acres or 20,908 square feet.

Access: Lot 2 is accessed by an existing driveway at Paula Drive while Lot 1 is proposed to be accessed from Legion Drive.

Subdivision Variances or Exceptions Requested: An exception is required for the compatibility criteria for Lot 1, as Lot 1 does not meet the requirement for minimum 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 CCM are based on a planning tool called the Transect, which describes a range of development patterns from most to least developed.

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

3-1 General Requirements

The proposal meets the requirements of 3-1.

3-2 Monument Requirements

Permanent monuments, in accordance with this section of the regulations, shall be placed in all subdivisions when new streets are to be constructed. The proposal does not propose any new streets.



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3-3 Suitability of the Land

Staff finds that the land is suitable for development consistent with this section.

3-4 Lot Requirements

All lots comply with the minimum standards of the zoning code. Both lots exceed the minimum lot size of the RS10 zoning district. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of RS10 zoning at the time of building permit. Lot 1 is currently accessed by Legion Drive while Lot 2 is accessed by Paula Drive

3-5 Infill Subdivisions

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

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

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

Complies. The proposed lot meets the minimum standards of the zoning code.

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

Complies. The proposed lots have frontage along a public street.

c. *The resulting density of lots does not exceed the prescribed densities of the policies for the area. To calculate density, the lot(s) proposed to be subdivided, and the surrounding parcels shall be used. For a corner lot, both block faces shall be used.*

The T3 NM policy that applies to the site does not specifically identify an appropriate density; however, the policy supports the underlying RS10 zoning district and its prescribed density.

d. *The proposed lots are consistent with the community character of surrounding parcels as determined below:*

1. Lot frontage is either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater. For a corner lot, only the block face to which the proposed lots are to be oriented shall be used; and

Lot 1 has frontage on Legion Drive. The proposed Lot 1 has a frontage width of 74.86 feet. The required frontage per compatibility standards for surrounding parcels along



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Legion Drive is 201 feet. Per Section 3-5.2, in cases where lots do not meet the required minimum lot frontage, the Planning Commission may grant an exception to the compatibility requirement by considering a larger area to evaluate general compatibility. More information is provided in the Variance/Exceptions Analysis section below.

Lot 2 has frontage onto Paula Drive with a width of 157.45 feet. The required frontage per compatibility standards for surrounding parcels along Paula Drive is 66.71 feet. Lot 2 meets the compatibility standards for frontage requirement.

2. Lot size is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than smallest surrounding lot, whichever is greater. For a corner lot, only the block face to which the proposed lots are to be oriented shall be used; and

Lot 1 has a proposed area of 48,482 square feet or 1.11 acres. The required lot size per compatibility standards for surrounding parcels is 222,946 square feet or 5.24 acres. Per Section 3-5.2, in cases where lots do not meet the required minimum lot size, the Planning Commission may grant an exception to the compatibility requirement by considering a larger area to evaluate general compatibility. More information is provided in the Variance/Exceptions Analysis section below.

Lot 2 has a proposed area of 20,908 square feet or 0.48 acres. The required lot size per compatibility standards for surrounding parcels is 12,593 square feet or 0.289 acres. Lot 2 meets the compatibility standards for lot size.

3. 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. When one of the abutting parcels is vacant, the next developed parcel shall be used. For a corner lot, both block faces shall be used; and

For any future development on the proposed lots, structures will be required to meet the Zoning setback standards per the Metro Zoning Code.

4. Orientation of proposed lots shall be consistent with the surrounding parcels. For a corner lot, both block faces shall be evaluated.

Proposed Lot 1 is oriented to Legion Drive which is in keeping with the lot orientation of surrounding parcels while Proposed Lot 2 is oriented to Paula Drive which is in keeping with the lot orientation of surrounding parcels.

e. The current standards of all reviewing agencies are met.

All agencies have recommended approval or approval with conditions.

f. If the proposed subdivision meets subsections a, b, c and e of this section but fails to meet subsection d, the Planning Commission, following a public hearing in accordance with the Planning Commission Rules and Procedures, may consider whether the subdivision can provide for the harmonious development of the community by otherwise meeting the



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provisions of TCA 13-4-303(a). In considering whether the proposed subdivision meets this threshold, the Commission shall specifically consider the development pattern of the area, any unique geographic, topographic and environmental factors, and other relevant information. The Commission may place reasonable conditions, as outlined in Section 3-5.6, necessary to ensure that the development of the subdivision addresses any particular issues present in an infill subdivision and necessary to achieve the objectives as stated in TCA 13-4-303(a).

Lot 1 does not meet the compatibility requirement for minimum lot frontage and lot size. The Planning Commission may grant an exception to the compatibility criteria by considering a larger area to evaluate general compatibility. The following section discusses the exceptions for lot frontage and lot size.

Variances/Exceptions Analysis

This request requires exceptions from Section 3-5.2 pertaining to lot frontage and lot size.

Lot Frontage

Due to the configuration of the subject parcel and the surrounding parcels, the initial compatibility analysis for Lot 1 evaluated one parcel to the east of the subject property. The parcel used for evaluating compatibility for the proposed Lot 1 is 114 Legion Drive (Map 064-01, Parcel 002). As only one parcel was used in the compatibility calculations based on the Subdivision Regulations classification of surrounding parcels, the requirements are not reflective of the broader lot pattern in the area. Staff evaluated other parcels including all six parcels in the Legion Acres Subdivision directly to the west of the subject property and seven other parcels located along both sides of Legion Drive. These parcels had frontages ranging from 45 feet to 208 feet. The proposed Lot 1 has a frontage of approximately 75 feet which is comparable frontage to these other parcels in the larger area. The existing frontage for Lot 1, as it relates to the overall parcel configuration remains unchanged.

Lot Size

When evaluating the compatibility requirements, staff considered the same parcel as mentioned in the analysis for lot frontage above. In looking at the broader area, staff evaluated all six parcels in the Legion Acres Subdivision directly to the west of the subject property and seven other parcels located along both sides of Legion Drive. The parcels in the larger area along Legion Drive and the parcels in Legion Acres Subdivision have an average lot size of approximately 15,000 square feet. Looking at the larger area, lot sizes vary from block to block but most fall within the range of 6,346 to 32,865 square feet. Lot 1 has a proposed size of 48,482 square feet, which is greater than the surrounding properties

Staff finds that the proposed Lot 1 has lot frontage and lot size comparable to parcels in the larger area and that the proposed subdivision can provide for harmonious development. Given this information, staff finds the proposed Lot 1 to be consistent with the larger area and that an exception to compatibility requirements would be appropriate.



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

Not applicable to this case.

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

Not applicable to this case.

- 3-5.5 *Infill Subdivision Frontage*

Not applicable to this case.

- 3-5.6 *Reasonable Conditions*

Not applicable to this case.

3-6 Blocks

Not applicable. No new blocks are being created.

3-7 Improvements

No public infrastructure or improvements are required with this subdivision. Construction plans for any required private improvements (private stormwater, water and sewer lines and connections) will be reviewed at the time of building permit.

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

For subdivisions, sidewalks are not required along existing streets. Per a recent court case, the section of the Zoning Code that requires sidewalks along existing streets has been voided.

3-9 Requirements for Streets

Not applicable. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.

3-10 Requirements for Dedication, Reservations, or Improvements

Legion Drive is classified as a local road. The plat does not propose to dedicate any right-of-way as the standard right of way for a local street is already being met. Paula Drive is also a local road. The plat proposes to dedicate five feet to meet the standard half right-of-way of 25 feet along Paula Drive.

3-11 Inspections During Construction

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

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

Not applicable. No new streets are proposed.



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

Not applicable. No private streets are proposed.

3-14 Drainage and Storm Sewers

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

3-15 Public Water Facilities

Metro Water Services has reviewed this proposed plat for water and has recommended approval.

3-16 Sewerage Facilities

Metro Water Services has reviewed this proposed plat for sewer and has recommended approval.

3-17 Underground Utilities

Utilities are required to be located underground whenever a new street is proposed. The plat is not proposing a new street, and the requirement is not applicable.

PLANNING STAFF COMMENTS – SUBDIVISION REGULATIONS

With the exception for the compatibility criteria, the proposed subdivision meets the standards of the Metro Subdivision Regulations and Metro Zoning Code. Future development will be required to meet the standards of the Metro Zoning Code in regard to setback, building heights, etc. Staff recommends approval with conditions based on a finding that the proposal can provide for harmonious development.

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 the plat complies with the adopted General Plan (NashvilleNext). Per the Court, the Planning Commission may not evaluate each concept plan to determine whether it is harmonious generally but may consider policy. Policy information is provided below for consideration.

NashvilleNext includes a Community Character Manual (CCM) which establishes character areas for each property within Metro Nashville. The community character policy applied to the entirety of this property is T3 NM (Suburban Neighborhood Maintenance). The goal of the T3 NM Policy is to maintain suburban neighborhoods characterized by their development pattern, building form, land use and associated public realm. The policy states that these areas will experience some change over time, and when such change occurs, efforts should be made to retain the existing character of the neighborhood. Appropriate land uses in the T3 NM policy include single-family residential, one and two-family residential, open space, and institutional uses.

According to the T3 NM policy, density is secondary to the form of development; however, these areas are meant to be low- to moderate-density. Since T3 NM policy is applied to predominantly



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developed neighborhoods whose character is intended to be maintained, the appropriate density is determined by the existing character of each individual neighborhood in terms of its mix of housing types, setbacks, spacing between buildings, and block structure. Staff finds that the proposed subdivision maintains the residential land use, meets the minimum standards of the zoning district, and has frontage along an existing local street and is, therefore, consistent with T3 NM policy.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with Conditions

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

WATER SERVICES RECOMMENDATION

Approve with Conditions

- The W&S Capacity fees must be paid prior to service connections.

STAFF RECOMMENDATION

Staff recommends approval with conditions, including an exception to Section 3-5.2.d.1 for lot frontage and Section 3-5.2.d.2 for lot size.

CONDITIONS

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. 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.
3. On the corrected copy, add deed/instrument numbers.
4. On the corrected copy, provide the acreage in square feet for the lots.
5. On the corrected copy, Revise Note 11 "Subject currently zoned RS10 and within the Airport Impact overlay. Setbacks per Metro Zoning Code."
6. On the corrected copy, make Note 12 the first note under the surveyor's notes.
7. On the corrected copy, renumber lots from 10R-1 and 10R-2 to Lots 1 and 2 as referenced on the plat.
8. On the corrected copy, remove the certificate and approval forms.
9. On the corrected copy, remove other notes under the record section.
10. On the corrected copy, remove the notation of health restrictions notes under the record section.



Metro Planning Commission Meeting of 05/08/2025

11. On the corrected copy, remove the second ownership certificate.
12. On the corrected copy, remove the supersession notes with the exception of the sentence that begins with *The recording of this plat voids and vacates and supersedes the recording of [Name]_____ subdivision of record in plat Book Number _____ Page _____ R.O.D.C

RECOMMENDED ACTION

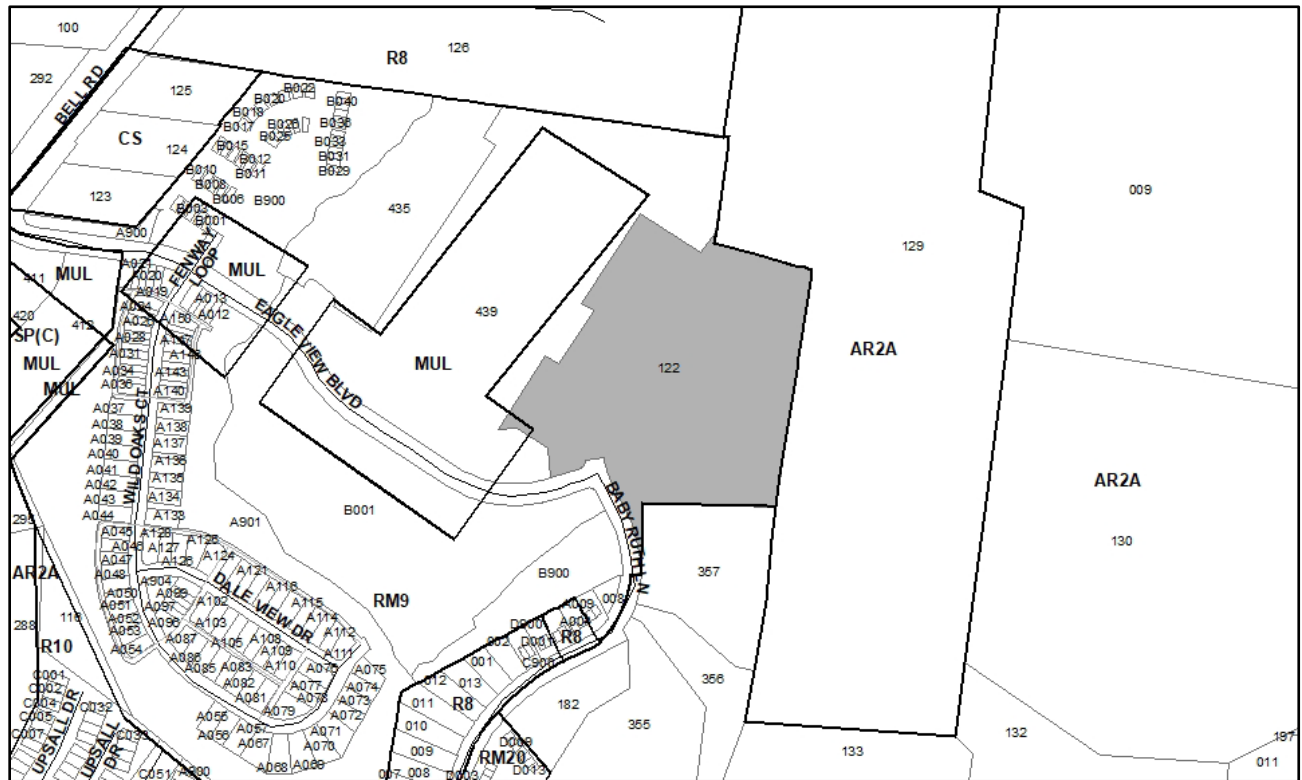
Motion to approve proposed subdivision Case No. 2025S-066-001 with conditions including an exception to Section 3-5.2.d.1 for lot frontage and Section 3-5.2.d.2 for lot size based upon findings that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all the staff recommended conditions.



SEE NEXT PAGE



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2003UD-003-011

RIDGEVIEW UDO, SECTIONS VI & VII (AMENDMENT)

Map 163, Parcel(s) 122

13, Antioch-Priest Lake

32 (Joy Styles)



Metro Planning Commission Meeting of 05/08/2025

Item #16

Project Name

Council District

School District

Requested by

2003UD-003-011 (Amendment)

Ridgeview UDO, Sections VI & VII

32 – Styles

06 – Mayes

Dale & Associates, applicant; AF PB2, LLC, owner.

Deferrals

This request was deferred at the April 24, 2025, Planning Commission meeting. No public hearing was held.

Staff Reviewer

Commeey

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Amend a portion of an Urban Design Overlay.

UDO Amendment

A request to amend a portion of the preliminary plan for property located at Eagle View Boulevard (unnumbered), at the northeast corner of Eagle View Boulevard and Baby Ruth Lane, zoned Mixed Use Limited (MUL) and Multi-Family Residential (RM9) (14.57 acres) and within the Ridgeview Urban Design Overlay District, to permit 376 multi-family residential units.

Existing Zoning

Multi-Family Residential (RM9) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre.

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

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

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



Metro Planning Commission Meeting of 05/08/2025

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.

UDO HISTORY

The Ridgeview Urban Design Overlay (UDO) was approved in 2003 for a total of 936 residential units consisting of 256 live/work units, 210 flats, 192 townhomes, 142 patio homes, and 136 single-family lots. It also included a mixed-use area. The UDO was amended in 2016 to allow for 781 units, including 581 multi-family residential units, an assisted living facility with 200 beds, and a community education site. With the 2016 amendment, case number 2003UD-003-003, the number of residential units decreased due to the addition of the Metro School site in Section IV. Sections III and V of the UDO, which border the subject site to the west, were included in a 2019 modification, case number 2003UD-003-008, which included changes to the overall layout, with no additional density proposed.

The UDO is divided into seven sections or phases. Currently, Section I, which includes 150 units comprising of single-family units and townhomes has been completed. Section II, which was approved for 41 townhomes is currently under construction. Section III was previously approved for 110 multi-family units but was modified to 70 units with the 2019 modification and has not yet been constructed. Section IV, which consists of a Metro Nashville Public School (Eagle View Elementary School) has been completed. Section V, which consists of 324 multi-family stacked flats has also been completed. Sections VI and VII, subjects of this application, were previously approved for 200 assisted living beds (each bed counted as a unit) and open space, respectively. This amendment proposes 376 multi-family stacked flat units to replace the previously approved entitlements on these two sections.

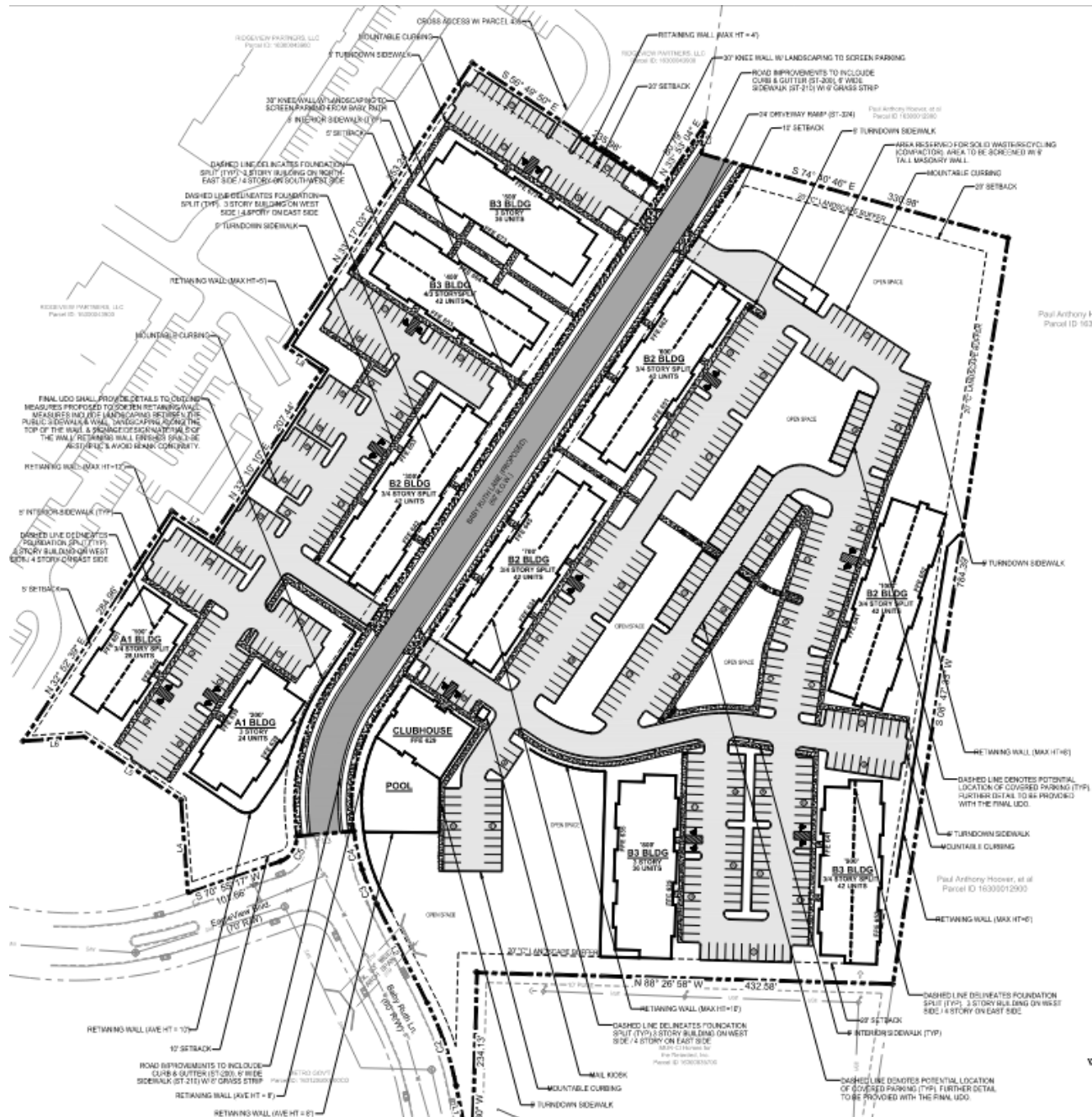
SITE CONTEXT

The approximately 14.57-acre site comprises Sections VI and VII of the Ridgeview Urban Design Overlay (UDO) located at Eagle View Boulevard (unnumbered), at the northeast corner of Eagle View Boulevard and Baby Ruth Lane. The site has frontage on Eagle View Boulevard, an existing street, and a segment of Baby Ruth Lane that will be constructed with this development. Both are classified as collector avenues (either planned or existing), respectively, in the Major and Collector Street Plan (MCSP). The site is within 0.5 miles of four WeGo transit stops along Bell Road which is classified as an arterial boulevard in the MCSP.

The surrounding zoning districts include vacant residential land zoned Agricultural/Residential (AR2a), Multi-Family Residential (RM20, RM9) and Mixed-Use Limited (MUL). Other properties in the vicinity are zoned One and Two Family Residential (R8) with a Planned Unit Development (PUD) Overlay District.



The current request is for approval to build 376 multifamily stacked flat units in Sections VI and VII of the Ridgeview UDO. The plan proposes 172 units in Section VI and 204 units in Section VII. This request will increase the maximum number of approved residential units in the UDO from 585 residential units (reflecting the 40-unit reduction in the 2019 modification) to a total of 961 residential units. The assisted living facility approved in Section VI would be removed with this amendment.



Proposed Plan



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Site Plan

The plan proposes 376 multi-family residential units. The current UDO consists of a site plan and pattern book specifying design guidelines. The guidelines for the multi-family buildings will remain in place. All streetscape and other design guidelines of the UDO will also remain. Buildings are proposed in three stories in 40 feet and four stories in 50 feet, all heights measured from the average elevation of the four most exterior corners to the mid-point of the primary roof pitch or to the top of the parapet for a flat roof. Three of the buildings are proposed to be three stories while the majority of the buildings will be split between three and four stories to work with the grading of the site.

A 10-foot retaining wall will be used to screen the development at the southern portion of the site at the intersection of Baby Ruth Lane and Eagle View Boulevard. Measures have been proposed to soften the retaining wall, including landscaping between the public sidewalk and the retaining wall. The plan has both surface and garage parking. Parking areas that may be visible from public view will be screened by knee walls and landscaping. The site is served by a clubhouse and swimming pool, and the plan also includes various open spaces for outdoor recreation.

The proposed units share access through a public road extension of Baby Ruth Lane, which is to be constructed as part of the development. NDOT has added conditions that include off-site street improvements along Baby Ruth Lane, Eagle View Boulevard, and Mt. View Road, to the south.

Sidewalk connections are provided on the proposed Baby Ruth Lane. Per the MCSP requirements, the plan shows a six-foot planting strip and a six-foot sidewalk width along Baby Ruth Lane. The site is also served by internal sidewalks. As shown on the site layout, a 20-foot type C landscape buffer is proposed along the southern, northern and eastern property lines.

ANALYSIS

The subject site is vacant and located within a Suburban Neighborhood Evolving (T3 NE) policy area. T3 NE policy areas are undeveloped, underdeveloped, or suitable for substantial infill and redevelopment and are anticipated to be developed in suburban residential patterns, but at higher densities and with greater housing variety than classic suburban neighborhoods.

The plan is consistent with the Antioch – Priest Lake Community Plan and meets several critical planning goals. The plan calls for a design that would foster walkability by providing sidewalks along all streets as well as internal connections, and it includes various open space areas for outdoor recreation. The plan calls for a private road connection at the northwestern corner of the new development that connects with existing development in Section V of the UDO. The plan also calls for a continuation of Baby Ruth Lane through the development, which provides more options for vehicular movement in the area and further connects communities.

The site is also located within the conservation policy area. 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 conservation policy on the site is associated with some gentle and steep slopes that are present on the site and a stream that runs through the site. The proposed development avoids the areas of steep slopes present on the site.



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The proposed amendment is consistent with the T3 NE policy goal allowing for higher density with greater housing choice. The UDO has a mixture of townhomes and single family homes and the addition of the stacked flats will add to the variety of housing choices. The amended plan for Sections VI and VII calls for a maximum height of four stories, which is consistent with the allowable height of five stories in the UDO. Proposed sidewalks along existing streets, new streets, and internal to the site will ensure good pedestrian connectivity in the area. The landscaping buffers provided along the property boundaries are appropriate to minimize the proposed development's visual impact on the adjacent residential and agriculturally zoned land.

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve with Conditions

The applicant will be responsible for ensuring that all previously noted ROW punch list items are completed or addressed in a manner satisfactory to NDOT. A list of those items has previously been provided to the applicant.

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

1. The applicant shall implement traffic calming measures on Eagle View Blvd. and Baby Ruth Lane which should include speed cushions. Further coordination with NDOT's Traffic Calming Manager will be required to identify suitable mitigation strategies.
2. All work within the Public right-of-way requires an Excavation Permit from the Nashville Department of Transportation.
3. Proof-rolling of ALL street sub-grades is required in the presence of the Nashville Department of Transportation Inspector, request to be made 24 hours in advance.
4. Stop signs to be 30 inch by 30 inch.
5. Street name signs are to have six inch white letters in Highway Gothic font on a nine inch green aluminum blade, and be mounted vertically staggered. Street name signs shall be assembled using extruded sign blades.
6. All signs to have 3M high intensity retro-reflective coating.
7. All striping within ROW is to be 80 mil thermoplastic striping at the time of acceptance. Paint striping should be used in the interim until final striping has been placed.
8. The development/ contractor shall have a NDOT stamped set of plans on site to be produced upon request during any site visit.



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9. Provide detailed road information (vertical and horizontal details) on construction plan set.
10. Provide Metro standard detail callouts on construction plan set.
11. Exiting Public ROW provide now entering private property signs at access entrances to project.
12. Create smooth transition between existing and proposed. C&G and sidewalk is to align. If transitions are needed provide per MUTCD taper guidance.
13. Comply with T&P conditions. Provide off-site sheets for items identified within Traffic & Parking conditions copied below:

This development represents the final phase within the Ridgeview UDO. Currently, there are outstanding infrastructure components within the UDO area that require completion. The applicant shall coordinate with the NDOT regarding the following infrastructure items;

1.) Eagle View Boulevard (between Bell Rd & Baby Ruth Ln)

[1.A.] At the intersection of Bell Rd & Eagle View Blvd, restripe all deficient pavement markings.

[1.B.] The cross-section on Eagle View Blvd shall include a minimum of one travel lane in each direction and a center two-way left-turn lane, each a minimum of 12'.

[1.C.] Bridge culvert – address deficiencies noted in NDOT's previously completed bridge inspection report.

[1.D.] The sidewalk gaps along both sides of Eagle View Blvd shall be filled with an 8' sidewalk & 6' grass-strip. NDOT may grant an exception based on existing constraints.

[1.E.] An enhanced mid-block cross walk shall be provided on Eagle View Blvd providing access to the Eagle View Elementary school. Further coordination with NDOT will be required to determine the appropriate treatments, but at a minimum the following shall be provided, ADA-compliant curb ramps, a School sign (S1-1) with a diagonal downward pointing arrow plaque (W16-7P) on the south side of Eagle View Blvd facing eastbound traffic as well as on the north side of Eagle View Blvd facing westbound traffic.

2.) Intersection of Eagle View Blvd & Baby Ruth Lane;

[2.A.] Stop signs (R1-1) with All-Way plaques (R1-3P), stop line pavement markings, and Stop Ahead warning signs (W3-1) should be provided for all three approaches. Pedestrian crosswalk pavement markings and ADA-compliant curb ramps should be provided for each leg.

[2.B.] An Eastbound left turn lane, with a minimum of 50' of storage, on Eagle View Blvd shall be provided.

3.) Baby Ruth Lane, between Eagle View Blvd & Mt. View Rd;

[3.A.] Sidewalks shall be provided along the property frontage that is being developed with this final phase.

[3.B.] Provide traffic calming on the existing residential street of Baby Ruth Lane, double solid yellow centerlines and white edge-lines should be installed on Baby Ruth Lane from the Hanover Ridge Apartments access drive to its intersection with the Eagle View Blvd Extension.

[3.C.] Speed limit pavement markings should be installed on Baby Ruth Lane to provide traffic calming for the street



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[3.D.] School signs (S1-1) with Ahead plaques (W16-9P) should be provided for the southbound and northbound approaches of the Baby Ruth Lane Extension to the Eagle View Blvd Extension. An End School Zone sign (S5-2) should be provided on northbound Baby Ruth Lane Extension north of the Eagle View Blvd Extension and on southbound Baby Ruth Lane Extension south of the Eagle View Blvd Extension.

4.) Intersection of Bell Road and Hickory Hollow Terrace/Bell Forge Lane; Modify the traffic signal design to provide a northbound, right-turn overlap signal phase for Bell Forge Lane at Bell Road.

TRAFFIC AND PARKING RECOMMENDATION

Approve with Conditions

This development represents the final phase within the Ridgeview UDO. Currently, there are outstanding infrastructure components within the UDO area that require completion. The applicant shall coordinate with the NDOT regarding the following infrastructure items:

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[1.C.] Bridge culvert – address deficiencies noted in NDOT's previously completed bridge inspection report.

[1.D.] The sidewalk gaps along both sides of Eagle View Blvd shall be filled with an 8' sidewalk & 6' grass-strip. NDOT may grant an exception based on existing constraints.

[1.E.] An enhanced mid-block cross walk shall be provided on Eagle View Blvd providing access to the Eagle View Elementary school. Further coordination with NDOT will be required to determine the appropriate treatments, but at a minimum the following shall be provided, ADA-compliant curb ramps, a School sign (S1-1) with a diagonal downward pointing arrow plaque (W16-7P) on the south side of Eagle View Blvd facing eastbound traffic as well as on the north side of Eagle View Blvd facing westbound traffic.

2.) Intersection of Eagle View Blvd & Baby Ruth Lane;

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[2.B.] An Eastbound left turn lane, with a minimum of 50' of storage, on Eagle View Blvd shall be provided.

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[3.A.] Sidewalks shall be provided along the property frontage that is being developed with this final phase.

[3.B.] Provide traffic calming on the existing residential street of Baby Ruth Lane, double solid yellow centerlines and white edge-lines should be installed on Baby Ruth Lane from



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the Hanover Ridge Apartments access drive to its intersection with the Eagle View Blvd Extension.

[3.C.] Speed limit pavement markings should be installed on Baby Ruth Lane to provide traffic calming for the street

[3.D.] School signs (S1-1) with Ahead plaques (W16-9P) should be provided for the southbound and northbound approaches of the Baby Ruth Lane Extension to the Eagle View Blvd Extension. An End School Zone sign (S5-2) should be provided on northbound Baby Ruth Lane Extension north of the Eagle View Blvd Extension and on southbound Baby Ruth Lane Extension south of the Eagle View Blvd Extension.

4.) Intersection of Bell Road and Hickory Hollow Terrace/Bell Forge Lane; Modify the traffic signal design to provide a northbound, right-turn overlap signal phase for Bell Forge Lane at Bell Road.

Maximum Uses in Existing Zoning District: UDO

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	-	-	150 U	1,510	111	149

Maximum Uses in Existing Zoning District: UDO

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	-	-	475 U	2,587	158	198

Maximum Uses in Existing Zoning District: UDO

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Assisted Care Living Facility (252)	-	-	200 U	779	40	51

Maximum Uses in Proposed Zoning District: UDO

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	-	-	150 U	1,510	111	149

Maximum Uses in Proposed Zoning District: UDO

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	-	-	851 U	4,636	280	346



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Traffic changes between maximum: UDO and UDO

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1,270	+82	+97

METRO SCHOOL BOARD REPORT

Projected student generation current: 24 Elementary 17 Middle 14 High

Projected student generation proposed: 45 Elementary 32 Middle 27 High

The proposed amendment is expected to generate 49 additional students. 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 with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 376 multi-family residential units in Sections VI and VII. Short-term rental properties, owner occupied and short-term rental properties, not owner occupied, shall be prohibited.
2. On the corrected copy, identify the proposed unit count breakdown in Section VI and VII summary.
3. On the corrected copy, remove note C from the architectural standards on sheet C0.0.
4. On the corrected copy, update the existing unit counts to reflect the 2019 modifications.
5. On the corrected copy, update the Existing UDO diagram on Sheet C1.1 to reflect the 2019 modifications.
6. On the corrected copy, update the UDO Summary on Sheet C1.1 to say "Existing UDO Summary" and add "200 beds" next to Section VI Assisted Living.
7. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the modified UDO plan.
8. With the final site plan, all mechanical units shall be located on the sides of units and be screened with additional landscaping, subject to Planning Staff review.
9. 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.
10. The Preliminary plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
11. For the internal private drives, the final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
12. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
13. Comply with all conditions and requirements of Metro reviewing agencies.



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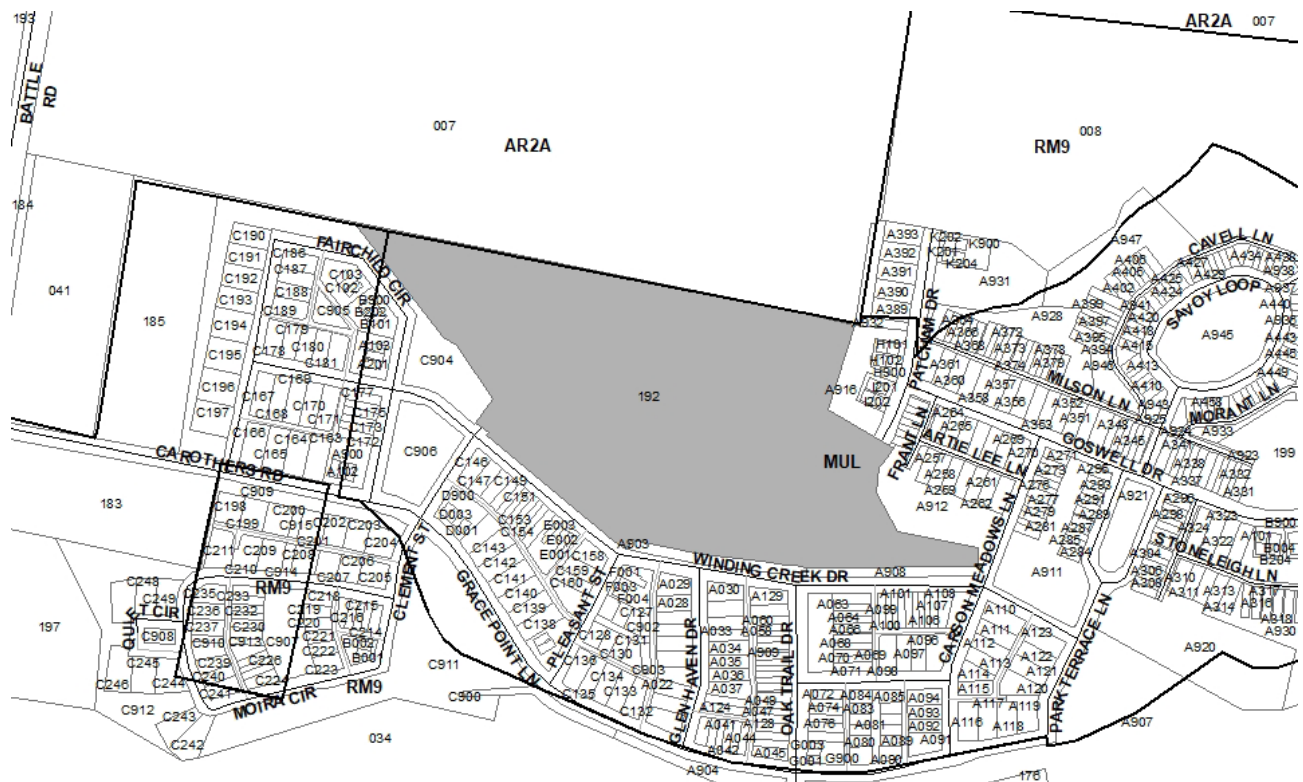
14. If a development standard, not including permitted uses, is absent from the plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the UDO, as of the date of the applicable request or application.
15. A corrected copy of the preliminary plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
16. Minor modifications to the preliminary plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
17. No master permit/HPR shall be recorded prior to final SP approval.
18. Final plat may be required prior to permitting.



SEE NEXT PAGE



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2005UD-003-010

TENNESSEE NATURE ACADEMY

Map 188, Parcel(s) 192

33 (Antoinette Lee)



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Item #17

Project Name

Council District

School District

Requested by

UDO Major Modification 2005UD-003-010

Tennessee Nature Academy

33 – Lee

2– Elrod

Barge Civil Associates, applicant, Tennessee Nature Academy, owner.

Deferrals

This item was deferred at the April 10, 2025, Planning Commission meeting. A public hearing was held and remains open.

Staff Reviewer

Cook

Staff Recommendation

Approve with conditions.

APPLICANT REQUEST

Approve a UDO major modification to a portion of the Carothers Crossing UDO.

UDO Major Modification

A request for a modification for a portion of the Carothers Crossing UDO for the road connection from Patcham Drive to Clement Street for property located at 3400 Fairchild Circle, zoned Mixed Use Limited (MUL) and Multi-Family Residential (RM9) and within the Carothers Crossing Urban Design Overlay District (23.33 acres), to permit a community education use.

EXISTING ZONING

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

Multi-Family Residential (RM9) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre.

Carothers Crossing UDO is intended to articulate a desired form of neighborhood development, consistent with the principles and techniques of New Urbanist Best Practices, for the proposed Community of Carothers Crossing.

SOUTHEAST COMMUNITY PLAN

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



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

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.

HISTORY

This case was deferred by the Planning Commission at its April 10, 2025, meeting, after a public hearing had been held, to request that staff address alternative access locations and provide more information regarding the circulation and queuing of vehicles within the proposed development. The Planning Commission deferred the case to the May 8, 2025, meeting and the public hearing remains open.

The Planning Commission requested that staff work with Metro Parks to better understand if an access drive through the park to the north to serve the school was a potential solution. Commissioner Henley in his role as Parks Board Representative consulted with planning staff and Parks leadership in this regard. Due to unique topographic conditions as well as current operations, a new private drive would likely create operational issues for the park and require significant disturbance and tree removal, impacting the core functions of the current park without providing for a broader public benefit for park users. Therefore, Parks is not supportive of a private access drive to the school and planning staff concurs.

Previously, two modifications were sought to 1) relocate the proposed access road to Fairchild Circle rather than Clement Street and 2) to not provide the through connection to Patcham Drive. The proposal has been revised and is now providing access from Clement Street in alignment with the Carothers Crossing UDO, previously approved plans, and the existing stub-out on Clement Street. As site access is now proposed to be taken from Clement Street, the modification to permit it at Fairchild Circle is no longer being requested. The applicant has additionally proposed staggered pick-up and drop-off times to accommodate vehicle queuing on site.

BACKGROUND

Carothers Crossing UDO, initially adopted in 2007, was amended August 1, 2008, to include the following:

Variations to these standards may be approved by the Planning Commission where physical site constraints exist, provided that the result meets the design intent of this UDO. Physical constraints include but are not limited to, topography, mature vegetation, and other sensitive environmental features.

The Regulating Plan on page 34 of the UDO calls out general land uses, open spaces, waterways, and road alignments with the following note: *Regulating Plan shown for illustrative purposes and*



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intent. Actual detailed plans and locations of individual villages, streets, and lots may vary, subject to constraints and conditions as yet to be determined; however, any changes proposed must be consistent with the intent of the illustrative plan.



Figure 1: UDO Regulating Plan



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PLAN DETAILS

The subject property has substantial topography and sensitive ecological features with a creek, wetlands, and a 30' stream buffer encircling the site to the west, south, and eastern property edges. These features are regulated by The Tennessee Department of Environmental Conservation (TDEC) and Metro Water Services (MWS). The original road alignment through the site connected from Clement Street at the southwest boundary to Patcham Drive at the northeastern boundary. The elevation change at Clement Street is 26 feet from the street elevation to the stream centerline and 20' from Patcham Drive from the street elevation to stream centerline. Significant grading and land disturbance would be needed to accommodate both bridges over the wetlands and stream given the existing topography.

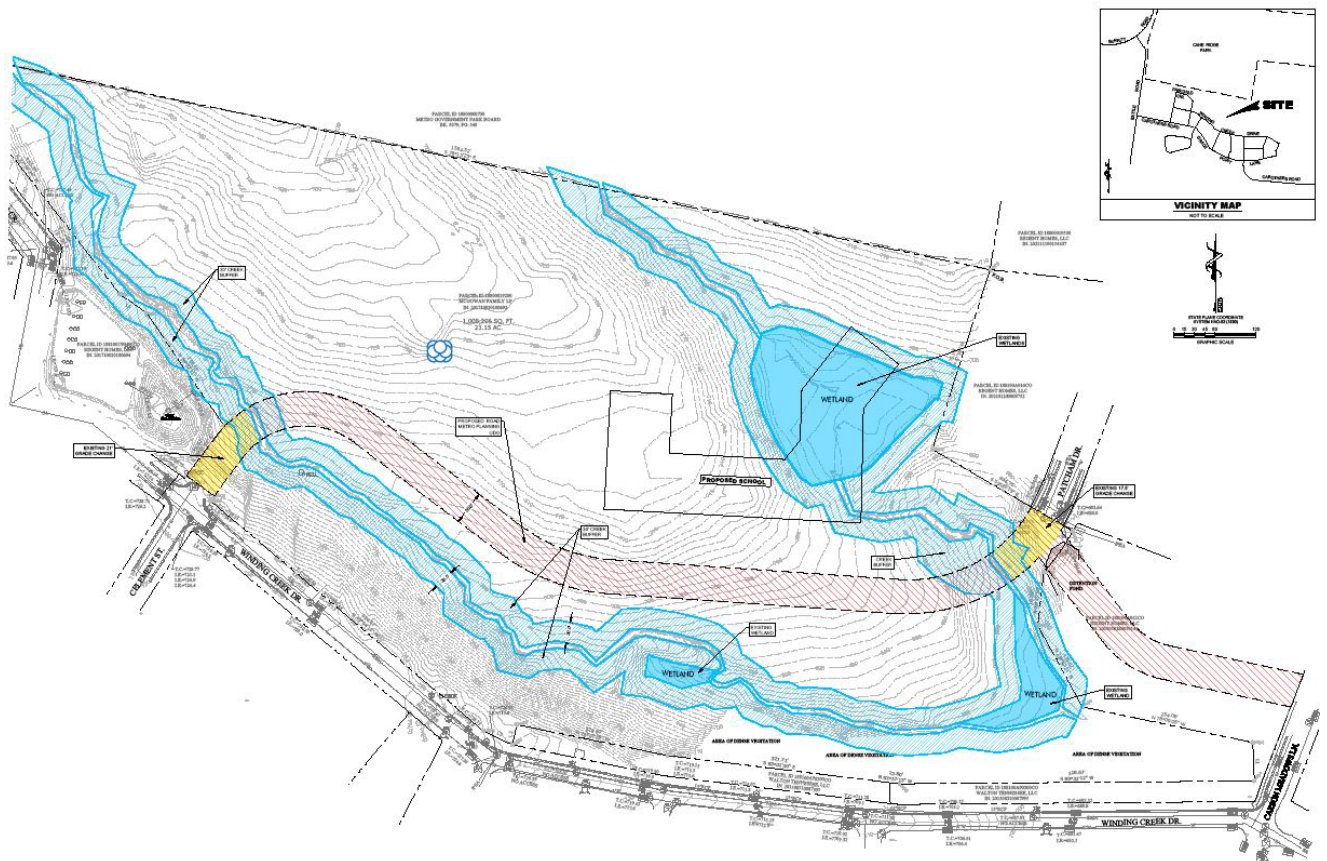


Figure 2: UDO Site with Original Road Alignment



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The proposed major modification is to provide a one-way-in, one-way-out private access drive (see Figure 3 below) from Clement Street that does not connect through to Patcham Drive as the UDO shows on the illustrative regulating plan.

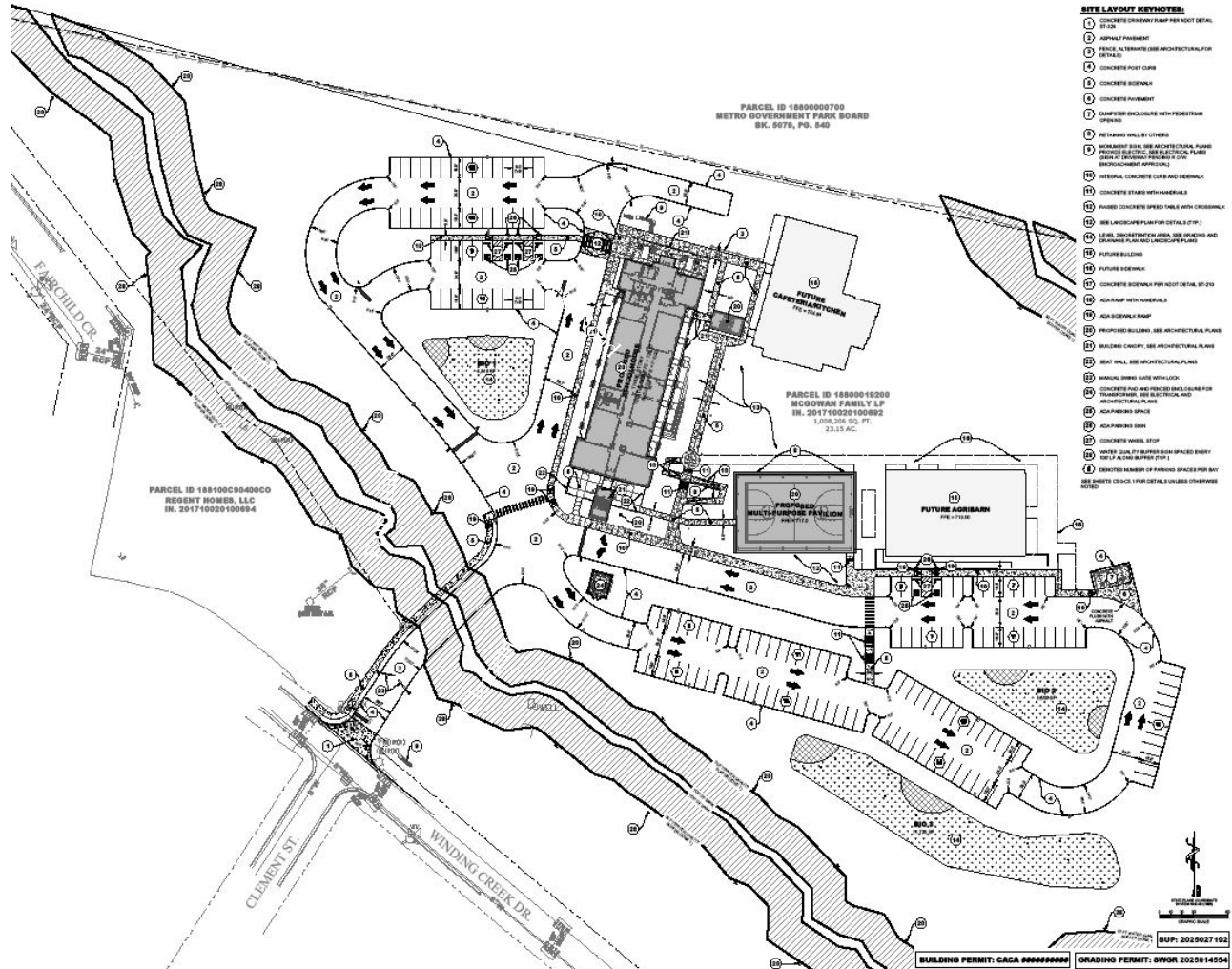


Figure 3: Site Plan with Proposed Alignment



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The proposed Academy will serve 684 students. It is anticipated that 60% (410) will be bus riders and 40% (274) will be car riders. All buses needed for these 410 bus riders can queue on site at the same time (bus queuing is shown in red in the diagram below). Approximately 141 passenger cars can be accommodated on site at one time for the remaining 274 car riders, with approximately two passengers per vehicle (car queuing is shown in blue on the diagram below). In addition, staggered start times will allow traffic to move through the site efficiently, limiting queuing and traffic on local streets with arrival times at 7:30-8:00 AM and 8:00-8:30 AM and dismissal times at 2:45-3:00 PM and 3:30-3:40 PM.

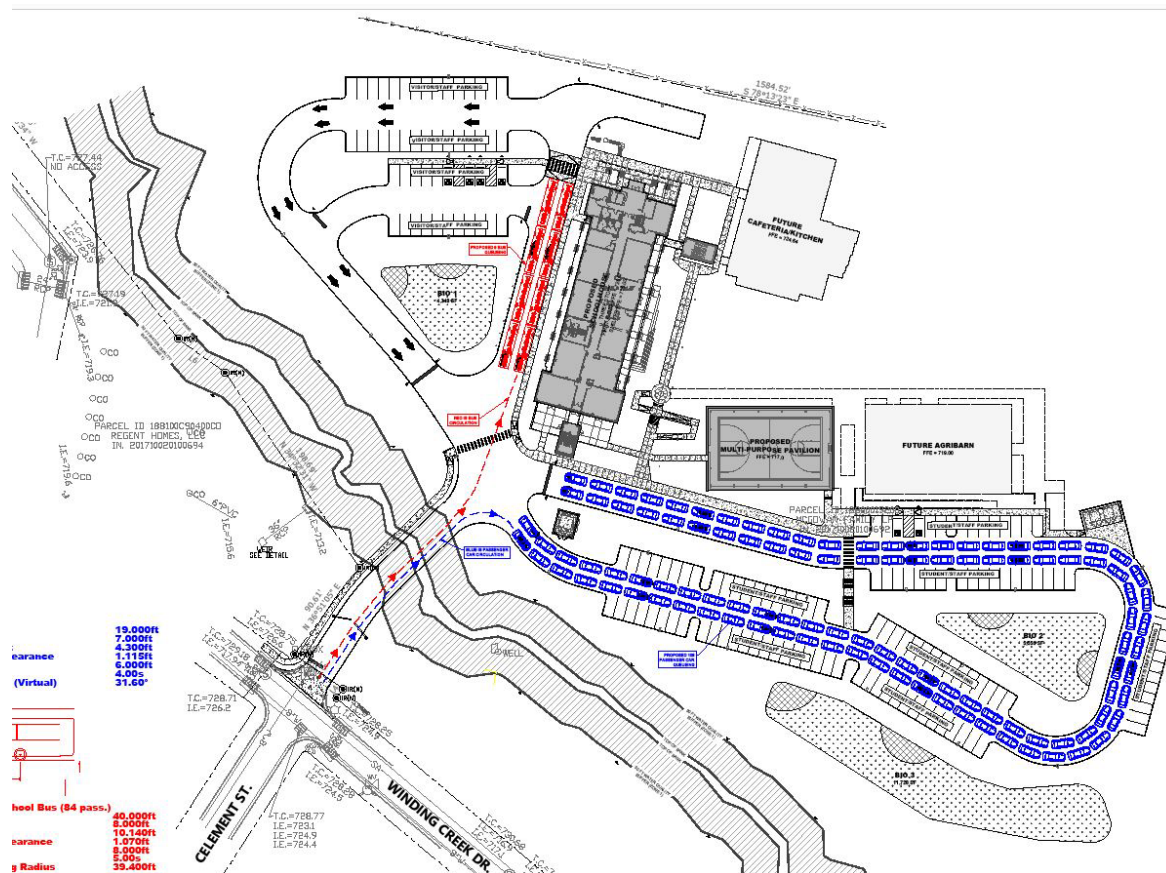


Figure 4: Pick-up and Drop-off Queuing



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MODIFICATION REQUEST DETAIL

No Through Road Connection

UDO Requirement: The illustrative regulating plan requires a public street connection from Clement Street to Patcham Drive.

Modification Request: To provide a one-way-in, one-way-out private access drive at Clement Street in lieu of a public road connection through the site.

MODIFICATION REQUEST ANALYSIS

The UDO clearly and specifically articulates that the feasibility of road alignments and open spaces is to be considered in relation to topography and sensitive environmental features. In this case, the property must navigate substantial topography, wetlands, and waterways to access the school site.

The applicant has demonstrated that the connection through to Patcham Drive will have a deleterious effect on the sensitive ecological features of the eastern portion of the site, making a public street connection through the property both challenging and potentially infeasible given the standards that public streets are subject to.

The applicant has instead proposed a private access drive meeting ADA standards connecting to the intersection of Clement Street and Winding Creek Drive that will not connect through to Patcham Drive. This will mitigate damage to the sensitive ecological features, while furthering the generalized intent of the UDO. While the UDO does not control uses, the base zoning does, facilitation of a school at this site furthers the intent of the UDO to include a community education use.

Staff finds that the proposed access road alignment and requests are generally consistent with the intent of the UDO.

NDOT ROADS RECOMMENDATION

Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. 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.
- A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility and/or road widening work in the public ROW. Extents to be coordinated in field with NDOT inspector.
- Comply w/ NDOT traffic approval comments/conditions.

NDOT TRAFFIC RECOMMENDATION

Approve with conditions



Metro Planning Commission Meeting of 05/08/2025

Based on the findings of the MMTA, the removal of the road connection between Patcham Drive and Clements Street will have minimal impact on the overall street network of the Carothers Crossing UDO if the following conditions are applied:

- The applicant shall contribute \$50k to a future traffic signal at the intersection of Carothers Rd and Battle Rd. The contribution shall be delivered at the time of the Use & Occupancy Permit
- Prior to the approval of any building permits, the applicant shall coordinate with NDOT's Traffic Calming Manager and the community to develop and implement traffic calming measures. The area to be considered includes Fairchild Circle, Fairchild Circle East, Winding Creek Drive, and Clement Street.
- In order to accommodate school related pedestrian traffic, the applicant shall coordinate with NDOT to provide pedestrian related enhancements along Winding Creek Drive and Fairchild Circle, including but not limited to: pavement markings, signage, enhanced pedestrian crossings, and minor sidewalk improvements.
- On Carothers Rd, at the intersection with Clements St, an eastbound left-turn lane with appropriate MUTCD taper length should be provided. Coordination with NDOT will be required since traffic calming devices have recently been installed at this intersection.
- Coordination with NDOT shall continue regarding the traffic management plan for pick-up and drop-off to ensure efficient operations between neighborhood and school traffic. The applicant has also agreed to provide traffic control officer(s) to direct traffic effectively during arrival and dismissal times.
- The signal at the intersection of Burkitt Rd and Battle Rd shall be retimed to accommodate future traffic volumes.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

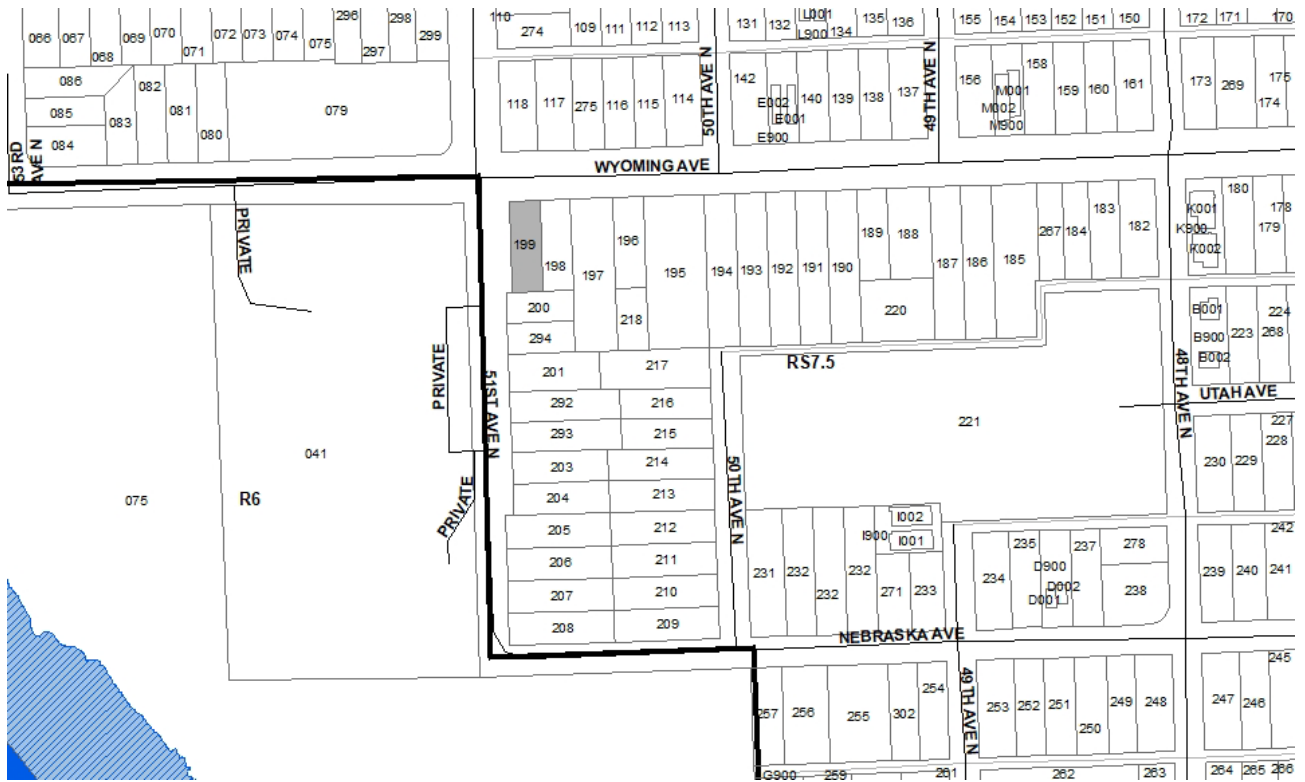
1. Approval of these modifications are subject to a detailed review of architecture, landscape, parking, open spaces, and pedestrian pathways.
2. Comply with all conditions and requirements of Metro Reviewing Agencies and TDEC.



SEE NEXT PAGE



Metro Planning Commission Meeting of 05/08/2025



2024Z-069PR-001

Map 103-03, Parcel(s) 199

07, West Nashville

24 (Brenda Gadd)



Metro Planning Commission Meeting of 05/08/2025

Item #18**Council District****School District****Requested by****Zone Change 2024Z-069PR-001**

24 – Gadd

08 – O'Hara Block

Marketplace Title and Escrow LLC, applicant; May Boyce Revocable Living Trust, owner.

Deferrals

This item was deferred at the August 22, 2024, September 12, 2024, September 26, 2024, October 24, 2024, November 14, 2024, December 12, 2024, January 9, 2025, February 13, 2025, February 27, March 13, 2025, April 10, 2025, and April 24, 2025, Planning Commission meetings. A public hearing was held and closed on August 22, 2024.

Staff Reviewer

Konigstein

Staff Recommendation*Defer to the May 22, 2025, Planning Commission meeting.*

APPLICANT REQUEST**Zone change from RS7.5 to R6-A.****Zone Change**

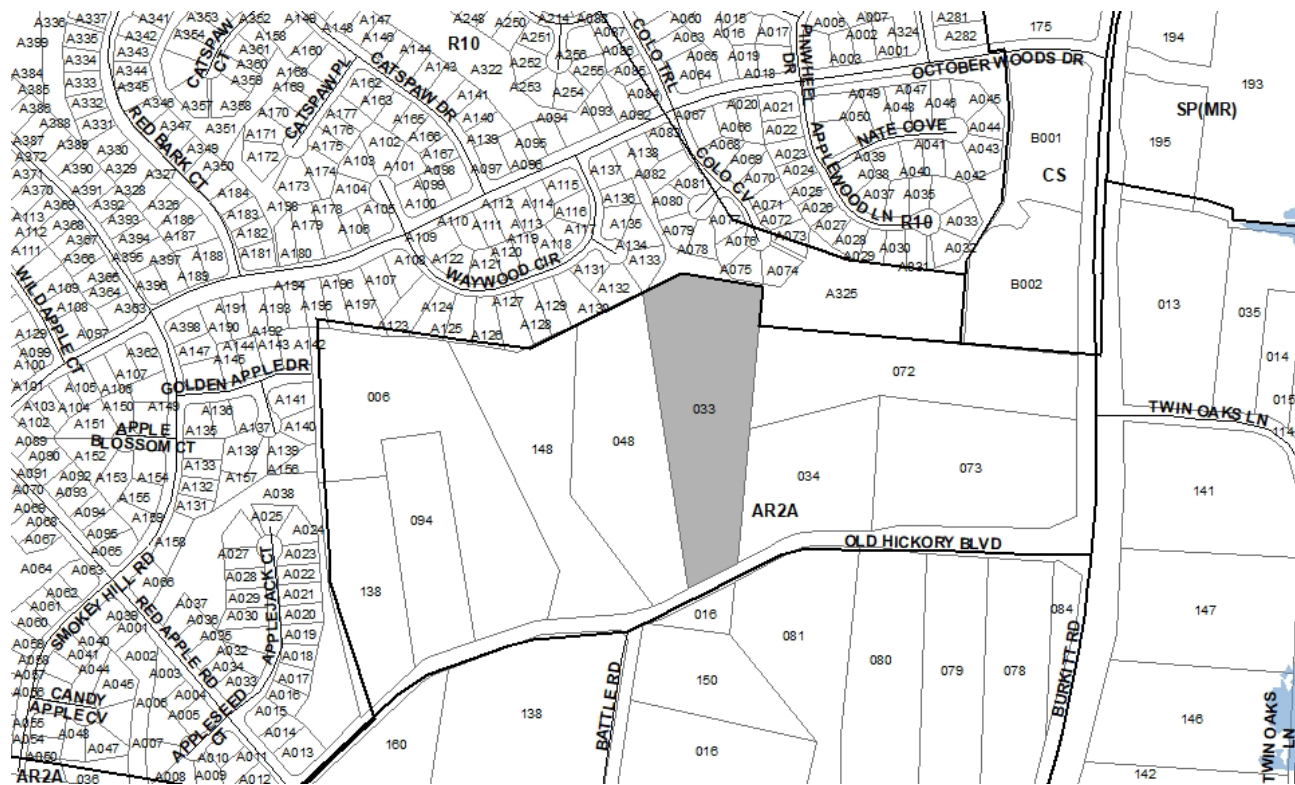
A request to rezone from Single-Family Residential (RS7.5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 5011 Wyoming Avenue, at the southeast corner of 51st Avenue North and Wyoming Avenue (0.19 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the May 22, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 05/08/2025



2025Z-016PR-001

Map 183, Parcel(s) 033

12, Southeast

33 (Antoinette Lee)



Metro Planning Commission Meeting of 05/08/2025

Item #19

Council District

School District

Requested by

Zone Change 2025Z-016PR-001

33 – Lee

06 – Mayes

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

Deferrals

This item was deferred at the February 27, 2025, March 27, 2025, and April 10, 2025, Planning Commission meetings. A public hearing was held and closed at the February 27, 2025, Planning Commission meeting.

Staff Reviewer

Konigstein

Staff Recommendation

Defer to the May 22, 2025, Planning Commission meeting.

APPLICANT REQUEST

Zone change from AR2a to RM9-NS.

Zone Change

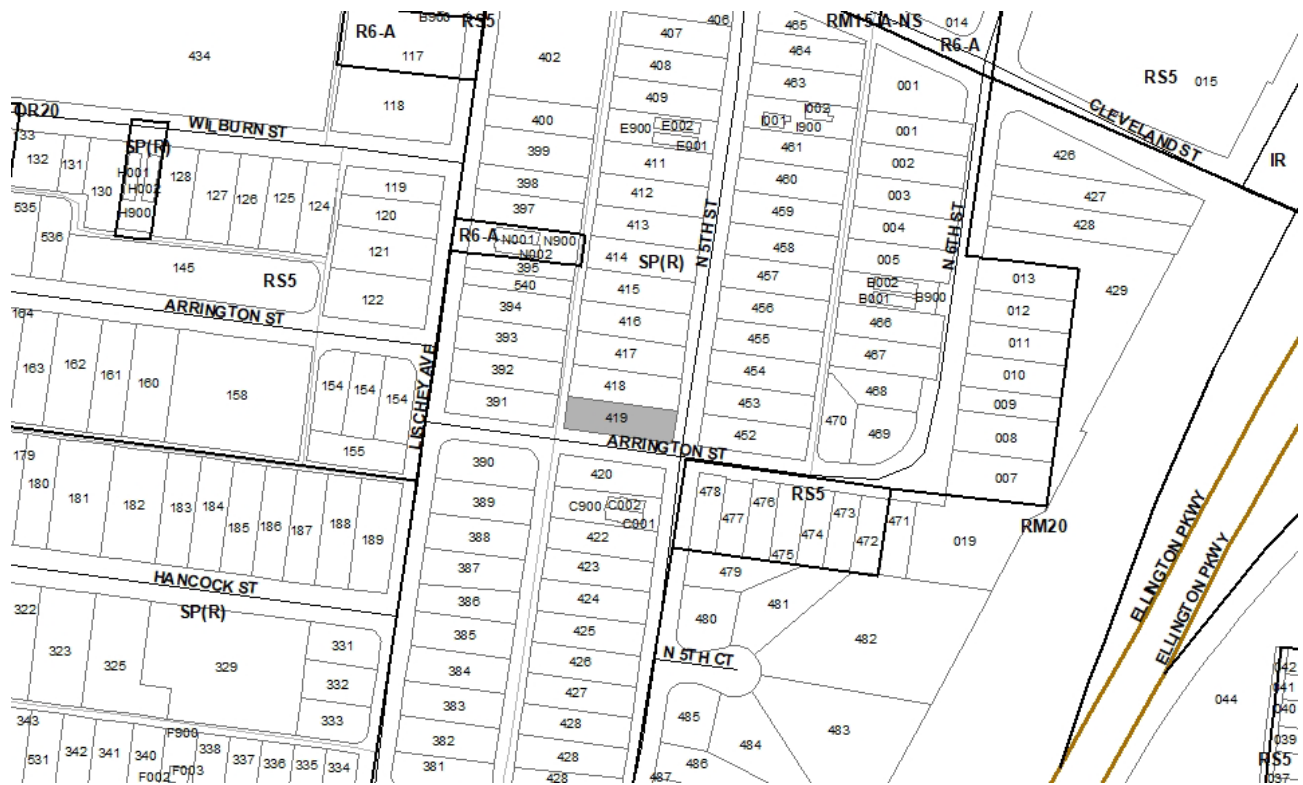
A request to rezone from Agricultural/Residential (AR2A) to Multi-Family Residential - No Short-Term Rental (RM9-NS) zoning for property located at 13302 Old Hickory Boulevard, approximately 1,014 feet west of Twin Oaks Lane (6.3 acres)

STAFF RECOMMENDATION

Staff recommends deferral to the May 22, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 05/08/2025



2025Z-020PR-001

Map 082-07, Parcel(s) 419

05, East Nashville

05 (Sean Parker)



Metro Planning Commission Meeting of 05/08/2025

Item #20**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, March 13, 2025, March 27, 2025, and April 24, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Shane

Staff Recommendation*Defer to the May 22, 2025, Planning Commission meeting.*

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 May 22, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 05/08/2025



2021SP-044-002

GERMANTOWN GREEN (AMENDMENT)

Map 82-05, Parcel(s) 173

08, North Nashville

09 (Jacob Kupin)



Metro Planning Commission Meeting of 05/08/2025

Item #21**Project Name****Council District****School District****Requested by****Specific Plan 2021SP-044-002****Germantown Green (Amendment)**

19 – Kupin

05 – Fayne

Dale & Associates, applicant; Jeff Zeitlin, owner.

Staff Reviewer

Schenk

Staff Recommendation*Defer to the May 22, 2025, Planning Commission meeting.*

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

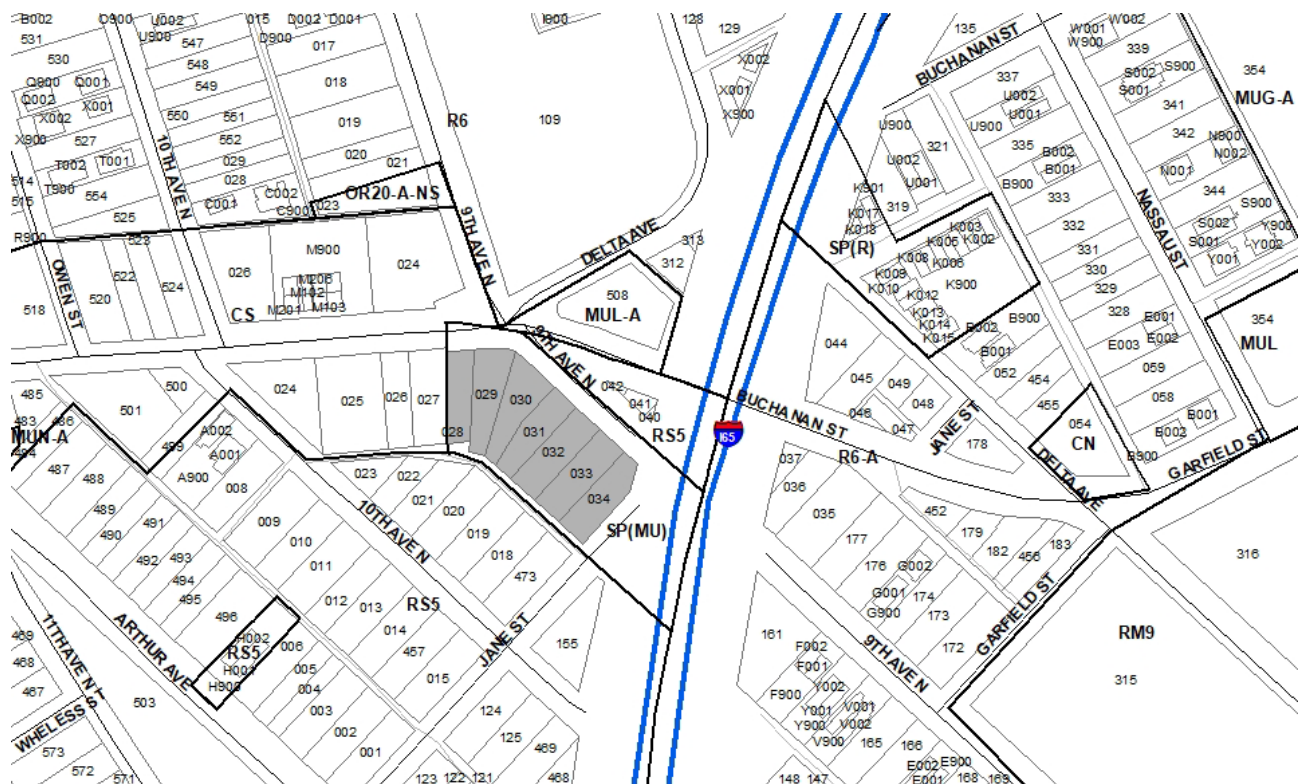
A request to amend a Specific Plan (SP) on property located at 3rd Avenue North (unnumbered), approximately 150 feet north of Van Buren Street, zoned SP (0.29 acres), to permit a mixed-use development.

STAFF RECOMMENDATION

Staff recommends deferral to the May 22, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 05/08/2025



2021SP-059-003

9th & BUCHANAN (AMENDMENT)

Map 081-12, Parcel(s) 028-034

08, North Nashville

21 (Brandon Taylor)



Metro Planning Commission Meeting of 05/08/2025

Item #22**Project Name****Council District****School District****Requested by****Specific Plan 2021SP-059-003****9th & Buchanan (Amendment)**

21 – Taylor

05 – Fayne

Centric Architecture, applicant; 901 Buchanan
Development Partners, owner.**Staff Reviewer**

Marton

Staff Recommendation*Defer to the May 22, 2025, Planning Commission meeting.*

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

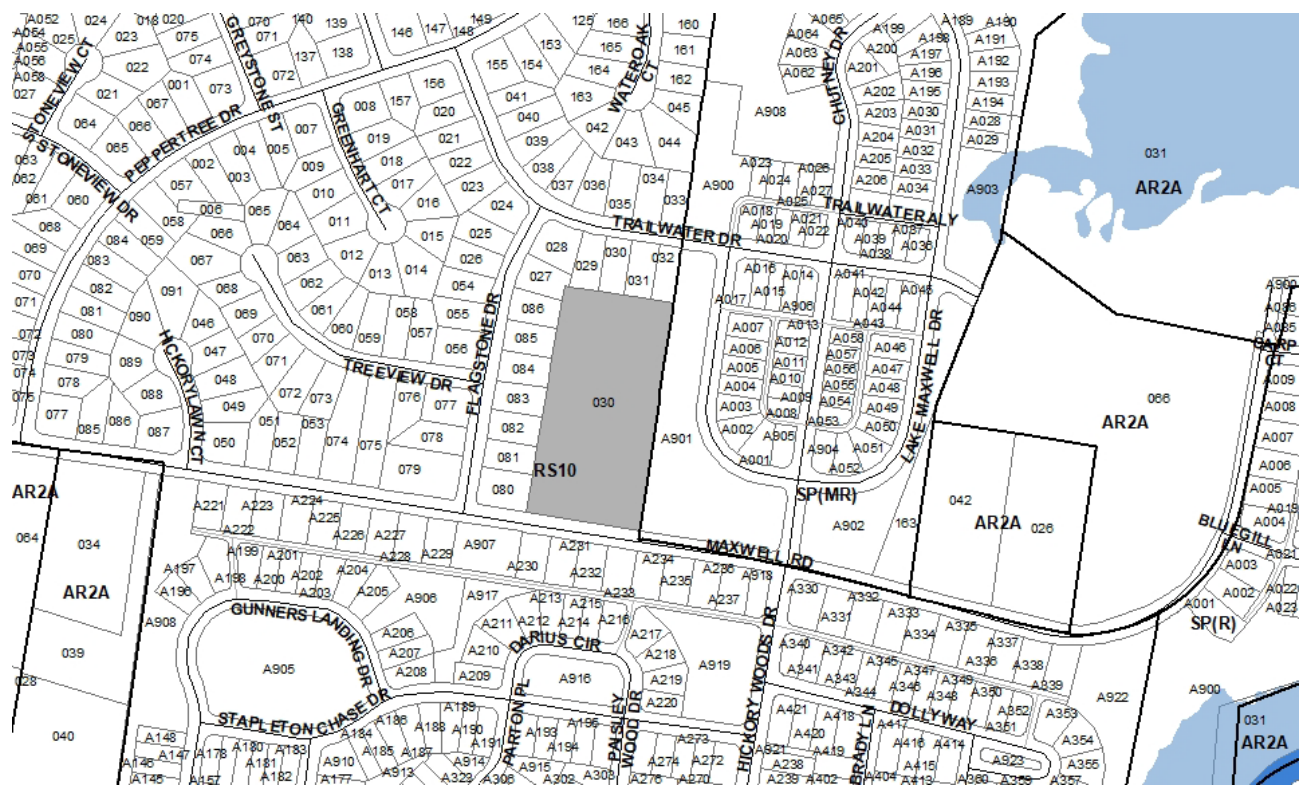
A request to amend a Specific Plan for properties located at 1701, 1703, 1705, 1707, 1709 & 1711 9th Avenue North and 901 Buchanan Street, at the southern corner of 9th Avenue North and Buchanan Street, zoned Specific Plan (SP) and partially within a Detached Accessory Dwelling Unit Overlay District (1.08 acres), to permit a mixed-use development.

STAFF RECOMMENDATION

Staff recommends deferral to the May 22, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 05/08/2025



2025SP-026-001
4326 MAXWELL ROAD
Map 176, Parcel(s) 030
13, Antioch – Priest Lake
08 (Deonté Harrell)



Metro Planning Commission Meeting of 05/08/2025

Item #23**Project Name****Council District****School District****Requested by****Specific Plan 2025SP-026-001****4326 Maxwell Road**

08 – Harrell

06 – Mayes

ACE Holdings GP, applicant; Steven J. Sylvester ET UX, owners.

Staff Reviewer

Commey

Staff Recommendation*Defer to the May 22, 2025, Planning Commission meeting.*

APPLICANT REQUEST**Preliminary SP to permit 40 multi-family residential units.**Preliminary SP

A request to rezone from Single-Family Residential (RS10) to Specific Plan (SP) zoning for property located at 4326 Maxwell Road, approximately 150 feet south of Trailwater Drive (3.8 acres), to permit 40 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the May 22, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 05/08/2025



2025SP-029-001

CENTURY SUMMERBROOK SP

Map 182, Parcel(s) 059-061

12, Southeast

33 (Antoinette Lee)



Metro Planning Commission Meeting of 05/08/2025

Item #24**Project Name****Council District****School District****Requested by****Specific Plan 2025SP-029-001****Century Summerbrook SP**

33 – Lee

02 – Elrod

Catalyst Design Group, applicant; James Jones, owner.

Staff Reviewer

Welch

Staff Recommendation*Defer to the May 22, 2025, Planning Commission meeting.*

APPLICANT REQUEST**Preliminary SP to permit 69 single-family lots and 67 multi-family residential units.**Preliminary SP

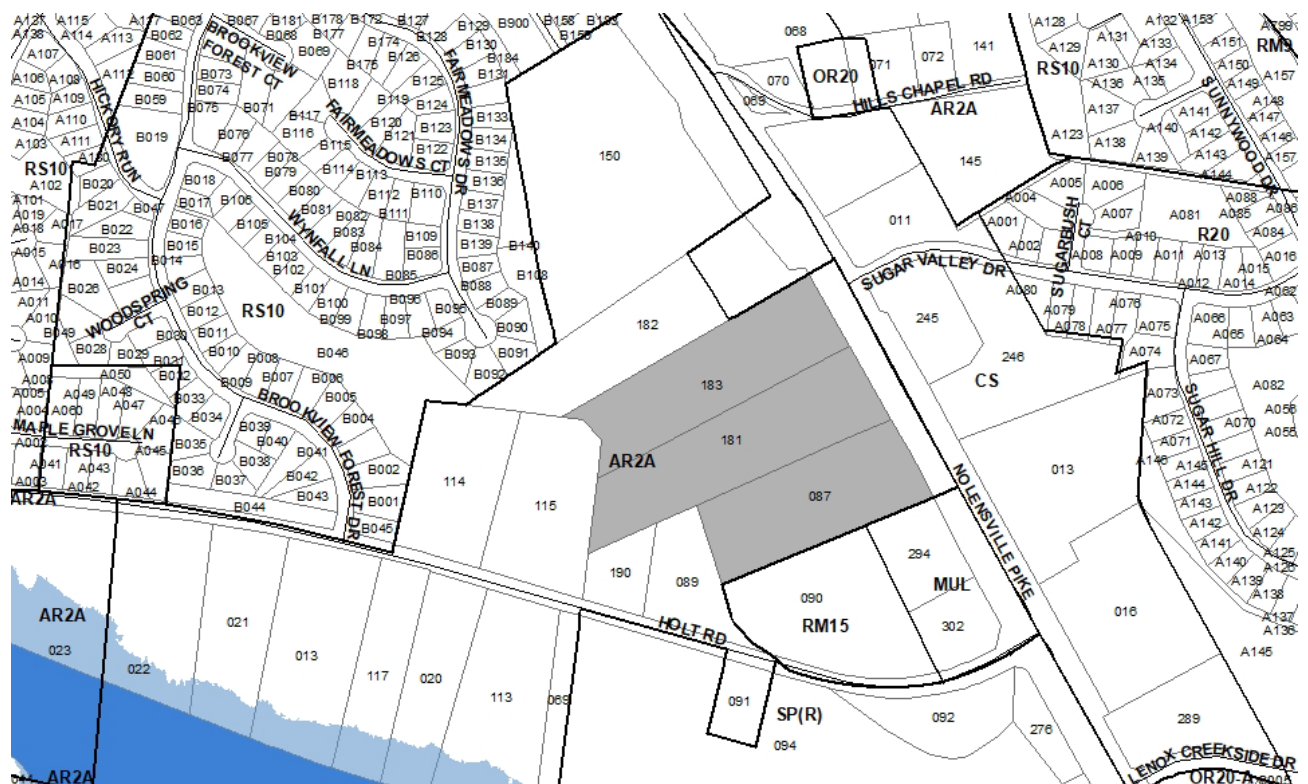
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for property located at Old Hickory Boulevard (unnumbered), approximately 1,764 feet east of Whittemore Lane (37.1 acres), to permit 69 single-family residential lots and 67 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the May 22, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 05/08/2025



2025SP-030-001

ALTERA NOLENSVILLE PIKE

Map 181, Parcel(s) 087, 181, 183

12, Southeast

04 (Mike Cortese)



Metro Planning Commission Meeting of 05/08/2025

Item #25**Project Name****Council District****School District****Requested by****Specific Plan 2025SP-030-001****Altera Nolensville Pike**

04 – Cortese

02 – Rachel Anne Elrod

Fulmer Lucas Engineering, applicant; Amon & Anna Ringemann and Eleanor Dyers, owners.

Staff Reviewer

Marton

Staff Recommendation

Defer to the May 22, 2025, Planning Commission meeting.

APPLICANT REQUEST

SP amendment to permit a multi-family residential development.

Preliminary SP

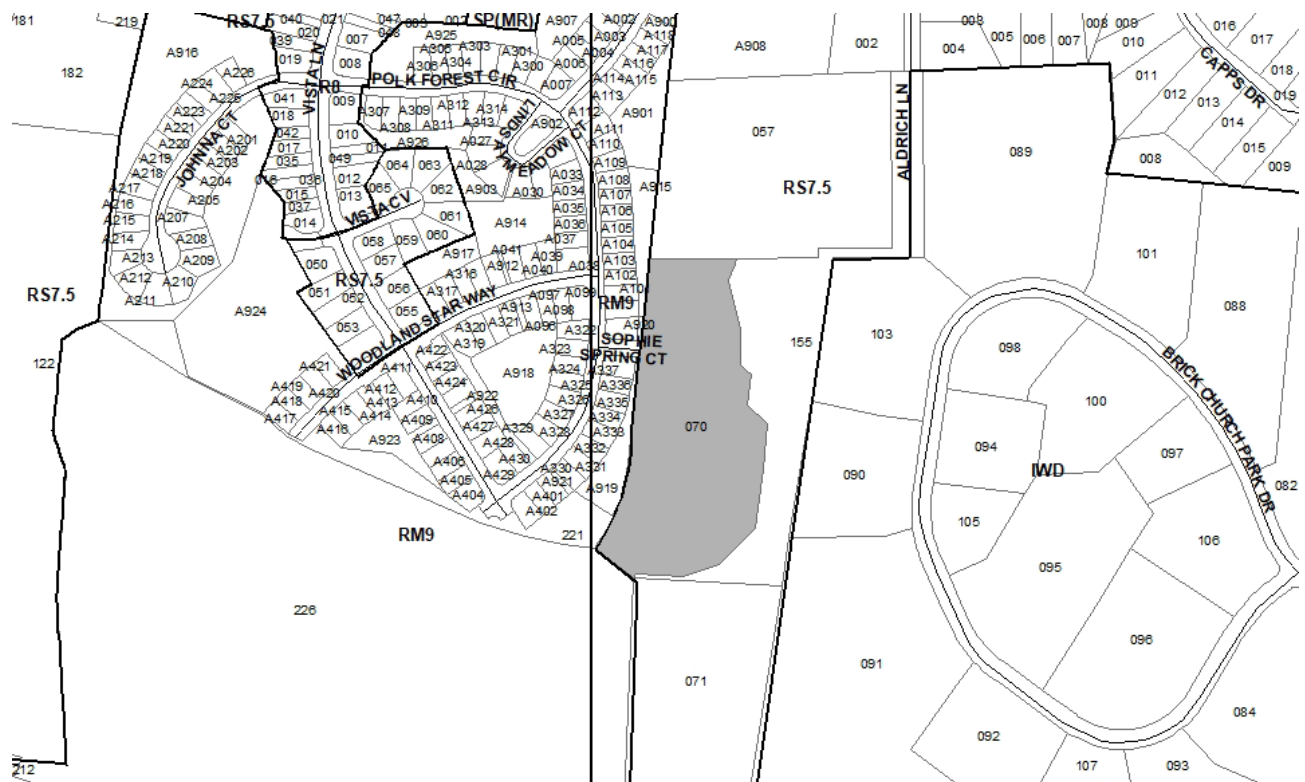
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for properties located at 6355 Nolensville Pike and Nolensville Pike (unnumbered), approximately 90 feet west of Sugar Valley Drive, (13.8 acres), to permit 300 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the May 22, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 05/08/2025



2025S-014-001

SHERWOOD HOMES AT PARK PRESERVE

Map 060, Parcel(s) 070

03, Bordeaux-Whites Creek-Haynes Trinity

02 (Kyontzé Toombs)



Metro Planning Commission Meeting of 05/08/2025

Item #26**Project Name****Council District****School District****Requested by****Final Plat 2025S-014-001****Sherwood Homes at Park Preserve**

02 – Toombs

01 – Taylor

Ragan Smith, applicant; Habitat for Humanity of Greater Nashville, Inc, owner.

Staff Reviewer

Schenk

Staff Recommendation*Approve with conditions.*

APPLICANT REQUEST**Request for final plat approval to create 26 lots.****Final Plat**

A request for final plat approval to create 26 residential cluster lots and open space on property located at Brick Church Pike (unnumbered), at the current terminus of Sophie Spring Court, zoned Single-Family Residential (RS7.5) (8.10 acres).

CASE HISTORY

The site is located on a vacant parcel at the terminus of Sophie Springs Court. The site has been zoned Single-Family Residential (RS7.5) since 1998. A concept plan for 26 single-family cluster lots was approved for this site at the November 18, 2021, Planning Commission meeting. A final development plan was approved in 2025. The proposed plat is consistent with both the concept plan and final development plan.

SITE DATA AND CONTEXT

Location: The site consists of a single parcel located at the terminus of Sophie Spring Court.

Approximate Acreage: 8.10 acres, or approximately 353,956 square feet.

PROPOSAL DETAILS

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

Number of Lots: 26

Subdivision Variances or Exceptions Requested: None



Proposed Final Plat

UPDATED FINAL PLAT RULES AND PROCEDURES

At its March 9, 2023, meeting, the Planning Commission approved an amendment to the Rules and Procedures, following Metro Council adoption of RS2023-2047, reflecting recent changes to TN State law regarding administrative approval of final plats. The amended State law allows staff to



Metro Planning Commission Meeting of 05/08/2025

approve final plats that create no more than 5 lots, if certain criteria are met, and final plats of up to 25 lots for subdivisions that received preliminary/concept plan approval. Prior to this change, staff was delegated authority to approve final plats that created no more than two lots, if certain criteria are met, and all final plats for subdivisions that received preliminary/concept plan approval. The subject site received preliminary approval in 2021 and final site plan approval in 2025. Approval by the MPC is now required because the plat contains more than 25 lots, requiring consideration by the MPC per amended TCA Sections 13-3-402 and 13-4-302 under Public Chapter 994.

APPLICABLE SUBDIVISION REGULATIONS

Staff previously determined that all requirements of the Subdivision Regulations applicable to this site had been met during review of the MPC-approved preliminary/concept plan. The proposed plat is consistent with the MPC-approved preliminary/concept plan and all requirements of Chapter 3.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve with Conditions

- Place 3' ped easement behind sidewalk. There is to be no storm features within this area and slopes to be at min 3:1 or less steep.
- Bond will be required for public infrastructure prior to recording plat.
- Plat is not to be recorded until new roads have been constructed to binder layer.

TRAFFIC AND PARKING RECOMMENDATION

Approve

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

WATER SERVICES RECOMMENDATION

Approve with Conditions

- Attached is a copy of the above-referenced subdivision (uploaded by Planning on December 26, 2024) on which we have noted our comments and recommend approval. Approval is contingent on construction and completion of MWS Project #'s 24SL0039 and 24WL0016. A bond amount of \$170,000.00 is assigned to 24SL0039, and an amount of \$150,000.00 is assigned to 24WL0016.

STAFF RECOMMENDATION

Staff recommends approval with conditions.



Metro Planning Commission Meeting of 05/08/2025

CONDITIONS

1. If the final plat will be recorded without first constructing the required public infrastructure improvements (roads, water, and sewer line extensions), then the applicant shall request a bond for those improvements. Submit a completed bond application with a check in the amount of \$750 made payable to the "Metropolitan Government" at least three weeks prior to when the plat will be recorded with the Metro Register of Deeds. The bond review and approval process is subject to receiving estimates from Metro departments and outside utilities for the amount that is required to be bonded. Amounts are calculated after all plat revisions have been made and approved by the Metro agencies. Contact the Bond Desk at 615-862-7202 or bond.desk@nashville.gov.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. After approval, submit the corrected mylar or vellum copy of the plat reflecting all Conditions of Approval, with name printed under signatures and dates from property owner(s) and surveyor, one paper copy, a CD with the electronic copy of the plat (.dwg) saved on it, and recordation fee, to Planning.
4. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2025S-014-001 with conditions, based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



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Metro Planning Commission Meeting of 05/08/2025



2025S-063-001
6421 CLARKSVILLE PIKE
Map 021, Parcel(s) 069, 423
01, Joelton
01 (Joy Kimbrough)



Metro Planning Commission Meeting of 05/08/2025

Item #27**Project Name****Council District****School District****Requested by****Final Plat 2025S-063-001****6421 Clarksville Pike**

01 – Kimbrough

01 – Taylor

Chandler Survey, applicant; Chris Phillip, owner.

Staff Reviewer

Schenk

Staff Recommendation*Defer to the May 22, 2025, Planning Commission meeting.*

APPLICANT REQUEST**Request for final plat approval to create two lots and add an access easement.****Final Plat**

A request for final plat approval to create two lots and add an access easement on properties located at 6421 Clarksville Pike and 6438 Old Clarksville Pike, at the current terminus of Old Clarksville Pike, zoned Single-Family Residential (RS40) (3.65 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the May 22, 2025, Planning Commission meeting, due to lack of approval from all reviewing agencies.