

# Metropolitan Planning Commission



Staff Reports

**June 12, 2025**



## Metro Planning Commission Meeting of 06/12/2025

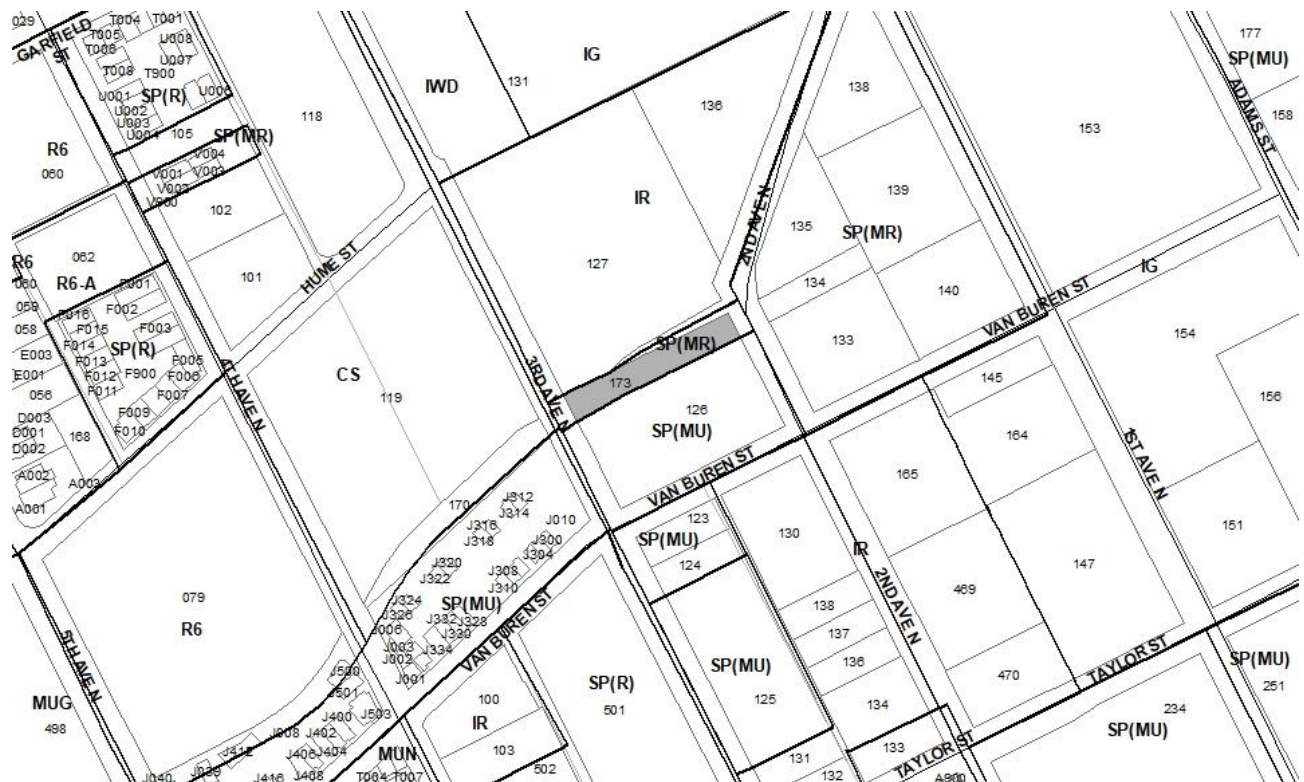
*Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 06/12/2025



**2021SP-044-002**

**GERMANTOWN GREEN (AMENDMENT)**

Map 82-05, Parcel(s) 173

08, North Nashville

09 (Jacob Kupin)





## Metro Planning Commission Meeting of 06/12/2025

**Item #1****Project Name****Council District****School District****Requested by****Specific Plan 2021SP-044-002****Germantown Green (Amendment)**

19 – Kupin

05 – Fayne

Dale &amp; Associates, applicant; Jeff Zeitlin, owner.

**Deferrals**

This item was deferred at the May 8, 2025, and May 22, 2025, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**

Schenk

**Staff Recommendation**

*Approve with conditions and disapprove without all conditions.*

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

A request to amend a 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.

**Existing Zoning**

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

**Proposed Zoning**

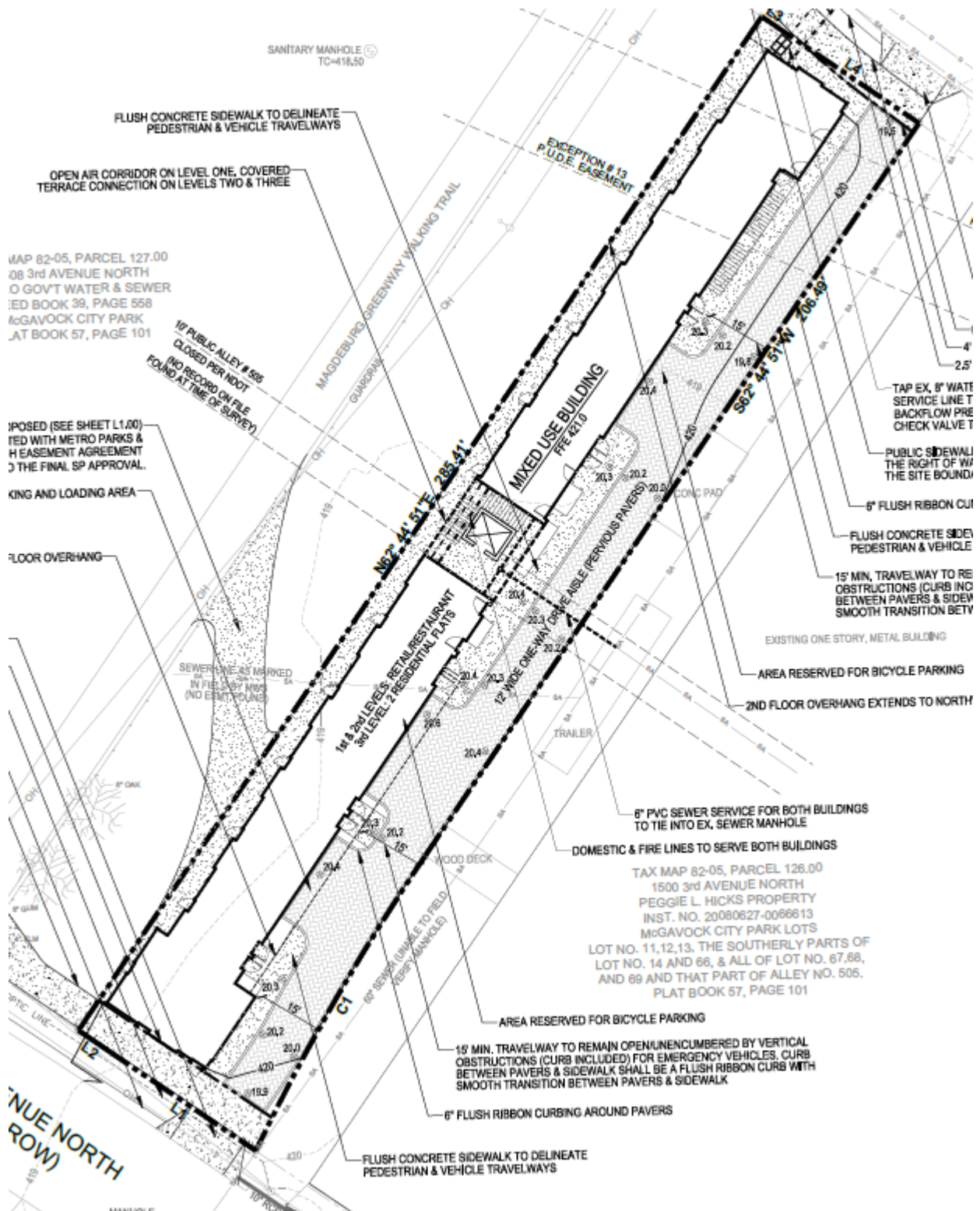
Specific Plan-Residential (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes both commercial and residential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

**NORTH NASHVILLE COMMUNITY PLAN**

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



## Metro Planning Commission Meeting of 06/12/2025



Proposed Preliminary SP



## **Metro Planning Commission Meeting of 06/12/2025**

### **SP HISTORY**

The existing SP zoning on this site, Case 2021SP-044-001, received a recommendation of approval with conditions at the March 22, 2022, Planning Commission meeting and was adopted by Metro Council on July 19, 2022. The existing SP, which has not been developed, permits five multi-family residential units, with vehicular access from 2<sup>nd</sup> Avenue North and 3<sup>rd</sup> Avenue North. The proposed SP amendment would allow for uses of the MUL-A zoning district and a maximum of two multi-family residential units, with a one-way drive aisle.

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

The site consists of a single parcel, approximately 0.29 acres in size and is currently vacant. The site has frontage on 2<sup>nd</sup> Avenue North, an Arterial-Boulevard in the Major and Collector Street Plan (MCSP) and 3<sup>rd</sup> Avenue North, a local street. Properties in the surrounding area have developed with a variety of uses, including multi-family residential, commercial, community, and industrial uses. The adjacent parcel to the south has been approved for commercial and hotel uses, and the adjacent parcel to the north contains a Metro greenway and dog park.

The site plan proposes a single building along the northern portion of the site, oriented towards both street frontages and the adjacent greenway. The building would permit a height of up to three stories and 45 feet and allow for uses of the MUL-A zoning district and a maximum of two multi-family residential units. Included in the preliminary SP is also an option for a two-story building. The proposed architectural standards would accommodate either the two-story or three-story building option. Vehicular access to the site would be provided by a single one-way drive along the southern portion of the site connecting 2<sup>nd</sup> Avenue North and 3<sup>rd</sup> Avenue North. Sidewalks consistent with the MCSP standards are provided along both road frontages.

### **ANALYSIS**

The proposed SP is located within the T4 Urban Mixed Use Neighborhood (T4 MU) policy area. The T4 MU policy intends to create urban neighborhoods with high intensity development, increased levels of multi-modal connectivity and an urban design form. The plan includes several features that are consistent with the policy guidance. The proposed uses are consistent with policy guidance by providing a variety of uses for an urban neighborhood. The building design and form, by orienting the building towards the greenway and both streets and limiting heights to three stories are also consistent with the policy guidance. The plan provides pedestrian connectivity to surrounding parcels and the greenway, by including sidewalks along both street frontages and a connection from the greenway to the site. Based on the proposed uses, design form and intensity, and pedestrian improvements, the plan is consistent with the T4 MU policy.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- 4/28/25 revisions. Limited building construction details provided.

### **NDOT RECOMMENDATION**

#### **Approve with conditions**

- Final construction plans shall comply with the design regulations established by NDOT.
- Final design and improvements may vary based on actual field conditions.



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- The following are general approval comments and conditions; Any public access point (ramps, drives) should meet AASHTO stopping sight distance requirements.
- Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT standard details.
- There should be no vertical obstructions in any new public sidewalks and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement ([solidwastereview@nashville.gov](mailto:solidwastereview@nashville.gov)).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW. On site plans, call out "mill & overlay extents to be coordinated in field with NDOT inspector".
- Comply w/ NDOT traffic comments/conditions of approval.
- Revise drive and ramp to meet 15 ft. width minimum (per ST-324) and coordinate with fire on drive aisle width requirements.

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

### **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 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.

### **METRO PARKS RECOMMENDATION**

**Approve with conditions**

- Amend Sheet C1.0 to depict the shared property lines between Map and Parcel 08205012700, 508 3RD AVE N and Map and Parcel 08205017300, 0 3RD AVE N with Final Site Plan.
- Amend Sheet C1.0 to depict the shared property line between Map and Parcel 08205017300, 0 3RD AVE N and the ROW and/or the "Gore" property with Final Site Plan.
- Final details and for ensuring sufficient R.O.W. for necessary sidewalk along 3rd Avenue North and access to the greenway to be reviewed with NDOT and approved by Greenways and MWS prior to Final SP Approval.



## Metro Planning Commission Meeting of 06/12/2025

- On sheet A1.1 it appears that doors on the west wall of the building open into the proposed public ROW. To be reviewed with 5 above.
- A Participation Agreement for construction and maintenance of offsite improvements at no cost to Metro to be executed by owner, notarized, submitted to Greenways, and approved by Greenways and MWS prior to Final Site Plan approval.
- The Participation Agreement must include the area of offsite improvements subject to the agreement by legal description and boundary survey.
- The Participation Agreement must be approved by the Park Board and Metro Council and recorded prior to the issuance of a Use & Occupancy permit.
- Coordinate with Greenways staff to process the Participation Agreement for Park Board and Metro Council approval.
- Final design including construction plans for the area of offsite improvements between the paved greenway trail and the project site must be approved by Greenways and Metro Water Service prior to Final Site Plan approval.
- Design must be fully ADA compliant and approved by Metro's General Services ADA office. Applicant to coordinate with Metro's ADA Division of General Services for requirements and approval process. The ADA division must email approval directly to Greenways staff prior to Final Site Plan approval.
- Developer to work with Greenways and Metro Arts Commission to explore the possibility of public art at the approved Potential Location for Public Art. Public art is not a requirement for final Site Plan approval.
- The work must be completed and approved by Metro Parks and Metro Water Service prior to issuance of a Use & Occupancy permit.
- Dumpsters, loading zones, HVAC units, or like shall not front the greenway and must be screened from greenway view.
- Final lighting plan and details to be approved prior to Final Site Plan approval.

Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	0.33	-	5 U	26	1	3

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)	0.165	1.5 F	10 U	53	4	5



## Metro Planning Commission Meeting of 06/12/2025

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.0825	1.5 F	5,390 SF	203	5	21

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.0825	1.5 F	5,390 SF	605	53	53

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+835	+61	+76

### METRO SCHOOL BOARD REPORT

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

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

The proposed SP zoning is not expected to have any additional students than the existing SP zoning district. Students would attend Jones Elementary School, John Early Middle School, and Pearl-Cohn High School. Jones Elementary School is identified as under capacity, while John Early Middle School and Pearl-Cohn 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 uses of the MUL-A zoning district with a maximum FAR of 1.50 and a maximum of two multi-family residential units. Short term rental property, owner occupied and short term rental property, not owner occupied shall be prohibited.
2. On the corrected copy, add the following note: "Building facades shall front onto the greenway or streets and shall provide a minimum of one principal entrance (doorway) per building."
3. On the corrected copy, remove references to Council Bill BL2022-1686.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-NS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.



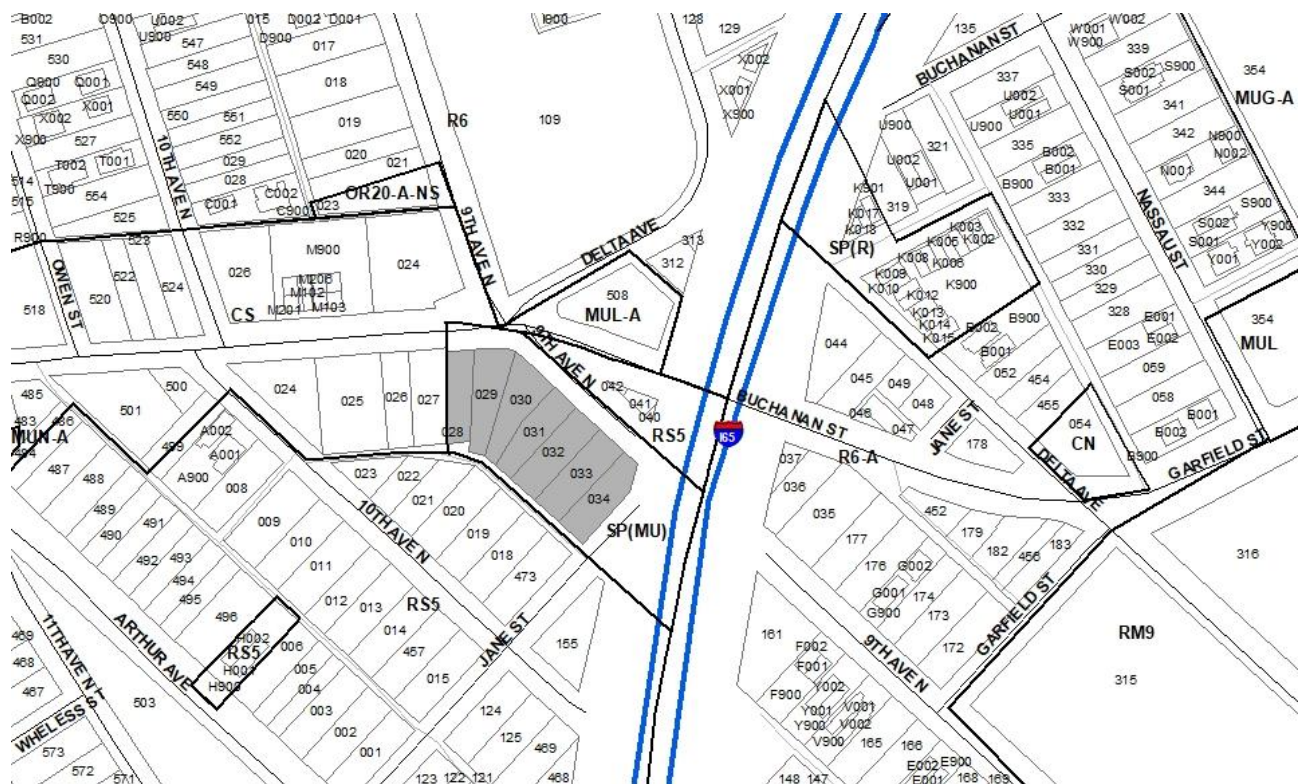
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5. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
6. The final site plan shall label all internal 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
7. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
8. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
10. A final plat may be required prior to permitting.
11. No master permit or HPR shall be recorded on the property prior to final site plan approval.





## Metro Planning Commission Meeting of 06/12/2025



### 2021SP-059-003

9th & BUCHANAN (AMENDMENT)

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

08, North Nashville

21 (Brandon Taylor)





## Metro Planning Commission Meeting of 06/12/2025

**Item #2****Project Name****Council District****School District****Requested by****Specific Plan 2021SP-059-003****9<sup>th</sup> & Buchanan (Amendment)**

21 – Taylor

05 – Fayne

Centric Architecture, applicant; 901 Buchanan Development Partners, owner.

**Deferrals**

This item was deferred at the May 8, 2025, and May 22, 2025, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**

Marton

**Staff Recommendation**

*Defer to the June 26, 2025, Planning Commission meeting.*

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

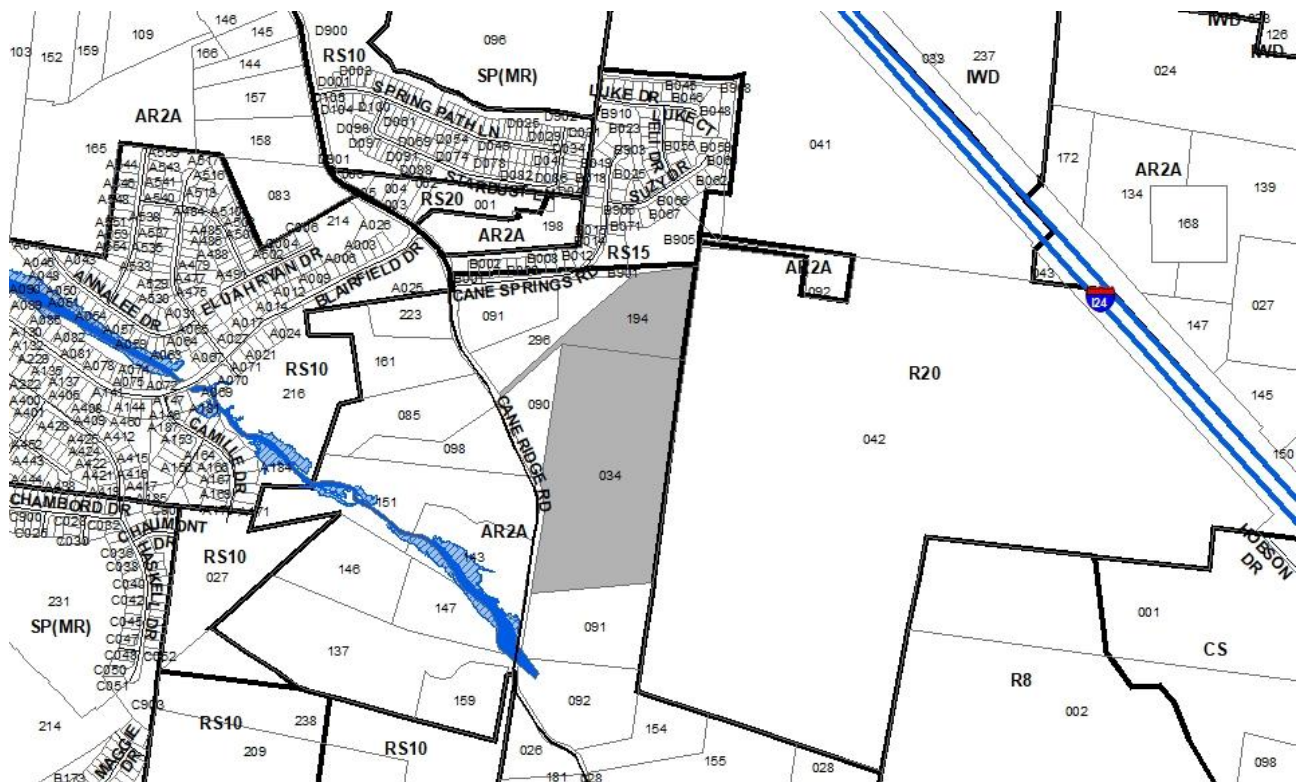
A request to amend a Specific Plan for properties located at 1701, 1703, 1705, 1707, 1709 & 1711 9th Avenue North and 901 Buchanan Street, at the southern corner of 9th Avenue North and Buchanan Street, zoned Specific Plan (SP) and partially within a Detached Accessory Dwelling Unit Overlay District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

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 26, 2025, Planning Commission meeting.



## Metro Planning Commission Meeting of 06/12/2025



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



## Metro Planning Commission Meeting of 06/12/2025

**Item #3****Project Name****Council District****School District****Requested by****Specific Plan 2024SP-020-001****Cane Ridge SP**

33 – Lee

06 – Mayes

Old Acre McDonald, applicant; William Alexander, James Kieffer &amp; Houston Hill, owners.

**Staff Reviewer**

Marton

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

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**APPLICANT REQUEST****Rezone to SP to permit 58 single family lots and 74 multi-family residential units.**Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for properties located at 5788 Cane Ridge Road and Cane Ridge Road (unnumbered), approximately 285 feet southeast of Cane Ridge Road, to permit 58 single family lots and 74 multi-family residential units (39.27 acres).

**Existing Zoning**

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

**Proposed Zoning**

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

**SOUTHEASTCOMMUNITY PLAN**

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

[illegible]

### Proposed SP



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

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

### CASE HISTORY

This case was previously presented at the September 26, 2024, Planning Commission Meeting, where a public hearing was held and closed. Following the hearing, the Planning Commission made a motion to approve the plan with conditions. At the time of approval, the plan included 120 single-family lots and approximately 16.75 acres of open space (42.7 percent of the site). During the Council legislative review process, changes to the plan were requested by the Councilmember and, due to the scope of the changes, the plan was referred back to the Planning Commission for additional consideration. Modifications to the plan consist of the inclusion of additional open space, and the replacement of a portion of the single-family lots with townhomes. The plan now proposes 25.68 acres of open space (65.4 percent of the site) and includes a unit mix of 74 townhome units and 58 single-family residential lots for a total of 132 units.

### SITE CONTEXT

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

### PLAN DETAILS

The proposed SP would permit a mixed residential development with 58 single family lots and 74 multi-family residential units, for a total of 132 units. The site will be accessed by an entrance along Cane Ridge Road, and lots will be accessed by new public roads internal to the site. The plan calls for streetscape improvements according to the MCSP with new sidewalks along Cane Ridge Road connecting to the site's internal sidewalk network. Both the single-family lots and townhomes will



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have a maximum building height of 3 stories in 45 feet and for corner lots and units the plan includes a standard that will require architectural detailing on street facing facades. The plan includes 15.29 acres of undisturbed natural open space and 10.39 acres of passive open space including buffers, accounting for approximately 65.4 percent of the site's total acreage. The northernmost cul-de-sac includes a driveway ramp and emergency access gate to access the emergency access drive at the northernmost point of the site. To provide possible future roadway connectivity, the plan identifies future right-of-way dedication beyond the northernmost cul-de-sac to the property line. Staff has included a condition of approval to update the right-of-way dedication to a reservation, given the presence of the Metro Water Services easement.

### **ANALYSIS**

The two primary policies on the site are T3 Suburban Neighborhood Evolving (T3 NE) and Conservation (CO). The T3 NE policy is intended to create and enhance suburban residential neighborhoods with more housing choices. The Conservation policy on the site is associated with a stream buffer that runs along the southern property boundary. The site also contains a small portion of the T3 Suburban Neighborhood Center (T3 NC) policy area along the Cane Ridge Road frontage.

The proposed SP would permit 132 units at a density of approximately 3.5 units an acre. The SP meets the goal of T3 NE to provide for more housing choices as it provides a mix of both townhome units and single-family lots. The SP proposes smaller lot sizes, which is supported by the policy, especially when development is grouped and organized in a manner that preserves environmentally sensitive features. A large portion of the overall site is shown to remain as undisturbed natural open space, particularly along the southern, western, and northeastern boundaries, avoiding disturbance of the stream buffer and emphasizing tree preservation. Although the SP includes residential uses only, the plan includes streetscape improvements along Cane Ridge Road, which is consistent with the T3 NC policy to provide well-connected street networks and sidewalks. Given that the majority of the site is in the T3 NE and CO policies, staff finds that the preservation of open space at the southern portion of the site to be appropriate. Overall, the site meets the goals of the T3 NE policy by providing a moderately dense residential development, while balancing CO goals.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Limited building detail, and/ or building construction information provided. Construction must meet all applicable building and fire codes. Any additional fire code or access issues will be addressed during the construction permitting process. Site plans or construction may require changes to meet adopted fire and building codes.
- Emergency access gate shall be equipped with Knox pad lock or key box. Coordinate installation with Fire Marshal Office.
- Townhouse units accessed via 20' roadway may be limited to 30 feet in height unless access road widened to minimum 24' width.

### **WEGO RECOMMENDATION**

#### **Approve**



## **Metro Planning Commission Meeting of 06/12/2025**

### **METRO HISTORIC RECOMMENDATION**

#### **Approve**

- Recommend a Phase I archaeological survey.

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

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

### **NASHVILLE DOT RECOMMENDATION**

#### **Approve with conditions**

- Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. For final plans w/ new public roads, plans shall include proposed public roadway profiles, curvature, grade, drainage and utility data. Public roadway construction drawings shall comply with NDOT Subdivision Street Design Standards and specifications.
- All public commercial ramps, residential driveways and street intersections shall meet code spacing requirements. All public street intersections should be provided with stop control and ADA compliant pedestrian access ramps. Any public access point (ramps, drives) and/or intersections 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. A mandatory referral approval will be required for proposed abandonments of existing ROW and/or encroachments into existing ROW.
- There shall be no earthen retaining walls installed in the public ROW. There shall be no vertical obstructions in new public sidewalks and the removal, or relocation, of utilities will be required to accommodate new public sidewalks. Residential and commercial ramps, driveways shall meet metro spacing code.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement ([solidwastereview@nashville.gov](mailto:solidwastereview@nashville.gov)).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW. (cont.) On site plans, call out "mill & overlay extents to be coordinated in field with NDOT inspector".
- Comply w/ NDOT traffic comments/conditions of approval.

### **TRAFFIC & PARKING RECOMMENDATION**

#### **Approve with conditions**

- Include signal retiming plans with the building permit plan submittal for Old Franklin Road & Cane Ridge Road, specifically to give the northbound through movement adequate split time as recommended in the MMTA. Coordinate with NDOT Signal team.



## Metro Planning Commission Meeting of 06/12/2025

### METRO WATER SERVICES RECOMMENDATION

#### Approve with conditions

- Approved as a Preliminary SP only. Public and/or private Water and Sanitary Sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans. Submittal of an availability study is required before the Final SP can be reviewed. Once this study has been submitted, the applicant will need to address any outstanding issues brought forth by the results of this study. A minimum of 30% W&S Capacity must be paid before issuance of building permits.
- A second gate outfitted with a Knox Key (MFD) will be installed at the emergency exit. This gate is to remain closed to all but authorized personnel.
- First gate at Cane Ridge to be retrofitted with a Knox Key (MFD). This gate to remain closed to all but authorized personnel.
- Either entrance, drive or associated appurtenances will not be used for anything other than an emergency exit.
- A Memorandum of Understanding (MOU) regarding the maintenance, provisions, operation, and other of drive, gates, keys, and other shall be in place prior to final technical approval.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	39.27	0.5 D	23 U	269	21	25

\*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	-	-	58 U	630	45	60

#### 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 (222)	-	-	74 U	402	26	33

#### 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
-	-	-	-	+763	+50	+68





## **Metro Planning Commission Meeting of 06/12/2025**

### **METRO SCHOOL BOARD REPORT**

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

**Projected student generation proposed SP district: 20 Elementary 15 Middle 14 High**

The proposed SP zoning district is anticipated to generate 37 more students than what would be generated under the current AR2a zoning district. Students would A.Z. Kelley Elementary School, Thurgood Marshall Middle School, and Cane Ridge High School. A.Z. Kelley Elementary School and Cane Ridge High School are over capacity. Thurgood Marshall Middle School is exceedingly under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions and disapproval without all conditions.

### **CONDITIONS**

1. Permitted uses shall be limited to a maximum of 58 single-family residential lots and 74 multi-family residential units. Short Term Rental Property (STRP), owner occupied and not owner-occupied, shall be prohibited from the entire development.
2. On the corrected copy, remove the "Conservation Area" row from the Bulk Regulations Table on Sheet 11.
3. On the corrected copy, remove Landscape Standard #6 on Sheet 11 and replace with: A 10-foot-wide B-3 Landscape Buffer shall be provided at the rear of lots along the eastern property line and between lots 21 and 22 and the cell tower.
4. Comply with all conditions and requirements of Metro Reviewing Agencies.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with the final site plan application.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RS7.5 zoning district for the single-family residential area and the RM9 zoning district for the multi-family residential area as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
7. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
8. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Property Owners' Association.
9. No master permit/HPR shall be recorded prior to final SP approval.
10. Final plat may be required prior to permitting.
11. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the



## **Metro Planning Commission Meeting of 06/12/2025**

plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

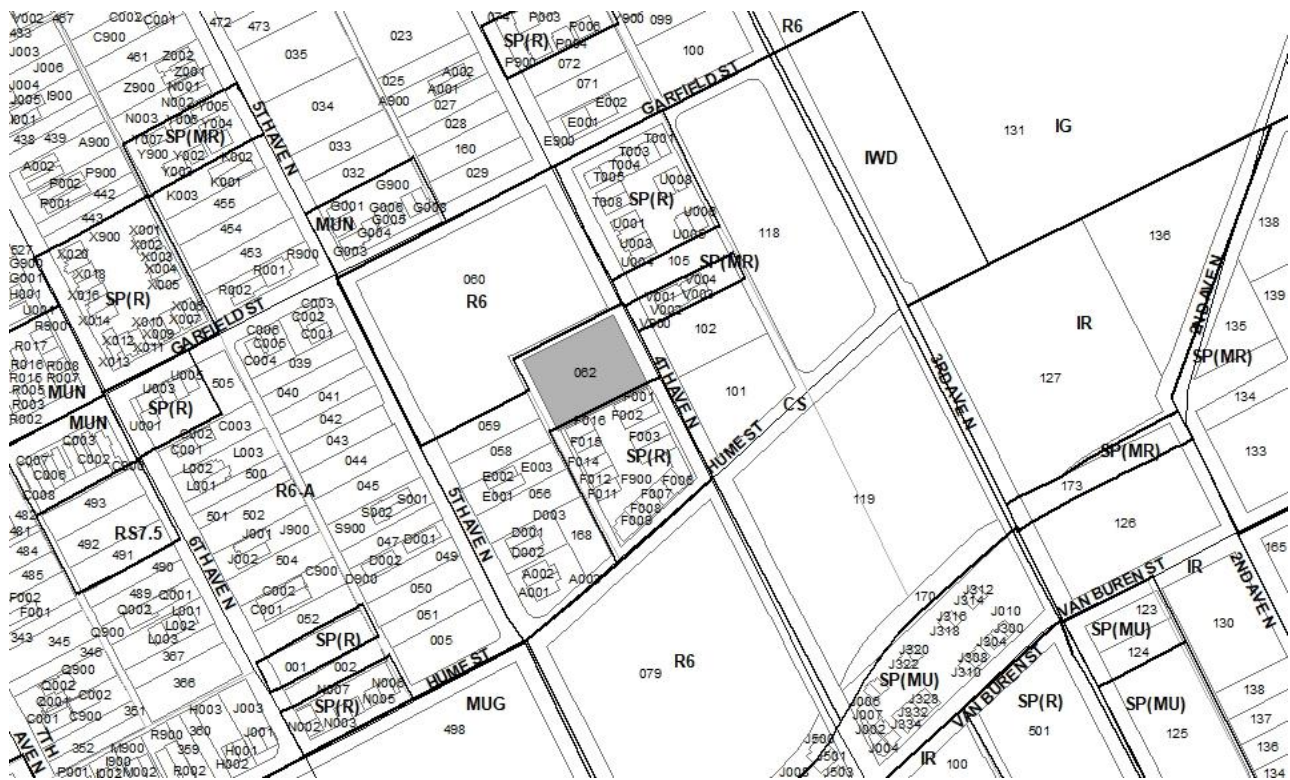
12. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any of any building permits.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 06/12/2025



**2024SP-060-001**

1609 4<sup>th</sup> AVE. N.

Map 082-05, Parcel(s) 062

08, North Nashville

19 (Jacob Kupin)



## Metro Planning Commission Meeting of 06/12/2025

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

19 – Kupin

05 – Buggs

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

**Deferrals**

This item was deferred at the December 12, 2024, January 9, 2025, February 13, 2025, March 13, 2025, April 10, 2025, and May 8, 2025, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**

Schenk

**Staff Recommendation***Defer to the July 24, 2025, Planning Commission meeting.*

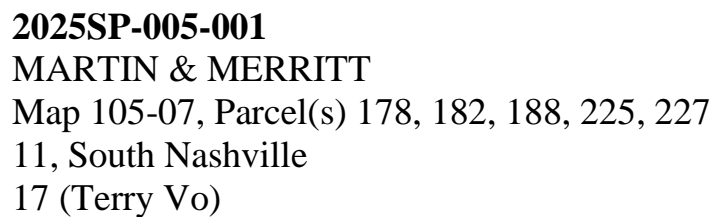
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**APPLICANT REQUEST****Preliminary SP to permit 21 multi-family residential units.**Preliminary SP

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 July 24, 2025, Planning Commission meeting.





## Metro Planning Commission Meeting of 06/12/2025

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

17 – Vo

05 – Buggs

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, April 24, 2025, May 8, 2025, and May 22, 2025, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**

Schenk

**Staff Recommendation**

*Approve with conditions and disapprove without all conditions.*

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

A request to rezone from Industrial Warehousing/Distribution (IWD) and Multi-Family Residential-Alternative-No STRP (RM20-A-NS) to Specific Plan (SP) zoning for properties located at 513 and 525 Merritt Avenue, 1300 and 1312 Martin Street, and 548 Hamilton Avenue, at the northeastern corner of Martin Street and Hamilton Avenue (4.03 acres), and within the Wedgewood-Houston Chestnut Hill Urban Design Overlay District, to permit a mixed-use development.

**Existing Zoning**

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

RM20-Alternative-No STRP (RM20-A-NS) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A-NS would permit a maximum of 30 units.*

Urban Design Overlay The site is also located within the Wedgewood-Houston Chestnut Hill Urban Design Overlay (UDO), specifically the Merritt-Southgate subdistrict. The purpose of the UDO is to preserve the essential, defining qualities of the Wedgewood-Houston and Chestnut Hill neighborhoods while addressing increasing demand for residential capacity in the area.

**Proposed Zoning**

Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to



## Metro Planning Commission Meeting of 06/12/2025

implement the specific details of the General Plan. This Specific Plan includes residential and commercial uses.

### **SOUTH NASHVILLE COMMUNITY PLAN**

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

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

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

### **SUPPLEMENTAL POLICY**

The site is located within the Wedgewood-Houston Chestnut Hill (WHCH) Small Area Plan, specifically the SPA 11-WHCH-1 TR and the SPA 11-WHCH-2a supplemental policy areas. The northern portion of the site, encompassing the parcels located along Merritt Avenue north of the existing alley are located within the SPA 11-WHCH-1 TR subdistrict. The WHCH Plan describes this zone, which is called North Wedgewood-Houston, as containing a wide variety of commercial and small-scale light industrial uses with a higher density mix of uses appropriate for the area. In line with the neighborhood’s long-term vision, this area is home to a rising number of houses and small- and larger-scale artisan and maker uses. The urban grid, variety of uses, and new dense housing, create a vibrant walkable commercial neighborhood that adds services to the broader community.

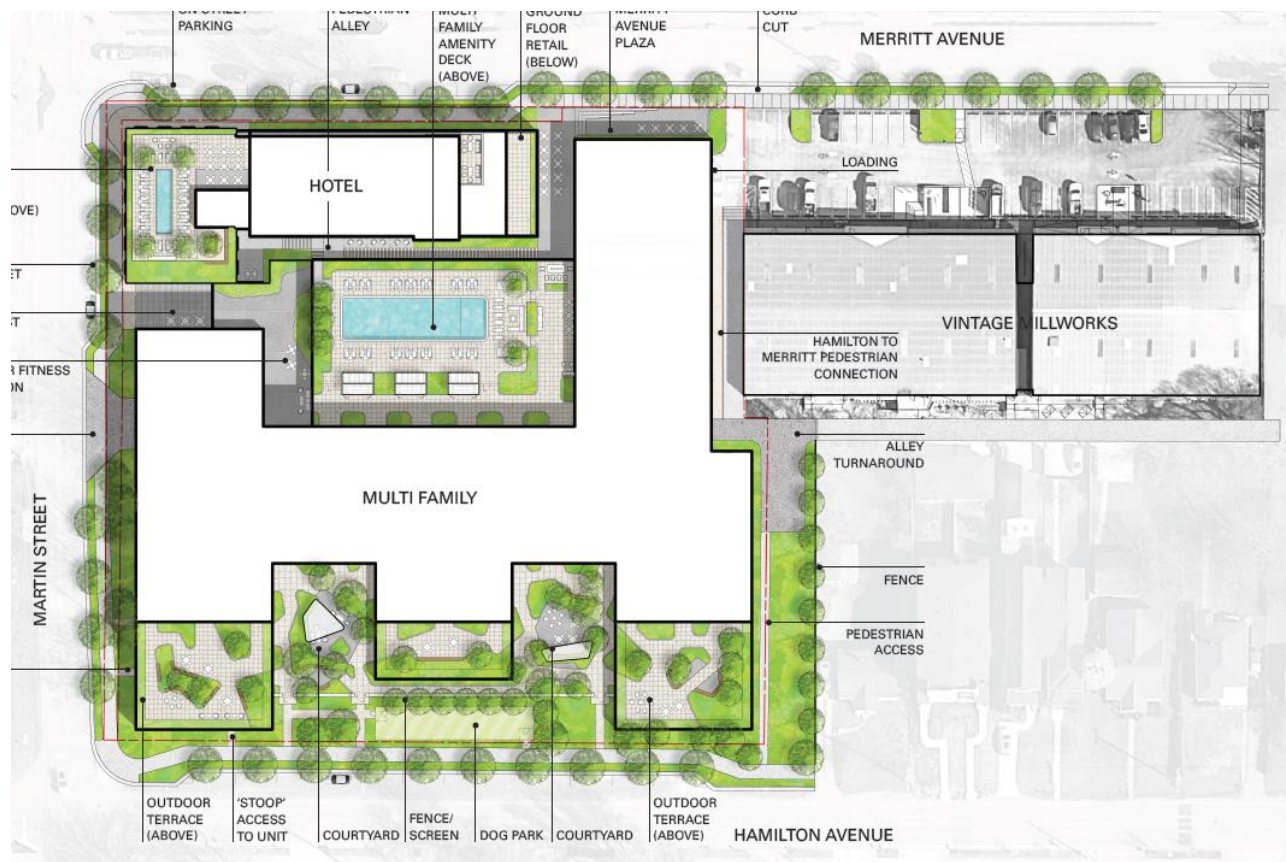
The parcels located south of the existing alley, and along Hamilton Avenue are within the SPA 11-WHCH-2a zone. The WHCH Plan describes this zone, which is called South Wedgewood-Houston, as the residential core of the Wedgewood-Houston neighborhood, built on an urban street grid. Residential infill development has added a mixture of housing types to the existing predominantly one- and two-family neighborhood. Infill on larger parcels is frequently in the form of townhomes





## Metro Planning Commission Meeting of 06/12/2025

or courtyard developments. This area should continue to evolve to allow flexibility in housing types to address affordability.



### Proposed Preliminary SP

#### SITE CONTEXT AND PLAN DETAILS

The site consists of five parcels, with a total size of approximately 4.03 acres, and is located along the eastern frontage of Martin Street, between Hamilton Avenue and Merritt Avenue. All three streets are classified as local streets in the Major and Collector Street Plan (MCSP). Traversing through the center of the site, is an unimproved alley right-of-way. The five parcels have developed with industrial, medical, office, single-family residential, and vacant uses. The surrounding parcels are zoned IWD, RM20-A-NS, and SP. Neighboring uses include a variety of industrial, commercial, multi-family residential, single-family residential, and office uses.

The proposed site plan consists of three buildings, including an existing building to be retained, identified as the Vintage Millworks, on the eastern parcel along Merritt Avenue. Located at the northwest corner of the site is a seven-story building with a maximum height of 75 feet and utilized for hotel and non-residential uses. This building includes stepbacks on both the Martin Street and Merritt Avenue facades. Located in the central portion of the site is four story building, with a height of 48 feet, to be used for a maximum of 150 multi-family residential units. This building includes stepbacks between the third and fourth floors and a varied setback along Hamilton Avenue. The SP proposes architectural standards, including glazing and building material requirements.

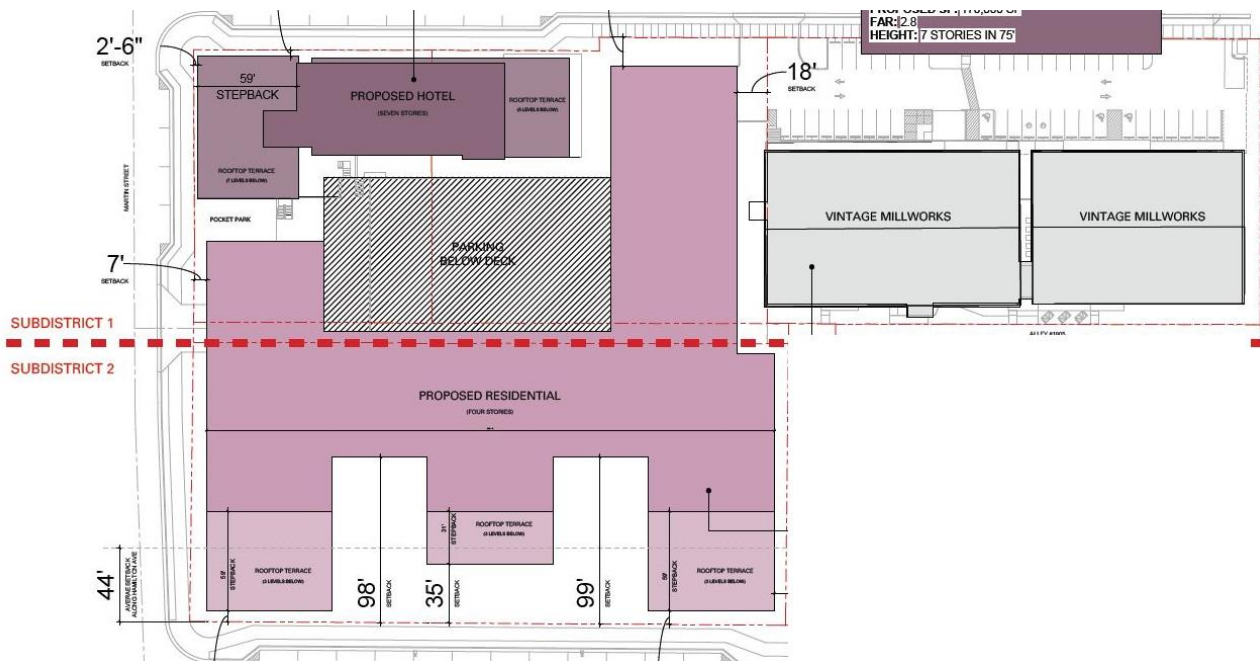


## Metro Planning Commission Meeting of 06/12/2025

The site would have access from two locations; a primary access along Martin Street that would connect to a below-grade parking garage, and a loading access along Merritt Avenue. Additionally, the existing site access and parking associated with the Vintage Millworks would be retained. Improvements to the public alley would be included to the eastern property line and a pedestrian connection from the alley to Hamilton Avenue is included in the plan. The plan also proposes streetscape improvements, including sidewalks, along all frontages. Located throughout the site are numerous open space areas, including publicly accessible open spaces along Hamilton Avenue.

### ANALYSIS

Due to the different policies on this site, for the analysis, the site is divided into two subdistricts, Subdistrict 1 and Subdistrict 2, which will be referenced in this report for consistency. The subdistrict dividing line is the unimproved alley right-of-way that traverses east to west through the middle of the site. Subdistrict 1 includes parcels identified as Parcels 178, 182, and 188 on the site map on the northern half of the site along Merritt Avenue. Subdistrict 2 consists of Parcels 225 and 227 on the map, located on the southern half of the site along Hamilton Avenue.



### Subdistrict Map

#### Subdistrict 1

Subdistrict 1 is located within the T4 Urban Mixed Use Neighborhood Policy (T4 MU) and Conservation (CO) policy areas. The T4 MU policy intends to create urban neighborhoods with high intensity development, increased levels of multi-modal connectivity and an urban design form. The proposed land uses, including a mixture of residential and commercial uses, development intensity, and building form are consistent with the T4 MU policy. Additionally, the proposed SP proposes high levels of pedestrian connectivity within the site and to neighboring properties.



## Metro Planning Commission Meeting of 06/12/2025

The WHCH Small Area Plan also includes additional specific guidance for this area. The WHCH Plan includes standards for building typologies and heights, as well as appropriate use and zoning districts. The building typologies include plex or manor, house court, townhouse, flats, live/work, mixed use, and industrial buildings, with heights of three to four stories. The Small Area Plan includes provisions for when additional height may be appropriate: 1) providing active uses and enhanced streetscaping; 2) combined with adaptive reuse of the other parts of the site; 3) accompanied by urban industrial uses; and 4) located in lower lying area.

The proposed heights of the structures in this subdistrict are between four and seven stories. For consideration of additional height above four stories, the site has several considerations that would justify an increase in height. The topography of the site slopes downward, with the highest portions of the site at the southeast corner and the lowest portion of the site at the northwest corner. This results in a substantial grade change across the site. The northwest corner of the site, at the intersection of Martin Street and Merritt Avenue, is approximately 40 feet lower than the northeastern corner of the site. Additionally, other surrounding SP zoned properties have building heights of five to six stories. The existing industrial and commercial building on the site will be preserved in this plan, providing for adaptive reuse of the structure. In totality, these factors would contribute to supporting additional height at this location. Finally, the area of Conservation policy on the site is limited to an area of slopes in the middle of the site. These slopes are partially confined by an existing retaining wall on the site.

### Subdistrict 2

Subdistrict 2 is located within the T4 Urban Neighborhood Evolving Policy (T4 NE). The T4 NE policy is intended to enhance neighborhoods by including greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques. Moderate- to high-density residential development is appropriate, as are shallow setbacks, and high levels of complete street connectivity. The proposed plan is consistent with the T4 NE policy, as it provides a moderate density development pattern, with a development intensity consistent with an urban neighborhood, housing types that increases housing choice, and shallow setbacks along the street frontages.

Subdistrict 2 is also within the Wedgewood-Houston Chestnut Hill Urban Design Overlay (UDO). The UDO provides guidance for building design, including heights, material standards and setbacks. The proposed plan incorporates several characteristics of this overlay, including heights consistent with the UDO guidance, building materials, and articulation requirements. The UDO also has requirements for a contextual setback for street facing facades. The proposed plan has a setback that is closer than the required contextual setback. Under the UDO guidelines, a modification to this standard is permitted under certain conditions, including a site's location at the corner of two streets and setbacks of existing buildings along the entire block face or nearby area. Several of these conditions would warrant a modification to this standard along the Hamilton Avenue frontage. The plan proposes a varied setback along Hamilton Avenue, with only a portion of this façade located closer to the street than the minimum required setback. Additionally, this site's location at a corner and a SP zoned property across the street with closer setbacks would support a smaller contextual setback.



## **Metro Planning Commission Meeting of 06/12/2025**

Overall, the plan incorporates features that are consistent with land use policy, Small Area Plan, and Urban Design Overlay guidance. These features include providing a mixture of commercial and residential uses, design characteristics including building articulation, varied materials, and glazing; adaptive reuse of an existing building; improved streetscapes; and increased pedestrian connectivity.

### **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.

### **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 public access point (ramps, drives) 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.
- Continue to coordinate w/ Metro Planning and NDOT on MCSP requirements along existing ROW frontages.
- For reference, provide call outs on the final site plan for MCSP requirements.
- In general, with the final: Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT standard details.
- A mandatory referral approval will be required for proposed abandonments of existing ROW and/or encroachments into existing ROW.
- See NDOT traffic comments/conditions on ROW abandonments.
- There shall be no earthen retaining walls installed in the public ROW. There shall be no vertical obstructions in new public sidewalks and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
- Residential and/or 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](mailto:solidwastereview@nashville.gov)).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW.
- Provide relevant mill & overlay (hatched) on plans, if widening ROW pavement.
- Comply w/ NDOT traffic comments/conditions of approval.



## **Metro Planning Commission Meeting of 06/12/2025**

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- The applicant shall implement the MCSP streetscape requirements along all development frontages.
- The applicant is required to construct off-site sidewalks along the south side of Hamilton Avenue to bridge the sidewalk gap between Hagan Street and Martin Street, approximately 300 feet. Additionally, sidewalks shall be constructed on Merritt Avenue to connect the gap between the eastern property line of Vintage Mill Works and Pillow Street, approximately 200 feet. The construction of these off-site sidewalks may necessitate minor retaining structures, the specifics of which will be determined at the Final SP stage along with the exact sidewalk dimensions.
- Pedestrian accommodations shall be incorporated on all feasible corners of the study intersections, if not already provided. These accommodations may include, but are not limited to, crosswalk striping, curb ramps, and ADA-compliant warning mats. Additional striping may be required to refurbish deficient stop bar pavement markings.
- The applicant shall comply with WeGo conditions regarding transit stop improvements.
- For the primary garage access on Martin Street, the applicant shall provide enhanced pedestrian safety measures. These measures may include, but are not limited to, electronic signage, audible alarms, safety signage, convex mirrors, transitional lighting, and high-visibility yellow paint.
- All valet operations associated with the hotel shall occur entirely on private property. The use of lay-by facilities within the public right-of-way along the development's frontage is strictly prohibited.
- Parking requirements shall comply with UZO code standards.
- The approval of this Preliminary SP does not constitute the approval for the abandonment of Alley 1805. A Mandatory Referral will be required and additional comments/conditions may be provided through that review.
- The applicant's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

### **WEGO RECOMMENDATION**

#### **Approve with conditions**

- Development must upgrade the existing Rains Station Outbound; 8th Ave S & Hamilton Ave northbound and southbound bus stops to in-lane local service bench-type bus stops with appurtenances as per the latest WeGo Transit Design Guidelines.
- Upgraded bus stops must have an ADA-compliant passenger waiting area min. 35ft x 8ft, flush with tangent curb and flush with ADA-compliant sidewalk. Bus stop upgrade may be constrained by existing curb and ROW.
- WeGo conditions must be noted or shown on this SP. WeGo conditions must be shown on Final SP plans.



## Metro Planning Commission Meeting of 06/12/2025

- Development must coordinate and reach agreement with WeGo philip.randall@nashville.gov prior to this SP approval, again prior to Final SP approval, and again prior to Building Permit issue.
- WeGo conditions must be complete prior to any occupancy or use of the development.

### STORMWATER RECOMMENDATION

#### Approve with conditions

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

### WATER SERVICES RECOMMENDATION

#### Approve with conditions

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

### HISTORIC ZONING RECOMMENDATION

#### Approve

- Phase I archaeological survey recommended.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	1.38	0.8	48,090 SF	122	8	9

#### Maximum Uses in Existing Zoning District: RM20-A-NS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (221)	1.52	20 D	30 U	162	11	14



## Metro Planning Commission Meeting of 06/12/2025

### 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)	-	-	150 U	816	51	65

### Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	-	-	3,750 SF	142	3	14

### Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	-	-	3,750 SF	421	38	37

### Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Hotel (310)	-	-	160 R	1,379	75	94

### Traffic changes between maximum: IWD/RM20-A-NS and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+2,474	+148	+187

## METRO SCHOOL BOARD REPORT

**Projected student generation existing IWD/RM20-A-NS district: 5 Elementary 3 Middle 3 High**

**Projected student generation proposed SP district: 23 Elementary 16 Middle 13 High**

The proposed SP zoning is expected to generate 41 additional students than the existing IWD and RM20-A-NS zoning districts. Students would attend Fall-Hamilton Elementary School, Cameron College Preparatory Middle School, and Glencliff High School. Fall-Hamilton Elementary School and Cameron College Preparatory Middle School are identified as undercapacity, while Glencliff 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.





## Metro Planning Commission Meeting of 06/12/2025

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 160 hotel rooms, 7,500 square feet of retail and restaurant uses in Subdistrict 1; a maximum of 150 multi-family residential units in Subdistrict 2; and uses of MUL-A within the existing Vintage Millworks building. Short term rental property, owner occupied and short term rental property, not owner occupied shall be prohibited.
2. On the corrected copy, replace all building height measurement notes to be the following: Building height shall be measured from the average elevation (4 most exterior corners) to the midpoint of the primary roof pitch or to the top of the parapet for a flat roof.
3. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval. Building setbacks and height shall be consistent with the elevations included with the preliminary SP.
4. Covered rooftop amenities shall be included in maximum height calculation.
5. Building heights for the building identified as the hotel building on the plan shall be limited to 75 feet.
6. Prior to final site plan approval, a mandatory referral shall be submitted and approved for the abandonment of the existing alley right-of-way.
7. Comply with all conditions and requirements of Metro reviewing agencies.
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 MUL-A-NS zoning district for Subdistrict 1 and RM40-A-NS zoning district for Subdistrict 2. 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. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
11. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
12. A final plat may be required prior to permitting.
13. No master permit or HPR shall be recorded on the property prior to final site plan approval.

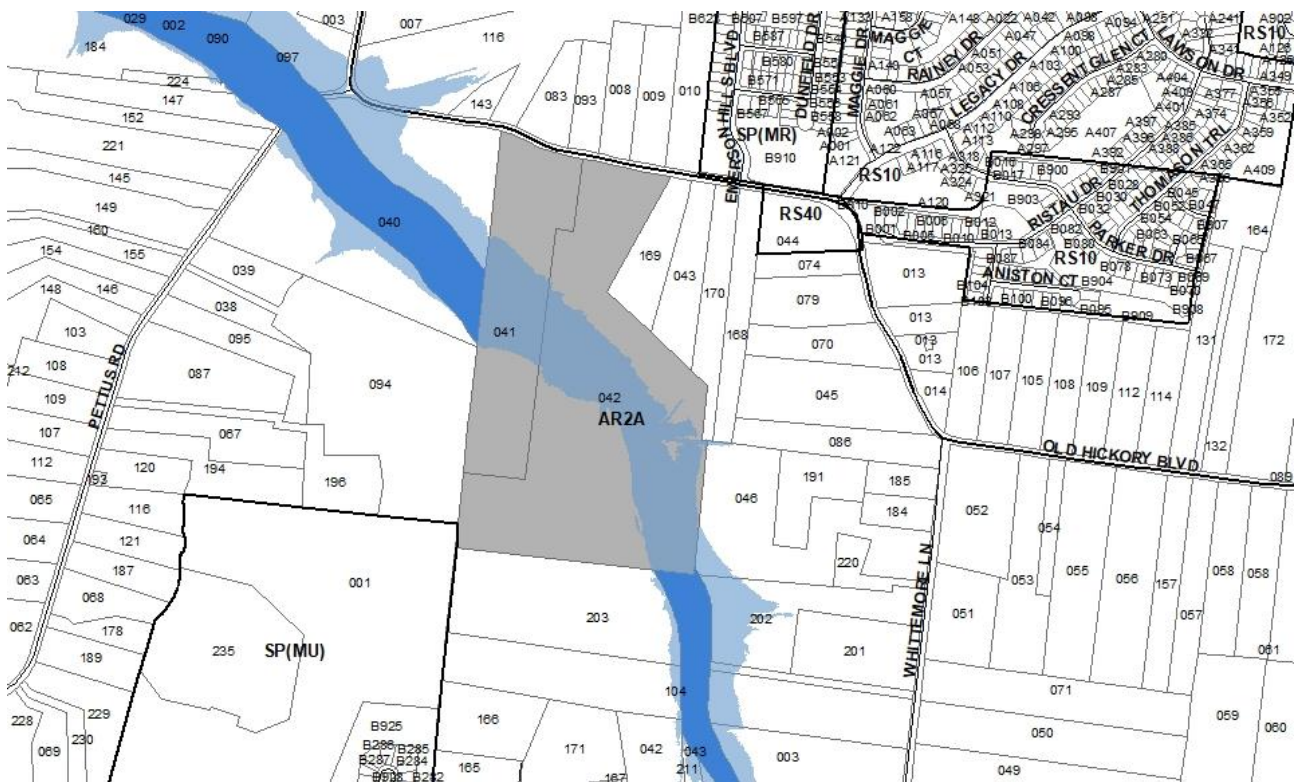




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## Metro Planning Commission Meeting of 06/12/2025



**2025SP-007-001**

13905 OLD HICKORY BOULEVARD

Map 182, Parcel(s) 041-042

12, Southeast

31 (John Rutherford)



## Metro Planning Commission Meeting of 06/12/2025

### Item #6

#### 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, April 24, 2025, May 8, 2025, and May 22, 2025, Planning Commission meetings. No public hearing was held.

#### Staff Reviewer

Schenk

#### Staff Recommendation

*Approve with conditions and disapprove without all conditions.*

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### APPLICANT REQUEST

#### Preliminary SP to permit 237 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 residential units.

#### **Existing Zoning**

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and is intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 33 lots with 8 duplex lots for a total of 41 units.*

### **SOUTHEAST COMMUNITY PLAN**

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



## Metro Planning Commission Meeting of 06/12/2025

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

### **SITE CONTEXT**

The site consists of two parcels, approximately 66.72 acres in size, and located on the southern frontage of Old Hickory Boulevard, which is classified as an Arterial-Boulevard in the Major and Collector Street Plan (MCSP). Parcel 41, which is the western parcel, has developed with a single-family residential use, while Parcel 42, which is the eastern parcel, is currently vacant. The surrounding parcels are zoned Agricultural/Residential (AR2a), with a Specific Plan (SP) zoned property to the southwest of the site, that permits a mixture of single-family residential, multi-family residential, and commercial uses. Additionally, several properties in the nearby area are zoned Single-Family Residential (RS10) and (RS40). Surrounding properties have developed with single-family residential and vacant land uses, with multi-family residential uses in the broader area. Additionally, to the west of the site along Old Hickory Boulevard, is a parcel owned by Metro Parks, which is to be used as a park.

### **PLAN DETAILS**

The plan proposes a total of 237 residential units, of which 97 are multi-family residential units and 140 are single-family residential lots. The plan is divided into northern and southern portions, with the multi-family units proposed in the northern portion of the site, near the Old Hickory Boulevard frontage, with single-family lots surrounding the multi-family units along the street frontages and in the southern portion of the site. The site is accessed through a public street connection to Old Hickory Boulevard, with public streets and alleys proposed throughout the site. The plan proposes over 51 percent of the site as open space, including a 20-foot Type-B landscape buffer along the eastern and southern property lines.

#### Northern Portion

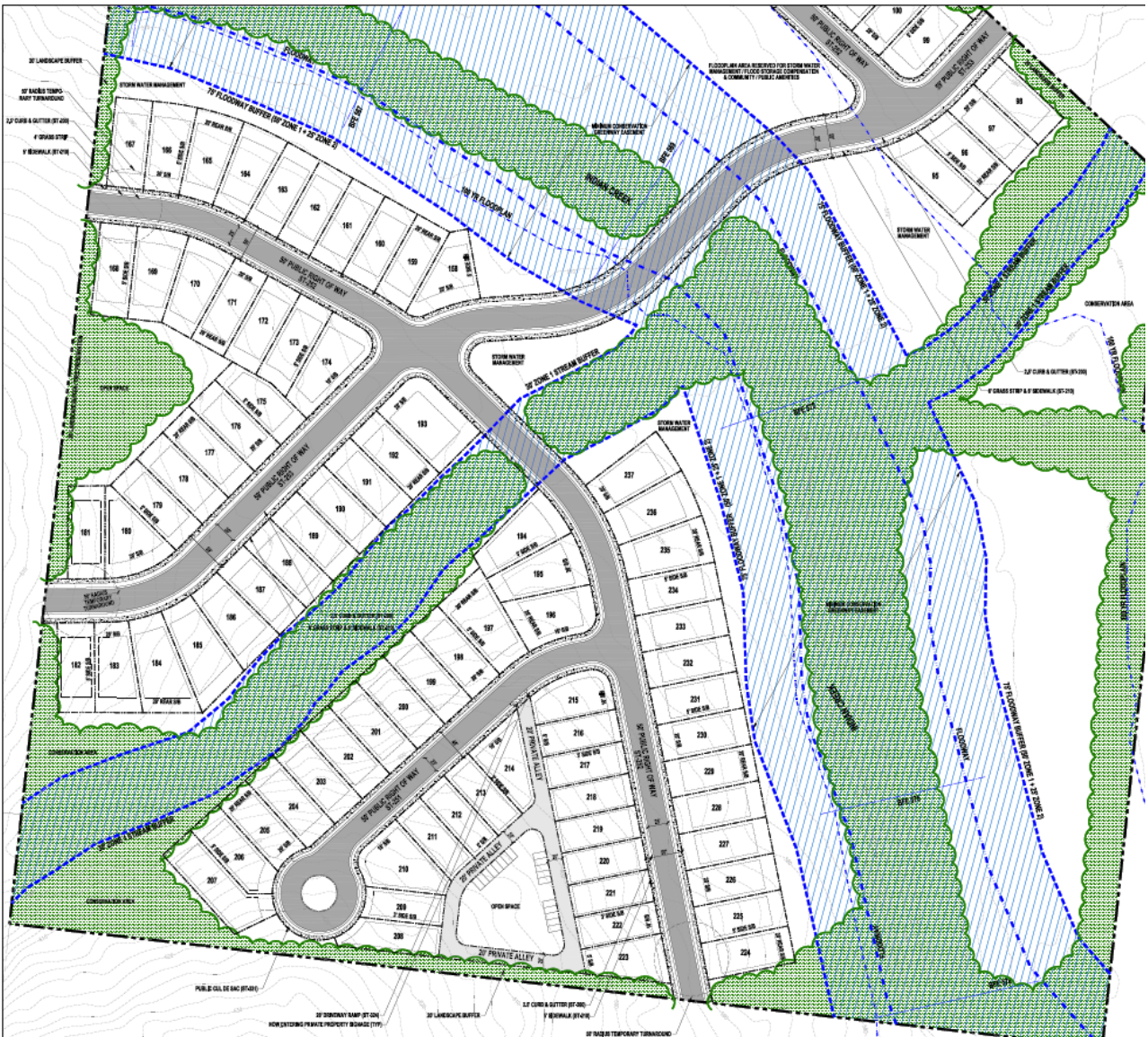
The northern portion of the site proposes a maximum of 97 multi-family residential units and 54 single-family lots. The single-family lots include a mixture of front loaded and rear-loaded access homes, while all the multi-family units are proposed to be rear loaded via private alleys and fronting onto open space. The multi-family units are located towards the interior of the site, with single-family lots surrounding these units along both Old Hickory Boulevard and a proposed north-south local street. The site is accessed via a local street and an alley access connecting to Old Hickory Boulevard.







## Metro Planning Commission Meeting of 06/12/2025



### Proposed Preliminary SP-Southern Portion

#### Southern Portion

The southern portion of the site proposes a maximum of 86 single-family residential lots, all of which front onto public roads. A proposed collector-avenue traverses the site from east to west, consistent with the MCSP and stubs at the western and northeastern property boundaries to allow for future extensions. The collector street intersects with the proposed local street on the northern portion of the site. Through the center of the site is Indian Creek, of which the proposed residential lots avoid. The plan includes architectural design conditions, including a maximum height of 3 stories and 35 feet for all unit types, and material and glazing requirements. Additionally, conceptual elevations are included with the preliminary plan.



## **Metro Planning Commission Meeting of 06/12/2025**

### **ANALYSIS**

The proposed SP is located within the T3 Suburban Neighborhood Evolving (T3 NE) policy and Conservation (CO) policy areas. The T3 NE policy is intended to promote a broader range of housing types, improved connectivity, and moderate density development. The proposed plan incorporates several of the goals of this policy. The plan provides a range of housing types, as the plan proposes both single-family lots and multi-family residential units. The plan provides improved connectivity by including a new east to west collector roadway through the site, providing vehicular connections to surrounding properties. The proposed density of the site, at approximately 3.6 units per acre, is similar in density to zoning districts in the surrounding area, including nearby subdivisions, which permit 4.3 units per acre and provides a moderate density development pattern. The site also contains a structure that is identified as eligible for preservation, that the plan proposes to remove. Historic zoning staff has reviewed the plan and is recommending approval. The plan is consistent with the Conservation policy, as the site is designed around and avoids Indian Creek and stream buffers throughout. The proposed lots and units also avoid the floodplain areas around these waterways.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- 2nd point of access appears to be provided.
- Limited building construction details provided. Future construction must meet all applicable fire and building codes.
- Additional fire code or access issues may be addressed at time of construction permit review.

### **NDOT RECOMMENDATION**

#### **Approve with conditions**

- Final construction plans shall comply with the design regulations established by NDOT.
- Final design and improvements may vary based on actual field conditions.
- For final SP cases that include new public roads, final SP plans shall include proposed public roadway profiles, curvature data, road grade data, drainage, utility data, street tree plan, street lighting plan and bridge culvert details (if proposed).
- Public roadway construction drawings shall comply with NDOT Subdivision Street Design Standards and specifications.
- All public 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.
- All existing ROW frontages should adhere to the Major Collector Street Plan (MCSP) and dedication may be required along existing ROW frontages to accommodate MCSP requirements.
- Coordinate w/ metro planning on MCSP requirements along existing ROW frontages.
- For reference, provide call outs on the final site plan for MCSP requirements.



## **Metro Planning Commission Meeting of 06/12/2025**

- In general, 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 and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
- Residential and commercial ramps, driveways shall meet metro spacing code.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW.
- On site plans, call out "mill & overlay extents to be coordinated in field with NDOT inspector".
- Comply w/ NDOT traffic comments/conditions of approval.
- Case specific road comments/conditions: 1. All site alleys are to be private. (cont.) Private alleys should be built to NDOT road standards (ref. alley detail ST-263). 2. With the exception of site public collector roads, all site public local roads shall be built to a minimum cross section of 50-55 ft. Please reference NDOT standard detail(s): ST-252 and ST-252B.
- Comply w/ NDOT traffic comments/conditions.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- 1.) Per review of the MMTA;
- [1.A.] The applicant shall provide a three-lane cross-section from the new public street (site access) of this development, eastbound to the entrance of the Emerson Hills Subdivision. The three-lane section shall also include striping and any necessary signage per MUTCD & AASHTO Standards.
- [1.B.] The new public street (site access) at the intersection of Old Hickory Boulevard shall be constructed with one (1) inbound lane and two (2) outbound lanes operating under a stop condition for Old Hickory Boulevard according to MUTCD, AASHTO, TDOT, and NDOT standards. Specific storage lengths will be governed by the data supported in the MMTA.
- [1.C.] The applicant shall continue to coordinate with NDOT on a proportional contribution towards the design and/or implementation of improvements at the intersection of Old Hickory Blvd & Pettus Rd (Southern intersection). The contribution amount will be determined prior to Final SP approval.
- [1.D.] The applicant shall comply with the MCSP requirements along all public ROW frontages.
- The secondary access for the private alley on Old Hickory Blvd, shall be gated for emergencies only.
- Appropriate traffic control shall be provided for the internal intersections, per MUTCD.
- ADA ramps shall be provided at all internal intersections along with cross-walks where appropriate. Additional MUTCD pedestrian signage may be required.
- Parking restriction signs may be required at appropriate locations.
- Comply with NDOT Roads conditions.





## **Metro Planning Commission Meeting of 06/12/2025**

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

### **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 Site Plan/SP approval.
- The approved construction plans must match the Final Site Plan/SP plans.
- Submittal of an availability study is required before the Final SP can be reviewed.
- Once this study has been submitted, the applicant will need to address any outstanding issues brought forth by the results of this study.
- A minimum of 30% Water and Sanitary Sewer Capacity Fees must be paid before issuance of building permits.
- Unless and until 100% of Capacity Charge has been paid, No Water/Sanitary Sewer Capacity is guaranteed.

### **HISTORIC ZONING RECOMMENDATION**

#### **Approve**

### **METRO PARKS RECOMMENDATION**

#### **Approve with conditions**

- Clearly depict by boundary survey, with metes and bounds labeled or keyed to a chart, the "Conservation Greenway Easement" that includes as a minimum the Indian Creek floodway plus 75' floodway buffer Zones 1 and 2 on a separate sheet with the Final Site Plan. Also include the total acreage within each easement area and its length measured at the shared line between Buffer Zones 1 and 2.
- Coordinate with Greenways staff to determine the final extent of the Conservation Greenway Easement necessary to ensure that an at grade greenway trail crossing of the 50' ROW at an approved location near the bridge across Indian Creek can be made with minimal earth work required for the construction of a greenway trail with connections to the planned sidewalks, that will be flush and otherwise ADA compliant, prior to Final Site Plan approval.
- With Final Site Plan submittal provide sufficient trail location and grading information on both sides of the 50' ROW for the ADA review per items 1 and 2 above.
- Provide a landscape/fencing plan to provide park-like greenway experience and screen surface parking/driveways to the greatest extent reasonably possible with the Final Site Plan.



## Metro Planning Commission Meeting of 06/12/2025

- The Conservation Greenway Easement must be dedicated and memorialized in a Metro Parks' Conservation Greenway Easement Agreement, including two exhibits: a legal description and a boundary survey of the easement, all of which must be executed by the property owner, notarized, submitted to, and approved by Greenways prior to Final Site Plan approval.
- The Conservation Greenway Easement Agreement must be recorded with the Davidson County Register of Deed's Office prior to any use and occupancy or issuance of the first Use and Occupancy letter for any new single family or multifamily residential building.
- Coordinate with Greenways staff to process the Conservation Greenway Easement Agreement for Park Board and Metro Council approval.
- Greenway trail to be open to the public 365 days/year per Metro Parks approved operating hours, except for times of routine maintenance where temporary closure is required for public safety.
- Any access from the development into the greenway easement shall be approved by Metro Parks.
- No obstructions such as site furniture, signage, and lighting are allowed in a Conservation Greenway Easement unless approved by Greenways staff.
- Maintenance within Greenway Conservation Easement to be performed by owner until such time as the greenway is built or as otherwise approved in writing by Parks.

### 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)	66.72	0.5 F	35 U	396	29	37

\*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 3-10 (221)	66.72	1.0 F	237 U	1,290	80	102

### 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
-	-	-	-	+894	+51	+65

### METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a district: 7 Elementary 5 Middle 5 High

Projected student generation proposed SP district: 28 Elementary 20 Middle 17 High



## Metro Planning Commission Meeting of 06/12/2025

The proposed SP zoning is expected to generate 48 additional students than the existing AR2a zoning district. Students would attend A.Z. Kelley Elementary School, Thurgood Marshall Middle School, and Cane Ridge High School. A.Z. Kelley Elementary School and Cane Ridge High School are identified as overcapacity, while Thurgood Marshall Middle School is identified as exceedingly under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 237 residential units, including 140 single-family residential lots and 97 multi-family residential units. Short term rental property, owner occupied and short term rental property, not owner occupied shall be prohibited.
2. On the corrected copy, update the purpose note and site data to reflect the Permitted Uses condition. List the number of multi-family units and single-family residential lots separately.
3. On the corrected copy, any additional areas of proposed right of way dedication and road improvement details not currently identified along Old Hickory Boulevard, and the proposed streets shall be provided per the local and/or MCSP requirements. The dedication along Old Hickory Boulevard shall be measured from centerline of the existing right-of-way to the proposed property line.
4. Ownership for the attached units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 1,500 square feet. The minimum lot size for alley-loaded single-family lots shall be 4,000 square feet. The minimum lot size of all other single-family lots shall be 5,000 square feet. Ownership of the detached units that are rear loaded may be divided by a subdivision with a minimum lot size of 4,000 square feet. Ownership of the detached units that are front loaded may be divided by a subdivision with a minimum lot size of 5,000 square feet.
5. A tree preservation plan for all trees identified to be retained on the preliminary SP will be required with the final site plan submittal. Any preserved trees shall have tree protection measures consistent with the requirements of the Metro Zoning Code.
6. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
7. Comply with all conditions and requirements of Metro reviewing agencies.
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 RM6-NS zoning district. 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. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



## **Metro Planning Commission Meeting of 06/12/2025**

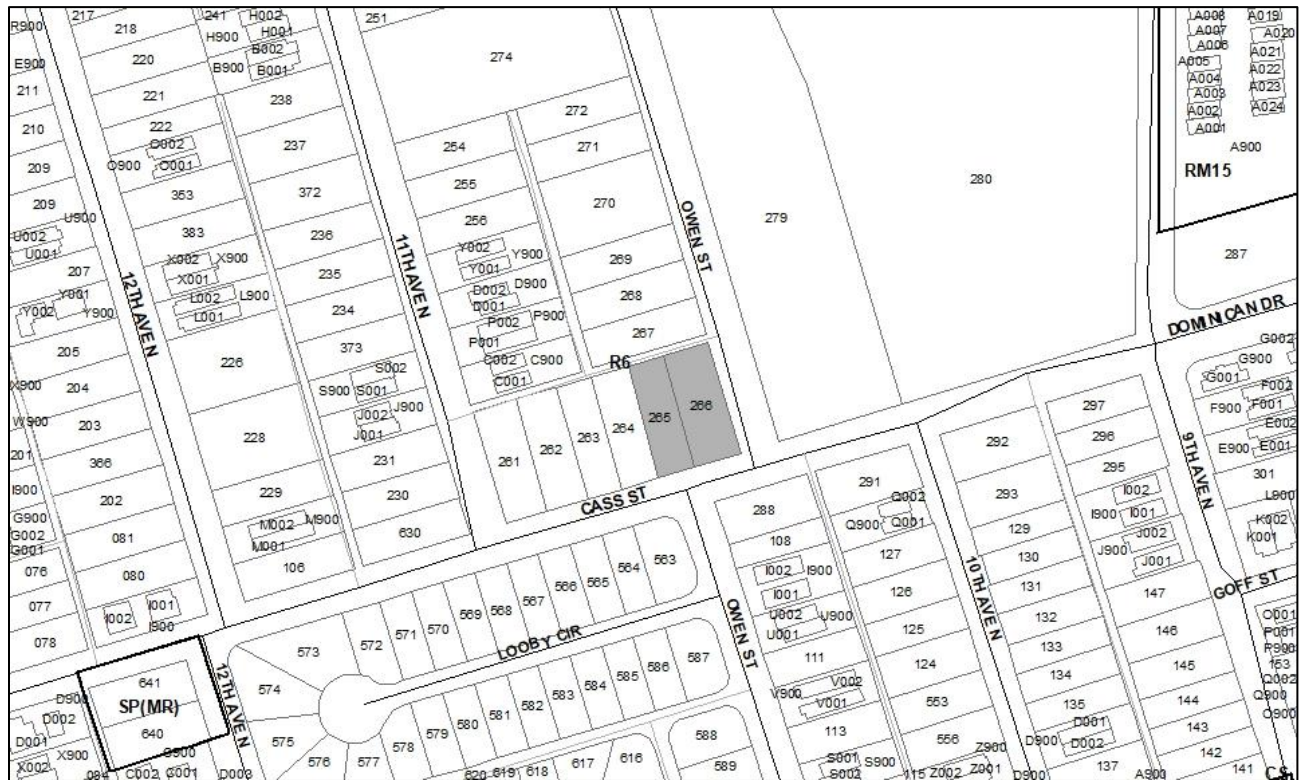
11. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
12. A final plat may be required prior to permitting.
13. No master permit or HPR shall be recorded on the property prior to final site plan approval.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 06/12/2025



### 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 06/12/2025

**Item #7****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, 2025, April 24, 2025, and May 8, 2025, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**

Commeey

**Staff Recommendation**

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

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

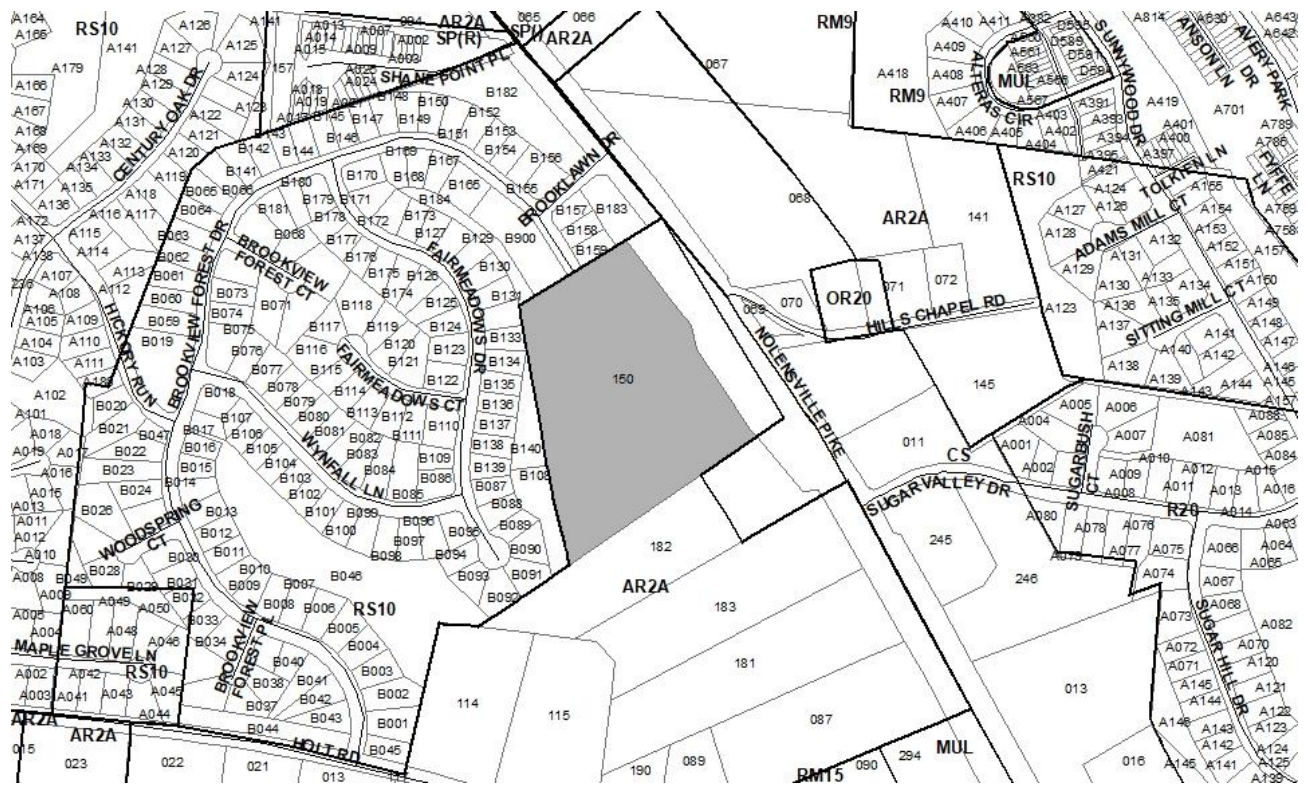
A request to rezone from One and Two-Family Residential (R6) to Specific Plan (SP) zoning for properties located at 1004 and 1104 Cass Street, at the northwest corner of Cass Street and Owen Street, (0.38 acres), to permit ten multi-family residential units.

**STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 06/12/2025



**2025SP-010-001**

6309 NOLENSVILLE PIKE

Map 173, Parcel(s) 150

12, Southeast

04 (Mike Cortese)





## Metro Planning Commission Meeting of 06/12/2025

**Item #8****Project Name****Council District****School District****Requested by****Specific Plan 2025SP-010-001****6309 Nolensville Pike**

04 – Cortese

02 – Elrod

Barge Design Solutions, applicant; Mike & Patsy Pence & Patsy A. Revocable Living Trust, owners.

**Deferrals**

This item was deferred at the May 22, 2025, Planning Commission meeting. No public hearing was held.

**Staff Reviewer**

Marton

**Staff Recommendation**

*Approve with conditions and disapprove without all conditions.*

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**APPLICANT REQUEST**

**Preliminary SP to permit 131 multi-family residential units.**

**Preliminary SP**

A request to rezone from Agricultural/Residential (AR2A) to Specific Plan (SP) zoning for property located at 6309 Nolensville Pike, approximately 130 feet east of Fairmeadows Drive, to permit 131 multi-family residential units (9.9 acres).

**Existing Zoning**

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

**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.

**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



## Metro Planning Commission Meeting of 06/12/2025

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

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.

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

## PLAN DETAILS

55



## Metro Planning Commission Meeting of 06/12/2025

encroaching the stream buffer. At the northern boundary, the site provides a hammerhead turnaround at the terminus of Brookview Forest Drive, an existing public street, that will be gated for emergency vehicle access only. While direct vehicle access is not provided from Brookview Forest Drive, a sidewalk connection to the existing public street is provided for pedestrian connectivity. At the southern boundary, the plan provides a private drive with a proposed shared access easement that will provide opportunities for access to the adjacent parcel to the south. Along the boundaries bordering surrounding properties, various landscape buffers are provided, and a clubhouse and pool area is shown at the southeastern corner of the site to serve new residents. For units with their rear elevations facing Nolensville Pike, the plan includes enhanced elevations with additional architectural details. Short term rental property, owner occupied, and non-owner occupied are prohibited throughout the entire development.

### ANALYSIS

The site is within the T3 Suburban Mixed Use Corridor (T3 CM), T3 Suburban Neighborhood Evolving (T3 NE) and Conservation (CO) policy areas. T3 CM policy 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 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 T3 NE and T3 CM policies split the site with the T3 CM policy located along the eastern half of the site and the T3 NE policy primarily on the western half of the site, bordering T3 NM policy to the west. CO policy is associated with mild to moderate slopes on the northeast portion of the site as well as a stream buffer that parallels the site's frontage.

The proposed SP would allow for 131 multi-family residential units at a density of approximately 13.2 units an acre which is within the densities supported by the T3 NE and T3 CM policies. While some of the units on the plan are within the T3 CM policy, the majority of units are located within the T3 NE policy. By providing an attached townhome unit type, the plan meets the goal of the T3 NE policy of adding to the overall diversity of housing choices in the area. The plan meets several of the building form and site design guidelines of the T3 NE policy by providing moderate site coverage, shallow and consistent setbacks, as well as appropriate orientation and heights. While the plan does not provide direct vehicle access or further street connectivity from Brookview Forest Drive, a hammerhead turnaround will be provided for emergency vehicle access along the northern property boundary, and the internal sidewalks will provide a pedestrian connection to the Brookview Forest Subdivision to the north. The SP generally aligns with the policy's goals of providing high access management, as the plan incorporates a private road stub and shared access easement that will allow for the potential of shared access to the adjacent parcel to the south.

### 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.
- SEE MARKUPS AND COMMENTS FOR REVISED LAYOUT PLAN 3-4-2025.



## Metro Planning Commission Meeting of 06/12/2025

### **HISTORIC ZONING RECOMMENDATION**

#### **Approve**

- Phase I archaeological survey recommended.

### **NASHVILLE DOT RECOMMENDATION**

#### **Approve with conditions**

- Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. Any 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. 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 earthen wall tie-back supports encroaching into the public ROW. Earthen retaining walls (below the public roadway elevation) shall be offset 1:1 from the edge of the ROW (back-of-sidewalk) equal to the height of the wall and the wall should be installed out of the surcharge influence zone of the ROW. Earthen retaining walls, 4 ft. or greater in height, off the public ROW will require a stamped wall design by a licensed CIVIL engineer. NDOT would prefer cast-in-place (CIP), steel reinforced, concrete retaining walls, where wall tie-backs may encroach into the ROW.
- There shall be no vertical obstructions in new public sidewalks and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement ([solidwastereview@nashville.gov](mailto:solidwastereview@nashville.gov)).
- Provide additional TDOT spec guardrails around proposed Hammerhead.
- A grading easement will be required for the private road stub, providing future South cross access.
- Comply w/ NDOT traffic comments/conditions of approval.

### **TRAFFIC & PARKING RECOMMENDATION**

#### **Approve with conditions**

- Per the review of the MMTA, the improvements identified in the report are being completed through the TDOT Nolensville Pike widening project. However, beyond the TDOT widening project, the applicant shall provide the MCSP requirements from the back of the new curb along the property frontage (4' grass-strip, 8' sidewalk). Due to the recently restored stream along the property frontage, modifications may be permitted at NDOT's discretion.
- The applicant shall record a cross access easement for the neighboring property to the South (6331 Nolensville Pike) to allow for future cross-connectivity between parcels.
- Parking for the development shall be shown per metro code.
- The applicant's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the



## Metro Planning Commission Meeting of 06/12/2025

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

### STORMWATER RECOMMENDATION

#### Approve with conditions

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

### WATER SERVICES RECOMMENDATION

#### Approve with conditions

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

Maximum Uses in Existing Zoning District: **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)	9.87	0.5 F	5 U	66	8	6

\*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 3-10 (221)	9.87	-	131	712	45	57

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
-	-	-	-	+646	+37	+51

### METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed: SP district: 19 Elementary 13 Middle 10 High**

### METRO SCHOOL BOARD REPORT

The proposed SP zoning is expected to generate 41 more students than the existing AR2a district. Students would attend May Werthan Shayne Elementary School, William Henry Oliver Middle School, and John Overton High School. May Werthan Shayne Elementary School is identified as overcapacity, while William Henry Oliver Middle School is identified as exceedingly under



## Metro Planning Commission Meeting of 06/12/2025

capacity and John Overton High School is identified as at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

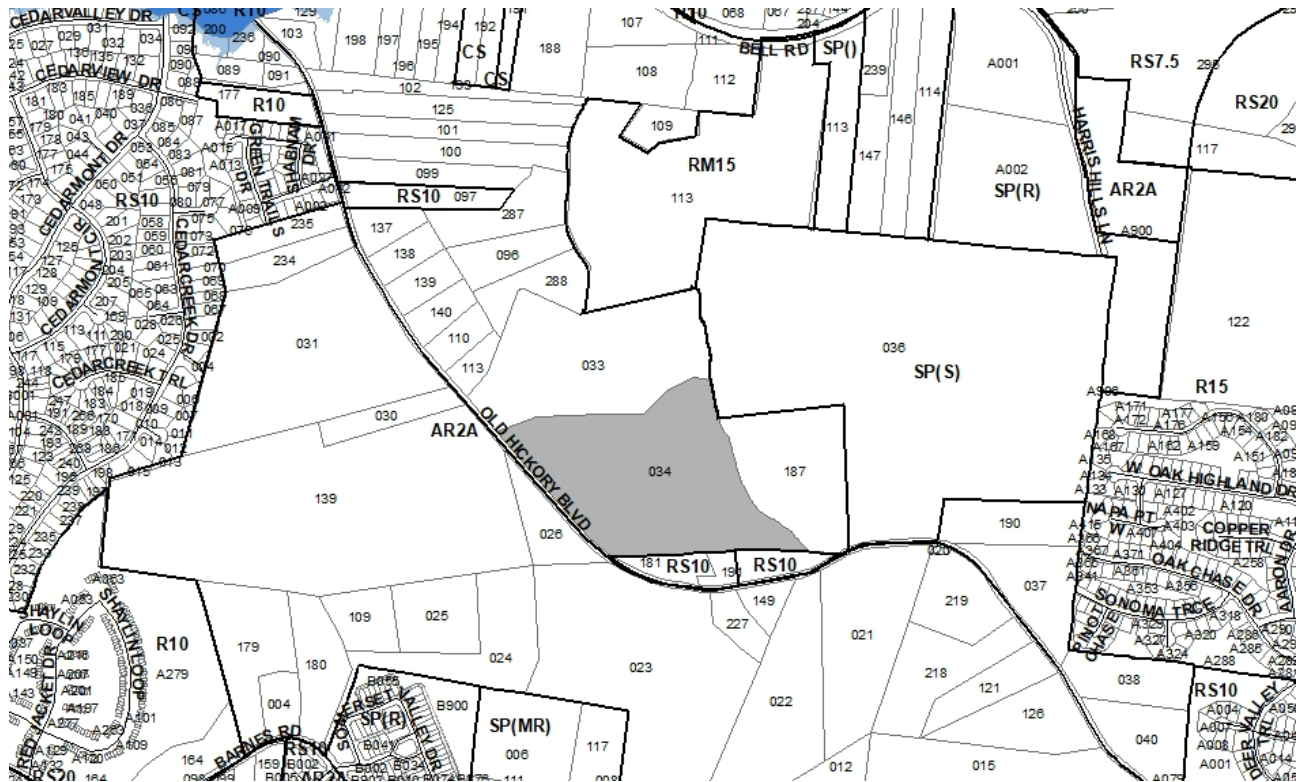
### CONDITIONS

1. Permitted uses shall be limited to 131 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. Prior to the issuance of building permits, the shared access easement serving the adjacent parcel to the south shall be recorded.
3. For retaining walls facing Nolensville Pike, additional landscape screening in front of the walls will be evaluated with the Final SP.
4. Units with rear elevations facing Nolensville Pike shall use the enhanced rear elevations identified as “4-Plex Elevation Enhanced Rear” provided with the preliminary plan or a similar enhanced rear elevation that is approved by staff at final site plan.
5. 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.
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.
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.





## Metro Planning Commission Meeting of 06/12/2025



**2025SP-021-001**

**0 OLD HICKORY BOULEVARD SP**

**Map 173, Parcel(s) 034**

**12, Southeast**

**31 (John Rutherford)**





## Metro Planning Commission Meeting of 06/12/2025

### Item #9

#### Project Name

#### Council District

#### School District

#### Requested by

### Specific Plan 2025SP-021-001

#### 0 Old Hickory Boulevard SP

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, May 8, 2025, and May 22, 2025, Planning Commission meetings. No public hearing was held.

#### Staff Reviewer

Welch

#### Staff Recommendation

*Approve with conditions and disapprove without all conditions.*

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### APPLICANT REQUEST

**Rezone from AR2a to Specific Plan to permit 52 single-family lots and 50 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 50 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 12 lots with 3 duplex lots for a total of 15 units.*

#### **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.*

### **SOUTHEAST NASHVILLE 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



## Metro Planning Commission Meeting of 06/12/2025

and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

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



**Proposed Site Plan**

### SITE CONTEXT

The approximately 25.44-acre site is on the eastern side of a curve in Old Hickory Boulevard, located southwest of Harris Hills Lane. Access to the site is taken directly from Old Hickory Boulevard. Old Hickory Boulevard is classified as a collector street in the Major and Collector Street Plan (MCSP). The site is currently vacant and largely wooded. Slopes exceeding 20 percent are found on the western and eastern portions of the site. Uses to the north, south, and west consist of single-family residential. The site to the east is vacant. AR2a zoning exists to the site's north, east, and west. The adjacent property to the south is zoned single-family residential (RS10).



## Metro Planning Commission Meeting of 06/12/2025

### Site Plan

The plan proposes mixed residential types with a maximum of 52 single-family lots along the proposed primary street and 50 multi-family residential units for a total of 102 units at a density of approximately 4.01 units per acre. The unit types proposed are single-family lots, detached cottages and attached townhomes, ranging in blocks of three to five units. The site will be accessible from Old Hickory Boulevard with a new public and private drive network throughout the site. The primary road will be public and right-of-way (ROW) dedications and improvements are shown in line with the requirements of the MCSP. The site plan proposes a ROW stub to the north and a stub to the east for future connectivity. A small private drive will extend from the public road, forming a separate connection to the southern portion of the site where the multi-family units are proposed. The private drive forms a small open space area between the guest parking spaces within the multi-family area. Pedestrian connectivity is provided throughout the site, including sidewalks along the public road connecting the single-family lots to the multi-family units and around the common open space areas. All units are proposed with individual driveways. The driveways on the single-family lots are spaced appropriately and interspersed with trees to avoid the appearance of a continuous curb cut.

The proposed SP establishes two districts. District 1 is comprised of the single-family lots and District 2 is comprised of the multi-family units. The single-family units are all street-facing, oriented to the new public roadways. The detached cottages are proposed along the exterior of District 2 with the townhomes in the center. The frontage of the cottages vary as some front the private street while others front open space. The townhomes all front a common open space with vehicular access coming from private drives at the rear.

Maximum height is set at two stories in 42 feet for single-family units and 3 stories in 48 feet for the townhome and cottage units. Measurement of height has been established consistent with the standard SP definition (i.e., measured from the average of four most exterior corners at the finished grade to the midpoint of the main roof pitch or top of parapet). All units are limited to a pitched roof form. Parking will be provided per Code by a combination of garage spaces and surface parking for guests. All garages are accessed by driveways along both the public and private drive network. Four areas of open space are created by the layout of the streets and units, giving a design cohesion to the site. Stormwater areas are proposed along the eastern and western edges of the site. A total of 4.52 acres of preserved open space is proposed. Preserved open space areas are located at the northeastern corner of the site and along the southern property line to the southeastern corner of the site. Some preserved open space is also proposed near the entrance of the site along Old Hickory Boulevard.

### **ANALYSIS**

The subject site is located within a T3 Suburban Neighborhood Evolving (T3 NE) and Conservation (CO) policy areas. The T3 NE policy area is characterized as undeveloped areas suitable for suburban residential patterns with housing variety, improved connectivity within the site, and environmentally sensitive development techniques. Though most of the surrounding area is vacant or single-family residential land uses, there are some properties within the surrounding area which propose a similar density and some with a mixture of housing types similar to this proposal. Additionally, the site's proposed layout, large size, and location along a collector, coupled with the



## Metro Planning Commission Meeting of 06/12/2025

proposed infrastructure for improved connectivity throughout the site provide an opportunity for greater intensity at this site.

The plan also meets the policy goals by providing a layout consistent with the design principles identified in the policy. The proposed height of single-family units is two stories in 42 feet and three stories in 48 feet for the multi-family, consistent with the policy guidance of one- to three-story tall buildings. The Type B landscaping buffers that will be provided along the northern and eastern property boundaries and 30-foot landscaping buffer along the southern property boundary are appropriate to minimize the proposed development's visual impact on the existing surrounding neighborhood. Additional landscape requirements have been conditioned along the southern property line to ensure a Type C buffer is provided to serve as additional buffer between the multi-family units and the existing adjacent single-family residence. The preliminary grading and drainage plan provided shows the Limit of Disturbance (LOD) along the southern property line. This is intended to minimize disturbance along this property line in an effort to maintain any existing vegetation. The plan transitions in intensity from north to south, with the larger building footprints of single-family lots giving way to multi-family units at the southern portion of the site with the detached cottages around the exterior and the attached townhomes in the center.

After consideration of the slopes of the existing site and adjacent site, it was determined that a demonstration of the eastern stub providing future connection to the existing stub to the east would be important to ensure the stub can provide sufficient connectivity. This was reviewed by Nashville Department of Transportation (NDOT) and determined that the road stub as proposed would be feasible in contributing to future public street connection but may pose challenges due to the significant slopes. However, the proposal is improving opportunities for pedestrian connectivity in the area, consistent with the general goals of T3 NE areas. The plan includes an internal pedestrian network that connects to the new sidewalks that will be installed along the proposed public street as well as Old Hickory Boulevard.

Conservation policy is located along the entire eastern portion of the property as well as the southwestern area with slopes greater than 20 percent. The site plan meets the goals of the CO policy by maintaining most of these areas as undisturbed. Single-family lots 19-24 are identified as critical lots as they are proposed on the sloped areas of the site. Overall, the proposed plan complies with the conservation policy to reduce development in areas of the site with sensitive features.

The subject site is larger than most parcels in the area, and is located along Old Hickory Boulevard, a collector avenue as identified by the MCSP. As a larger site, it can accommodate additional infrastructure to support higher densities. The location of the site surrounded by a primarily residential area also provides the opportunity for an appropriate transition in density and building type. Staff finds the proposed SP zoning district to be consistent with the guidance provided in policies governing the site and recommends approval.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve 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



## **Metro Planning Commission Meeting of 06/12/2025**

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. The required capacity fees must also be paid prior to Final SP approval, a minimum of 30% of capacity & 100% of DAPARC fees must be paid in order to receive approval. (See Capacity fee Permit #'s T2025015001 & T2025015004). Unless and until 100% of capacity charge has been paid, no water/sewer capacity is guaranteed.

### **NASHVILLE DOT ROADS RECOMMENDATION**

#### **Approve with conditions**

- Final construction plans shall comply with the design regulations established by NDOT.
- Final design and improvements may vary based on actual field conditions.
- 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. 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.
- Call out and dimension any ROW dedications that are to accommodate ROW frontage 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. Include any relevant bridge culvert details in the final plan set.
- There shall be no earthen retaining walls installed in the public ROW. Earthen retaining walls, 4 ft. or greater in height, off the public ROW will require a stamped wall design by a licensed CIVIL engineer.
- There should be no vertical obstructions in new public sidewalks and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
- Residential and commercial ramps, driveways shall meet metro spacing code.
- Provide a grading easement with final plat for future Eastern stub road tie-in. Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement ([solidwastereview@nashville.gov](mailto:solidwastereview@nashville.gov)).



## Metro Planning Commission Meeting of 06/12/2025

- Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW. On site plans, call out “mill & overlay extents to be coordinated in field with NDOT inspector.”
- Comply w/ NDOT traffic comments/conditions of approval.

### NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

#### Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	25.44	0.5 F	15 U	182	16	16

\*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	25.44	-	52 U	570	41	54

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)	25.44	-	50 U	271	18	23

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
-	-	-	-	+659	+43	+61

### METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed SP-MR district: 10 Elementary 7 Middle 7 High**

The proposed SP zoning is expected to generate 21 more students than the existing AR2a zoning district. Students would attend Henry C. Maxwell Elementary School, Thurgood Marshall Middle School, and Cane Ridge High School. Henry C. Maxwell Elementary and Cane Ridge High School are both identified as overcapacity, while Thurgood Marshall Middle School is identified as being 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.



## Metro Planning Commission Meeting of 06/12/2025

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 52 single-family lots and 50 multi-family residential units for a total of 102 units. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited.
2. On the corrected copy, label the landscape buffer as a Type C-1 landscape buffer along the entire southern property line.
3. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
4. On the corrected copy, identify the landscape buffers on the plan as specified in the site data and conditions of approval.
5. With the submittal of the final site plan, the applicant shall continue to work with NDOT and Planning on the location and configuration of the proposed future street connection to the east and to the north.
6. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
7. With the submittal of the final site plan, if the LOD along the southern property changes, it is subject to the review and approval by staff.
8. With the submittal of the landscaping plan, with the final site plan submittal, the required C-1 landscape buffer requirements on the southern property line shall be met. Existing tree canopy in this area can be counted towards the buffer requirements. Where the existing vegetation does not provide for adequate screening, new plantings to meet the buffer requirements shall be planted.
9. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
10. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
11. No master permit/HPR shall be recorded prior to final SP approval.
12. Final plat may be required prior to permitting.
13. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
14. Comply with all conditions and requirements of Metro reviewing agencies.
15. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the District 1 shall be subject to the standards, regulations and requirements of the RS5 zoning district and District 2 shall be subject to the standards, regulations and requirements of the RM6 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
16. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted



## **Metro Planning Commission Meeting of 06/12/2025**

through this enacting ordinance, or add vehicular access points not currently present or approved.

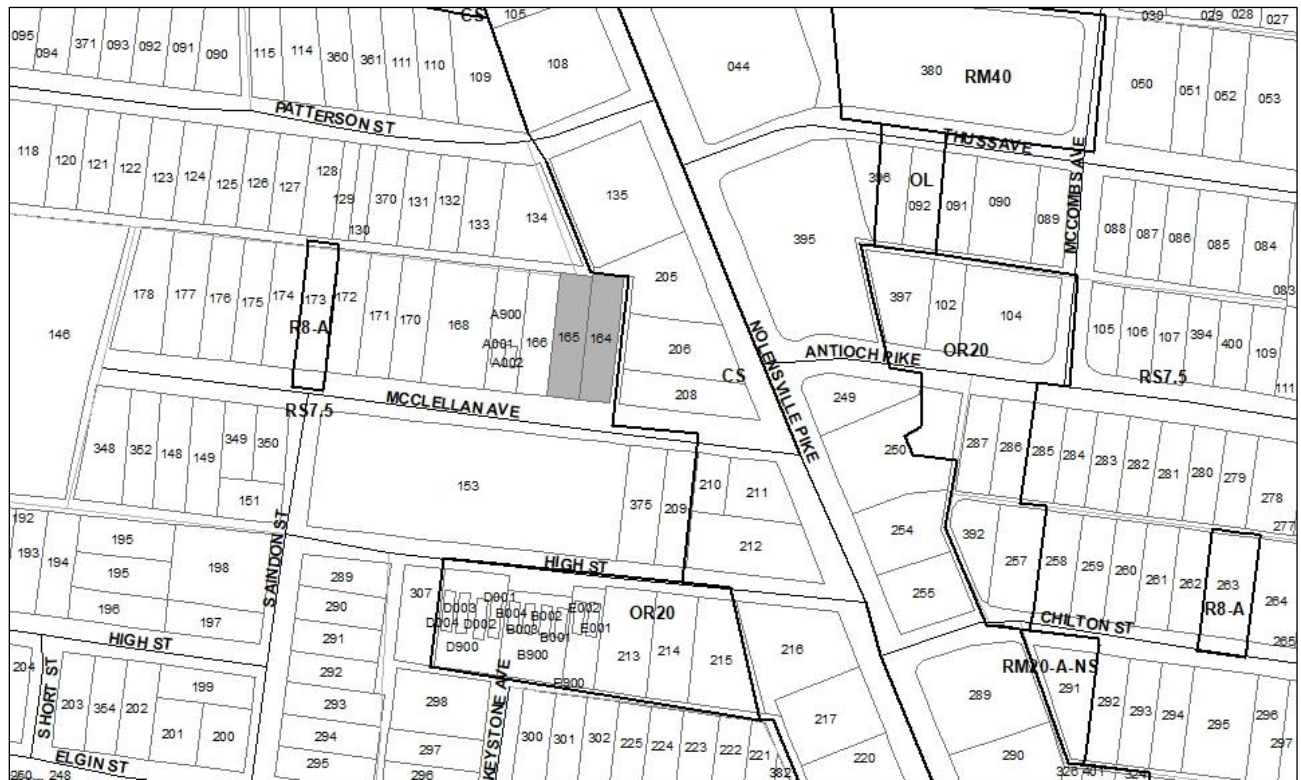




**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 06/12/2025



**2025SP-025-001**

**RADNOR CORNER SP**

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

11, South Nashville

16 (Welsch)



## Metro Planning Commission Meeting of 06/12/2025

**Item #10****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, and May 8, 2025, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**

Commey

**Staff Recommendation**

*Defer to the June 26, 2025, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Preliminary SP to permit six multi-family residential units.**

**Preliminary SP**

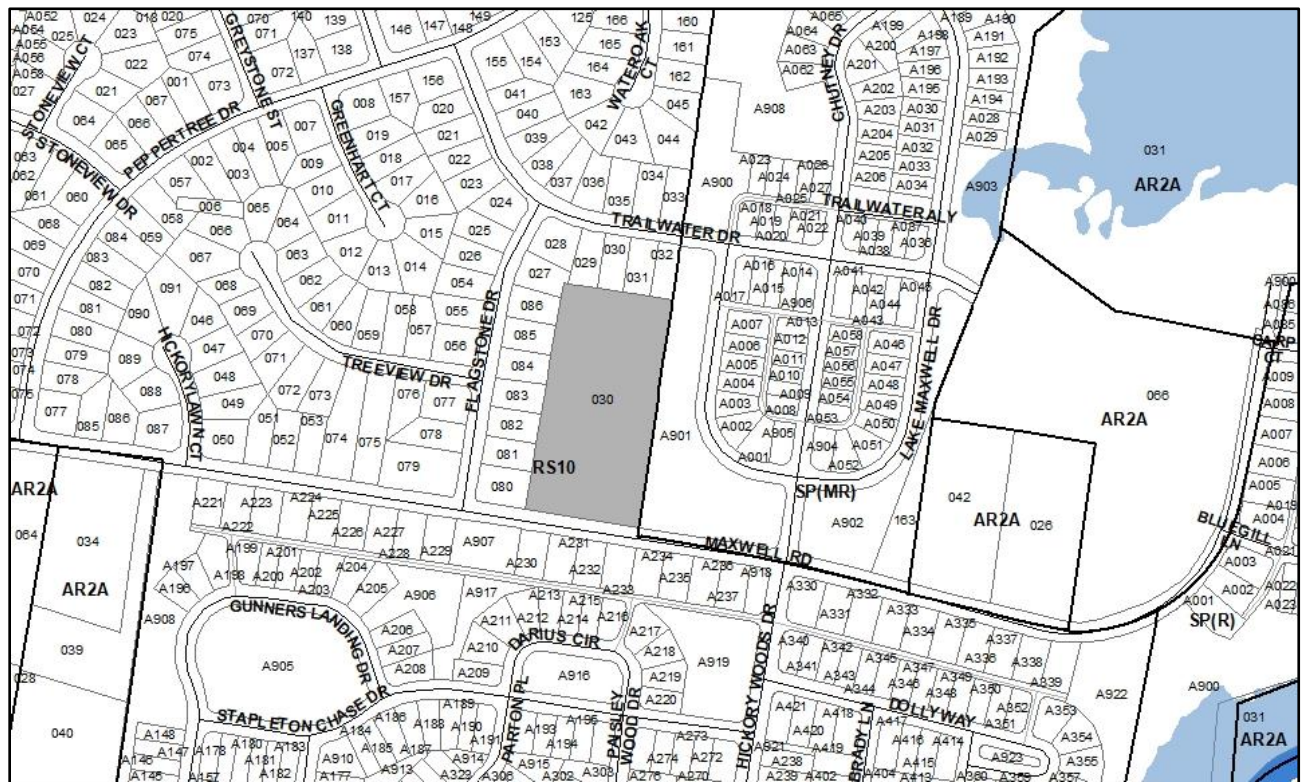
A request to rezone from Single-Family Residential (RS7.5) to Specific Plan (SP) zoning for properties located at 406 and 408 McCellan Avenue, approximately 124 feet west of Nolensville Pike, (0.42 acres), to permit six multi-family residential units.

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 26, 2025, Planning Commission meeting.



## Metro Planning Commission Meeting of 06/12/2025



**2025SP-026-001**

**4326 MAXWELL ROAD**

**Map 176, Parcel(s) 030**

**13, Antioch – Priest Lake**

**08 (Deonté Harrell)**



## Metro Planning Commission Meeting of 06/12/2025

### Item #11

#### 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.

#### Deferrals

This request was deferred at the May 08, 2025, and May 22, 2025, Planning Commission meeting. No public hearing was held.

#### Staff Reviewer

Commey

#### Staff Recommendation

*Approve with conditions and disapprove without all conditions.*

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### 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.

#### **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 16 single-family lots based on acreage alone. Application of Metro's Subdivision Regulations may result in fewer lots at this site.*

#### **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

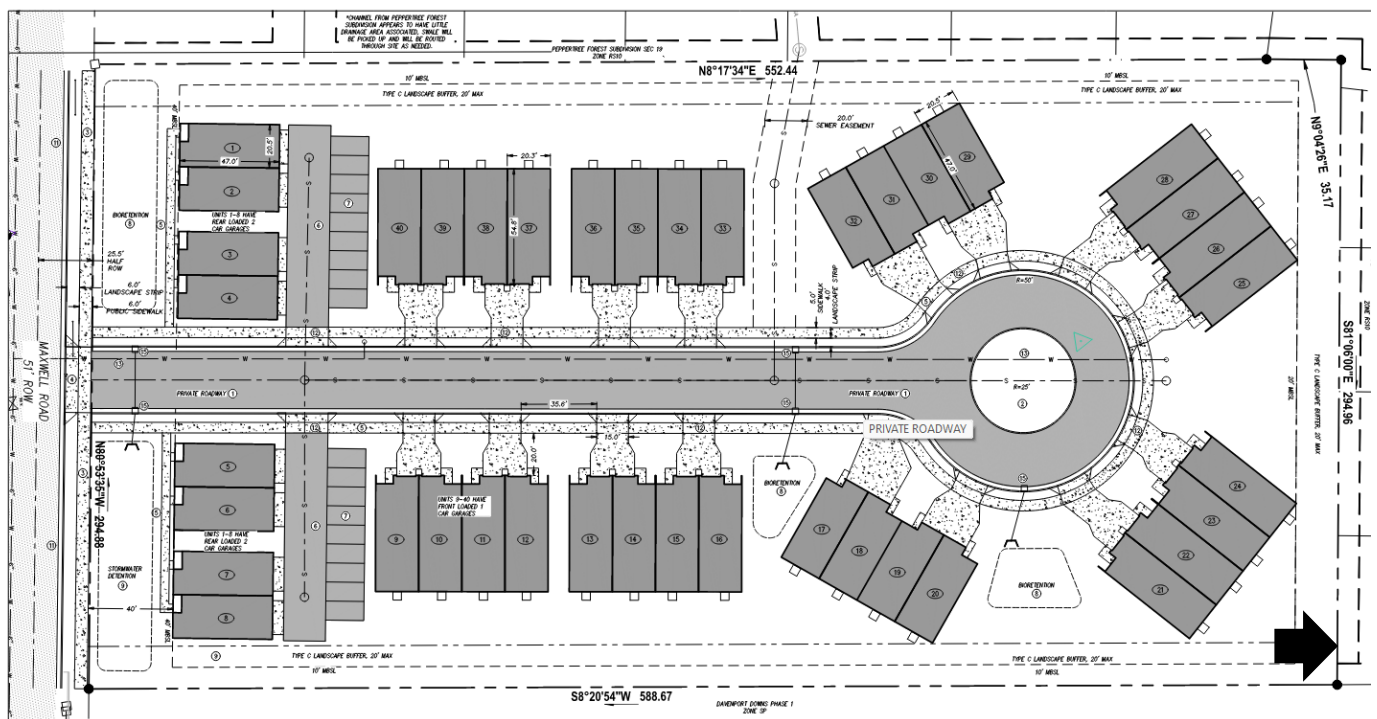


## Metro Planning Commission Meeting of 06/12/2025

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

### SITE

The approximately 3.83-acre site contains a two-story single family residential structure. The site is located approximately 150 feet south of Trailwater Drive. The site has frontage on Maxwell Road which is classified as a collector avenue in the Major and Collector Street Plan (MCSP). The site is also within 0.65 miles of Lavergne-Couchville Pike to the west, which is classified as a collector avenue, in the MCSP. The surrounding zoning districts include Single Family Residential (RS10), Agricultural Residential (AR2a) and Specific Plan (SP). The subject site abuts an SP to the east that was approved for single-family residential uses.



### Proposed Plan

#### PLAN DETAILS

The plan proposes 40 multi-family residential units. Units 1-8 are grouped in pairs, oriented towards Maxwell Road. Units 9-40 are in groups of four. These units are located interior to the site, oriented to an internal private drive. The proposed units share access through a private drive from Maxwell Road. Units 1-8 are rear loaded with two car garages while Units 9-40 are front loaded with one car garages.

Units 1-8 are proposed with a maximum height of three stories in 45 feet. Units 9-40 have a maximum height of two stories in 30 feet. All heights are measured from the average elevation to the midpoint in the roof pitch. All units are proposed with pitched roof forms. A minimum of fifteen



## **Metro Planning Commission Meeting of 06/12/2025**

percent glazing is required on building facades fronting a street. Approximately 20 percent of the site is being maintained as open space.

Sidewalk connections are provided on Maxwell Road. Per the MCSP requirements, the plan shows a six-foot wide planting strip and a six-foot wide sidewalk along Maxwell Road. As shown on the site layout, a 20-foot Type C landscape buffer is proposed along the southern property line, and the eastern and western property lines. This landscape buffer is intended to buffer against lower intensity land uses.

### **ANALYSIS**

The subject site is located within the 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 proposed plan is consistent with the T3 NE policy goal to allow for higher density with greater housing choice. The plan proposes a multi-family residential development that would provide additional density and housing options. 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 townhomes, which will add to the overall diversity of housing choices in the area. The proposed SP would permit 40 multi-family residential units at a density of approximately 10.1 units an acre, which is within the range of densities supported by the T3 NE policy.

The site has frontage along Maxwell Road, and it is within 0.65 miles of Laverne-Couchville Pike to the west, which is classified as a collector avenue, in the MCSP. The proposed sidewalk along the frontage of the site will help continue the existing sidewalk connection to the east of the subject site and enhance the pedestrian environment and provide alternative modes of transportation.

The proposed height of three stories for the units fronting Maxwell Road and two stories for the internal units is consistent with the policy guidance of one-to-three-story tall buildings.

Units 1-8 are proposed in three stories to provide a transition from Maxwell Road to the units at the rear, which are proposed in two stories. The reduction in height internal to the site is intended to better transition to the adjacent single-family residential homes that are lower in height. All units contain pitched roofs to ensure compatibility with the surrounding pattern. The units fronting Maxwell Road are grouped in pairs to better mirror the housing form of the surrounding area.

The landscaping buffers provided along the property boundaries are intended to minimize the proposed development's visual impact on the existing surrounding properties. The proposed SP would permit 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. Staff finds that the plan meets the goals for T3 NE policy and recommends approval.

### **FIRE RECOMMENDATION**

**Approve**





## **Metro Planning Commission Meeting of 06/12/2025**

### **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 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.

### **NDOT RECOMMENDATION**

#### **Approve with conditions**

- Final construction plans shall comply with the design regulations established by NDOT.
- Final design and improvements may vary based on actual field conditions.
- The following are general approval comments and conditions;
  - All public commercial ramps, residential driveways shall meet code spacing requirements.
  - Any public access point (ramps, drives) should meet AASHTO stopping sight distance requirements.
  - All existing ROW frontages should adhere to the Major Collector Street Plan (MCSP) and dedication may be required along existing ROW frontages to accommodate MCSP requirements.
  - Coordinate w/ metro planning on MCSP requirements along existing ROW frontages.
  - For reference, provide call outs on the final site plan for MCSP requirements. 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 should be no vertical obstructions in new public sidewalks and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
  - Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement ([solidwastereview@nashville.gov](mailto:solidwastereview@nashville.gov)).
  - Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW.
  - On site plans, call out "mill & overlay extents to be coordinated in field with NDOT inspector." Comply w/ NDOT traffic comments/conditions of approval.



## Metro Planning Commission Meeting of 06/12/2025

### TRAFFIC & PARKING RECOMMENDATION

#### Approve with conditions

- See roads comments.

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)	3.8	4.35 F	16 U	193	16	17

#### 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)	3.8	-	40 U	216	14	18

#### 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
-	-	-	-	+23	-2	+1

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS10 district: 3 Elementary 2 Middle 2 High**

**Projected student generation proposed SP-R district: 6 Elementary 4 Middle 4 High**

The proposed SP-R zoning is expected to generate seven additional students than the existing RS10 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 exceedingly over capacity, J.F. Kennedy Middle School is identified as at under capacity, and Antioch High School is identified as at 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 40 multi-family residential units. Short-term rental properties, owner occupied and short-term rental properties, not owner occupied, shall be prohibited.
2. With the final site plan, landscape screening shall be provided between Units 2 and 3 and Units 6 and 7 to shield parking visibility from Maxwell Road.
3. 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.



## **Metro Planning Commission Meeting of 06/12/2025**

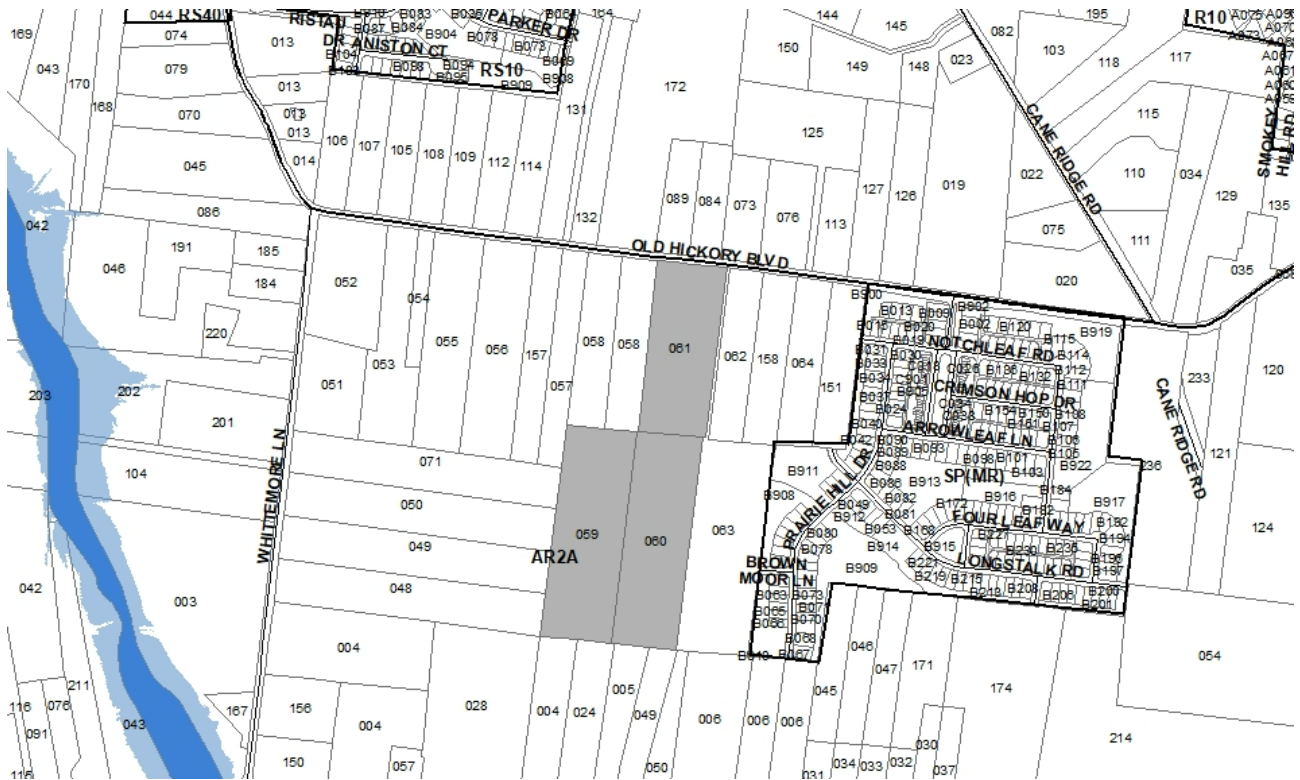
4. With the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
5. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
6. 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.
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 RM9, as of the date of the applicable request or application.
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.
12. No master permit/HPR shall be recorded prior to final SP approval.
13. Final plat may be required prior to permitting.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 06/12/2025



**2025SP-029-001**

**CENTURY SUMMERBROOK SP**

Map 182, Parcel(s) 059-061

12, Southeast

33 (Antoinette Lee)



## Metro Planning Commission Meeting of 06/12/2025

**Item #12****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.

**Deferrals**

This item was deferred from the May 8, 2025, and May 22, 2025, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**

Welch

**Staff Recommendation***Defer to the June 26, 2025, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Rezone from AR2a to Specific Plan to permit 69 single-family lots and 67 multi-family residential units.**

Preliminary SP

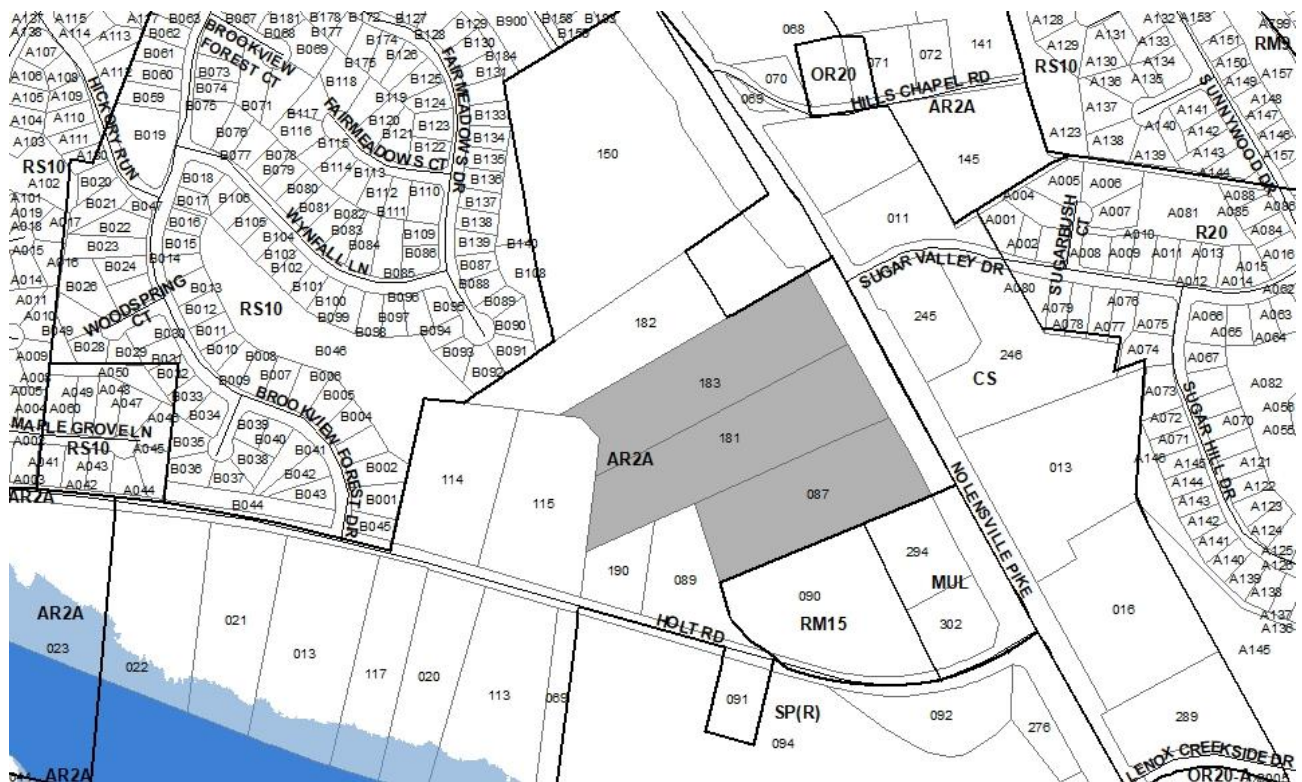
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for property located at Old Hickory Boulevard (unnumbered), approximately 1,764 feet east of Whittemore Lane (37.1 acres), to permit 69 single-family residential lots and 67 multi-family residential units.

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 26, 2025, Planning Commission meeting.



## Metro Planning Commission Meeting of 06/12/2025



**2025SP-030-001**

**ALTERA NOLENSVILLE PIKE**

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

12, Southeast

04 (Mike Cortese)





## Metro Planning Commission Meeting of 06/12/2025

### Item #13

#### Project Name

#### Council District

#### School District

#### Requested by

### Specific Plan 2025SP-030-001

#### Altera Nolensville Pike

04 – Cortese

02 – Elrod

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

#### Deferrals

This item was deferred at the May 8, 2025, and May 22, 2025, Planning Commission meetings. No public hearing was held.

#### Staff Reviewer

Marton

#### Staff Recommendation

*Approve with conditions and disapprove without all conditions.*

---

### 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 273 multi-family residential units, requested by Fulmer Lucas Engineering, applicant; Amon & Anna Ringemann and Eleanor Dyer, owners.

#### **Existing Zoning**

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

#### **Proposed Zoning**

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

### SOUTHEAST 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.



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





## **Metro Planning Commission Meeting of 06/12/2025**

### **SITE CONTEXT**

The subject site consists of three parcels, totaling 13.8 acres, located along the western side of Nolensville Pike. The property has been zoned AR2a since 1974 and is currently vacant and heavily wooded. Surrounding properties are zoned AR2a, Commercial Service (CS), Mixed-Use Limited-Alternative (MUL-A), and Planned Unit Development (PUD), while surrounding land uses include single-family residential, retail shopping center, convenience market and gas station, and warehousing.

### **PLAN DETAILS**

The proposed SP would permit a multi-family residential development with a maximum of 273 units. Units are proposed to be distributed between five buildings on the site, two of which front onto Nolensville Pike and three which orient internally and frame private drive aisles and parking. Three of the buildings closest to Nolensville Pike are shown to be four stories while buildings near the center of the site are shown to be 5/4 and 4/3 story split level buildings to work with the topography on the site. The maximum building height is listed as five stories in 65 feet. In the rear of the site, a clubhouse and pool are shown in front of approximately two acres of areas shown as conservation. The plan provides a 26' cross access easement to provide the potential for shared access to the parcel to the north, however, steep slopes, grading, and retaining walls may make this connection challenging. At the rear of the site along its western boundary, the plan proposes approximately two acres of area for conservation to remain undisturbed.

### **ANALYSIS**

The site is within the T3 Suburban Mixed Use Corridor (T3 CM) and T3 Suburban Neighborhood Evolving (T3 NE), and Conservation (CO) policy area. 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 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. Conservation policy on the site is associated with mild-moderate slopes on the site.

The proposed SP meets the general goals of the T3 CM and T3 NE policy. The proposed SP would permit 273 multi-family residential units at a density of 19.78 units an acre, which is on the higher end of densities that the policy supports but may be appropriate given the site's proximity to the Nolensville Pike, an arterial. While the proposed building heights are 4 stories along Nolensville Pike and the plan includes a 5/4 story split level building and 4/3 story split level building, both the T3 CM and T3 NE policies support taller heights adjacent to major corridors, such as Nolensville Pike, and when increased building setbacks are provided. By providing a cross-access easement to the adjacent parcel to the north, the plan meets the intent of the T3 CM policy to provide coordinated access and circulation to create a corridor that functions as a whole instead of as separate buildings sites. Overall, the plan meets the general goals of the T3 CM, T3 NE policy areas and staff recommends approval.

### **FIRE MARSHAL RECOMMENDATION**

**Approve**



## **Metro Planning Commission Meeting of 06/12/2025**

### **HISTORIC ZONING RECOMMENDATION**

#### **Approve**

- We recommend a Phase I archaeological survey.

### **NASHVILLE DOT RECOMMENDATION**

#### **Approve with conditions**

- Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. Any proposed roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT detail standards.
- The ROW frontage should meet the Major Street Collector Plan requirements, and the frontage should be graded to accommodate future TDOT widening project.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- There are to be no vertical obstructions in new public sidewalks. Coordinate w/ utility companies, to have encroaching obstructions relocated to grass/furnishing zones.
- With the final, provide an actual stub connection (drive) for future cross access to the adjacent Northern property. Portions of the retaining wall proposed should be removed to accommodate such stub access. A grading easement should also be provided, if necessary, for the Northern parcel to tie-on with future redevelopment.
- Comply w/ NDOT traffic comments/conditions.

### **TRAFFIC & PARKING RECOMMENDATION**

#### **Approve with conditions**

- Prior to Final SP approval, a stamped sight distance exhibit, following AASHTO requirements for ISD & SSD, will need to be submitted in the for Driveway A due to the proposed retaining wall.
- The street scape requirements per the MCSP (8' sidewalk & 6' furnishing) shall be provided along Nolensville Pike, beyond the TDOT widening.
- The construction of Driveway A will add a fourth leg to the Sugar Valley Dr & Nolensville Pike intersection, requiring adjustments to the intersection striping and the new signal installation by TDOT. Further coordination with NDOT's signal team will be necessary before Final SP Approval.
- Continue to coordinate with NDOT and Planning on the final location and design of the cross access easement for the parcels to the North.
- The secondary access to the South shall be gated for emergencies only.
- Parking for this development shall be in line with Metro Code requirements.
- The applicant's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.



## Metro Planning Commission Meeting of 06/12/2025

### STORMWATER 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. The required capacity fees must also be paid prior to Final Site Plan/SP approval, a minimum of 30% of capacity & 100% of DAPARC fees must be paid in order to receive approval. Unless and until 100% of capacity charge has been paid, no water/sewer capacity is guaranteed.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two- Family Residential* (210)	13.72	0.5 F	6 U	78	9	7

\*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)	13.72	-	273 U	1,486	92	116

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1,408	+83	+109

### METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP district: 39 Elementary 28 Middle 22 High

### METRO SCHOOL BOARD REPORT

The proposed SP zoning is expected to generate 86 more students than the existing AR2a zoning. Students would attend May Werthan Shayne Elementary School, William Henry Oliver Middle School, and John Overton High School. May Werthan Shayne Elementary School is identified as overcapacity, while William Henry Oliver Middle School is identified as extremely under capacity and Overton High School is identified as at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Approve with conditions and disapprove without all conditions.



## Metro Planning Commission Meeting of 06/12/2025

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 273 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, add the following note: All mechanical units shall be screened by landscaping or an enclosure, or a combination of both. Screening details are to be submitted with the final site plan.
3. Additional landscape screening shall be provided with the final site plan along the site frontage between the back of sidewalk and the retaining walls.
4. A shared access easement providing cross access to the adjacent parcel to the north shall be recorded prior to final site plan approval. Final width and location of shared access easement will be determined at final site plan review.
5. 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.
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.
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 RM20 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.

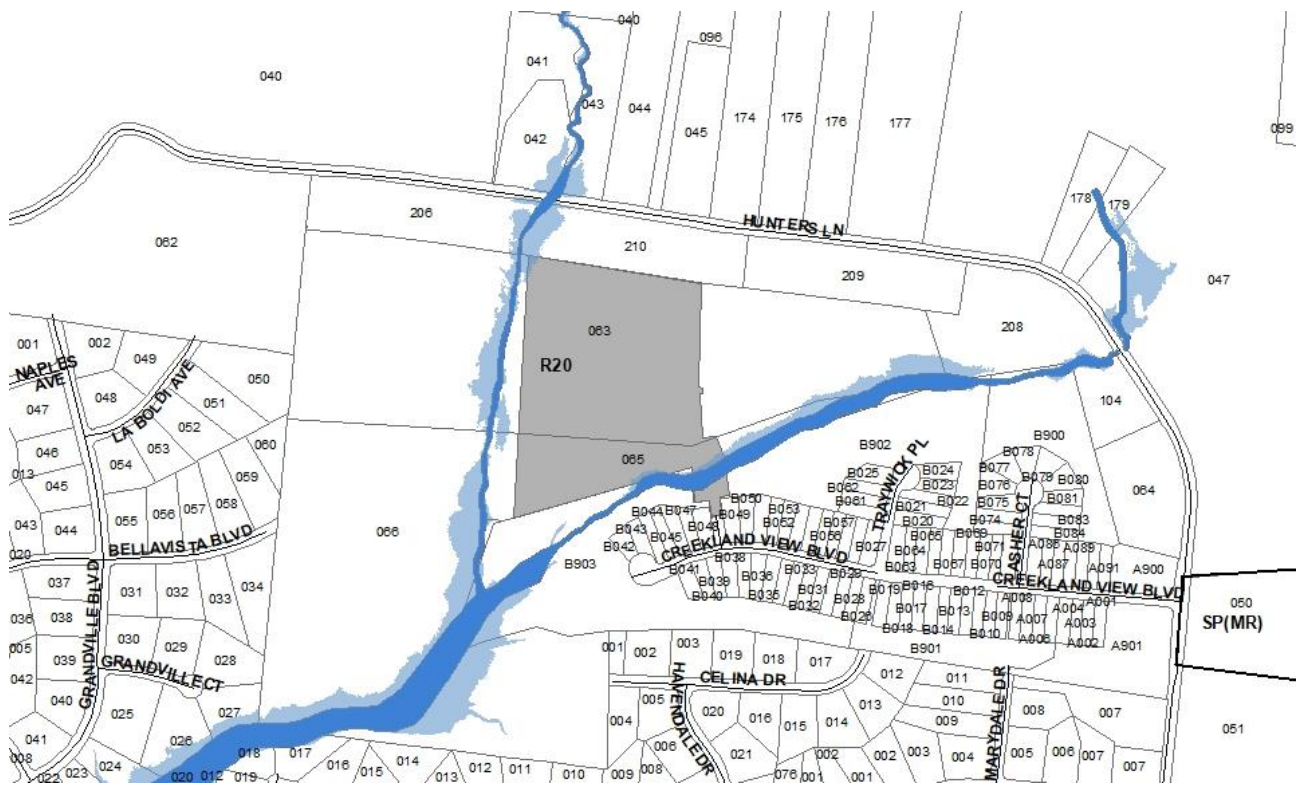


**SEE NEXT PAGE**





## Metro Planning Commission Meeting of 06/12/2025



**2019S-068-005**

**HERITAGE CREEK PHASE 5**

Map 032, Part of Parcel(s) 063, 065

02, Parkwood – Union Hill

03 (Jennifer Gamble)



## Metro Planning Commission Meeting of 06/12/2025

### Item #14

#### Project Name

#### Council District

#### School District

#### Requested by

### Final Plat 2019S-068-005

#### Heritage Creek Phase 5

03 – Gamble

01 – Taylor

Ragan-Smith and Associates, applicant; Domain Timberlake Multistate 2, LLC, owner.

#### Deferrals

This item was deferred at the May 22, 2025, Planning Commission meeting. No public hearing was held.

#### Staff Reviewer

Shane

#### Staff Recommendation

*Approve with conditions.*

---

### APPLICANT REQUEST

#### Final plat to create 35 residential lots.

#### Final Plat

A request for final plat approval to create 35 residential cluster lots, three open spaces, and dedicate right-of-way on a portion of properties located at 1269 Hunters Lane and Hunters Lane (unnumbered), approximately 440 feet north of Dalemere Drive, zoned One and Two-Family Residential (R20) (17.17 acres).

### CASE HISTORY

On April 25, 2019, the Metro Planning Commission approved with conditions a subdivision concept plan for this site (originally called Hunters Run). The overall subdivision was approved for 232 single-family residential cluster lots under Case No. 2019S-068-001. Final site plans for Phases 1 and 2 have subsequently been approved. A minor revision to the unplatted portion of the concept plan was approved with conditions under Case No. 2019S-068-004, which was approved with conditions by staff on January 31, 2025. This plat is for Phase 5, part of the associated final development plan 2019S-068-003, which was approved on June 4, 2025. The plat includes 35 single-family lots, three open space parcels, two new public roads, and the extension of one existing public road. Though it matches all standards, conditions, and requirements of the administratively approved final development plan, the Planning Commission is required by state law to approve this plat because it has more than 25 lots.

### SITE DATA AND CONTEXT

**Location:** The site is located south of Hunters Lane, at the current terminus of Nature Trail Way.

**Approximate Acreage:** 17.17 acres or approximately 747,925.2 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



## **Metro Planning Commission Meeting of 06/12/2025**

yield, open space requirements, alternative lot sizes, landscape buffer yard requirements, hillside development standards, and floodplain development standards

**Number of lots:** 35

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

### **UPDATED FINAL PLAT RULES AND PROCEDURES**

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

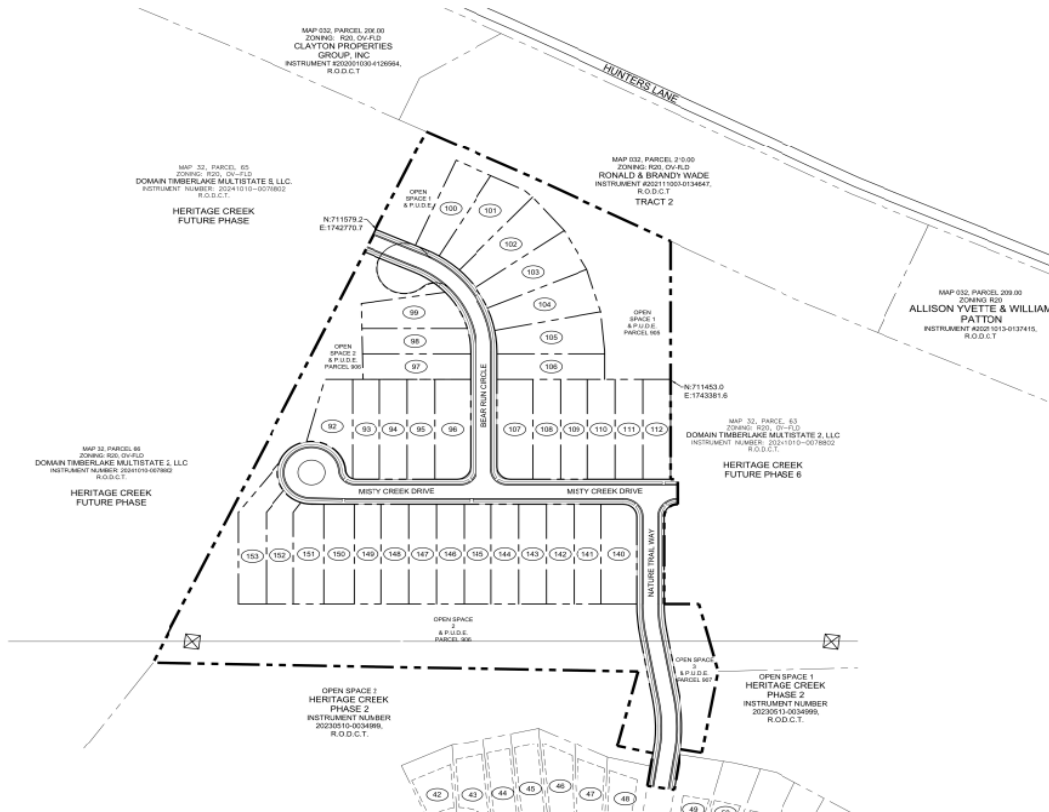
Approval by the MPC is now required because the subject plat contains more than 25 lots, requiring consideration by the MPC per amended TCA Sections 13-3-402 and 13-4-302 under Public Chapter 994.



## Metro Planning Commission Meeting of 06/12/2025



0 100 200



### Proposed plat

### 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 revised preliminary/concept plan. The proposed plat is consistent with the MPC-approved revised preliminary/concept plan and all requirements of Chapter 4. No changes have been made to the policy present at this site.

### COMMENTS FROM OTHER REVIEWING AGENCIES

### FIRE MARSHAL RECOMMENDATION

Approve

### PARKS & GREENWAYS RECOMMENDATION

Approve with conditions

- The Conservation Greenway Easement must be dedicated and memorialized in a Metro Parks' Conservation Greenway Easement Agreement, with two exhibits: a legal description and a boundary survey of the easement, that must be recorded with the Davidson County



## **Metro Planning Commission Meeting of 06/12/2025**

Register of Deed's Office prior to any use and occupancy or issuance of the first Use and Occupancy letter.

- Coordinate with Metro Parks Greenways staff regarding Metro Park Board and Metro Council approval process for the Agreement.
- Metro Parks will construct the greenway trail in the future and is not part of the construction of this project. The greenway easement will be maintained by the developer until the greenway trail is constructed.
- When constructed, greenway trail to be open to the public 365 days/year per Metro Parks approved operating hours, except for times of routine maintenance where temporary closure is required for public safety.
- No dumpsters, loading zones, HVAC units, or like fronting the greenway and must be screened from greenway view.
- No conflict between pedestrians and driveway, loading zone, or dumpster ingress and egress.
- No obstructions will be in a greenway easement, unless approved by Metro Parks staff, including, but not limited to site furniture, signage, and lighting.
- No storm water inlets or manholes to be in paved surface of the greenway.

### **STORMWATER RECOMMENDATION**

**Approve**

### **NASHVILLE DOT ROADS RECOMMENDATION**

**Approve with conditions**

- Provide callout for temporary turnaround on plat exhibit to clarify the ROW prior to recording.

### **NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

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

### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

- Attached is a copy of the above-referenced subdivision (uploaded by Planning on June 25, 2024) on which we have noted our comments and recommend approval. Approval is contingent on construction and completion of MWS Project #'s 21SL0035. A bond amount of \$400,000.00 is assigned to 21SL0035. Water provided by MSUD.

### **MADISON SUBURBAN UTILITY DISTRICT RECOMMENDATION**

**Approve**

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.



## **Metro Planning Commission Meeting of 06/12/2025**

### **CONDITIONS**

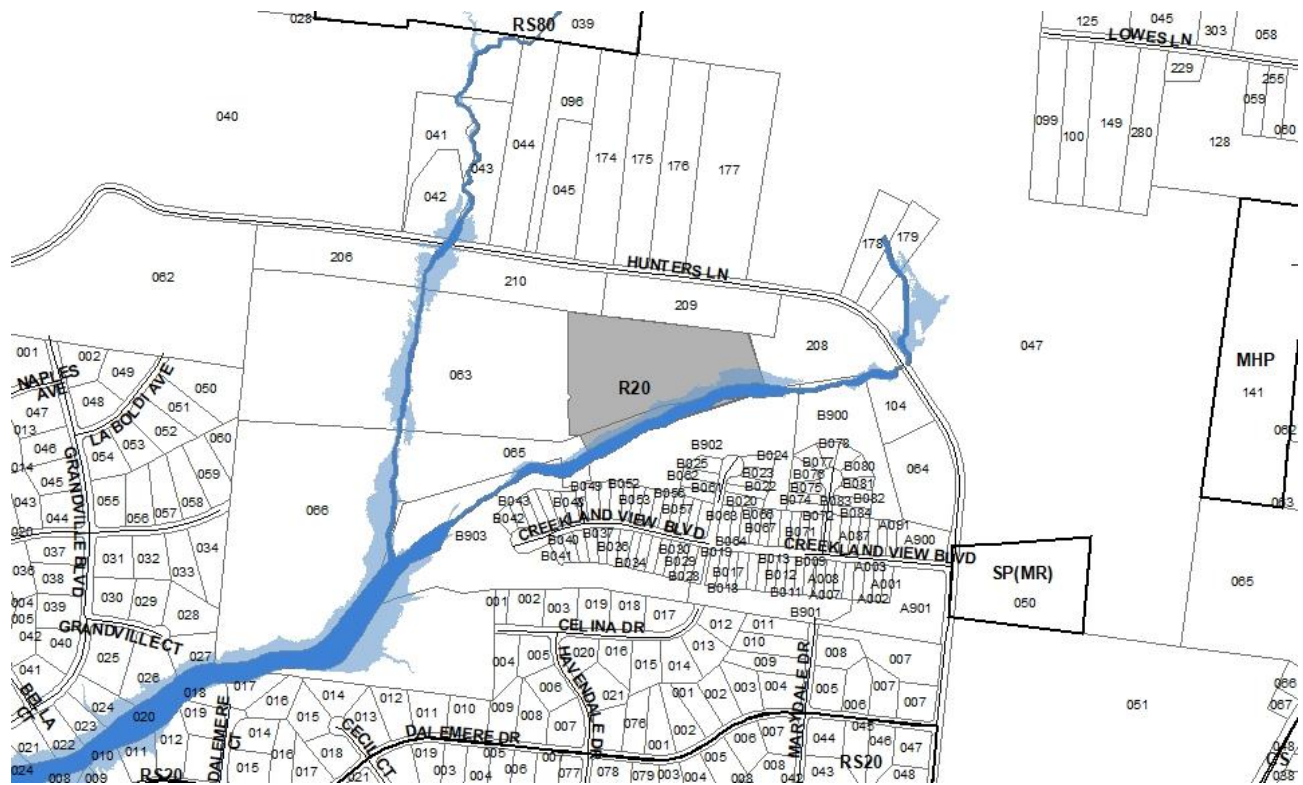
1. If the final plat will be recorded without first constructing the required public infrastructure improvements (roads, water, and sewer line extensions), then the applicant shall request a bond for those improvements. Submit a completed bond application with a check in the amount of \$750 made payable 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](mailto:bond.desk@nashville.gov).
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. After approval, submit the corrected mylar or vellum copy of the plat reflecting all Conditions of Approval, with name printed under signatures and dates from property owner(s) and surveyor, one paper copy, a CD with the electronic copy of the plat (.dwg) saved on it, and recordation fee, to Planning.
4. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.
5. On the corrected copy, reference the HOA instrument number in a note.
6. On the corrected copy, correct Note 10 to reference 2019SP-068-003.
7. On the corrected copy, revise the conservation greenway easement to match the dimensions shown on the approved final site plan.
8. On the corrected copy, revise the lot, open space, and acreage totals to match those shown on the approved final site plan. Ensure lot area tables are consistent.

### **RECOMMENDED ACTION**

Motion to approve proposed subdivision Case No. 2019S-068-005 with conditions based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances, and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



## Metro Planning Commission Meeting of 06/12/2025



**2019S-068-006**

**HERITAGE CREEK PHASE 6**

Map 032, Part of Parcel(s) 063, 065

02, Parkwood – Union Hill

03 (Jennifer Gamble)





## Metro Planning Commission Meeting of 06/12/2025

### Item #15

#### Project Name

#### Council District

#### School District

#### Requested by

### Final Plat 2019S-068-006

#### Heritage Creek Phase 6

03 – Gamble

01 – Taylor

Ragan-Smith and Associates, applicant; Domain Timberlake Multistate 2, LLC, owner.

#### Deferrals

This item was deferred at the May 22, 2025, Planning Commission meeting. No public hearing was held.

#### Staff Reviewer

Shane

#### Staff Recommendation

*Approve with conditions.*

---

### APPLICANT REQUEST

#### Final plat to create 27 residential lots.

#### Final Plat

A request for final plat approval to create 27 residential cluster lots, one open space, and dedicate right-of-way on a portion of properties located at 1269 Hunters Lane and Hunters Lane (unnumbered), approximately 440 feet north of Dalemere Drive, zoned One and Two-Family Residential (R20) (14.97 acres).

### CASE HISTORY

On April 25, 2019, the Metro Planning Commission approved with conditions a subdivision concept plan for this site (originally called Hunters Run). The overall subdivision was approved for 232 single-family residential cluster lots under Case No. 2019S-068-001. Final site plans for Phases 1 and 2 have subsequently been approved. A minor revision to the unplatted portion of the concept plan was approved with conditions under Case No. 2019S-068-004, which was approved with conditions by staff on January 31, 2025. This plat is for Phase 6, part of the associated final development plan 2019S-068-003, which was approved on June 4, 2025. The plat includes 27 single-family lots, one open space parcel, and the extension of one public road. Though it matches all standards, conditions, and requirements of the administratively approved final development plan, the Planning Commission is required by state law to approve this plat because it has more than 25 lots.

### SITE DATA AND CONTEXT

**Location:** The site is located south of Hunters Lane, at the current terminus of Nature Trail Way.

**Approximate Acreage:** 14.97 acres or approximately 652,093.2 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





## **Metro Planning Commission Meeting of 06/12/2025**

### **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 revised preliminary/concept plan. The proposed plat is consistent with the MPC-approved revised preliminary/concept plan and all requirements of Chapter 4. No changes have been made to the policy present at this site.

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

#### **FIRE MARSHAL RECOMMENDATION**

**Approve**

#### **PARKS & GREENWAYS RECOMMENDATION**

**Approve with conditions**

- The Conservation Greenway Easement must be dedicated and memorialized in a Metro Parks' Conservation Greenway Easement Agreement, with two exhibits: a legal description and a boundary survey of the easement, that must be recorded with the Davidson County Register of Deed's Office prior to any use and occupancy or issuance of the first Use and Occupancy letter.
- Coordinate with Metro Parks Greenways staff regarding Metro Park Board and Metro Council approval process for the Agreement.
- Metro Parks will construct the greenway trail in the future and is not part of the construction of this project. The greenway easement will be maintained by the developer until the greenway trail is constructed.
- When constructed, greenway trail to be open to the public 365 days/year per Metro Parks approved operating hours, except for times of routine maintenance where temporary closure is required for public safety.
- No dumpsters, loading zones, HVAC units, or like fronting the greenway and must be screened from greenway view.
- No conflict between pedestrians and driveway, loading zone, or dumpster ingress and egress.
- No obstructions will be in a greenway easement, unless approved by Metro Parks staff, including, but not limited to site furniture, signage, and lighting.
- No storm water inlets or manholes to be in paved surface of the greenway.

#### **STORMWATER RECOMMENDATION**

**Approve**

#### **NASHVILLE DOT ROADS RECOMMENDATION**

**Approve**

#### **NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

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



## **Metro Planning Commission Meeting of 06/12/2025**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Attached is a copy of the above-referenced subdivision (uploaded by Planning on June 26, 2024) on which we have noted our comments and recommend approval. Approval is contingent on construction and completion of MWS Project # 21SL0045. A bond amount of \$95,000.00 is assigned to 21SL0045. Water provided by MSUD.

### **MADISON SUBURBAN UTILITY DISTRICT RECOMMENDATION**

#### **Approve**

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

1. If the final plat will be recorded without first constructing the required public infrastructure improvements (roads, water, and sewer line extensions), then the applicant shall request a bond for those improvements. Submit a completed bond application with a check in the amount of \$750 made payable to the "Metropolitan Government" at least three weeks prior to when the plat will be recorded with the Metro Register of Deeds. The bond review and approval process is subject to receiving estimates from Metro departments and outside utilities for the amount that is required to be bonded. Amounts are calculated after all plat revisions have been made and approved by the Metro agencies. Contact the Bond Desk at 615-862-7202 or [bond.desk@nashville.gov](mailto:bond.desk@nashville.gov).
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. After approval, submit the corrected mylar or vellum copy of the plat reflecting all Conditions of Approval, with name printed under signatures and dates from property owner(s) and surveyor, one paper copy, a CD with the electronic copy of the plat (.dwg) saved on it, and recordation fee, to Planning.
4. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.
5. On the corrected copy, reference the HOA instrument number in a note.
6. On the corrected copy, correct Note 10 to reference 2019SP-068-003.
7. On the corrected copy, revise the conservation greenway easement to match the dimensions shown on the approved final site plan.
8. On the corrected copy, revise the lot, open space, and acreage totals to match those shown on the approved final site plan. Ensure lot area tables are consistent.

### **RECOMMENDED ACTION**

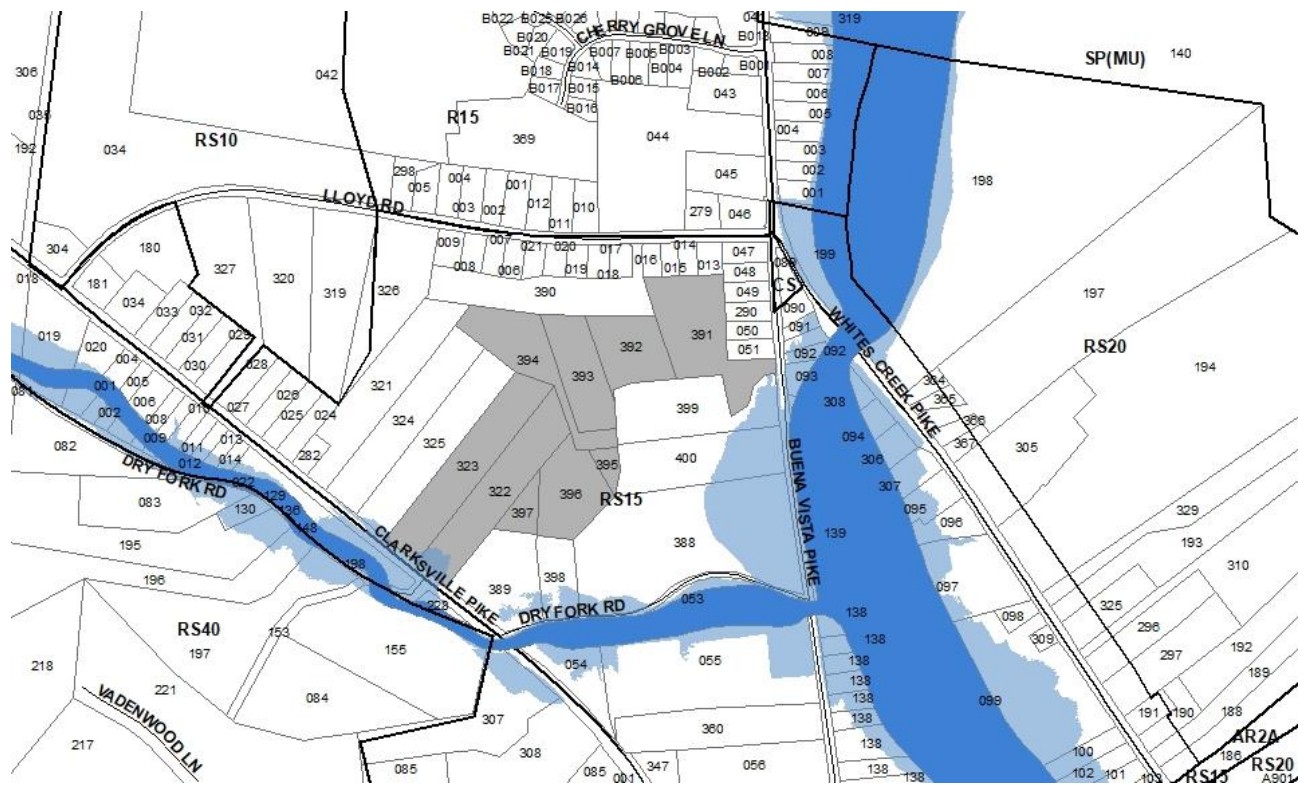
Motion to approve proposed subdivision Case No. 2019S-068-006 with conditions based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances, and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 06/12/2025



### 2024S-139-001

#### SHULAR CLARKSVILLE HIGHWAY

Map 048, Parcel(s) 322-323

Map 049, Parcel(s) 391-397

03, Bordeaux - Whites Creek - Haynes Trinity

01 (Joy Kimbrough)



## Metro Planning Commission Meeting of 06/12/2025

**Item #16****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.

**Deferrals**

This item was deferred at the May 8, 2025, Planning Commission meeting. No public hearing was held.

**Staff Reviewer**

Marton

**Staff Recommendation**

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

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**APPLICANT REQUEST**

**Concept plan to permit 70 residential lots.**

Concept Plan

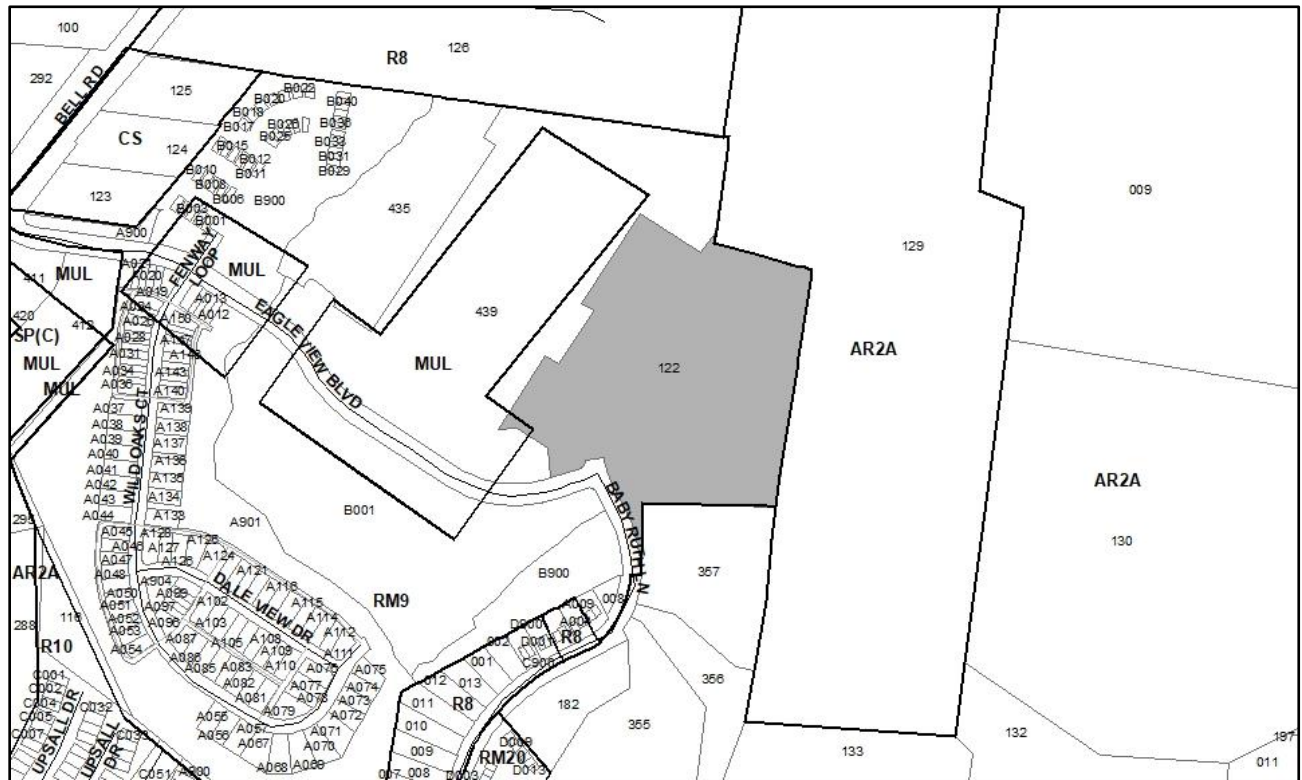
A request for concept plan approval to create 70 residential lots utilizing the compact development standards on properties located at Dry Fork Road (unnumbered), Clarksville Pike (unnumbered) and Buena Vista Pike (unnumbered), approximately 575 feet south of Lloyd Road, zoned Single-Family Residential (RS15) and located in the Whites Creek at Lloyd Road Urban Design Overlay District (30.13 acres).

**STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 06/12/2025



### 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 06/12/2025

**Item #17****Project Name****Council Bill No.****Council District****School District****Requested by****2003UD-003-011 (Amendment)****Ridgeview UDO, Sections VI & VII****BL2025-877**

32 –Styles

06 – Mayes

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

**Deferrals**

This request was deferred at the April 24, 2025, and May 8, 2025, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**

Commey

**Staff Recommendation**

*Approve with conditions and disapprove without all conditions.*

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**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



## Metro Planning Commission Meeting of 06/12/2025

different character that includes increased housing diversity and connectivity. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

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

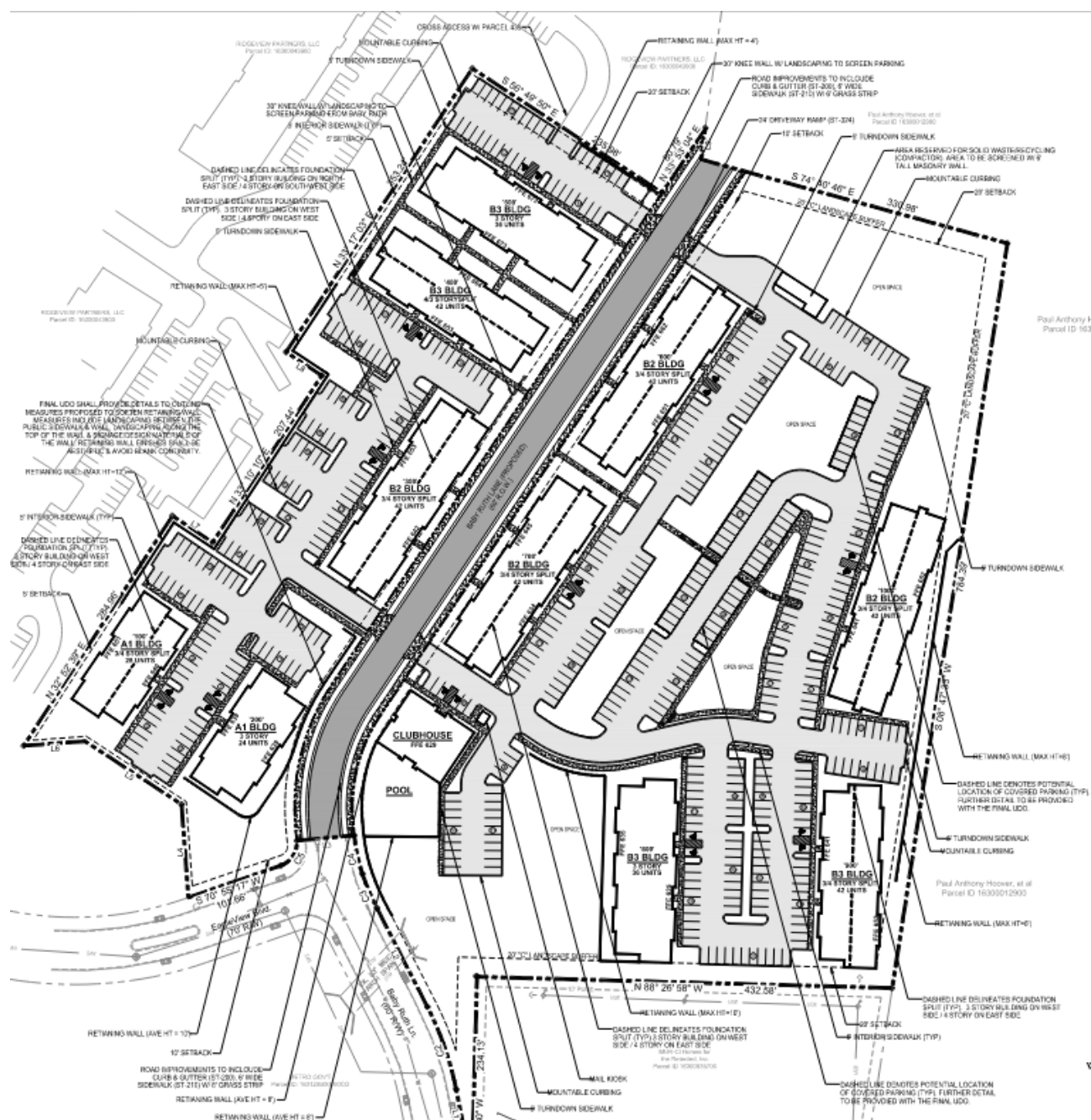


## **Metro Planning Commission Meeting of 06/12/2025**

in the vicinity are zoned One and Two Family Residential (R8) with a Planned Unit Development (PUD) Overlay District.

### **REQUEST DETAILS**

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.



## 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



## Metro Planning Commission Meeting of 06/12/2025

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.

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



## **Metro Planning Commission Meeting of 06/12/2025**

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 ROADS 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.

- All work within the Public right-of-way requires an Excavation Permit from the Nashville Department of Transportation.
- 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.
- Stop signs to be 30 inch by 30 inch.
- 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.
- All signs to have 3M high intensity retro-reflective coating.
- 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.
- The development/ contractor shall have a NDOT stamped set of plans on site to be produced upon request during any site visit.
- Provide detailed road information (vertical and horizontal details) on construction plan set.
- Provide Metro standard detail callouts on construction plan set.
- Exiting Public ROW provide now entering private property signs at access entrances to project.
- Create smooth transition between existing and proposed. C&G and sidewalk is to align. If transitions are needed provide per MUTCD taper guidance.
- Comply with T&P conditions. Provide off-site sheets for items identified within Traffic & Parking conditions copied below:



## Metro Planning Commission Meeting of 06/12/2025

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.] Double solid yellow centerlines and white edge-lines should be installed on the existing residential 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.

[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.) 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 develop final plans and to identify additional suitable mitigation strategies.



## Metro Planning Commission Meeting of 06/12/2025

- 5.) 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.
- 6.) As discussed, and agreed to by the development team, the developer will maintain all landscaped roadway medians in accordance with the Metro Code standards until the time that the roads are accepted by Metro.
- 7.) The applicant shall comply with the NDOT Roads Conditions of Approval.

### **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;

- 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.





## Metro Planning Commission Meeting of 06/12/2025

- [3.B.] Double solid yellow centerlines and white edge-lines should be installed on the existing residential 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.
- [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.) 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 develop final plans and to identify additional suitable mitigation strategies.
- 5.) 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.
- 6.) As discussed, and agreed to by the development team, the developer will maintain all landscaped roadway medians in accordance with the Metro Code standards until the time that the roads are accepted by Metro.
- 7.) The applicant shall comply with the NDOT Roads Conditions of Approval.

### 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



## Metro Planning Commission Meeting of 06/12/2025

### 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

### 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, update the Existing UDO diagram on Sheet C1.1 to reflect the 2019 modifications.
3. 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.
4. 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.
5. 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.
6. 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.

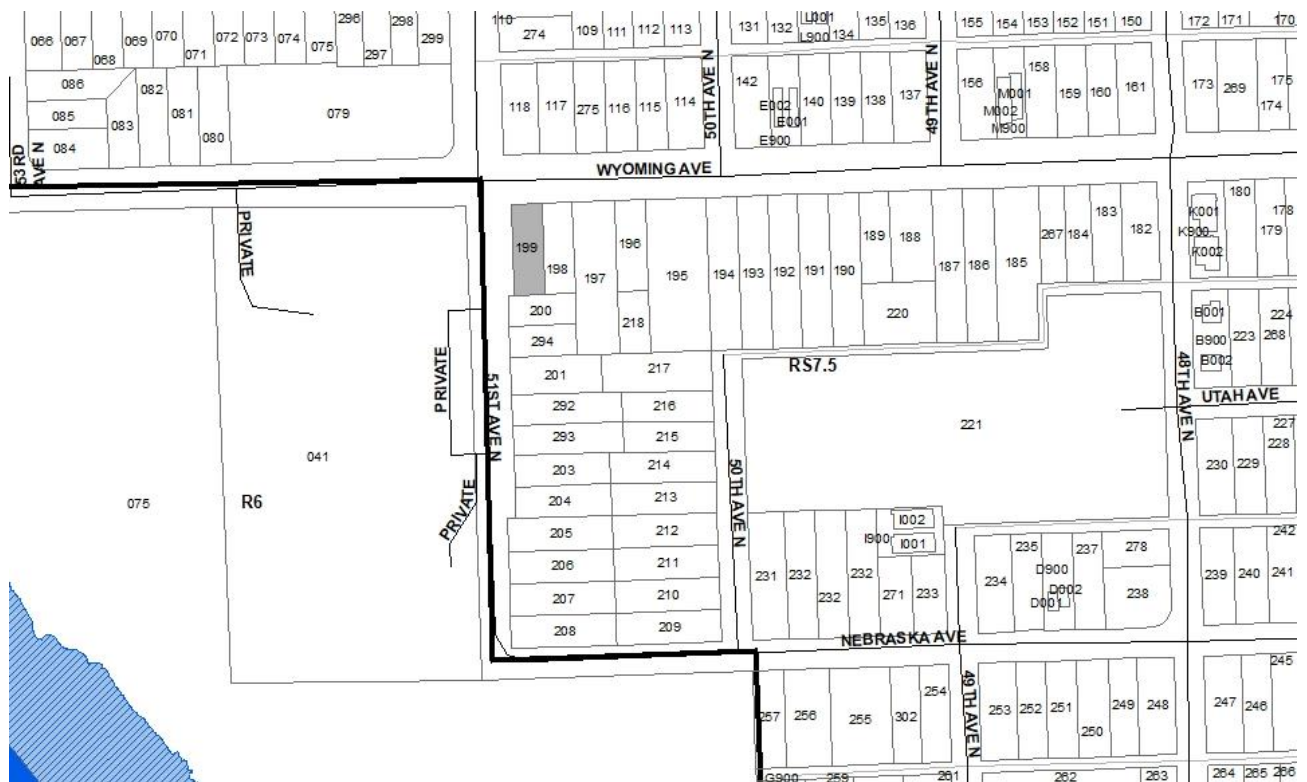


## **Metro Planning Commission Meeting of 06/12/2025**

7. 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.
8. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
9. Comply with all conditions and requirements of Metro reviewing agencies.
10. 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.
11. 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.
12. 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.
13. No master permit/HPR shall be recorded prior to final SP approval.
14. Final plat may be required prior to permitting.



## Metro Planning Commission Meeting of 06/12/2025



**2024Z-069PR-001**  
Map 103-03, Parcel(s) 199  
07, West Nashville  
24 (Brenda Gadd)



## Metro Planning Commission Meeting of 06/12/2025

**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, April 24, 2025, May 8, 2025, and May 22, 2025, Planning Commission meetings. A public hearing was held and closed on August 22, 2024.

**Staff Reviewer**

Konigstein

**Staff Recommendation***Defer to the June 26, 2025, Planning Commission meeting.*

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

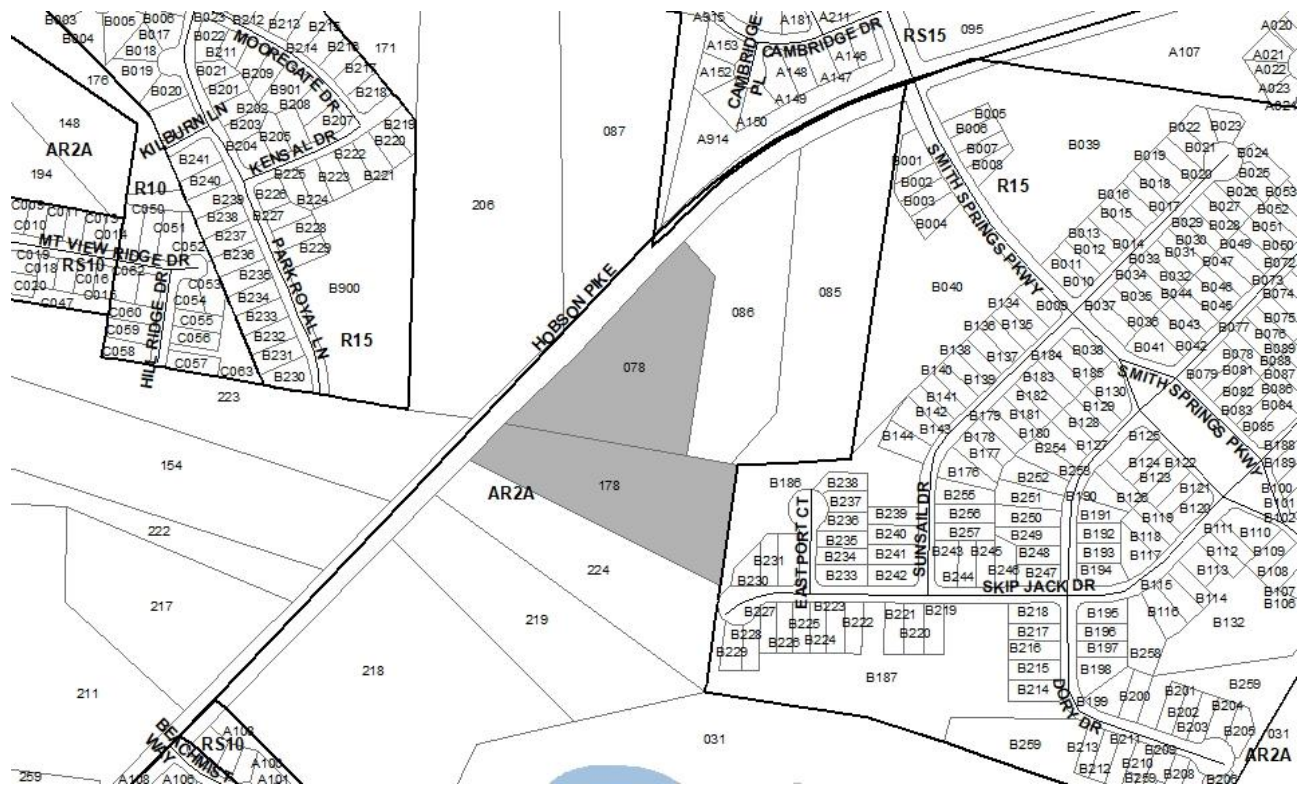
A request to rezone from Single-Family Residential (RS7.5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 5011 Wyoming Avenue, at the southeast corner of 51st Avenue North and Wyoming Avenue (0.19 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 26, 2025, Planning Commission meeting.



## Metro Planning Commission Meeting of 06/12/2025



**2025SP-015-001**

**GREENSIDE SP**

Map 150, Parcel(s) 178

Map 151, Parcel(s) 078

13, Antioch – Priest Lake

08 (Deonté Harrell)



## Metro Planning Commission Meeting of 06/12/2025

**Item #19****Project Name****Council District****School District****Requested by****Specific Plan 2025SP-015-001****Greenside SP**

08 - Harrell

06 – Mayes

Dale & Associates, applicant; Soliman Hanna LLC,  
owner.**Staff Reviewer**

Konigstein

**Staff Recommendation***Defer to the June 26, 2025, Planning Commission meeting.*

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**APPLICANT REQUEST****Preliminary SP to permit 105 multi-residential units.**Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for properties located at 2334 Hobson Pike and Hobson Pike (unnumbered), approximately 808 feet west of Smith Springs Parkway (9.37 acres), to permit 105 multi-family residential units.

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 26, 2025, Planning Commission meeting.



## Metro Planning Commission Meeting of 06/12/2025



**2025Z-020PR-001**

Map 082-07, Parcel(s) 419

05, East Nashville

05 (Sean Parker)





## Metro Planning Commission Meeting of 06/12/2025

**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, April 24, 2025, May 8, 2025, and May 22, 2025, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**

Shane

**Staff Recommendation***Defer to the June 26, 2025, Planning Commission meeting.*

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

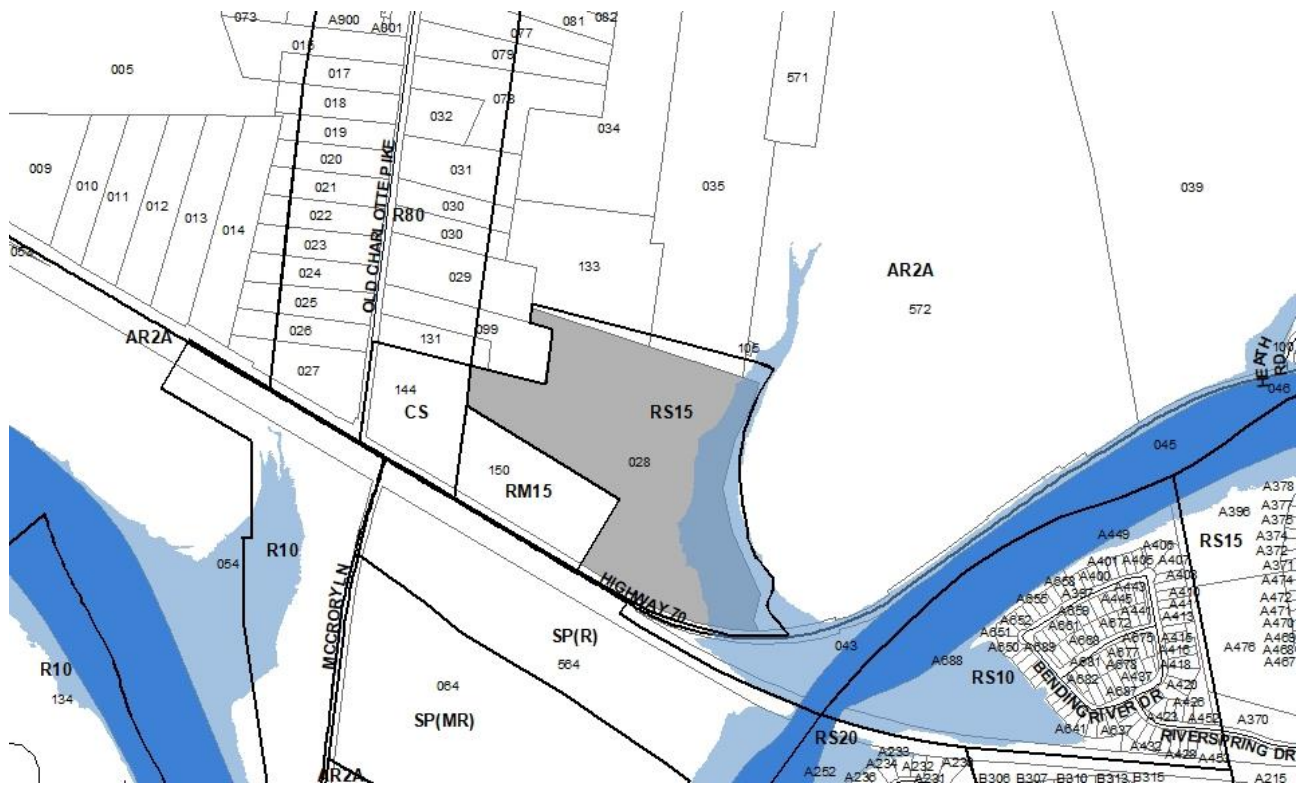
A request to rezone from Specific Plan (SP) to One- and Two-Family Residential-Alternative (R6-A) zoning for property located at 800 North 5th Street, at the northwest corner of Arrington Street and North 5th Street (0.19 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 26, 2025, Planning Commission meeting.



## Metro Planning Commission Meeting of 06/12/2025



**2022S-171-004**

**HOBSON PARK**

Map 126, Parcel(s) 028

06, Bellevue

35 (Jason Spain)



## Metro Planning Commission Meeting of 06/12/2025

**Item #21****Project Name****Council District****School District****Requested by****Final Plat 2022S-171-004****Westbrooke Pointe**

35 – Spain

09 – Tylor

Batson &amp; Associates, applicant; AHV Westbrook BFR Owner, LLC owner.

**Staff Reviewer**

Marton

**Staff Recommendation***Approve with conditions.*

---

**APPLICANT REQUEST****Request for final plat approval to create 69 lots.****Final plat**

A request for final plat approval to create 69 single-family residential cluster lots on property located at 8840 Highway 70, approximately 1,220 feet east of McCrory Lane, zoned Single Family Residential (RS15) (31.70 acres).

**CASE HISTORY**

The site is located within the RS15 zoning district. Utilizing the Cluster Lot option in effect at the time of approval, the lots were reduced to the RS7.5 zoning district. The plan for this subdivision was granted approval by the Metro Planning Commission (MPC) in 2022, while the final site plan was approved administratively in 2024. The plat includes 69 single-family lots, open space, and public roads.

**SITE DATA AND CONTEXT**

**Location:** The site is located just east of the intersection of Highway 70 and McCrory Lane.

**Approximate Acreage:** 31.70 acres or approximately 1,380,747 square feet.

**PROPOSAL DETAILS**

**Number of lots:** 69

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

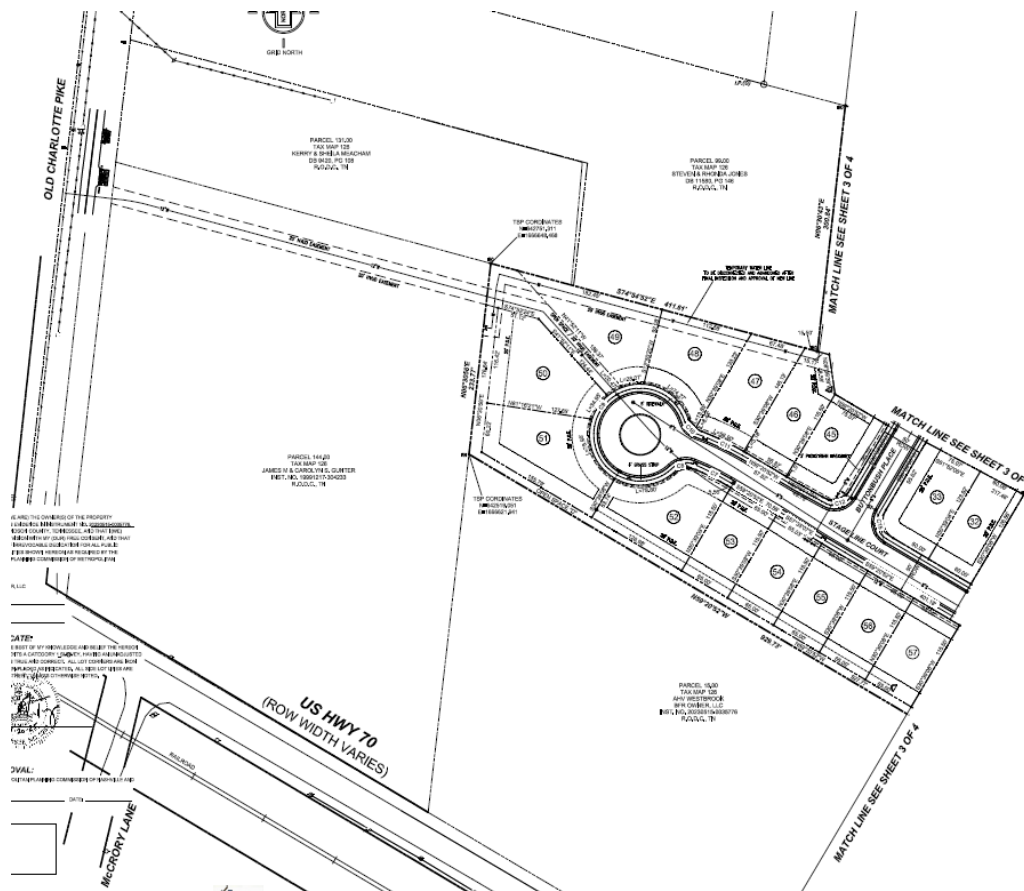
**UPDATED FINAL PLAT RULES AND PROCEDURES**

At its March 9, 2023, meeting, the Metro Planning Commission approved an amendment to the Rules and Procedures, following Metro Council adoption of RS2023-2047, reflecting recent changes to Tennessee State law regarding administrative approval of final plats. The amended State law allows staff to approve final plats that create no more than 5 lots, if certain criteria is met, and final plats of up to 25 lots for subdivisions that received preliminary/concept plan approval. Prior to this change, staff was delegated authority to approve final plats that created no more than 2 lots, if certain criteria are met, and all final plats for subdivisions that received preliminary/concept plan approval. The subject site received preliminary plan approval in 2022 and final site plan approval in 2024. Approval by the MPC is now required because the plat contains more than 25 lots, requiring





## Metro Planning Commission Meeting of 06/12/2025



**Proposed plat**

### 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 with conditions

- Temporary fire equipment turnarounds installed at lots 17 and 42. Second point of access to Old Charlotte to be provided with next phase of development.

#### STORMWATER RECOMMENDATION

##### Approve

- SWGP No.: 2021054721, Maintenance agreement number: 202505050034845

#### NASHVILLE DOT RECOMMENDATION

##### Approve



## Metro Planning Commission Meeting of 06/12/2025

### 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

#### Not applicable

- Property served by the HVUD.

### HARPETH VALLEY UTILITIES DISTRICT

#### Approve

### STAFF RECOMMENDATION

Staff recommends approval with conditions.

### CONDITIONS

1. If you plan to record the final plat without constructing the required public infrastructure improvements (roads, water and sewer line extensions), then you must request a bond for those improvements. Submit a completed bond application with a check in the amount of \$400 made payable to the "Metropolitan Government" **at least three weeks** prior to when you plan to record the plat with the Metro Register of Deeds. The bond review and approval process is subject to receiving estimates from Metro departments and outside utilities for the amount that is required to be bonded. Amounts are calculated after all plat revisions have been made and approved by the Metro agencies. Contact: *the Bond Desk at 862-7202*, [bond.desk@nashville.gov](mailto:bond.desk@nashville.gov). Utilities are to be placed underground, as provided in Section 17.28.103 of the Zoning Code.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. Owner's signature must be shown with name printed under signature. If the property is owned by a corporation, LLC, LLP, company, etc. then the authorized individual's printed name and signature must be provided underneath the company's name in the Owner's Certificate. You'll also need to submit a letter(s) on each company's letterhead or documentation that the individual is authorized on behalf of the entity.
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.

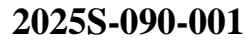
### RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2022S-171-004 with conditions based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



**SEE NEXT PAGE**





WEST MEAD FARM, INC.

Map 115-13, Parcel(s) 011, 061

## 07, West Nashville

23 (Thom Druffel)





## Metro Planning Commission Meeting of 06/12/2025

**Item #22****Project Name****Council District****School District****Requested by****Final Plat 2025S-090-001****West Meade Farm, Inc.**

23 – Druffel

09 – Tylor

Clint Elliott Survey, applicant; Tracy Marks and Margaret S. Bright Revocable Trust, owners.

**Staff Reviewer**

Shane

**Staff Recommendation***Defer to the June 26, 2025, Planning Commission meeting.*

---

**APPLICANT REQUEST****Request for final plat approval to shift lot lines.**Final Plat

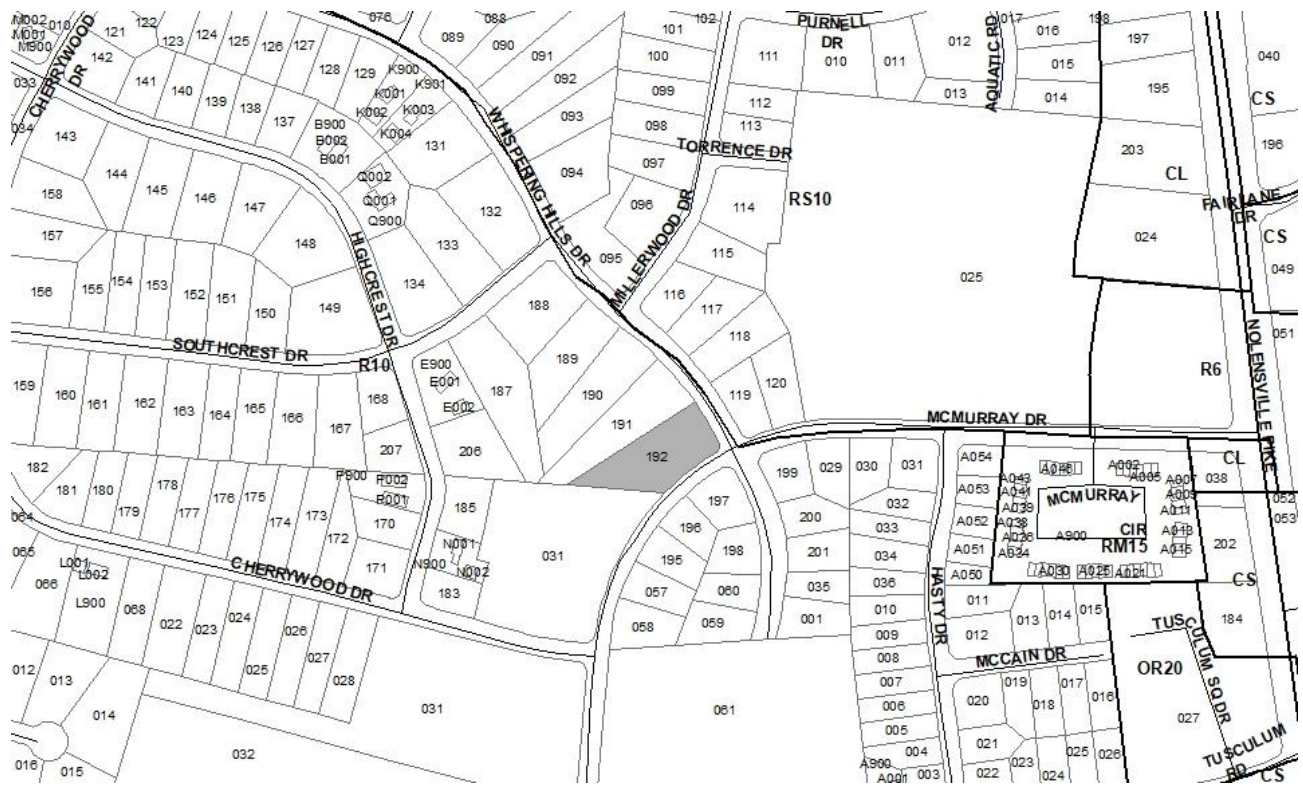
A request for final plat approval to shift lot lines on properties located at 438 and 439 Grayson Drive, at the current terminus of Grayson Drive, zoned Single-Family Residential (RS40) (6.76 acres), requested by Clint Elliott Survey, applicant; Tracy Marks and Margaret S. Bright Revocable Trust, owners.

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 26, 2025, Planning Commission meeting.



## Metro Planning Commission Meeting of 06/12/2025



**2025S-097-001**  
454 MCMURRAY DRIVE  
Map 147-15, Parcel(s) 192  
12, Southeast  
27 (Robert Nash)



## Metro Planning Commission Meeting of 06/12/2025

**Item #23****Project Name****Council District****School District****Requested by****Final Plat 2025S-097-001****454 McMurray Drive**

27 – Nash

02 – Elrod

JTA Land Surveying, applicant; Build Trust Homes, LLC, owner.

**Staff Reviewer**

Marton

**Staff Recommendation***Defer to the June 26, 2025, Planning Commission meeting.*

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

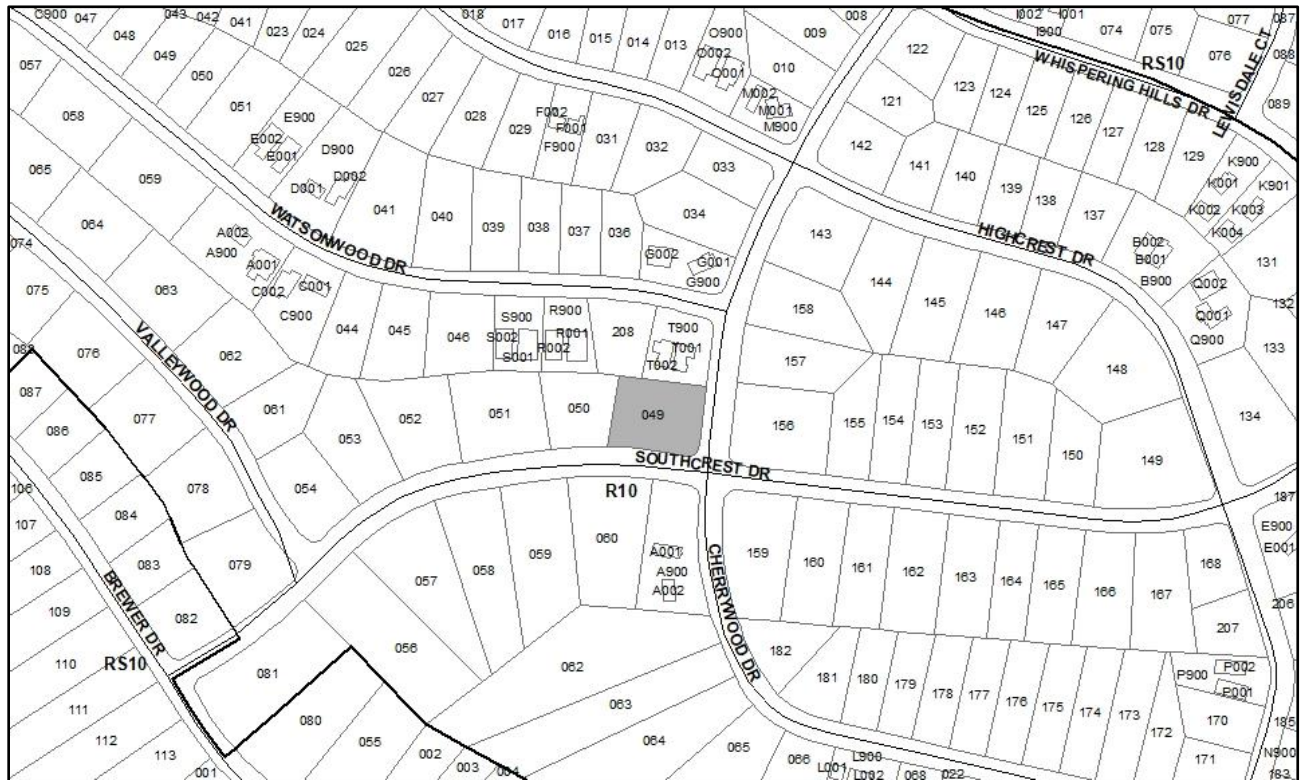
A request for final plat approval to create two lots on property located at 454 McMurray Drive, at the western corner of Whispering Hills Drive and McMurray Drive, zoned One and Two-Family Residential (R10) (0.98 acres), requested by JTA Land Surveying, applicant; Build Trust Homes, LLC, owner.

**RECOMMENDED ACTION**

Staff recommends deferral to the June 26, 2025, Planning Commission meeting.



## Metro Planning Commission Meeting of 06/12/2025



**2025S-100-001**

**5025 CHERRYWOOD DRIVE**

Map 147-15, Parcel(s) 049

12, Southeast

27 (Robert Nash)



## Metro Planning Commission Meeting of 06/12/2025

**Item #24****Project Name****Council District****School District****Requested by****Final Plat 2025S-100-001****5025 Cherrywood Drive**

27 –Nash

02 – Elrod

JTA Land Surveying; Eiriny Meshreky, owner.

**Staff Reviewer**

Commey

**Staff Recommendation***Disapprove.*

---

**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 5025 Cherrywood Drive, at the northwest corner of Cherrywood Drive and Southcrest Drive, zoned One and Two-family Residential (R10) (0.68 acres),

**SITE DATA AND CONTEXT**

**Location:** The site consists of one lot located at the northwest corner of Cherrywood Drive and Southcrest Drive.

**Street Type:** The site has frontage on Cherrywood Drive and Southcrest Drive.

**Approximate Acreage:** 0.64 acres or approximately 27,946 square feet.

**Parcel/Site History:** The site consists of one lot, Lot 98, on the plat of Whispering Hills (Book 2331, Page 155), created in 1969.

**Zoning History:** The property has been zoned R10 since 1974.

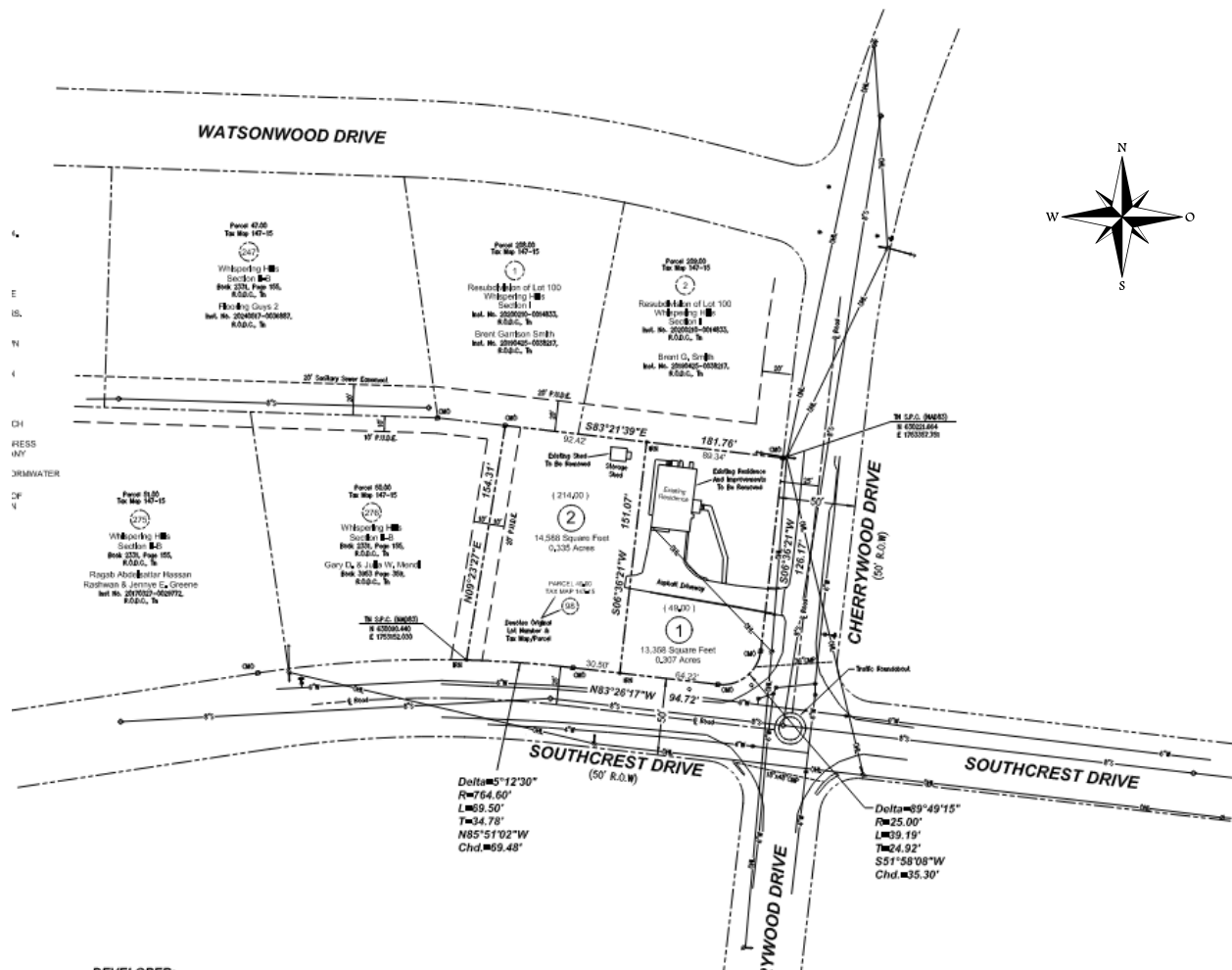
**Existing Land Use:** The subject property contains a single-story residential structure.

**Surrounding Land Use and Zoning:**

- North: One and Two family Residential (R10)
- South: One and Two family Residential (R10)
- East: One and Two family Residential (R10)
- West: One and Two family Residential (R10)



## Metro Planning Commission Meeting of 06/12/2025



### Proposed Final Plat

**Zoning:** Single Family Residential (R10)

Min. lot size: 10,00 square feet

Max. building coverage: 0.40

Min. rear setback: 20'

Min. side setback: 5'

Max. height: 3 stories

Min. street setback: Contextual setback per Zoning Code

### PROPOSAL DETAILS

**Number of lots:** 2

**Lot sizes:** Proposed Lot 1 has a lot size of approximately 0.307 acres or 13,358 square feet. The proposed Lot 2 has a lot size of approximately 0.335 acres or 14,588 square feet.



## Metro Planning Commission Meeting of 06/12/2025

**Access:** Access for Lot 1 will be determined at building permit since it is a corner lot. Proposed Lot 2 will be accessed from Southcrest Drive.

**Subdivision Variances or Exceptions Requested:** An exception is required for the compatibility criteria for the proposed lots, as they do 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.

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

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

#### **3-4 Lot Requirements**

The proposed lots comply with the minimum standards of the zoning code. The lots exceed the 10,000 square foot minimum lot size of the R10 zoning district. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of R10 zoning at the time of building permit.

#### **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.



## Metro Planning Commission Meeting of 06/12/2025

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 R10 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*

The proposed Lot 1 has frontage on both Cherrywood and Southcrest Drives. The proposed Lot 1 has a frontage width of 126 feet along Cherrywood Drive and 83.5 feet along Southcrest Drive. For the purposes of this evaluation, staff considered the frontage along Southcrest Drive for Lot 1 to be the block face to which units would be oriented, as this is consistent with Metro Codes standards. At the time of building permit, the developer could petition Codes to consider Cherrywood Drive as the frontage. The required frontage per compatibility standards determined by the surrounding parcels along Southcrest Drive is 100 feet. The proposed Lot 1 does not meet the minimum required frontage requirements.

The proposed Lot 2 has frontage on Southcrest Drive with a proposed width of 100 feet. Lot 2 meets the compatibility standards for frontage requirement.

Per Section 3-5.2, in cases where lots do not meet the required minimum frontage requirements, the Planning Commission may grant an exception to the compatibility





## Metro Planning Commission Meeting of 06/12/2025

requirement by considering a larger area to evaluate general compatibility. More information is provided in the Variance/Exceptions Analysis section below.

*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*

By using the lots along Southcrest Drive, the compatibility standards resulted in a minimum lot size of 21,761 square feet. The proposed Lot 1 has a proposed area of 13,358 square feet. The proposed lot size does not meet the minimum lot size necessary to meet compatibility standards.

Lot 2 has a proposed area of 14,588 square feet. The proposed lot size does not meet the minimum lot size necessary to meet compatibility standards.

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.

*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 contextual 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.*

The proposed Lot 2 would be oriented to Southcrest Drive, which is consistent with the development pattern to the west along Southcrest Drive. The proposed Lot 1 would be oriented to Southcrest Drive, as Codes determines the shorter of the two frontages to be considered the front. The property to the south across Southcrest Drive faces towards Southcrest Drive and not Cherrywood Drive. The proposed orientation is not inconsistent with the surrounding pattern.

*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 provisions of TCA 13-4-303(a). In considering whether the proposed subdivision meets this threshold, the*



## Metro Planning Commission Meeting of 06/12/2025

*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).*

The proposed Lot 1 does not meet the required frontage, and both of the proposed lots do not meet the requirement for minimum 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 frontage and lot size.

**Variances/Exceptions Analysis:** This request requires exceptions from Section 3-5.2 pertaining to lot frontage and lot size.



### Exhibit: Surrounding Parcels

#### Lot Frontage

When evaluating a larger area to analyze lot frontage, staff considered the parcels along the adjacent block of Southcrest Drive and Cherrywood Drive to the east and west and north along Valleywood Drive and Watsonwood Drive. The exhibit above shows the parcels that were used in the evaluation. The larger area contains a pattern of lots that have frontages which range between 73 and 253 feet.

North of the proposed lots, the Watsonwood Drive block between Highcrest Drive and Southcrest Drive includes several lots with frontage widths ranging from 80 feet to 181 feet on the northern



## Metro Planning Commission Meeting of 06/12/2025

side of the block as well as several lots with frontage widths from 81 to 224 feet on the southern side.

When considering additional parcels along Southcrest Drive, staff finds that several existing lots on the southern and northern block face contain lots with frontages that range from 78 to 228 feet. While the parcels that were used for compatibility along Southcrest Drive required a slightly wider frontage at 100 feet, the analysis of surrounding parcels indicate that the proposed Lot 1 frontage at 83.5 feet is comparable to the frontage of the other parcels in the surrounding area.

### Lot Size

When evaluating a larger area to analyze lot size, staff considered the same area as outlined above for frontage. The larger area contains a pattern of lots that have sizes which range between 14,286 square feet and 52,668 square feet. Staff finds that the average lot size in the larger area is approximately 20,000 square feet which is larger than the proposed lot sizes of 13,358 square feet and 14,588 square feet for proposed Lot 1 and proposed Lot 2, respectively.

North of the proposed lots, the Watsonwood Drive block between Highcrest Drive and Southcrest Drive includes several lots with sizes ranging from 14,286 to 34,167 square feet. This block contains many existing lots that have developed with two-family land uses and have not subdivided the property.

When considering additional parcels along Southcrest Drive, staff finds that several existing lots on the southern and northern block faces contain lot sizes that range from 16,398 to 52,668 square feet with an average lot size of about 25,000 square feet.

Staff finds that the size of the proposed lots are not comparable to parcels in the larger area and that the proposed subdivision cannot provide for harmonious development. Given this information, staff finds the proposed lots to be inconsistent with the larger area and recommends disapproval.

### *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.



## **Metro Planning Commission Meeting of 06/12/2025**

### **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**

Both Cherrywood Drive and Southcrest Drive are classified as local roads. The plat does not propose to dedicate any right-of-way as the 50-foot standard right of way for local streets is met.

### **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.

### **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.



## **Metro Planning Commission Meeting of 06/12/2025**

### **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**

The proposed subdivision meets the general requirements of Chapter 3 in the Subdivision regulations; however it does not meet the requirements for 3-5.2. The proposed plat requires exceptions for lot frontage and size. Staff found that the exception for lot frontage is consistent with the surrounding development pattern only for Lot 2 and the exception to lot size is not consistent with the surrounding development pattern; therefore staff recommends disapproval.

### **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 established character areas for each property within Metro Nashville. The community character policy applied to the entirety of this property is T3 NM (Suburban Neighborhood Maintenance). The goal of the T3 NM Policy is to maintain urban neighborhoods as 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 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, largely consistent with T3 NM policy but does not meet the full provisions of the subdivision regulations of being comparable to the larger area.

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

#### **FIRE MARSHAL RECOMMENDATION**

**Approve**

#### **STORMWATER RECOMMENDATION**

**Approve**



## **Metro Planning Commission Meeting of 06/12/2025**

### **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**

- Attached is a copy of the above-referenced subdivision (uploaded by Planning on April 30, 2025) on which we recommend approval. These comments apply to Metro Water Services' public water and sewer utility issues only.

### **STAFF RECOMMENDATION**

Staff recommends disapproval.

### **RECOMMENDED ACTION**

Motion to disapprove proposed subdivision Case No. 2025S-100-001 based upon findings that the subdivision does not comply with the applicable standards of the Metro Subdivision Regulations, and other applicable laws, ordinances and resolutions as noted in the staff report.

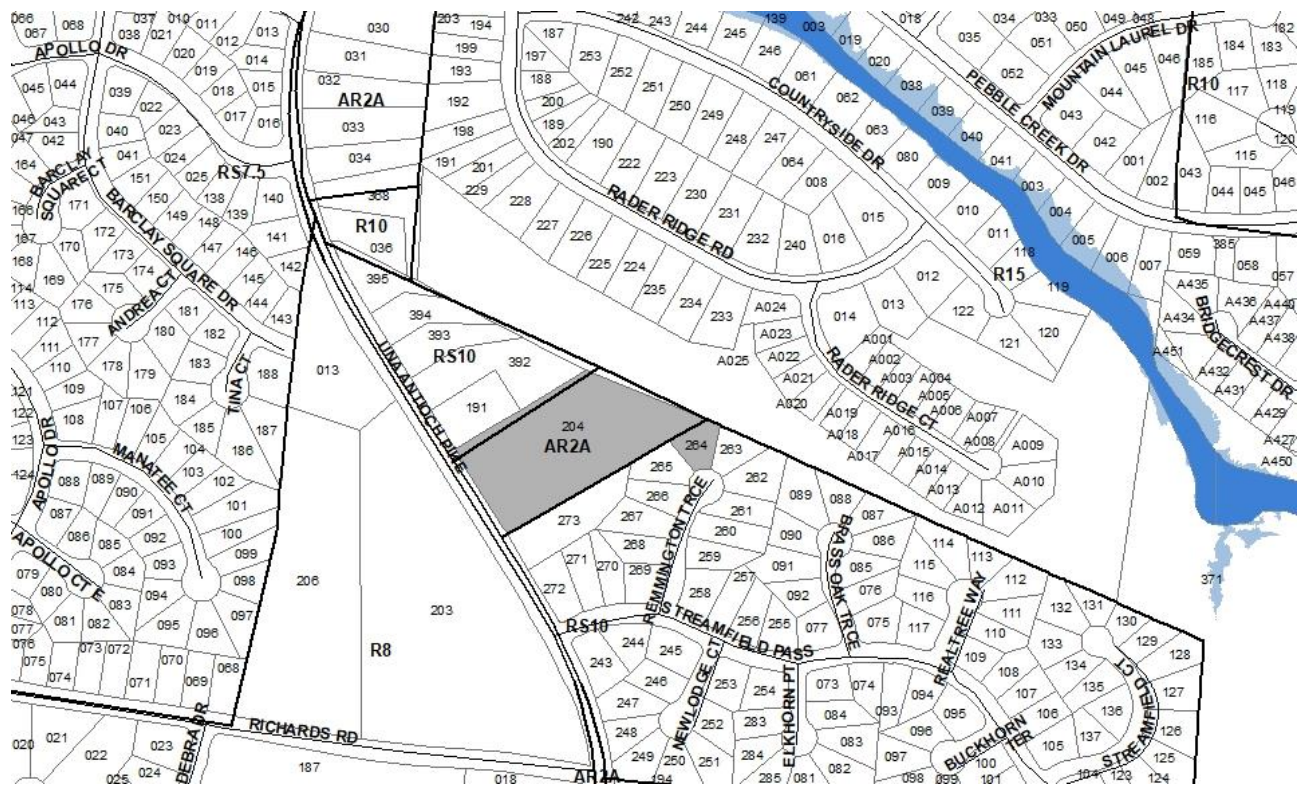


**SEE NEXT PAGE**





## Metro Planning Commission Meeting of 06/12/2025



### 2025S-103-001

UNA ANTIOCH PIKE LINE SHIFT

Map 149, Parcel(s) 204

Map 149-09, Parcel(s) 264

13, Antioch – Priest Lake

28 (David Benton)





## Metro Planning Commission Meeting of 06/12/2025

### Item #25

#### Project Name

#### Council District

#### School District

#### Requested by

### Final Plat 2025S-103-001

#### Una Antioch Pike Line Shift

28 – Benton

06 – Mayes

ASM Surveying, applicant; Alisher & Nilufar Abdukadirov and Andret Fidencio & Irma Alvarado, owners.

#### Staff Reviewer

#### Staff Recommendation

Konigstein

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

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### APPLICANT REQUEST

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

#### Final Plat

A request for final plat approval to create one lot and shift lot lines on properties located at 2416 Una Antioch Pike and 1121 Remmington Trace, at the current terminus of Remmington Trace, zoned Agricultural/Residential (AR2a) and Single-Family Residential (RS10) (3.35 acres).

### SITE DATA AND CONTEXT

**Location:** The site consists of two parcels. The eastern parcel, 1121 Remmington Trace, shown as Lot 1 on the proposed plat, is on the northern side of Remmington Trace. The western parcel, 2416 Una Antioch Pike, shown as Lot 2 on the proposed plat, is on the eastern side of Antioch Pike.

**Street Type:** The proposed Lot 1 has frontage on Remmington Trace, a local street, and the proposed Lot 2 has frontage on Una Antioch Pike which is classified as an arterial boulevard in the Major and Collector Street Plan (MCSP).

**Approximate Acreage:** 3.35 acres or approximately 145,926 square feet.

**Parcel/Site History:** Lot 1 was originally platted as Lot 82 on the Hunters Run – Section One (Book 9700, Page 341). Lot 2 has not been platted.

**Zoning History:** Lot 1 has been zoned RS10 since 1987. Lot 2 has been zoned AR2a since 1974. Both parcels have been located in the Airport Impact Overlay (AIO) since 1974.

**Existing land use and configuration:** Both subject parcels are currently developed with a residential use.

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

- North: Single-Family Residential/R15/Planned Unit Development
- South: Single-Family Residential/ RS10
- East: Single-Family Residential/RS10
- West: Vacant/R8





## Metro Planning Commission Meeting of 06/12/2025

**Subdivision Variances or Exceptions Requested:** An exception is required to Section 3-5.2.d.1. for 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 located within the Suburban Neighborhood Maintenance (T3 NM) policy. In order to achieve harmonious development, the Planning Commission has adopted Subdivision Regulations that include standards for specific transects. For sites within the T3 Suburban transect, the 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.

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

There are no known sensitive or environmental features on the site.

#### **3-4 Lot Requirements**

The proposed lots comply with the minimum standards of the Zoning Code. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of RS10 for Lot 1 and AR2a for Lot 2. Both proposed lots meet the minimum lot size: Lot 1 is greater than 10,000 square feet and Lot 2 is greater than two acres.

#### **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.



## Metro Planning Commission Meeting of 06/12/2025

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.*

- g. *All minimum standards of the zoning code are met.*

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

- h. *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. All proposed lots have frontage along public streets.

- i. *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. The AR2a zoning district is not expressly supported by the T3 NM policy, however, AR2a zoning is a density less than those expressly supported by the policy and the existing zoning reflects the existing character along Hobson Pike.

- j. *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 is required to meet compatibility as it is in an RS district while Lot 2 is AR2a and is not subject to the compatibility criteria of this section. Lot 1 has 40.60 feet of frontage on Remmington Trace. The required frontage per compatibility standards for surrounding parcels along Remmington Trace is 46.63 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.

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 13,455 square feet or 0.31 acres, while the required lot size per compatibility standards for surrounding parcels is 10,436 square feet or 0.24 acres.



## Metro Planning Commission Meeting of 06/12/2025

The lot complies with the minimum lot size for surrounding parcels along Remington Trace. As noted above, Lot 2 is not subject to this requirement due to the AR2a zoning.

*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 lot 2, any new development will be required to meet the contextual setback, or the 20-foot setback required for local streets, per the Metro Zoning Code. There is an existing residential structure on Lot 2, which is shown as to remain on the plat. As noted above, Lot 2 is not subject to this requirement due to the AR2a zoning.

*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 retains the existing orientation to Remington Trace which is in keeping with the lot orientation for surrounding parcels. As noted above, Lot 2 is not subject to this requirement due to the AR2a zoning.

*k. The current standards of all reviewing agencies are met.*

All agencies have recommended approval or approval with conditions.

*l. 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 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).*

Lots 1 does not meet the compatibility requirement for minimum lot frontage. 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 exception for lot frontage.

### **Variances/Exceptions Analysis**

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

#### **Lot Frontage**

When evaluating a larger area to analyze lot frontage, staff considered the existing lot configuration in the area. Proposed Lot 1 was previously platted as Lot 82 of the Hunters Run – Section One subdivision. Due to the terminus of an existing permanent dead-end having limited total frontage, it



## Metro Planning Commission Meeting of 06/12/2025

is expected that the individual lots on the cul-de-sac would have frontages less than lots not on a permanent dead-end terminus. It is worth noting that the proposed lot line shift does not result in a change to the frontage of this lot. Staff finds that the proposed lot layout and existing lot frontage configuration continues to 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.

*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**

The existing right-of-way width for Una Antioch Pike ranges from 50.5 feet to 55.5 feet. The half of standard right-of-way width required for the collector street is 33.5 feet (67 feet total right-of-way width). The plat has identified 33.5 feet from the centerline, including approximately three feet and ten inches of right-of-way dedication needed to meet the half-of-standard minimum. No dedication is required along Remmington Trace.



## **Metro Planning Commission Meeting of 06/12/2025**

### **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.

### **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 final 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 final plat for water and has recommended approval.

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

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

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

There are no new utilities proposed.

## **PLANNING STAFF COMMENTS**

With the exception for the minimum lot frontage requirement, the proposed lots meet the standards of the Metro Subdivision Regulations and Metro Zoning Code. Staff finds the existing conditions present on the site and unchanging frontage for both lots to be consistent with the development in the area. Future development will be required to meet the standards of the Metro Zoning Code regarding setbacks, building heights, etc., though structures are noted on the plat to be retained. 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 a subdivision complies with the adopted General Plan (NashvilleNext). Per the Court, the Planning Commission may not evaluate each subdivision to determine whether it is harmonious generally but may consider policy. Policy information is provided below for consideration.

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to this property



## **Metro Planning Commission Meeting of 06/12/2025**

is T3 Suburban Neighborhood Maintenance. The intent of T3 NM policy is intended to maintain the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T3 NM areas have an established development pattern consisting of low- to moderate-density residential development and institutional land uses. The proposed subdivision maintains the residential land use, meets the minimum standards of the zoning district, and has frontage along an existing local street.

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 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.

If the Commission can find that the proposed final plat is meeting the intent of the T3 NM policy, the Commission could place greater weight to this portion of the adopted General Plan (Nashville Next), and the Commission may approve the subdivision with the requested exceptions.

### **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**

- Attached is a copy of the above-referenced subdivision (uploaded by planning on May 28, 2025) on which we recommend approval. The W&S Capacity fees must be paid prior to service connections.

#### **STAFF RECOMMENDATION**

**Approve with conditions, including exceptions to Section 3-5.2.d.1. for lot frontage.**





## **Metro Planning Commission Meeting of 06/12/2025**

### **CONDITIONS**

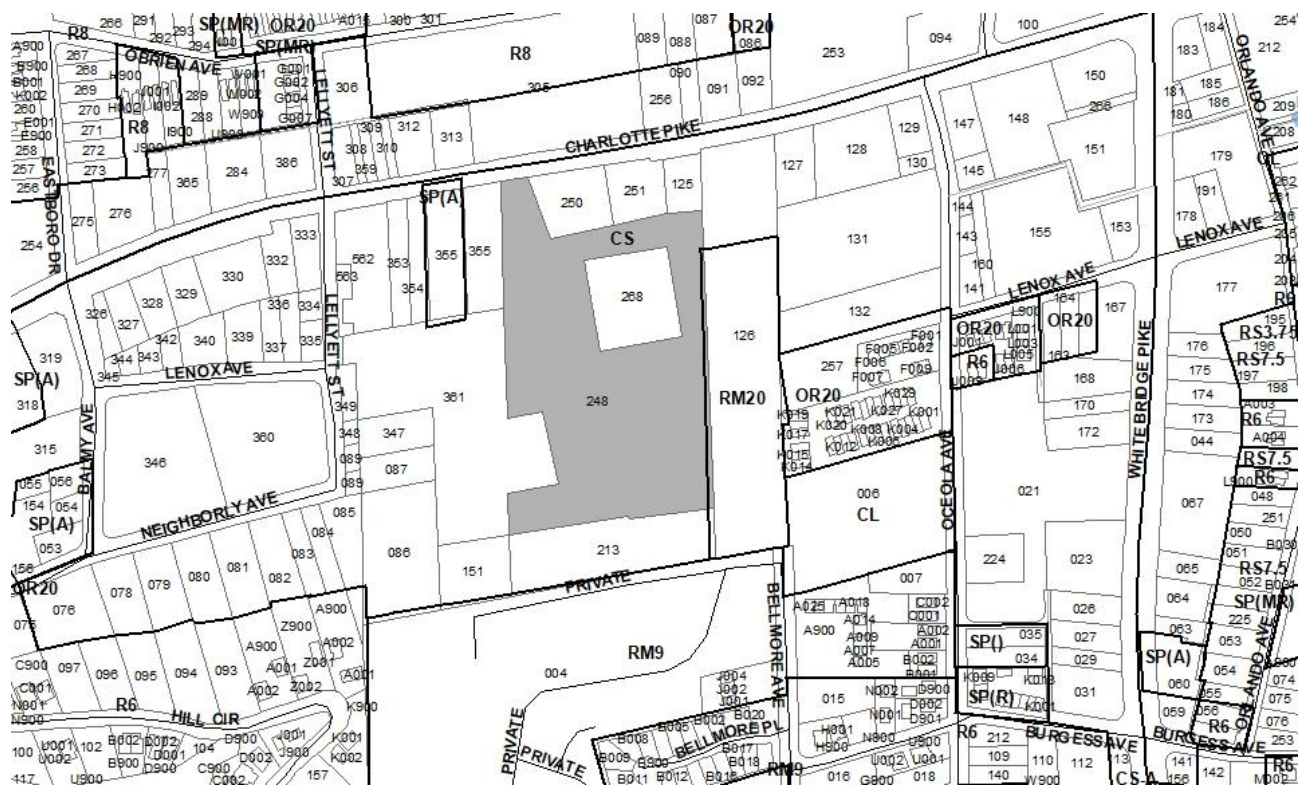
1. On the mylar copy, specify the original lot in the voids and vacates note.
2. On the mylar copy, modify the purpose note to state, “The purpose of this plat is to create one lot and shift lot lines.” only.
3. On the mylar copy, under note 2 modify the “Supplemental Policy” label to state “Overlays.”
4. On the mylar copy, add a note stating, “Setbacks per Metro Zoning Code”.
5. On the mylar copy, correct the square footage of Lot 1 in the lot table to be 13,455 square feet.
6. Comply with all conditions and requirements of Metro reviewing agencies.
7. 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-103-001 with conditions including an exception to 3-5.2.d.1. for lot frontage based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



## Metro Planning Commission Meeting of 06/12/2025



### 151-78P-001

#### HILLCREST SHOPPING CENTER (AMENDMENT)

Map 091-14, Parcel(s) 248

07, West Nashville

20 (Rollin Horton)



## Metro Planning Commission Meeting of 06/12/2025

### Item #26

#### Project Name

#### Council District

#### School District

#### Requested by

### PUD Amendment 151-78P-001

#### Hillcrest Shopping Center (Amendment)

20 - Horton

09 - Tylor

Archall Architects, applicant; Extra Space Properties 130, LLC, owner.

#### Staff Reviewer

Marton

#### Staff Recommendation

*Approve with conditions and disapprove without all conditions.*

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### APPLICANT REQUEST

#### Amend a Planned Unit Development.

#### PUD Amendment

A request to amend a Planned Unit Development Overlay District on properties located at 5828 and 5845 Charlotte Pike, approximately 436 feet east of Lelleyett Street, zoned Commercial Service (CS) to permit a three-level storage facility (7.66 acres).

#### **Existing Zoning**

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

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

### **WEST NASHVILLE COMMUNITY PLAN**

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

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





## Metro Planning Commission Meeting of 06/12/2025

square foot department store and 13,600 square feet of retail shops for a total of 93,600 square feet. An amendment to the PUD was approved in September 1979, which added a neighborhood supermarket, a drugstore and other retail space to the existing PUD. In total, the PUD amendment permitted 144,088 square feet of uses. In 1997, the Planning Commission approved a revision and final site plan for the PUD which changed the use of the department store building from retail to self-service storage. The PUD revision did not alter the parking layout for the site and did not add any square footage. In 1999, a revision to the preliminary and final was approved by the Planning Commission to permit a 785 square foot addition to the existing retail shops, which brought the PUD total square footage to 144,873 square feet.

The proposed amendment is to permit an increase in the allowable square footage for additional self-service storage use. The site plan shows the additional square footage will be located within a new building between the existing self-service storage building and retail building. The new building is proposed with a total area of 47,992 square feet and a maximum height of 3 stories in 30 feet. The site is accessed from Charlotte Pike and utilizes the existing private drive network on the site. The plan provides a parking analysis that shows that the existing parking spaces on site can accommodate the additional square footage and existing uses.

### ANALYSIS

The last approved PUD amendment by the Planning Commission permits a total of 144,088 square feet of commercial uses. The new building would increase the total permitted commercial uses to 192,865 square feet, exceeding the ten percent threshold permitted by Section 17.40.120.G.h. Therefore, a PUD amendment is required to increase the square footage as requested.

The site is within the T4 Urban Mixed Use Neighborhood policy area which intends to maintain, enhance, and create urban, mixed-use neighborhoods with a development pattern that contains a variety of housing along with mixed use, commercial, institutional, and even light industrial development. As self-service storage as an existing use permitted by the PUD and the remainder of the PUD contains various commercial activities, the requested additional self-service storage structure is in keeping with the current mix of surrounding land uses. The proposed structure is proposed to be located between the existing one-story self-service storage building and the eastern retail building. While the orientation of the building is internal to the site, the front façade of the proposed building faces the existing self-service storage building and is appropriate given the relationship of both sites. The plan utilizes the existing shared access on the site which is supported by the T4 Urban Mixed Use Neighborhood policy as it avoids multiple curbs cuts and meets the goal of providing circulation that creates an area that functions as a whole instead of separate building sites. Overall, the proposed amendment meets the general goals of the T4 MU policy as well as the original intent of the PUD to provide commercial opportunities.

G. Status of Earlier Planned Unit Developments (PUDs) The proposed amendment meets the criteria in 17.40.120.G of the Metro Zoning Code. The criteria include:

- a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
- b. The boundary of the planned unit development overlay district is not expanded;



## Metro Planning Commission Meeting of 06/12/2025

- c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);
- d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;
- e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;
- f. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;
- g. There is no change from a PUD approved exclusively for single-family units to another residential structure type;
- h. The total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council;
- i. If originally limited to office activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- j. If originally limited to office, retail and other general commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to include industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- k. If originally limited to commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial, or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- l. In the determination of the commission, the nature of the change will have no greater adverse impact on those environmentally sensitive features identified in Chapter 17.28 of this code than would have occurred had the development proceeded in conformance with the previous approval.
- m. In the judgment of the commission, the planned unit development or portion thereof to be modified does not meet the criteria for inactivity of Section 17.40.120.H.4.a.

### **FIRE RECOMMENDATION**

**Approve**



## Metro Planning Commission Meeting of 06/12/2025

### STORMWATER RECOMMENDATION

#### Approve with conditions

- Approved as a Preliminary PUD only, Storm Water Grading plans must be submitted and approved prior to Final Site Plan/SP/PUD plans approval.
- SWGR #: T2025012560.

### WATER SERVICES RECOMMENDATION

#### Approve with conditions

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

### NASHVILLE DOT RECOMMENDATION

#### Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. Any proposed roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT detail standards. Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov). There are to be no vertical obstructions in new public sidewalks. Coordinate w/ utility companies, to have encroaching obstructions relocated to grass/furnishing zones. Additional 1-1/2' mill and overlay may be required to cover full extents of utility work in public ROW. Extents to be coordinated in field with NDOT inspector.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	-	-	64,873 SF	2,449	61	248



## Metro Planning Commission Meeting of 06/12/2025

### Maximum Uses in Existing Zoning District: PUD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Self-Storage Facility (151)	-	-	80,000 SF	131	8	13

### Maximum Uses in Proposed Zoning District: PUD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	-	-	64,873 SF	2,449	61	248

### Maximum Uses in Proposed Zoning District: PUD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Self-Storage Facility (151)	-	-	127,992 SF	301	20	34

### Traffic changes between maximum: PUD and PUD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+170	+12	+21

## STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

## CONDITIONS

1. Building square footage for the proposed self-service storage building is limited to a maximum of 47,992 square feet. With approval of the PUD amendment, the overall square footage in the PUD is limited to 192,865 square feet.
2. Comply with all conditions and requirements of Metro Reviewing Agencies.
3. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
4. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
5. Prior to any additional development applications for this property, and prior to or with final PUD plan application, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.

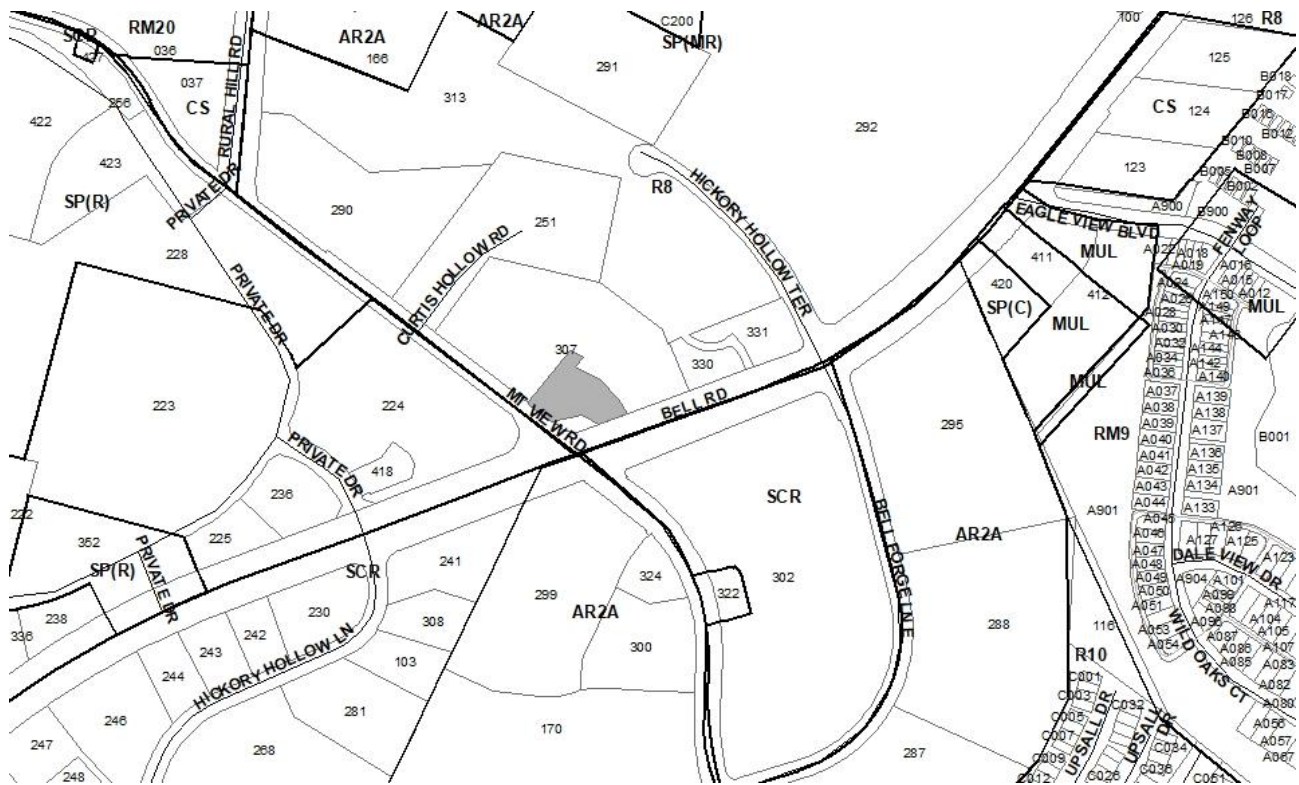




**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 06/12/2025



**158-77P-007**

**HICKORY HOLLOW RETAIL (AMENDMENT)**

Map 163, Part of Parcel(s) 307

13, Antioch – Priest Lake

32 (Joy Styles)



## Metro Planning Commission Meeting of 06/12/2025

### Item #27a.

#### Project Name

#### Associated Case

#### Council District

#### School District

#### Requested by

### PUD Amendment 158-77P-007

#### Hickory Hollow Retail (Amendment)

2025Z-051PR-001

32 - Styles

06 - Mayes

Kimley-Horn, applicant; The Corner, LLC, owner.

#### Staff Reviewer

Shane

#### Staff Recommendation

*Approve with conditions and disapprove without all conditions.*

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### APPLICANT REQUEST

#### Amend a Planned Unit Development.

#### PUD Amendment

A request to amend a portion of a Planned Unit Development (PUD) Overlay District on a portion of property located at 771 Bell Road, at the northern corner of Bell Road and Mt. View Road, zoned One and Two-Family Residential (R8) and located within a Corridor Design Overlay (CDO) (0.73 acres), to permit nonresidential uses.

#### **Existing Zoning**

One and Two Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *Based on acreage alone, R8 would permit a maximum of three duplex lots for a total of six units, but compliance with the Metro Subdivision Regulations may result in fewer lots, and duplex eligibility is to be confirmed by Metro Codes. However, R8 would not permit any one or two-family residential units here because uses are controlled by the Commercial Planned Unit Development (Comm. PUD).*

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

Corridor Design Overlay District (CDO) provides appropriate design standards for commercial, office and mixed-use development along corridors necessary to provide incremental improvements to the aesthetics of Nashville's commercial districts and corridors. Application of this overlay district shall be limited to areas requiring transitional standards.



## Metro Planning Commission Meeting of 06/12/2025

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

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

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed. *There is no Conservation policy present in the portion of the PUD that is subject to this proposed Amendment.*

### **BACKGROUND**

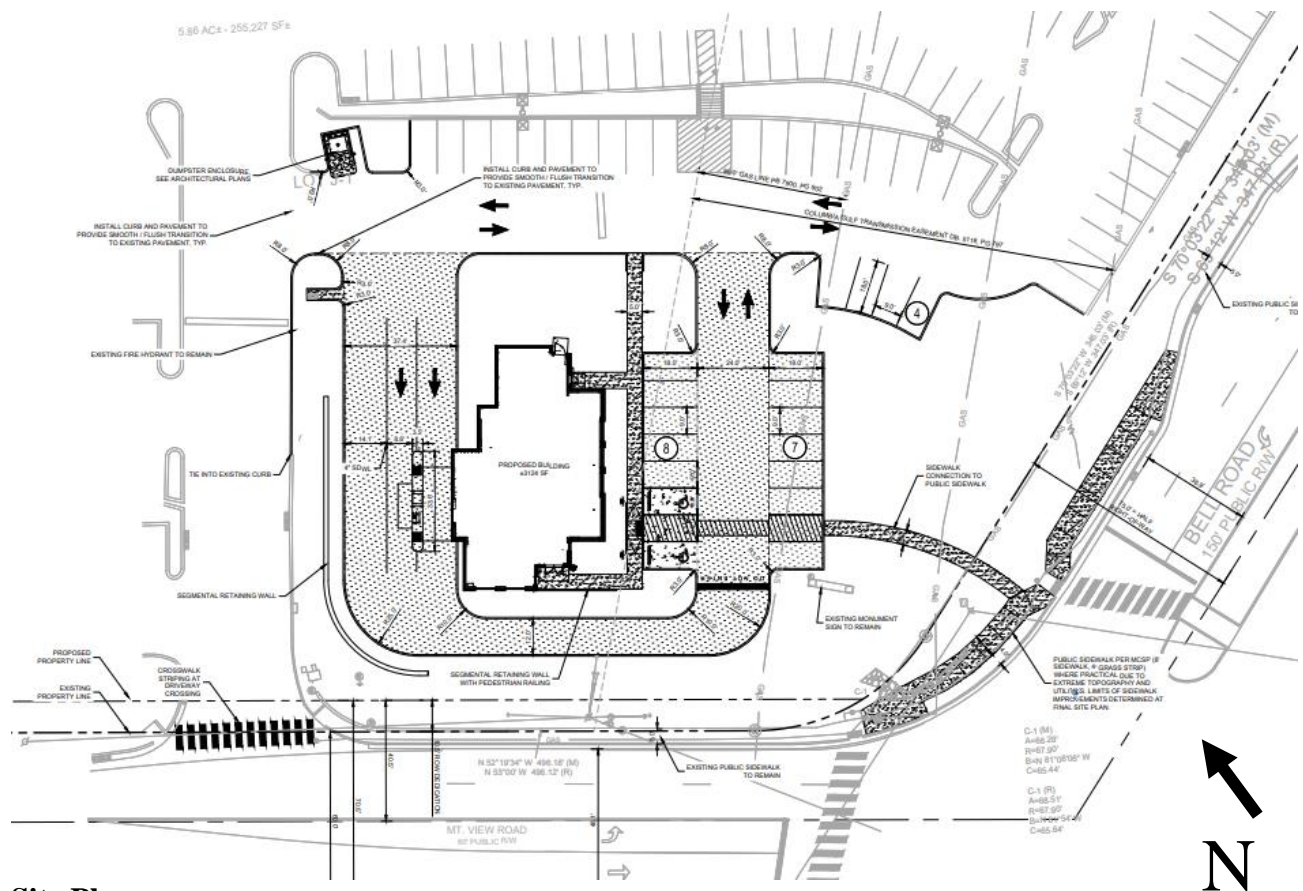
This Planned Unit Development (PUD) was originally approved by Metro Council in 1981 to allow for a multi-family residential and commercial development. This parcel is currently developed with a strip center and surface parking. The PUD was revised in 1985 to allow for a 5,000-square foot restaurant on this portion of the parcel. The portion of the parcel impacted by the proposed amendment was amended in 1987 to allow for a 1,908-square foot fuel station. In 2014, an application for a check-cashing business (classified as financial institution) was disapproved by the Planning Commission. The Planning Commission accepted staff's finding that "financial institution" was not a use permitted by the PUD or the base zoning. Then, in 2020 the PUD was amended again to allow for a 1,438-square foot oil change center, which was never built. No amendment at the time was then filed to amend the PUD to allow a financial institution use.

### **PLAN DETAILS**

The 5.87-acre site at the corner of Bell Road and Mt. View Road is currently developed with a mixture of retail shops and surface parking. The proposed 3,124-square foot financial institution will be located at the front of the site along Mt. View Road. Both Bell Road and Mt. View Road are arterial boulevards. A landscape plan has been included showing Tree Density Unit (TDU) plantings and the Code-required buffers of the new parking areas, along with specific plantings identified in the approved preliminary PUD. The plans show a building envelope, drive-through lanes, and parking provision that meet all Code (including the Corridor Design Overlay) and PUD requirements, including Major and Collector Street Plan (MCSP) improvements along Bell Road and a pedestrian connection to the public sidewalk. The frontage along Mt. View Road is constrained by topography and utilities, and so the existing sidewalk will remain. It is a condition of approval that street trees be planted behind the existing sidewalk. A gas easement precludes the planting of street trees along Bell Road.



## Metro Planning Commission Meeting of 06/12/2025



### Site Plan

### ANALYSIS

The PUD's total permitted commercial square footage of 66,000 square feet is not being exceeded. With the amendment, 1,560 square feet of commercial space will remain unutilized. However, the PUD does not currently permit "financial institution." Because a use not originally permitted by the PUD or base zoning is being proposed, per Section 17.40.120.G.2.k., a PUD amendment and base rezoning (associated Case No. 2025Z-051PR-001) are required to permit the use. These standards are provided below for review.

G. Status of Earlier Planned Unit Developments (PUDs). The following provisions shall apply to a planned unit development (PUD) approved under the authority of a previous Zoning Code and remaining a part of the official zoning map upon the enactment of this title.

1. The planned unit development (PUD) shall be recognized by this title according to the master development plan and its associated conditions specified in the PUD ordinance last approved by the metropolitan council prior to the effective date of the ordinance codified in this title.
2. The planning commission may consider and approve minor modifications to a previously approved planned unit development subject to the following limitations. All other modifications shall be considered by the planning commission as an amendment to the previously approved planned unit development and shall be referred back to the council for approval according to the procedures of Section 17.40.120 (A)(5). That portion of a planned



## Metro Planning Commission Meeting of 06/12/2025

unit development master plan being amended by the council shall adhere to all provisions of this code:

- a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
  - b. The boundary of the planned unit development overlay district is not expanded;
  - c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);
  - d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;
  - e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;
  - f. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;
  - g. There is no change from a PUD approved exclusively for single-family units to another residential structure type;
  - h. The total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council;
  - i. If originally limited to office activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
  - j. If originally limited to office, retail and other general commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to include industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
  - k. If originally limited to commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
  - l. In the determination of the commission, the nature of the change will have no greater adverse impact on those environmentally sensitive features identified in Chapter 17.28 of this code than would have occurred had the development proceeded in conformance with the previous approval.
  - m. In the judgment of the commission, the planned unit development or portion thereof to be modified does not meet the criteria for inactivity of Section 17.40.120.H.4.a.
3. Application of Code Standards.
- a. Where modifications to a previously approved planned unit development are deemed to be minor, as determined under subsection (G)(2)(a) through (k) of this section, the



## **Metro Planning Commission Meeting of 06/12/2025**

- parking and loading standards of Chapter 17.20, and the landscaping standards of Chapter 17.24 shall apply to all new development commencing under building permits issued after the effective date of the ordinance codified in this chapter. All other chapters shall be applicable to the extent not inconsistent with the terms and conditions of the previously approved planned unit development.
- b. Where modifications to a previously approved planned unit development are not deemed to be minor, as determined under subsection (G)(2)(a) through (k) of this section, all chapters of this code shall be applicable. Notwithstanding the foregoing, when legislation modifying the planned unit development is approved by the metropolitan council that expressly includes provisions that are not consistent with the chapters of this code, such express provisions shall govern however, the removal of any building, fire and life safety codes adopted by the metropolitan government shall be prohibited.

A financial institution at this location is consistent with the T4 Urban Community Center (T4 CC) policy governing the site (the Conservation policy is detecting man-made slopes rather than natural ones). T4 CC policy promotes maintaining, enhancing, and creating an urban community center that provides needs and services for surrounding urban neighborhoods. Centers are generally at the intersection of two prominent roads and include infrastructure for pedestrians and bicyclists. Center areas have high levels of connectivity and complete street networks with sidewalks, bikeways, and existing or planned transit. Appropriate land uses include mixed use, commercial, office, institutional, and residential. Allowing an existing underutilized parking area to develop with a productive commercial use advances the goals of the general plan for this important intersection and serves the surrounding urban neighborhoods.

### **FIRE RECOMMENDATION**

**Approve**

### **WEGO PUBLIC TRANSIT RECOMMENDATION**

**Approve with Conditions**

- WeGo supports provision of ADA-compliant sidewalk along all frontages of the development, prior to any occupancy or use of any part of the site that is the subject of this case. WeGo only requests transit improvements at the existing Mt View Rd & Curtis Hollow Rd northbound bus stop if the sidewalk at that bus stop is found to be within scope of this case.
- If provision of ADA-compliant sidewalk at that bus stop is within scope of this case, then the developer shall upgrade that bus stop to be ADA-compliant and with appurtenances, as specified by WeGo.
- If provision of ADA-compliant sidewalk at that bus stop is not within scope of this case, then no further liaison is required with WeGo.
- If bus stop upgrades are within scope of this case, the Developer shall liaise and reach agreement with WeGo Robert.Johnson@Nashville.gov about all WeGo conditions prior to any future cases, and again prior to Building Permit approval.

### **STORMWATER RECOMMENDATION**

**Approve**



## Metro Planning Commission Meeting of 06/12/2025

### WATER SERVICES RECOMMENDATION

#### Approve with conditions

We have no objection to the PUD Amendment, on the following conditions:

- Approval does not apply to private water and sewer line design. Plans for these must be submitted and approved through a separate review process with Metro Water Permits, before their construction may begin. Any W&S Capacity fees must be paid before issuance of building permits. Unless and until 100% of capacity charge has been paid, no water/sewer capacity is guaranteed.

### NASHVILLE DOT ROADS RECOMMENDATION

#### Approve with conditions

- Final construction plans shall comply with the design regulations established by the Nashville Department of Transportation, NDOT. Final design and improvements may vary based on actual field conditions.

### NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

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

#### Maximum Uses in Existing Zoning District: PUD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Automobile Care Center (942)	-	-	1,438 SF	3	2	3

#### Maximum Uses in Proposed Zoning District: PUD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Drive-in Bank (912)	-	-	3,124 SF	376	29	64

#### Traffic changes between maximum: PUD and PUD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+373	+27	+61

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.





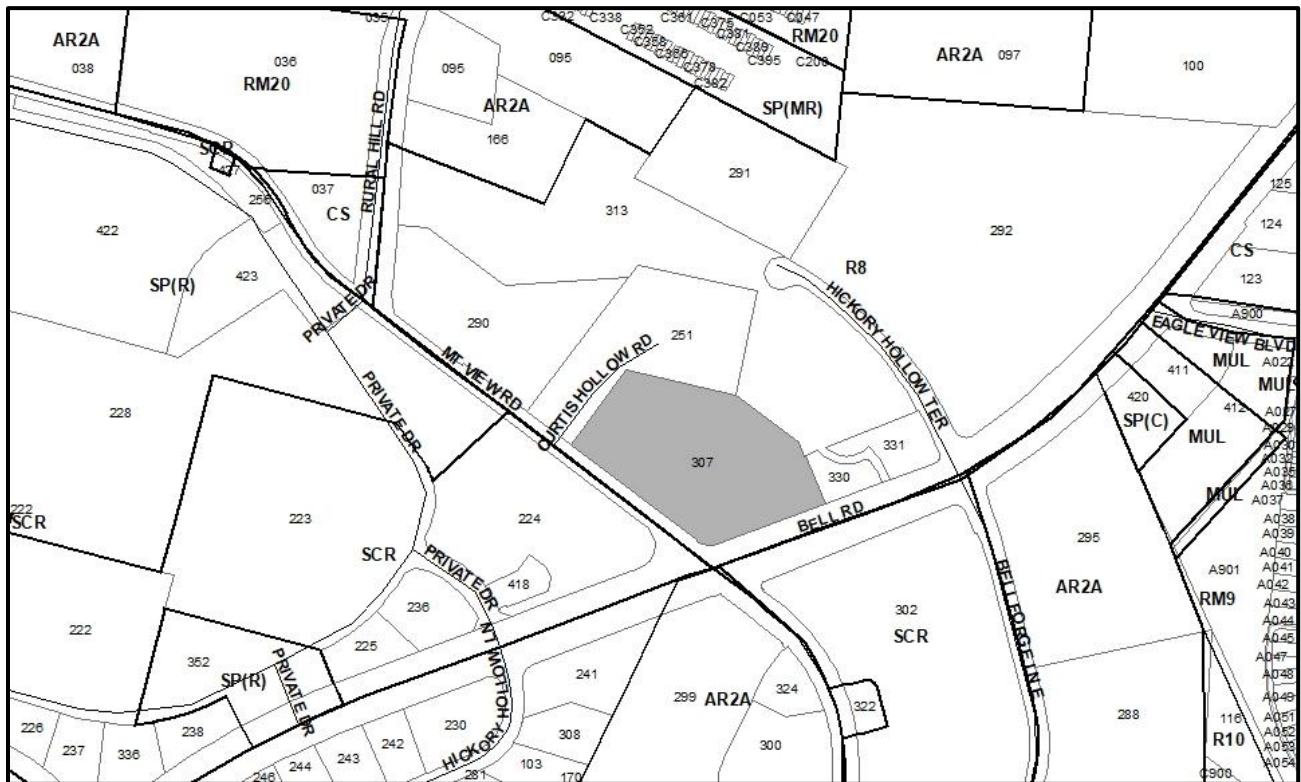
## Metro Planning Commission Meeting of 06/12/2025

### CONDITIONS

1. Permitted uses shall be limited to financial institution and all uses approved with the PUD or base zoning, with the exception of alternative financial services, which shall not be permitted.
2. With the final site plan, coordinate with Planning and NDOT on final determination of infrastructure improvements.
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. If the sidewalk is not being moved along Mt View Road, on the corrected copy, show street trees within the ROW dedication area there.
5. On the corrected copy, change purpose note to read: "The purpose of this application is to amend the Preliminary Planned Unit Development (PUD) to allow a financial institution."
6. This approval does not include any signs. Signs in planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
8. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.
9. The standards for building materials on the front facades of buildings within the CDO must be met:
  - The front façade of a building must be at least 75% brick, brick veneer, stone, cast stone, or architecturally treated concrete masonry units. The remaining 25% may be any material except exposed untreated concrete masonry units.
  - The zoning administrator has the authority to grant modifications to the standards of the CDO that do not exceed twenty percent of any signage standard, landscaping requirement, or dimensional requirement relating to building materials. At the zoning administrator's discretion, any modification may be referred to the board of zoning appeals for review and action.



## Metro Planning Commission Meeting of 06/12/2025



**2025Z-051PR-001**

Map 163, Parcel(s) 307

13, Antioch – Priest Lake

32 (Joy Styles)



## Metro Planning Commission Meeting of 06/12/2025

**Item #27b.****Zone Change 2025Z-051PR-001****Associated Case No.**

158-77P-007

**Council District**

32 – Styles

**School District**

6 – Mayes

**Requested by**

Hastings Architecture Associates, applicant; The Corner, LLC, owner.

**Staff Reviewer**

Shane

**Staff Recommendation***Approval if the associated case is approved and disapproval if the associated case is not approved.*

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**APPLICANT REQUEST****Zone change from R8 to MUL-A.****Zone Change**

A request to rezone from One and Two-Family Residential (R8) to Mixed-Use Limited Alternative (MUL-A) zoning for property located at 771 Bell Road, at the northern corner of Bell Road and Mt. View Road (5.87 acres), and within a Planned Unit Development District.

**Existing Zoning**

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit one and two-family residential land uses. The existing Planned Unit Development Overlay District identifies the permitted uses on this property.*

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

**Proposed Zoning**

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

**ANTIOCH-PRIEST LAKE COMMUNITY PLAN**

T4 Urban Community Center (T4 CC) is intended to maintain, enhance and create urban community centers that contain commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining Community Character



## Metro Planning Commission Meeting of 06/12/2025

Policies. T4 Urban Community Centers serve urban communities generally within a 5-minute drive or a 5-to-10-minute walk. T4 CC areas are pedestrian friendly areas, generally located at intersections of prominent urban streets. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed. *The Conservation Policy is in place due to some areas of steep slopes on the northeastern portion of the property. As the site has previously been developed, it is likely these slopes are not naturally occurring.*

### ANALYSIS

The 5.87-acre site at the corner of Bell Road and Mt. View Road is currently developed with a mixture of retail shops and surface parking. Both roads are classified as arterial boulevards in the Major and Collector Street Plan (MCSP). The surrounding parcels to the north are zoned R8 and within the same PUD overlay as the subject parcel. Parcels to the south and west are zoned Shopping Center Regional (SCR) and Agricultural/Residential (AR2a) and are also within PUD overlays.

The PUD overlay on the subject property was originally approved by Metro Council in 1981 to allow for a multi-family residential and commercial development. The associated case, 158-77P-007, is requesting a PUD amendment for a 3,124-square foot financial institution, as the financial institution use is not currently a permitted use in the PUD. This rezoning request would bring the base zoning in the PUD into alignment with the original intended uses of the PUD, commercial and multi-family residential land uses. The proposed MUL-A zoning district is consistent with the intent of the T4 CC Policy on the property to create centers at major intersections which can support a variety of uses including commercial, mixed-uses, institutional, and residential land uses.

### FIRE RECOMMENDATION

#### Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two- Family Residential* (210)	5.87	6.63 F	38 U	427	32	40

\*Based on two-family lots



## Metro Planning Commission Meeting of 06/12/2025

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	2.935	1.0 F	128 U	696	43	56

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	1.467	1.0 F	63,903 SF	2,412	60	244

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	1.467	1.0 F	63,903 SF	7,169	635	624

### Traffic changes between maximum: R8 and MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+9,850	+706	+884

## METRO SCHOOL BOARD REPORT

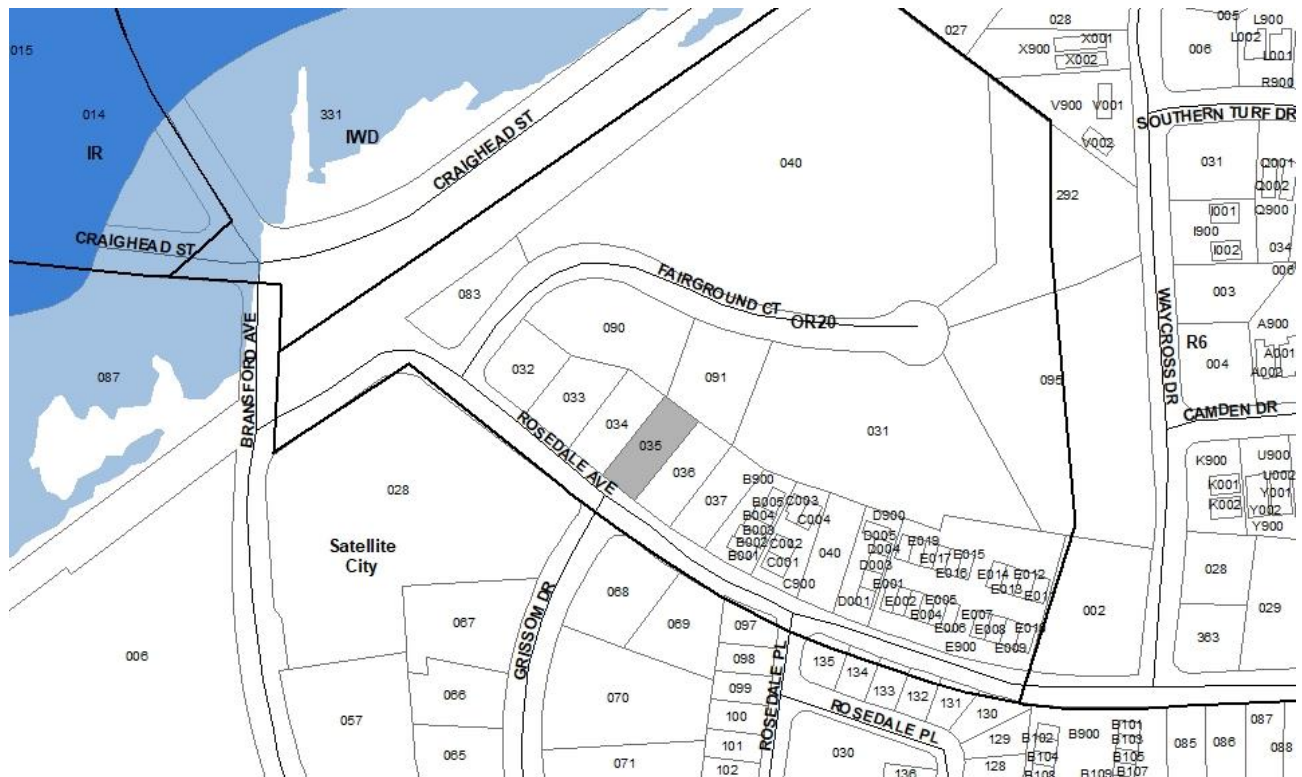
The mix of uses could vary and assumption of impact at this point is premature. Students would attend Eagle View Elementary School, Antioch Middle School, and Cane Ridge High School. Eagle View Elementary School and Cane Ridge High School are identified as being overcapacity. Antioch Middle School is identified as being at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

## STAFF RECOMMENDATION

Staff recommends approval if the associated case is approved and disapproval if the associated case is not approved.



## Metro Planning Commission Meeting of 06/12/2025



### 161-75P-001

562 ROSEDALE AVE (PUD CANCELATION)

Map 118-03, Parcel(s) 035

11, South Nashville

17 (Terry Vo)



## Metro Planning Commission Meeting of 06/12/2025

### Item #28

#### Project Name

#### Council District

#### School District

#### Requested by

### Planned Unit Development 161-75P-001

#### 562 Rosedale Ave (PUD Cancelation)

17 - Vo

05 - Fayne

Holland & Knight LLP, applicant; Gregory Doss, owner.

#### Staff Reviewer

Shane

#### Staff Recommendation

*Approve.*

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### APPLICANT REQUEST

#### Cancel a portion of a Planned Unit Development.

#### PUD Cancelation

A request to cancel a portion of a Planned Unit Development on property located at 562 Rosedale Avenue, approximately 130 feet south of Fairground Court, zoned Office/Residential (OR20) (0.22 acres).

#### **Existing Zoning**

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

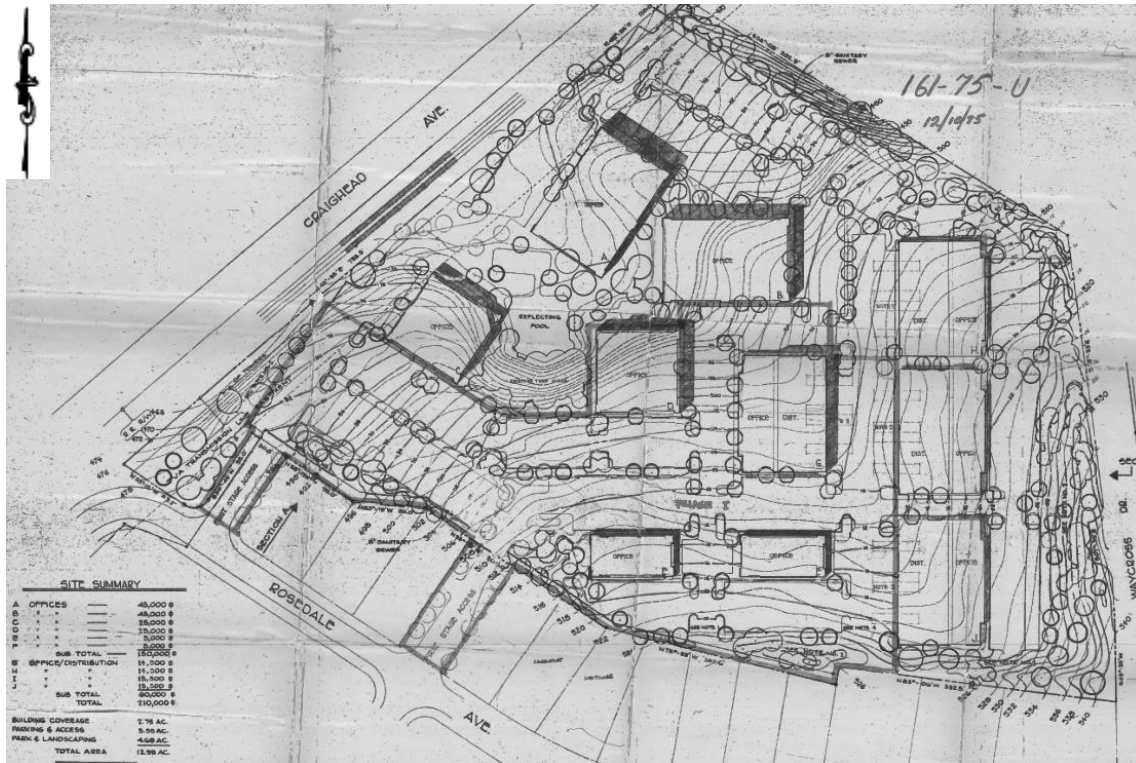
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of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

### **SOUTH NASHVILLE COMMUNITY PLAN**

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



## Metro Planning Commission Meeting of 06/12/2025



### Original Approved PUD

#### Plan Details

The preliminary Planned Unit Development (PUD), which includes other properties beyond the subject property, was first approved by the Metro Council in 1975 (Case No. 161-75-U) for 150,000 square feet of office and 60,000 square feet of office/distribution uses (210,000 square feet total), with a max FAR of 1.0. A total of 560 parking spaces were required. The subject property was marked as "First Stage Access" and was intended to be a driveway access into the site's parking lot. The PUD has since been built out and is operating with an existing access onto Rosedale Avenue 235 feet to the northwest. The PUD was revised in 1985 to remove the original access shown on the subject property.

#### ANALYSIS

The property is located within the T4 Urban Mixed Use Neighborhood Policy (T4 MU). The T4 MU policy intends to create urban neighborhoods with high intensity development, increased levels of multi-modal connectivity, and an urban design form. The larger PUD site has developed as a suburban office/warehouse park, consistent with the approved PUD, and the access point originally shown for this property was removed in 1985. Building an access on the subject property today would require removing existing landscaping and a dumpster area to the north. This application removes this property from the PUD and will give the subject property the opportunity to develop in a manner consistent with the existing zoning and T4 MU policy.

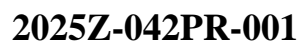
#### STAFF RECOMMENDATION

Staff recommends approval.





**SEE NEXT PAGE**



Map 164, Parcel(s) 170  
13, Antioch – Priest Lake  
08 (Deonté Harrell)



## Metro Planning Commission Meeting of 06/12/2025

**Item #29****Council District****School District****Requested by****Zone Change 2025Z-042PR-001**

08 - Harrell

6 – Mayes

Prosper Engineering, applicant; Jesus Torres, owner.

**Staff Reviewer**

Commey

**Staff Recommendation***Approve.*

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

A request to rezone from Agricultural/Residential (AR2a) to Multi-Family Residential-Alternative No Short-Term Rental (RM9-A-NS) zoning for property located at 3802 Pin Hook Road, approximately 142 feet west of Pin Oak Drive (1.83 acres).

**Existing Zoning**

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *Metro Codes would provide final determination on development entitlements based on the site area of approximately 79,714 square feet, which is less than the required minimum lot size of the zoning district.*

**Proposed Zoning**

Multi-Family Residential-Alternative No Short-Term Rental (RM9-A-NS) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. The -NS designation prohibits Short-Term Rental Property – Owner Occupied and Short-Term Rental Property - Not Owner Occupied uses from the district. *RM9 would permit a maximum of 16 multi-family residential units, based on acreage alone.*

**ANTIOCH – PRIEST LAKE COMMUNITY PLAN**

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



## **Metro Planning Commission Meeting of 06/12/2025**

### **ANALYSIS**

The subject site is a single parcel comprising approximately 1.83 acres with frontage on Pin Hook Road which is classified as Collector Avenue in the Major and Collector Street Plan (MCSP). The site is 142 feet west of Pin Oak Drive which is also classified as a Collector Avenue. The surrounding zoning districts include One and Two-Family Residential (R15) with a Planned Unit Development (PUD) Overlay District, Single Family Residential (RS10), Agricultural Residential (AR2a) and Specific Plan Residential (SP). Land uses of the surrounding parcels include vacant property and single-family residential.

The proposed RM9-A-NS zoning is consistent with the T3 Suburban Neighborhood Evolving (T3 NE) policy at this location. The T3 NE policy focuses on creating and enhancing suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. The T3 NE policy supports allowing for higher density residential uses in relation to transit corridors and centers. Based on acreage alone, the proposed RM9-A-NS zoning could allow up to 16 units. Currently, the site could permit one single family unit. The subject parcel is accessed by Pin Hook Road and is located within 142 feet of Pin Oak Drive. Both streets are classified as Collector Avenues in the MCSP, making it an appropriate location for an increase in intensity. The site is also within a half mile of Hobson Pike which is classified as an Arterial Boulevard. Based on the location in relation to high levels of connectivity, additional density may be appropriate based on the policy guidance. The site is within a five-minute walk to Antioch High School. The subject site is within a mile of a Suburban Mixed Used Corridor (T3CM) which has many commercial uses. The requested density has the potential to support the viability of nearby consumer businesses located in the mixed-use corridor policy area.

T3-NE areas have an integrated mixture of building types to create housing choices. The proposed development possible under RM9-A-NS could add to the mixture of building types in this policy area. It could increase housing choice in the area given the area is currently a mix of single family residential and one- and two-family residential. Higher density along the corridor as opposed to internal to established lower density neighborhoods is more appropriate. The Alternative (-A) component of the requested zoning district requires a higher standard of development including guidance on building design, orientation, and guidelines for parking to be located to the side or rear of buildings. The -NS designation restricts short term rental properties from the district which is appropriate to provide long term housing options. Staff finds this zoning district is appropriate with the T3NE policy at this location, given the surrounding land uses and intent of the policy to provide additional opportunities for housing, and recommends approval.

### **FIRE MARSHAL RECOMMENDATION**

**Approve**



## Metro Planning Commission Meeting of 06/12/2025

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	1.83	0.5 F	1 U	15	5	1

\*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	1.83	9 D	16 U	85	5	8

### Traffic changes between maximum: **AR2a and RM9-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+70	+0	+7

## METRO SCHOOL BOARD REPORT

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

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

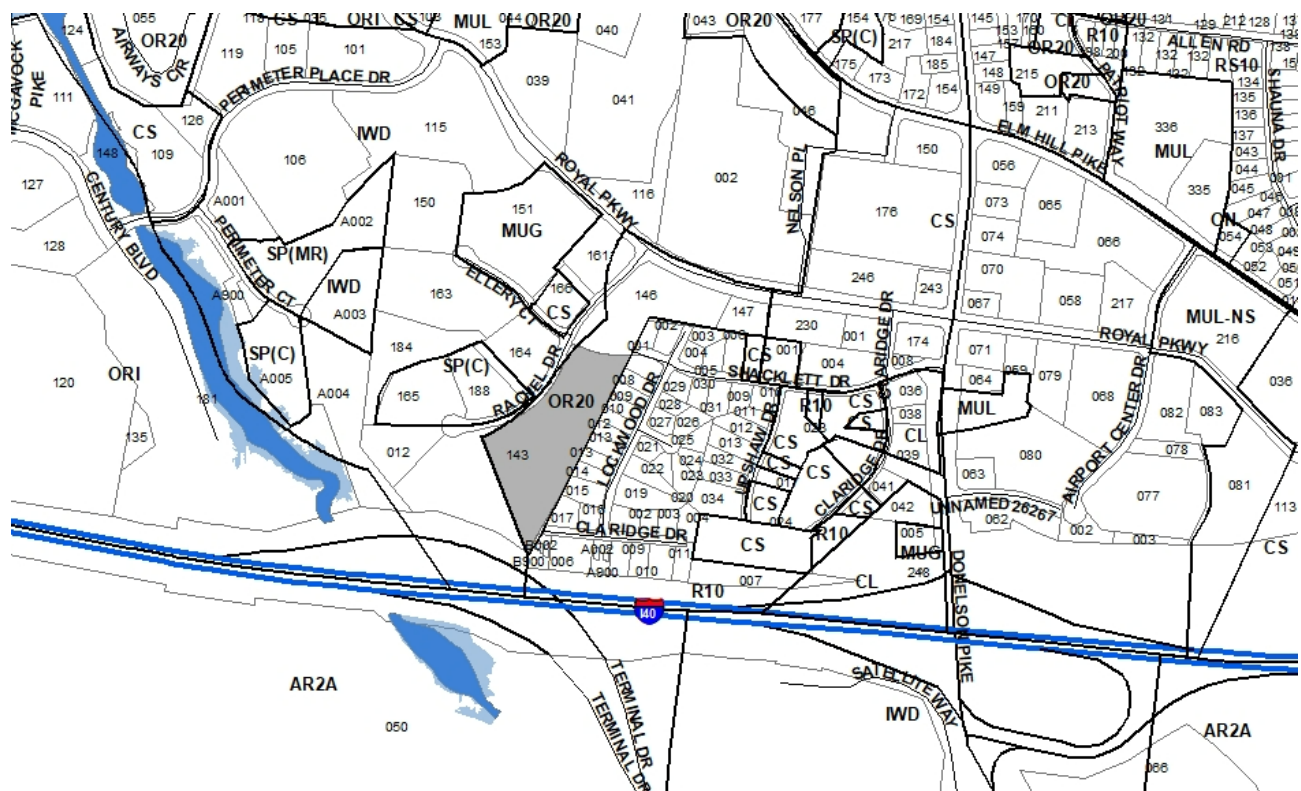
The proposed RM9-A-NS zoning is expected to generate ten additional students than what is typically generated under the existing AR2a zoning. Students would attend Mt. View Elementary School, John F. Kennedy Middle School, and Antioch High School. Mt. View Elementary School is identified as exceedingly over capacity, John F. Kennedy Middle School is identified as under capacity while Antioch High School is identified as at overcapacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

## STAFF RECOMMENDATION

Staff recommends approval.



## Metro Planning Commission Meeting of 06/12/2025



**2025Z-048PR-001**

Map 107, Part of Parcel(s) 143

14, Donelson – Hermitage – Old Hickory

15 (Jeff Gregg)



## Metro Planning Commission Meeting of 06/12/2025

### Item #30

Council District

School District

Requested by

### Zone Change 2025Z-048PR-001

15 – Gregg

04 – Nabaa-McKinney

Kimley-Horn & Associates, applicant; Suntrust Service Corporation, owner.

Staff Reviewer

Welch

Staff Recommendation

Approve.

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### APPLICANT REQUEST

**Zone change from OR20 to IWD.**

#### Zone Change

A request to rezone from Office/Residential (OR20) to Industrial Warehousing/Distribution (IWD) zoning for a portion of property located at 41 Rachel Drive, approximately 600 feet southeast of Royal Parkway (8.28 acres).

#### **Existing Zoning**

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *Based on acreage alone, OR20 would permit a maximum of 166 multi-family residential units.*

#### **Proposed Zoning**

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

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

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.

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

### **ANALYSIS**

The application consists of a 8.28-acre portion of a 13.51-acre parcel (Map 107, Parcel 143) located along Rachel Drive. The parcel is dual-zoned OR20 and IWD. The portion of the property included



## Metro Planning Commission Meeting of 06/12/2025

in the request is zoned OR20 and currently developed with office use. The surrounding land uses consist of warehouse, office, hotel, and single-family residential. Surrounding properties are zoned IWD to the north and south, Specific Plan (SP) and Commercial Services (CS) to the west, and One and Two-Family Residential (R10) to the east.

The application proposes to rezone a portion of the property from OR20 to IWD to match the zoning of the rest of the site. The property has been split zoned OR20 and IWD since 1998. This rezone would remove the split-zoning from the site. The property is located within District Employment Center (D-EC) and Conservation (CO) policy areas. The Conservation area, which consists of slopes greater than 15 percent, are located along the western property line as a small portion exists along the southwestern portion of the site. The site is already developed and there is space to develop on the site outside of the conservation areas if development were to occur in the future. The D EC policy is intended to provide a mixture of office and commercial uses with light industrial also present. The policy is also intended to provide an intense concentration of jobs with access to both the general population as well as the employees working within the district to maintain economic activity.

The proposed IWD district is appropriate given the D EC policy, as it is intended for a wide range of uses including light industrial.

### FIRE MARSHAL RECOMMENDATION

#### Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	4.14	20 D	83 U	451	28	37

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	4.14	0.8 F	144,270 SF	1,514	162	161

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	8.28	0.8 F	288,541 SF	501	49	55





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Traffic changes between maximum: **RS20 and R20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-1,464	-141	-143

### METRO SCHOOL BOARD REPORT

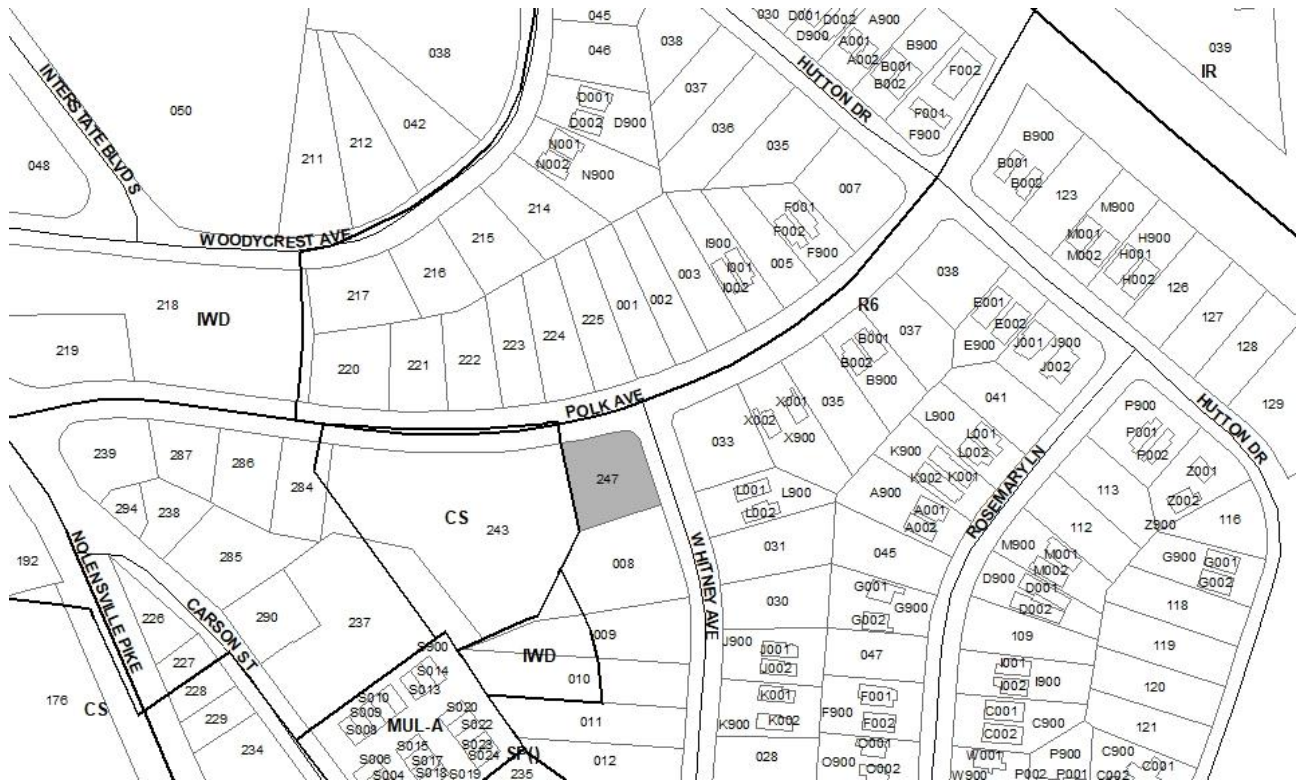
The proposed IWD zoning district would not generate any new students. Students would attend McGavock Elementary School, Two Rivers Middle School, and McGavock High School. McGavock Elementary School is identified as overcapacity, Two Rivers Middle School is exceedingly under capacity, and McGavock High School is identified as being at capacity. This information is based on the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval.



## Metro Planning Commission Meeting of 06/12/2025



**2025Z-050PR-001**

Map 105-16, Parcel(s) 247

11, South Nashville

16 (Ginny Welsch)



## Metro Planning Commission Meeting of 06/12/2025

### Item #31

Council District

School District

Requested by

### Zone Change 2025Z-050PR-001

16 – Welsch

05 – Fayne

Dale & Associates, applicant; Woodycrest Homes LLC, owner.

Staff Reviewer

Marton

Staff Recommendation

Approve.

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### APPLICANT REQUEST

**Zone change from R6 to RM20-A-NS.**

#### Zone Change

A request to rezone from One and Two-Family Residential (R6) to Multi-Family Residential (RM20-A-NS) zoning for property located at 310 Polk Avenue, at the southwest corner of Polk Avenue and Whitney Avenue (0.44 acres).

#### **Existing Zoning**

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 could permit a maximum of three duplex lots for a total of six units. This does not account for compliance with the Metro Subdivision Regulations. Metro Codes provides final determinations on duplex eligibility*

#### **Proposed Zoning**

Multifamily Residential-Alternative-No Short Term Rental (RM20-A-NS) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. The -NS designation prohibits Short-Term Rental Property – Owner Occupied and Short-Term Rental Property - Not Owner Occupied uses from the district. *RM20-A-NS would permit a maximum of nine units.*

### **SOUTH NASHVILLE COMMUNITY PLAN**

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

### **ANALYSIS**

The application consists of one parcel (Map 105-16, Parcel(s) 247) totaling 0.44 acres, located at the intersection of Polk Avenue and Whitney Avenue. The property has been zoned One and Two-Family Residential since 1984. Surrounding properties are zoned R6, Commercial Service (CS) and Industrial/Warehousing Distribution (IWD) while surrounding land uses include single-family



## Metro Planning Commission Meeting of 06/12/2025

residential, two-family residential, distribution warehouse, and dormitory/boarding house. Polk Avenue is identified as an arterial boulevard in the Major and Collector Street Plan.

When considering higher intensity uses within T4 NM areas, the policy is supportive of locations that have the ability to form transitions from higher intensity policy areas, are proximate to centers and corridors and are along arterial boulevard and collector avenues with the ability to support existing transit use. As the property is located on a policy seam, at the transition of a higher intensity policy (T4 Urban Mixed Use Neighborhood), is located at the corner of Polk Avenue (arterial boulevard) and Whitney Avenue, and is proximate to Nolensville Pike, the property meets several of the characteristics for higher intensity residential placement.

The immediate properties to the west of the subject site contain warehousing uses, and a multi-family use at this corner location would provide an appropriate transition between the higher intensity uses along the southern side of Polk Avenue and the lower intensity uses interior to the neighborhood that are primarily single family residential and two-family residential. The Alternative (-A) designation will provide guidelines for access and driveways, garages, and include a minimum raised foundation requirement. The -NS designation will prohibit owner occupied and non-owner-occupied short-term rentals, ensuring that future development will meet the intent of the policy to create permanent housing opportunities. For these reasons, staff recommends approval of RM20-A-NS.

### FIRE RECOMMENDATION

#### Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.44	14.07 F	6 U	78	9	7

\*Based on two-family lots

Maximum Uses in Proposed Zoning District: **RM-20-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	0.44	20 D	9 U	47	3	5

Traffic changes between maximum: **R6 and RM-20-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-31	-6	-2



## **Metro Planning Commission Meeting of 06/12/2025**

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing R6 districts: 1 Elementary 1 Middle 1 High**

**Projected student generation proposed R20-A-NS district: 1 Elementary 1 Middle 1 High**

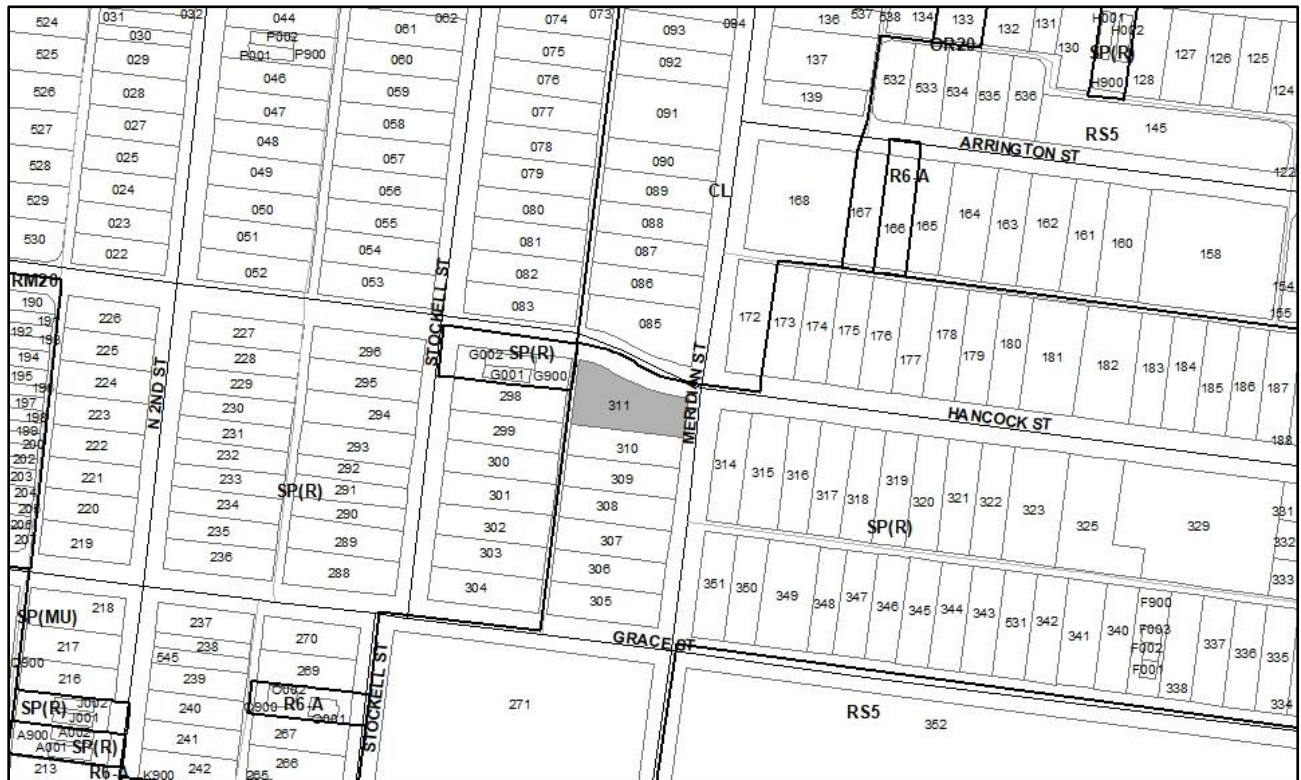
The proposed RM20-A-NS zoning is not expected to generate any additional students than the existing R6 zoning district. Students would attend John B. Whitsitt Elementary School, Cameron College Prep Middle School, and Glencliff High School. John B. Whitsitt Elementary School is identified as overcapacity while Cameron College Prep Middle School is identified at under capacity and Glencliff 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.



## Metro Planning Commission Meeting of 06/12/2025



**2025Z-052PR-001**

Map 082-07, Parcel(s) 311

05, East Nashville

05 (Sean Parker)



## Metro Planning Commission Meeting of 06/12/2025

### Item #33

Council District

School District

Requested by

### Zone Change 2025Z-052PR-001

05 – Parker

01 – Taylor

Daniels Chandler Architects, applicant; M & S OZ Holdings, LLC, owners.

Staff Reviewer

Commey

Staff Recommendation

Approve.

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### APPLICANT REQUEST

**Zone change from SP-R to RM15-A-NS.**

#### Zone Change

A request to rezone from Specific Plan - Residential (SP-R) to Multi-Family Residential Alternative No Short-Term Rental (RM15-A-NS) zoning for property located at 712 Meridian Street, at the southwest corner of Meridian Street and Hancock Street (0.31 acres).

#### **Existing Zoning**

Specific Plan - Residential (SP-R) is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes all uses of Single Family Residential (RS5) and detached accessory dwelling units.*

#### **Proposed Zoning**

Multi-Family Residential-Alternative No Short-Term Rental (RM15-A-NS) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. The -NS designation prohibits Short-Term Rental Property – Owner Occupied and Short-Term Rental Property - Not Owner Occupied uses from the district. *RM15-A-NS would permit a maximum of five units, based on acreage alone.*

#### **EAST NASHVILLE COMMUNITY PLAN**

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



## Metro Planning Commission Meeting of 06/12/2025

### ANALYSIS

The approximately 0.31-acre parcel is located at the southeast corner of Meridian Street and Hancock Street. The property is currently zoned SP-R and contains a single-story single family residential unit. The surrounding properties are zoned Commercial Limited (CL) to the north and SP to the east, west, and south that includes uses of Single Family Residential (RS5) and detached accessory dwelling units (DADU). The SP, named Cleveland Park DADU SP, case number 2014SP-076-002, rezoned various properties located along Grace Street, Hancock Street, Lischey Avenue, Meridian Street, Stockell Street, and Treutland Avenue, west of Lischey Avenue, (19.7 acres), to allow DADUs with all other standards of the RS5 district. The property is uniquely located at the corner of Meridian Street and Hancock Street and has access to an improved alley at the western boundary.

The application proposes to rezone the property from SP to RM15-A-NS. The property is located within the T4 Neighborhood Evolving (T4 NE) policy area, which is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. The T4 NE Policy is applied to areas where infill development produces a neighborhood character that includes increased housing diversity and connectivity. Properties within the T4 NE policy areas have lots generally accessed from alleys with high levels of connectivity and existing or planned transit. The subject site has access to an improved alley at the western boundary and is within a half mile radius of several WeGo transit stops along Meridian Street, Cleveland Street, and North Dickerson Pike. The subject site has frontage on Meridian Street at the eastern boundary which is classified as a Collector Avenue in the Major and Collector Street Plan (MCSP). The site is also within a quarter mile of North Dickerson Pike and Cleveland Street, which are classified as arterial boulevard and collector avenues, respectively in the MCSP.

The site is located along a policy seam with the higher intensity Urban Neighborhood Center (T4 NC), to the north and the lower intensity Urban Neighborhood Maintenance (T4 NM) to the east and west. Additionally, the site is uniquely situated at the corner of Meridian Street and Hancock Street which makes it an appropriate location for an increase in density. There is an improved alley along the western boundary of the site which gives the site access on three sides. The Alternative (-A) standards would require vehicular access via the western alley, which assists in accommodating an increase in density by not increasing traffic along Meridian Street and Hancock Street. When considering the site's context and proximity to the higher intensity T4 NC to the north and lower intensity T4 NM to the east and west and the location as a corner lot, additional density may be appropriate at this location. The proposed RM15-A-NS zoning district, which increases density modestly could serve as a transition between the higher intensity T4 NC policy to the north and the lower intensity T4 NM policy to the east and west.

The proposed RM15-A-NS zoning increases density modestly on the site and will add to a greater mixture of housing choices, as called for by the T4 NE policy. The Alternative (-A) component of the requested zoning district requires an urban style of development with the buildings located near the street and parking provided to the side or rear of the building. The -NS designation restricts short term rental properties from the development. Staff recommends approval, finding that the





## Metro Planning Commission Meeting of 06/12/2025

preferred zoning district is appropriate with the T4 NE policy at this location, given the intent of the policy to provide additional opportunities for housing.

### FIRE RECOMMENDATION

#### Approve

Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.31	8.71 F	2 U	28	7	2

Maximum Uses in Proposed Zoning District: RM15-A-NS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	0.31	15 D	5 U	26	1	3

Traffic changes between maximum: R6 and RM15-A-NS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-2	-6	-1

### METRO SCHOOL BOARD REPORT

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

**Projected student generation existing RM15-A-NS district: 1 Elementary 0 Middle 0 High**

The proposed RM15-A-NS zoning district is expected to generate one more student than the existing SP-R zoning district. Students would attend Ida B. Wells Elementary School, Jere Baxtor Middle School, and Maplewood High School. Jere Baxtor Middle School and Maplewood High School are identified as at capacity, while Ida B. Wells Elementary School is identified as exceedingly under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval.