

# Metropolitan Planning Commission



Staff Reports

**June 26, 2025**



## Metro Planning Commission Meeting of 06/26/2025

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



**SEE NEXT PAGE**



**NO SKETCH**





## Metro Planning Commission Meeting of 06/26/2025

**Item #1****Project Name****Council Bill No.****Council District****School District****Requested by****Text Amendment 2025Z-003TX-001****Final Site Plan Noticing**

BL2025-820

Countywide

Countywide

Councilmember Jordan Huffman

**Staff Reviewer**

Shane

**Deferral/ MPC Rules  
and Procedures**

This item was deferred at the May 22, 2025, Planning Commission meeting. It will need to be deferred to the July 24, 2025, Planning Commission meeting per the MPC Rules and Procedures following a public hearing.

**Staff Recommendation**

*Disapprove the bill as filed and approve a substitute ordinance.*

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**APPLICANT REQUEST**

The original ordinance amends the Zoning Code to require mailed notices to surrounding properties for certain final site plans. A substitute ordinance is planned to be filed which will require written notice to the district councilmember for certain final site plans.

**PROPOSED AMENDMENTS TO TITLE 17 - SUBSTITUTE ORDINANCE**

The substitute ordinance amends Section 17.40 of the Metropolitan Code of Laws by adding a new Section 17.40.175 to require written notice to the district councilmember for certain final site plans.

The new section is proposed as follows: Substitute Ordinance: BL2025-820

17.40.175 – Notice of final site plan.

- A. Prior to the approval of a final site plan or issuance of a zoning permit for new construction, the applicant shall provide written notice to the district council member in whose council district the subject property or properties included in the final site plan is located in if the following characteristics are met:
1. The final site plan includes five or more dwelling units.
  2. The property or properties included in the final site plan have maintained the same zoning district for four or more years prior to the application for a final site plan.
  3. The property or properties included in the final site plan are located within one thousand feet of a property zoned RS, R, or RM.
  4. Final site plans that include properties zoned DTC shall be excluded from this requirement.
- B. The written notice shall include the total number of dwelling units proposed.



## **Metro Planning Commission Meeting of 06/26/2025**

### **HISTORY**

The original bill passed First reading at the May 6, 2025, Council meeting. Second reading and public hearing is scheduled for July 1, 2025. The bill should be deferred to the August 5, 2025, public hearing so that the substitute can be introduced.

While this ordinance was originally filed and scheduled for a Planning Commission public hearing on May 22, 2025, it was deferred at that meeting to allow time for a substitute ordinance to be drafted. Codes and Planning staff discussed this with Councilmember Huffman and he has indicated that a substitute ordinance will be filed which changes the overall scope of what will be proposed.

### **SUBSTITUTE ORDINANCE ANALYSIS**

The substitute ordinance will require written notice to the district councilmember for certain final site plans that include five or more dwelling units.

Planning and Codes staff recommend approval of this substitute as we find that it will provide the opportunity for additional information to be sent to the district councilmember in a timely manner. This will also provide the opportunity for the district councilmember to be informed of plans that are under review at Planning or Codes. This proposal will not burden staff or slow down the permitting process.

### **MPC RULES AND PROCEDURES/TEXT AMENDMENT REVIEW PROCESS**

The Planning Commission adopted amended Rules and Procedures (Section VIII. D) on October 24, 2024, requiring zoning text amendments to go through a two-step process at the Planning Commission to allow a public hearing at the first meeting where it is considered, then a deferral of two regularly scheduled meetings (four weeks), and then final consideration at a second meeting.

The Planning Commission public hearing is scheduled for June 26, 2025. This item will then need to be deferred to the July 24, 2025, Planning Commission meeting for consideration.

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### **PROPOSED AMENDMENTS TO TITLE 17 -ORIGINALLY FILED ORDINANCE**

The bill as filed would amend Section 17.40 of the Metropolitan Code of Laws by adding a new Section 17.40.175 to require mailed notices for certain final site plans.

The new section is proposed as follows:

17.40.175 – Notice of final site plan.

- A. Prior to the approval of a final site plan or issuance of a zoning permit for new construction, the applicant shall provide mailed notice to all property owners within one thousand feet of the subject property or properties included in the final site plan if the following characteristics are met:
  - 1. The final site plan includes five or more dwelling units.
  - 2. The property or properties included in the final site plan have maintained the same zoning district for four or more years prior to the application for a final site plan.



## Metro Planning Commission Meeting of 06/26/2025

3. The property or properties included in the final site plan are located within one thousand feet of a property zoned RS, R, or RM.
4. Final site plans that include properties zoned DTC shall be excluded from this requirement.
- B. The mailed notice shall include the total number of dwelling units proposed.
- C. Properties owned by the applicant shall not be included in the required mailing.
- D. In addition to notification of individual property owners, an incorporated condominium association registered with the metropolitan clerk as requesting notification shall also be notified.

### ORIGINAL ORDINANCE ANALYSIS

While the Planning and Codes Departments support transparency in reviewing and processing final site plans, providing mailed notices at this stage of the development process could create confusion and false expectations for the recipients.

At the final site plan or building permit point of the process the developer has finalized the grading and construction plans and is expecting an administrative review for compliance with all Metro requirements. Once the review is completed, the developer has a reasonable expectation that the Codes Department will move forward with the issuance of the building permits in a timely manner. Requiring notice for a process that is typically “by right” introduces uncertainty and more steps to the process, while the Housing and Infrastructure Study being conducted by the Planning Department encourages removing regulatory barriers.

The Planning Department and Codes Departments currently provide opportunities for the public to see what applications have been filed, including the Development Tracker Website: <https://maps.nashville.gov/DevelopmentTracker/#> and permits can also be found under Permit History within the Parcel Viewer application: <https://maps.nashville.gov/ParcelViewer/> Nashville.gov also hosts a data viewer that provides an even more interactive and responsive data set for the general public.

The Codes Department and Planning Department anticipate the proposed amendment will require more staff time to create the notices and mailing lists for the applicant and will add additional time to review permits to check zoning history and distance to R, RS and RM properties. Ultimately, this could result in the need for additional staffing if overall productivity decreases significantly. Given the existing resources available to district councilmembers and the general public, Metro Codes sees this legislation as a duplicative effort and a misallocation of resources. District councilmembers are provided with two reports each month from the Codes Department: one report showing the building permits issued and one report showing building permit applications received by Codes for the district over the last 30 days.

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### STAFF RECOMMENDATION

*Disapprove the bill as filed and approve a substitute ordinance.*

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## Metro Planning Commission Meeting of 06/26/2025

### SUBSTITUTE ORDINANCE NO. BL2025-820

An ordinance amending Chapter 17.40 of the Metropolitan Code of Laws to require ~~mailed~~ written notices to the district council member for certain final site plans (Proposal No. 2025Z-003TX-001).

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

Section 1. That Chapter 17.40 of the Metropolitan Code is hereby amended by adding the following as a new Section 17.40.175:

17.40.175 – Notice of final site plan.

A. Prior to the approval of a final site plan or issuance of a zoning permit for new construction, the applicant shall provide ~~mailed~~ written notice to ~~all property owners within one thousand feet of~~ the district council member in whose council district the subject property or properties included in the final site plan is located in if the following characteristics are met:

1. The final site plan includes five or more dwelling units.
2. The property or properties included in the final site plan have maintained the same zoning district for four or more years prior to the application for a final site plan.
3. The property or properties included in the final site plan are located within one thousand feet of a property zoned RS, R, or RM.
4. Final site plans that include properties zoned DTC shall be excluded from this requirement.

B. The ~~mailed~~ written notice shall include the total number of dwelling units proposed.

~~C. Properties owned by the applicant shall not be included in the required mailing.~~

~~D. In addition to notification of individual property owners, an incorporated condominium association registered with the metropolitan clerk as requesting notification shall also be notified.~~

Section 2. The Metropolitan Clerk is directed to publish a notice announcing such change in a newspaper of general circulation within five days following final passage.

Section 3. This Ordinance shall take effect upon publication of above said notice announcing such change in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

INTRODUCED BY:

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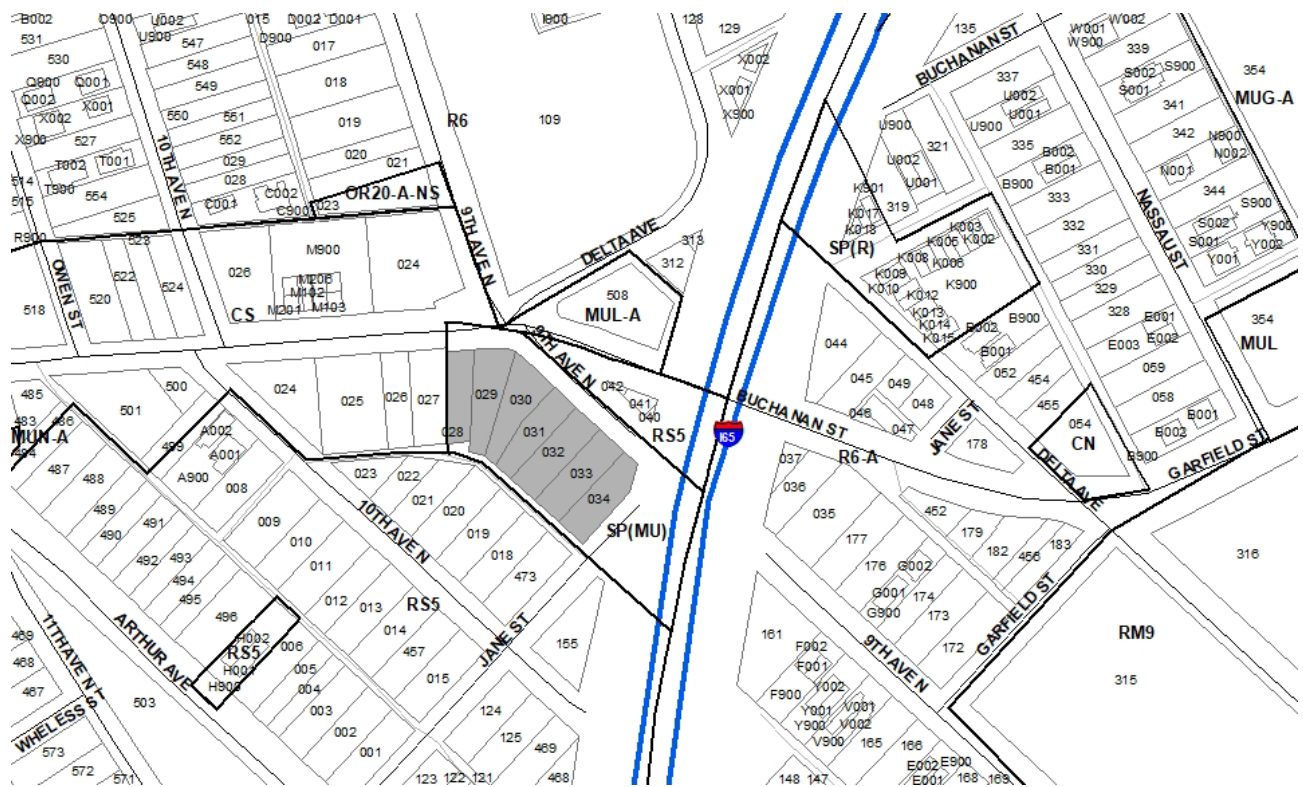
Jordan Huffman  
Member of Council



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 06/26/2025



### 2021SP-059-003

9th & BUCHANAN (AMENDMENT)

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

08, North Nashville

21 (Brandon Taylor)



## Metro Planning Commission Meeting of 06/26/2025

<b>Item #2</b>	<b>Specific Plan 2021SP-059-003</b>
<b>Project Name</b>	<b>9<sup>th</sup> &amp; Buchanan (Amendment)</b>
<b>Council District</b>	21 – Taylor
<b>School District</b>	05 – Fayne
<b>Requested by</b>	Centric Architecture, applicant; 901 Buchanan Development Partners, owner.

**Deferrals** This item was deferred at the May 8, 2025, May 22, 2025, and June 12, 2025, Planning Commission meetings. No public hearing was held.

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

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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, to permit a mixed-use development (1.08 acres).

#### **Existing Zoning**

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

Detached Accessory Dwelling Unit (DADU) Overlay would permit a detached, self-sufficient dwelling unit accessory to a principal structure. The overlay would permit DADUs subject to existing standards for detached accessory dwelling units in Section 17.16.030.G of the Zoning Code, which includes requirements for, but not limited to, ownership, lot area, setbacks, bulk and massing, design, and access.

#### **Proposed Zoning**

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

#### **NORTH NASHVILLE COMMUNITY PLAN**

T4 Urban Mixed Use Corridor (T4 CM) is intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the



## Metro Planning Commission Meeting of 06/26/2025

corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

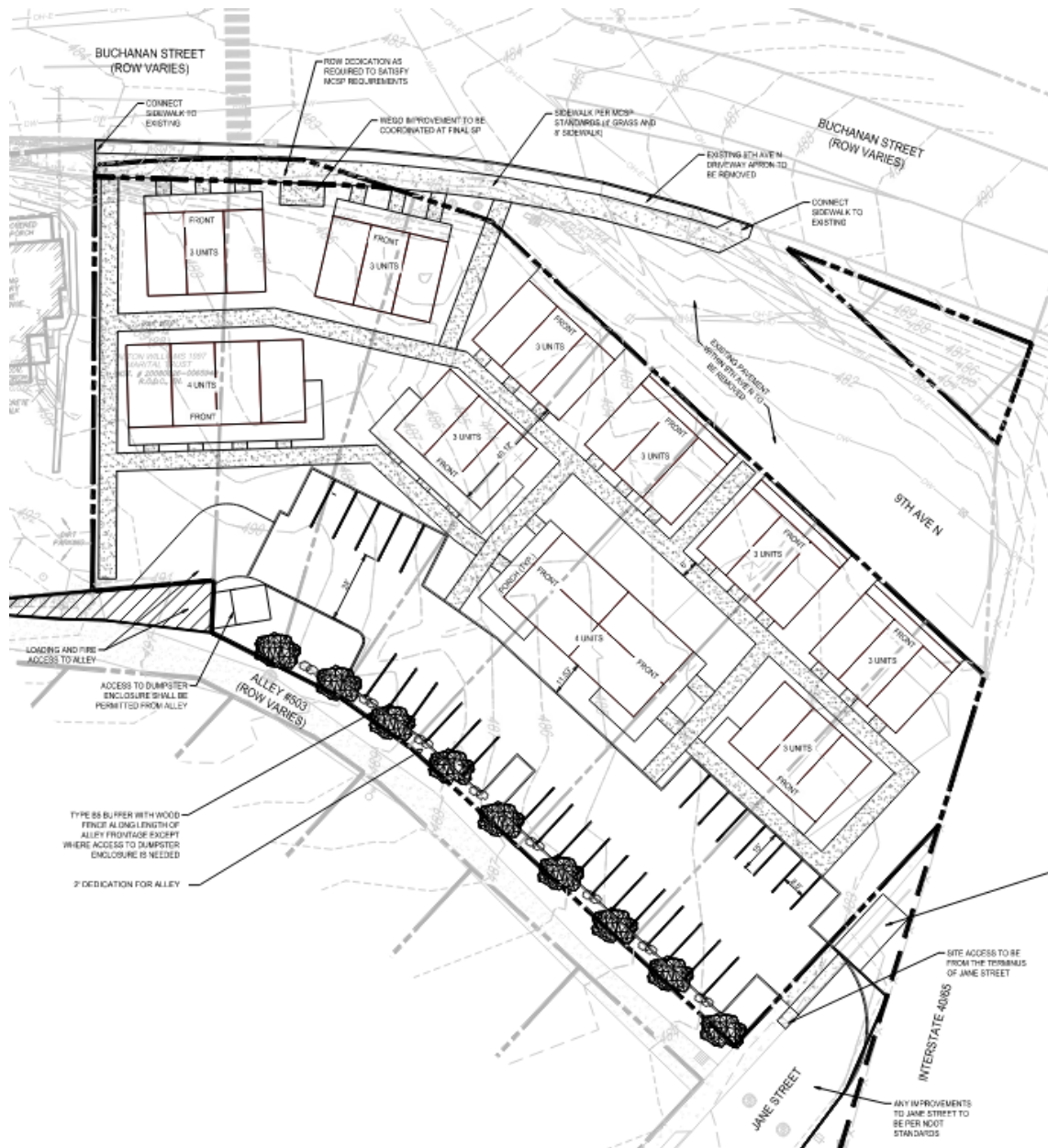
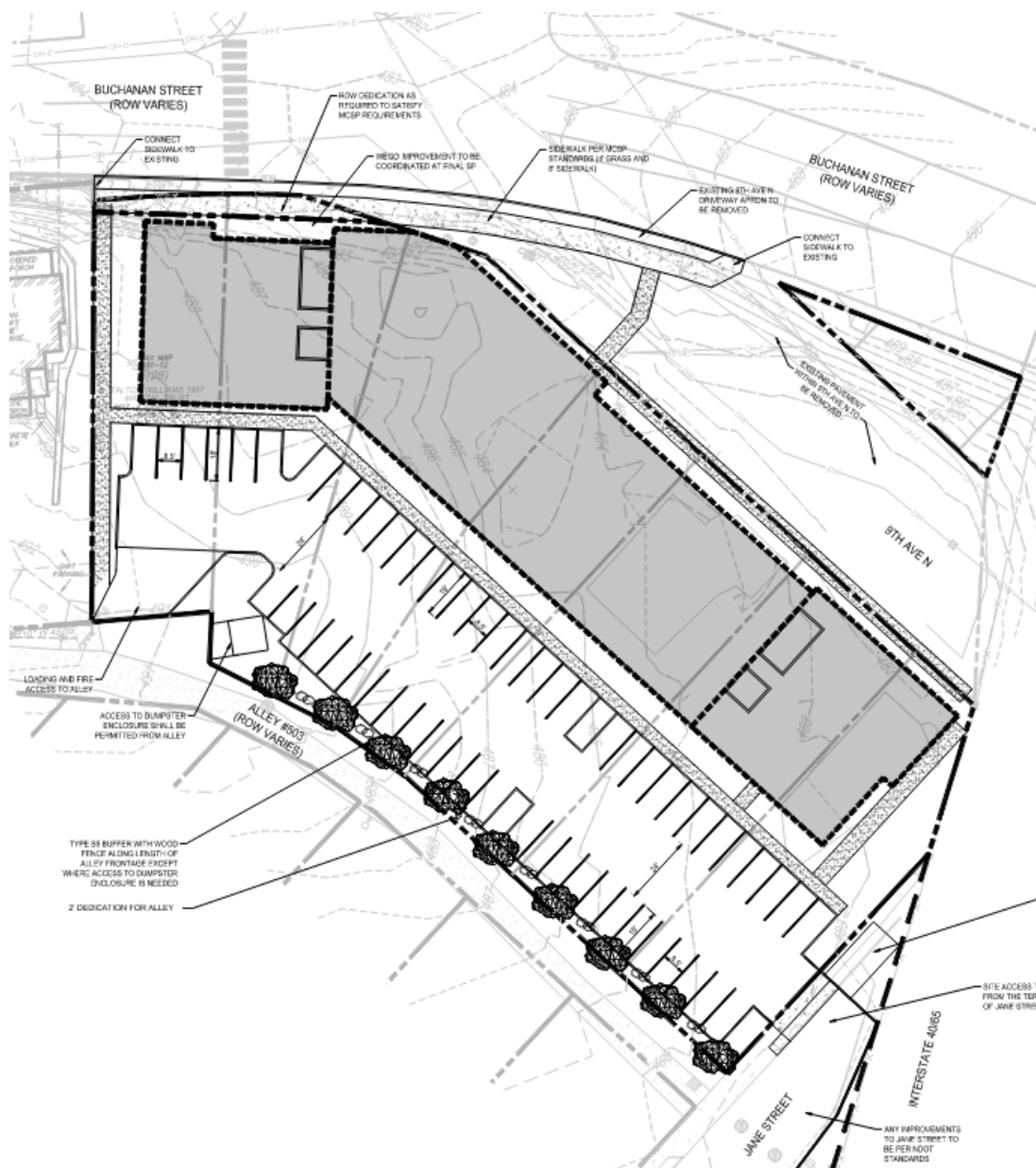


Figure 1 - Option A





## Metro Planning Commission Meeting of 06/26/2025



**Figure 2 - Option B**

**Proposed SP**



## Metro Planning Commission Meeting of 06/26/2025

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

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

The subject site consists of seven properties, totaling 1.08 acres, located at the intersection of 9<sup>th</sup> Avenue North and Buchanan Street. The site is bounded by Buchanan Street and a segment of 9<sup>th</sup> Avenue North right-of-way along its frontage, Interstate 65 to the east, an alley at its rear (south), and commercial property to the west. The property currently includes two single-family homes as well as several vacant parcels. Surrounding properties are zoned Single-Family Residential (RS5), Commercial Service (CS), and Mixed Use Limited-Alternative (MUL-A), while surrounding land uses are single family residential, commercial retail, and the Jones Paideia elementary school is located across Buchanan Street.

In April 2022, Metro Council approved a preliminary SP (2021SP-059-001; BL2022-150) on the subject site to permit a mixed-use development that included a two-story mixed-use building fronting the Buchanan Street and 9<sup>th</sup> Avenue North intersection and an accompanying dog park area totaling 32,093 square feet. The site plan included surface parking and access via the existing driveway off 9<sup>th</sup> Avenue North as well as access via the alley to the rear. A final site plan application was submitted in 2022, but has not yet been approved.

The SP proposes two layout options; Option A, a layout with groups of attached townhomes and Option B, a layout with a single mixed-use building. For Option A, units are oriented to the Buchanan Street and 9<sup>th</sup> Avenue North street frontages, as well as internally towards a private drive aisle. For Option B, the building is oriented to the Buchanan Street and 9<sup>th</sup> Avenue street frontages. The SP would permit all uses of the MUL-A-NS zoning district with restrictions on specific uses including alternative financial services, beer and cigarette market, and bar or night club, which are prohibited. Short Term Rental Properties, owner occupied and not owner occupied, are prohibited from both options. Both layout options would be limited to the bulk standards of MUL-A, with a modified maximum height standard of four stories in 60 feet with no setback.

For both site layout options, access to the site is shown via the terminus of Jane Street at the southeast corner of the site. Along the site's Buchanan Street frontage, the existing access ramp off of 9<sup>th</sup> Avenue North is proposed to be removed and replaced with a sidewalk and planting strip per the Major and Collector Street Plan (MCSP). With the removal of the access ramp and the continuation of the sidewalk network along Buchanan Street, pedestrian access would be maintained. The plan identifies the existing pavement within the 9<sup>th</sup> Avenue North right-of-way to be removed and provides an extension of the Jane Street pavement for a turnaround. The rear alley is proposed for loading and fire access at the southwest corner. Access to the dumpster enclosure is also proposed at this corner off of the alley. Along the southern boundary of the site, a Type B5 Landscape Buffer is shown along the length of the alley to screen the parking from neighboring properties to the south. Parking for both site plan options identifies parking in the rear, behind the buildings.



## **Metro Planning Commission Meeting of 06/26/2025**

### **ANALYSIS**

The policy on the site is split, with T4 Mixed Use Corridor (T4 CM) on the western half of the site and T4 Neighborhood Center (T4 NC) on the eastern half of the site. The SP proposes two site layout options that largely follow the uses and bulk standards allowed per MUL-A, which aligns with the goals of the T4 CM and T4 NC policies as they provide for mixed use, residential, and commercial opportunities. Both site layout options provide appropriate orientation, setbacks, and building heights that will provide appropriate urban form. As the site is adjacent to the lower intensity T4 Neighborhood Maintenance policy to the rear, both layout options provide an appropriate transition by placing the bulk of the massing along the northern half of the property and providing a landscaped buffer along the alley. The SP aligns with the policy goals to limit parking and access to the rear of the site behind the buildings, effectively screening parking from view of the street and allowing for a pedestrian oriented environment along the site's frontage. While the plan proposes to restrict vehicle access along Buchanan Street, removal of ingress and egress at this location will enhance the pedestrian network along the frontage and improve safety by reducing vehicular conflict points with both pedestrian and cyclists. As the site is within a five-minute walk to a bus stop on WeGo Route 22, the plan meets the goals of NashvilleNext to provide more housing choices along transit corridors.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Fire access connection to alley. Limited building details provided. Subject to additional review prior to construction permit.

### **WEGO RECOMMENDATION**

#### **Approve with conditions**

- WeGo improvements to be coordinated at SP final

### **HISTORIC ZONING**

#### **Approve**

- Phase I archaeological survey recommended.

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

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



## Metro Planning Commission Meeting of 06/26/2025

### NASHVILLE DOT RECOMMENDATION

#### Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. The following are general approval comments and 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. 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 outed per NDOT standard details.
- A mandatory referral approval will be required for any proposed abandonments of existing ROW and/or encroachments into existing ROW.
- There shall be no earthen retaining walls installed in the public ROW. 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.
- 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. Comply w/ NDOT traffic comments/conditions of approval.
- Provide full-width, paved alley improvements, per ST-263. Provide truck turning exhibits for proposed site access point off ROW terminus (Jane St.). Based on the proposed layout, if truck turning exhibit(s) cannot be met at the terminus of Jane St., a circular paved terminus may be required by NDOT.

### TRAFFIC & PARKING RECOMMENDATION

#### Approve with conditions

- The northbound approach of 9th Avenue at Buchanan Street shall be modified to prohibit vehicular ingress and egress, while maintaining pedestrian access. Modifications may be required to ensure utility providers and maintenance vehicles can access the 9th Avenue ROW. Prior to Final SP approval, the applicant shall identify any proposed encroachments in the ROW and, pending NDOT's approval of pavement removal, establish a maintenance agreement for landscaping.
- The applicant shall submit a Level 1 MMTA representing proposed land use and density for both development options, prior to Final SP submittal. At a minimum, pedestrian improvements at the 9th Ave/Delta Ave & Garfield St/Buchanan St intersection shall be required. Coordination with NDOT will be necessary throughout the MMTA review process.
- The applicant shall comply with MCSP requirements along all public ROW frontages, including the 9th Avenue frontage and the proposed sidewalk adjacent to the building, which shall be placed within the existing public ROW.
- Coordinate with WeGo to provide transit stop improvements in proximity to the development.



## Metro Planning Commission Meeting of 06/26/2025

- Parking shall comply with Metro Code requirements for UZO parking maximums.
- A Traffic Demand Management Plan shall be completed for the future residents of this development. Further coordination with NDOT's TDM coordinator Meghan Matheson (meghan.matheson@nashville.gov). The TDM plan shall be completed at the time of U&O.
- Comply with NDOT Roads conditions.
- The applicant's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

### Maximum Uses in Existing Zoning District: 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)	1.11	-	6 U	31	3	3

### Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	1.11	-	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
Multi- Family Residential 3-10 (221)	0.555	1.0 F	24 U	129	8	11

### 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)	0.2775	1.0 F	12,087 SF	456	11	46

### 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)	0.2775	1.0 F	12,087 SF	1,356	120	118



## Metro Planning Commission Meeting of 06/26/2025

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
-	-	-	-	+1,768	+133	+158

\* Mix of uses and unit count could vary. MMTA to be reviewed at final site plan.

### METRO SCHOOL BOARD REPORT

The mix of uses could vary and assumption of impact at this point is premature. Students would attend Robert Churchwell Elementary School, John Early Middle School, and Pearl-Cohn High School. Robert Churchwell 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 those permitted under the MUL-A-NS district except for alternative financial services, beer and cigarette market, and bar or night club. 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, remove Design Standard #3.
3. On the corrected copy, remove Design Standard #7 and replace with, "In the event of 9<sup>th</sup> Avenue North right-of-way abandonment, the ultimate location of the build-to-zone shall be further evaluated at the time of final site plan."
4. Modifications to the 9<sup>th</sup> Avenue North frontage may be required for emergency vehicle access if pavement is to be removed within the right-of-way. Applicant shall coordinate with Planning, NDOT and Fire on treatment of 9<sup>th</sup> Avenue North and Jane Street for emergency vehicle access prior to final site plan approval.
5. Due to the planned pavement removal on 9th Avenue North fronting the property, applicant shall coordinate on Fire access prior to final site plan approval. A reduction in unit count may be required to accommodate Fire access.
6. The rear landscape buffer shall be located outside of areas needed to accommodate access requirements along rear alley.
7. Units fronting on 9<sup>th</sup> Avenue North and Buchanan Street shall be oriented to the street and include pedestrian connections to the front of the units.
8. Right-of-way dedication areas and road improvement details shall be identified on the final site plan consistent with the applicable local and/or MCSP requirements. Any additional areas of dedication not currently identified on the preliminary SP to meet road width standards shall be provided.
9. With the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
10. Comply with all conditions and requirements of Metro Reviewing Agencies.

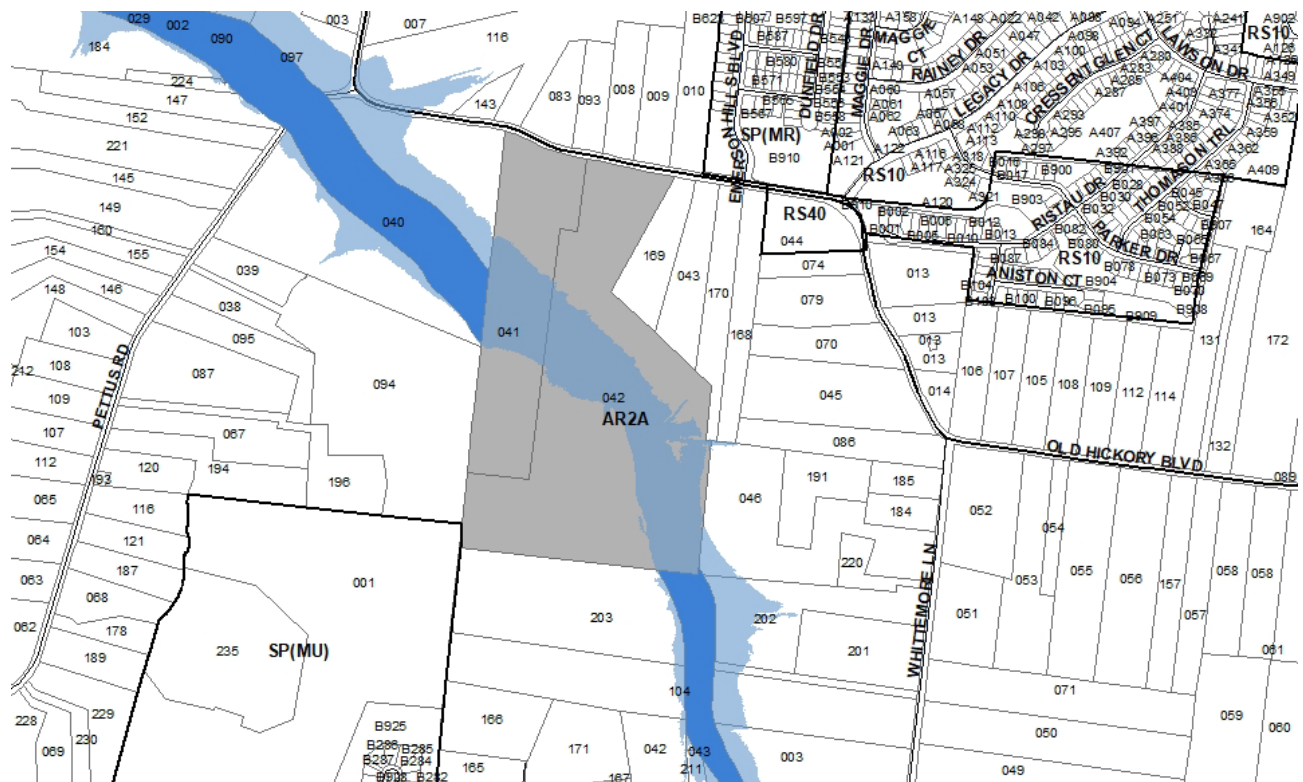


## Metro Planning Commission Meeting of 06/26/2025

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



## Metro Planning Commission Meeting of 06/26/2025



**2025SP-007-001**

**13905 OLD HICKORY BOULEVARD**

Map 182, Parcel(s) 041-042

12, Southeast

31 (John Rutherford)





## Metro Planning Commission Meeting of 06/26/2025

**Item #3****Project Name****Council District****School District****Requested by****Specific Plan 2025SP-007-001****13905 Old Hickory Boulevard**

31 – Rutherford

02 – Elrod

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

**Deferrals**

This item was deferred at the January 9, 2025, February 27, 2025, March 13, 2025, March 27, 2025, April 10, 2025, April 24, 2025, May 8, 2025, May 22, 2025, and June 12, 2025, Planning Commission meetings. A public hearing was held and closed at the June 12, 2025, Planning Commission meeting.

**Staff Reviewer**

Schenk

**Staff Recommendation**

*Defer to the July 24, 2025 Planning Commission meeting and reopen the public hearing.*

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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.

**CASE HISTORY**

This case was presented at the June 12, 2025, Planning Commission Meeting. At the meeting, the Commissioners requested clarification on the following items:

1. The status of the existing house on the site and the property's historical value;
2. The feasibility of a roundabout at the four-way intersection of the new local and collector-avenue streets; and
3. The incorporation of an invasive plant removal and management plan.

Regarding item #1, Planning staff, Historical Commission staff, Codes staff, the applicant team, and the district councilmember visited the site on June 17, 2025. The visit included a review of the site, buildings, and the interior of the primary residence on the site. Since the visit, Metro Historical Commission staff have provided a report (attached as Exhibit A) of their findings. Planning staff received this report on Friday, June 20, 2025.

The applicant team provided additional information from Midsouth Cultural Resource Consultants (MCRC) on Monday, June 23, 2025 (attached as Exhibit B).



## **Metro Planning Commission Meeting of 06/26/2025**

Planning staff is in the process of reviewing all materials produced by both MCRC and Historical Commission staff to best advise the Commission and recommends that the item be deferred to July 24, 2025, to allow for thorough review and consideration of all factors. The applicant does not object to this deferral.

Staff notes that the district councilmember (Councilmember Rutherford) has requested that the legislation be filed for introduction at the August 5, 2025, Council meeting. Additionally, staff notes that the applicant is not agreeable to the house or property being listed on the National Register of Historic Places.

Items 2 and 3 will be addressed in the July 24, 2025 staff report but the applicant is working closely with Planning staff to address these items.



## Metro Planning Commission Meeting of 06/26/2025

Exhibit A

### METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY



Metropolitan Historical Commission  
Metropolitan Historic Zoning Commission  
Sunnyside in Sevier Park  
1113 Kirkwood Avenue  
Nashville, Tennessee 37204  
Telephone: (615) 862-7970

To: Metro Planning Department  
From: Metropolitan Historical Commission, staff  
Date: June 20, 2025  
Re: 13905 Old Hickory Blvd, 18200004100

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The Briley-Hill Farm at 13905 Old Hickory Blvd contains a frame farmhouse and six frame outbuildings (sheds, buildings, and a large barn) on 20.026 acres. The residential portion of the property is defined by a stone wall which runs along the road frontage of the property, along the driveway to the west and the property line to the east, and surrounds the house, creating defined front and back yard spaces around the farmhouse. Located south of Old Hickory Blvd, formerly Hobson Pike, the farmhouse and associated farm buildings are located within a narrow area within 500ft of the road. The remaining southern acreage of the 20-acre lot is currently unused. Until 1998, the 20-acre parcel was part of a larger 66-acre tract, which included the 46.72 acres adjacent to the east. The farm is named for two families, the Brileys (Robert T. "Bob" and Elizabeth Briley) and the Hills (Roy L. and Lucille H. Hill), each of which owned the property for over thirty years.

The Briley-Hill farmhouse was constructed c. 1915. Tennessee Historical Commission records date the house to 1894, as reported to the surveyors by previous owner Roy L. Hill, while the Property Assessor dates the house to 1915. The 1894 construction date, though specific, is likely too early. The architecture of the house (cross gable form with partial width front porch and a center hall plan) is modest but appropriate and typical for this age, location, and as an agricultural property type. A farmhouse of this kind would not have historically had many intricate or highly decorative details, though the interior does retain historic woodwork in the trim and moldings and the front porch contains turned porch supports. Room configurations appear to be largely unchanged, except where additions were made and one bedroom where an access door was boarded over on one side (which is reversible). Historic transoms are present throughout along with some paneled doors,



## Metro Planning Commission Meeting of 06/26/2025

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though some doors have been replaced. Historic wood floors are also intact in some sections of the house. The house has additions, but these appear to be historic, are relatively small, and are on the rear elevation. Non-historic siding (vinyl and aluminum) is present, but a large section of the historic wood cladding is visible and apparently intact underneath. The front porch roof may have changed at some point based upon the ceiling slope, which intersects with window trim. The kitchen looks like a mid-20th century addition or back porch enclosure based on the metal 2/2 windows and interior finishes. According to the book *Historic Cane Ridge and Its Families*, the farmhouse may have been built by local finish carpenter, John Edward Mize (1871-1950), who built many houses in the Cane Ridge community as well as Cane Ridge School.

**Historic landscape:** There are numerous frame outbuildings immediately surrounding the house which convey the agricultural history of this property, including sheds, a barn, and a couple other support buildings of undetermined function/use. These structures appear largely intact and unaltered, and all are visible on the 1951 aerial imagery. The stone walls which surround the house are more formal than many found in rural Davidson County, where dry stacked stone walls are a typical design. The cut stone walls present at the property also appear to be highly intact and reflect an above-average level of craftsmanship. The walls have mortar joints and vertical coping stones along the top edge of the wall. Stone pillars are set at openings along the wall, including at the front walkway entrance, on the east side of the house, adjacent to the northeast corner of the wall along the main road, and leading from the back driveway to one of the sheds. Stone steps are also found west of the house and at the rear of the driveway. Limestone outcroppings are visible and abundant throughout the landscape. Limestone used for the wall may have been quarried from the property or salvaged from road work completed along Hobson Pike in the 1920s.

Metropolitan Historical Commission staff have determined the property at 13905 Old Hickory Boulevard eligible for listing in the National Register of Historic Places under Criterion A for local significance in agricultural history as a good example of an early 20<sup>th</sup> century agricultural district property. In this context, "district" refers to the collection of buildings on one property and not multiple properties. The district includes the farmhouse, three sheds, two outbuildings, a barn, and stone wall features located around the residential core as well as stone structures located near the agricultural center. Collectively, the farmhouse, outbuildings, stonework, and open space/landscape convey the agricultural history of the property. The property maintains a high degree of integrity and all seven aspects of integrity (location, setting, design, feeling, association, workmanship, and materials) are present, such that previous owners and residents (i.e., the Brileys, Hills, and Lenards) would recognize the property today. It is important to note that integrity is not



## Metro Planning Commission Meeting of 06/26/2025

the same as condition; this is a longstanding distinction held since the inception of the National Register program. Condition aside, the buildings and structures on the property retain the essential physical features that enable it to convey its historic identity as a farm. The farmhouse and farm buildings remain in their original locations on the property. The setting is unchanged with no intrusions, and the farmhouse, frontage wall, and residential features are sited near the road at the height of the property, farm buildings are located apart but within an easy distance of the house, and there is open acreage for crops and livestock located south toward Indian Creek and beyond. From the high point at the road and residence, the breadth of the farm is captured within the south-facing viewshed. Presently, the Briley-Hill Farm's surroundings and viewshed also benefit from vacant, passive Metro Parks property to the west and several parcels of 3+ acres immediately adjacent, further establishing its place within a rural, farming community. Large developments, such as Emerson Hills and Old Hickory Hills less than 1/3 miles to the east, are in various stages of planning, design, and construction. It is unclear if a historic cemetery exists on the property, though heavy vinca and English Ivy, common plants at historic cemeteries in Davidson County, is heavily present in the area southeast of the house near the property line as well as an area east of the barn. State law prohibits ground disturbance within 10 feet of graves (TCA 46-8). Parties should proceed with caution when conducting any site preparation or construction activity in these areas.

As stated earlier, the farmhouse and farm buildings are of modest design, with minimal ornamentation, and retain historic exterior and interior materials. The stone wall is unusually decorative, but with abundant access to rock, previous owners may have chosen to invest ornamental efforts into the publicly visible wall along the road and around the residence after the home's construction. According to locals, the stone wall and other stone features were allegedly constructed by Davidson County Workhouse inmates during Bob Briley's career in law enforcement, including two terms as Davidson County Sheriff. The stone wall may offer rare evidence of the workmanship of those laborers, though regardless of who constructed it, the stone wall is an uncommon extant example in Davidson County. Given its proximity to the road, the unique stone wall and its associated farm complex likely historically served as a recognizable landmark in the community and are even more noticeable now due to encroaching modern development. The complex is a representative property type that provides passers-by with a glimpse of what much of Davidson County looked like in the early- to mid-20<sup>th</sup> century.

Records support the agricultural history of the property, Robert T. "Bob" and Elizabeth Briley farmed the property for over 30 years, including early efforts to maintain a dairy farm. Bob Briley also served one term in the state legislature, elected in 1939. Roy L. and Lucille H. Hill purchased the land from Elizabeth Briley and farmed the property for another 30



## Metro Planning Commission Meeting of 06/26/2025

years. After the Hills, the property served as the Music City Riding Academy in the late 1990s-mid 2000s. Owners prior to the Brileys, including Charles T. and Alma Hill, as well as the Primms, Goodwins, and Culbertsons, likely farmed the property as well and are also well-known families in the area.

Metropolitan Historical Commission staff recommend incorporating the Briley-Hill farmhouse, farm buildings, and stone wall and features into the development. Staff will work with the Metro Planning Department and the applicant/developer to assess which resources should be retained within open space to best convey the agricultural history of the site.





## Metro Planning Commission Meeting of 06/26/2025



Exhibit B

June 22, 2025

Ms. Lucy Kempf

RE: 13905 Old Hickory Blvd.

Ms. Kempf:

In regard to the archaeological and architectural investigations at the above referenced address, Dr. J. Scott Jones of Midsouth Cultural Resource Consultants (MCRC) visited the property on at least six occasions. These visits were to perform and address the archaeological and historical significance of the entire property as well as the residence at 13905 Old Hickory Blvd. recorded as DV-622 by the Tennessee Historical Commission. The reports produced as a result of this research have been submitted to the Metro Historical Commission.

An archaeological desktop review and a Phase I archaeological survey were conducted in December of 2024. No archaeological deposits were identified as a result of these investigations. Additionally, a number of architectural features were investigated on January 22, 2025 to determine the potential as burial markers. No unmarked burials were identified. Given the degree of slope on the property, amount of exposed bedrock, and ground modification, no unmarked burials could be positively identified.

The property was revisited on March 25<sup>th</sup>, with myself, Jackson Nichols, and Dr. Adam Fracchia of the Metro Historical Commission. The results of the archaeological survey were reviewed as well as the exterior of DV-622 as entry was not possible at that time. Given the condition of the exterior of the structure, it was agreed that DV-622 posed no significance and Dr. Fracchia was satisfied with an architectural review including deed research for DV-622. This architectural history report was produced on May 13, 2025 indicating that DV-622 was not considered eligible for the National Register due to the dilapidated condition. Subsequently, the Metro Historic Commission signed off on the project on May 16, 2025 as a result of these investigations.

The property and DV-622 was revisited on June 12, 2025 for the purpose of viewing the interior. The interior as well as the exterior has been extensively remodeled and presently is in poor condition as indicated by Metro Codes. MCRC determined that DV-622 is not eligible for the National Register of Historic Places, and we continue to support a recommendation of ineligibility. Dr. Jones spoke at the Metro Planning Commission meeting the evening of June 12, and expressed support for approval of the development for the client, Patterson Co., LLC. At that meeting, the Planning Commission specifically expressed a concern for the historical significance of DV-622, the residence at the property.



## Metro Planning Commission Meeting of 06/26/2025



On June 20, 2025 Metro Historical Commission produced a report following a visit to DV-622 by representatives from MCRC, Patterson Co., Metro Codes, Metro Historical Commission, Metro Planning, and Councilman Rutherford, and others. This report specifically states that "the property at 13905 Old Hickory Boulevard (is) eligible for listing in the National Register of Historic Places under Criterion A for local significance in agricultural history as a good example of an early 20<sup>th</sup> century agricultural district property. In this context, "district" refers to the collection of buildings on one property and not multiple properties. The district includes the farmhouse, three sheds, two outbuildings, a barn, and stone wall features located around the residential core as well as stone structures located near the agricultural center."

A National Historic District encompasses a number of properties that taken together as a whole represent historical and/or cultural significance while an individual property within the district would not be considered eligible. The Planning Commission expressly requested a consideration of the residence, DV-622, to be evaluated for National Register eligibility. The recommendation of DV-622 and the sheds, outbuildings, barn, stone wall, and other features as eligible for the National Register is above and beyond the Planning Commission's request. Incorporation of the District elements as defined about as well as the viewshed as suggested on page 3 of the Metro Historical Commission's report would be untenable to the development. The applicant has modified development plans to include open space within the development. Additionally, the recommendation of the property as a district clearly indicates that the residence itself would not be considered eligible unless incorporated with all the elements defined above.

Furthermore, the recognition of this property as a district eligible for the National Register sets a dangerous precedent that any property with early to mid-20<sup>th</sup> century agricultural elements would be eligible for the National Register. There are dozens if not hundreds of such farms in Davidson County and surrounding counties that attest to the agricultural history and identity of the region. DV-622 and the entire tract is not unique in that respect. MCRC supports its initial recommendation of the property as ineligible for the National Register of Historic Places.

National Register listing is dependent on ownership permission. The owner has expressly indicated that he is not in favor of listing the property. These factors taken together clearly suggest that the applicant, Patterson Co., LLC, receive approval.

Sincerely,

J. Scott Jones, PhD., RPA  
President, senior archaeologist

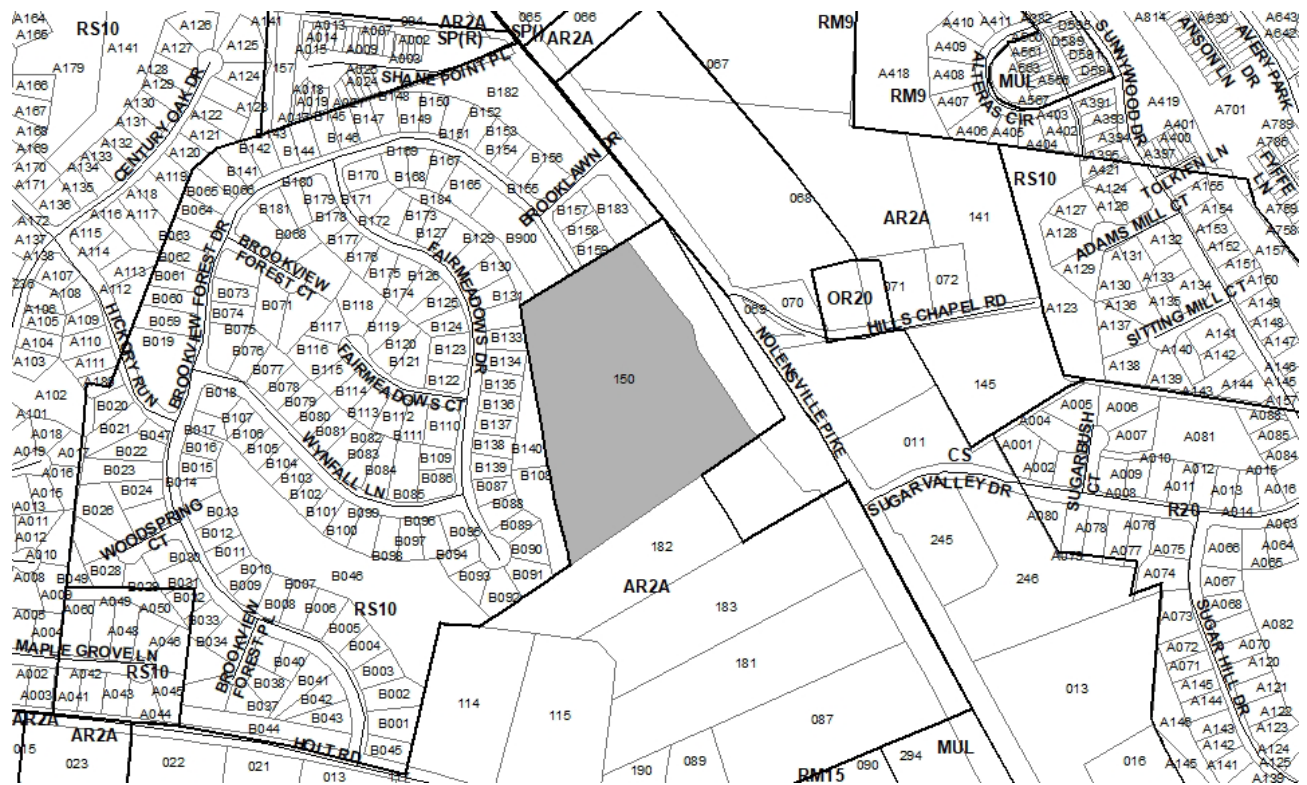




**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 06/26/2025



**2025SP-010-001**

6309 NOLENSVILLE PIKE

Map 173, Parcel(s) 150

12, Southeast

04 (Mike Cortese)



## Metro Planning Commission Meeting of 06/26/2025

<b>Item #4</b>	<b>Specific Plan 2025SP-010-001</b>
<b>Project Name</b>	<b>6309 Nolensville Pike</b>
<b>Council District</b>	04 – Cortese
<b>School District</b>	02 – Elrod
<b>Requested by</b>	Barge Design Solutions, applicant; Mike & Patsy Pence & Patsy A. Revocable Living Trust, owners.
<b>Deferrals</b>	This item was deferred at the May 22, 2025, and June 12, 2025, Planning Commission meetings. No public hearing was held.
<b>Staff Reviewer</b>	Marton
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

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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,

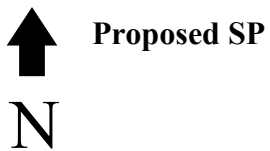


## Metro Planning Commission Meeting of 06/26/2025

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.

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.





## **Metro Planning Commission Meeting of 06/26/2025**

### **SITE CONTEXT**

The subject site consists of one parcel, totaling 9.9 acres, located along the west side of Nolensville Pike. The property has been zoned AR2a since 1974 and currently includes a single-family home. Surrounding properties are zoned AR2a, Single Family Residential (RS10), Commercial Service (CS), and Office/Residential (OR20), while surrounding land uses include single-family residential, small warehouse, strip shopping center, and vacant land. The site has approximately 730 feet of frontage along Nolensville Pike, which is classified as an arterial boulevard in the Major and Collector Street Plan.

### **PLAN DETAILS**

The proposed SP would permit a multi-family residential development with a maximum of 131 units. Units are provided in the form of attached townhomes that front private drives along the eastern and western portions of the site. The maximum building heights are proposed as 3 stories in 45 feet. As there is a stream that parallels the site's frontage, the units are set back to avoid 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



## **Metro Planning Commission Meeting of 06/26/2025**

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**

- Approved with condition that emergency access gate be electrically operated and equipped with click-2-enter operating system.

### **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.



## Metro Planning Commission Meeting of 06/26/2025

### 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 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





## Metro Planning Commission Meeting of 06/26/2025

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 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.



## **Metro Planning Commission Meeting of 06/26/2025**

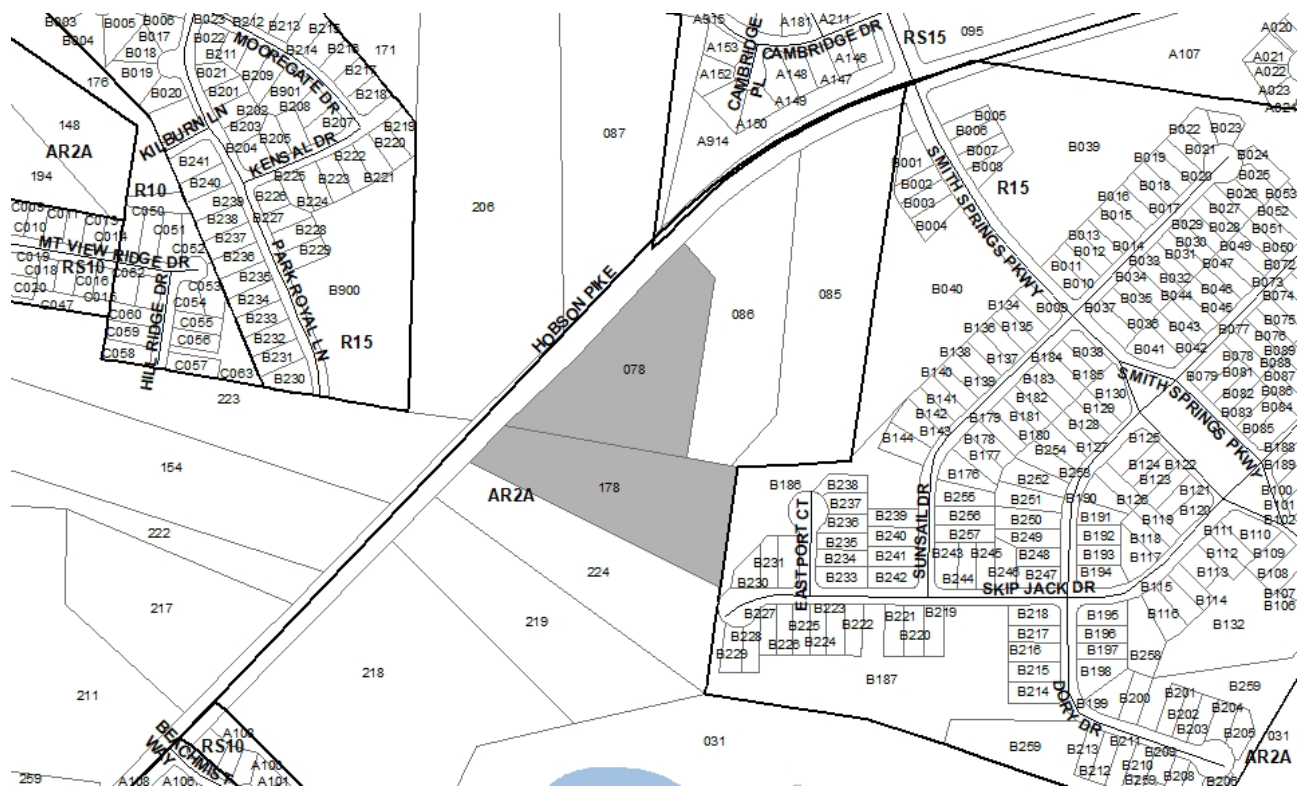
10. The final site plan shall label all internal driveways as “Private Driveways.” A note shall be added to the final site plan that the driveways shall be maintained by the Property Owners’ Association.
11. No master permit/HPR shall be recorded prior to final SP approval.
12. Final plat may be required 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 06/26/2025



**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 06/26/2025

**Item #5****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.

**Deferrals**

This item was deferred at the June 12, 2025, Planning Commission meeting. No public hearing was held.

**Staff Reviewer**

Konigstein

**Staff Recommendation**

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

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**APPLICANT REQUEST**

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

**Preliminary SP**

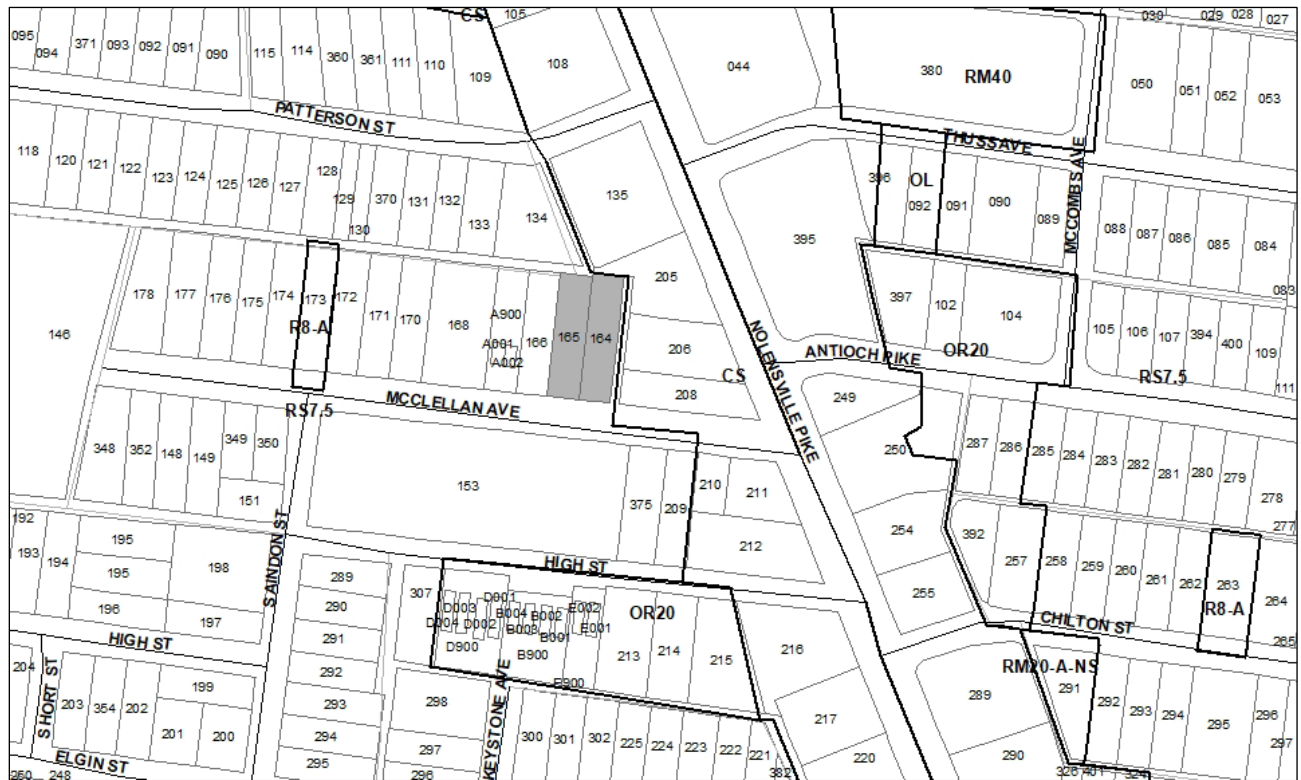
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for properties located at 2334 Hobson Pike and Hobson Pike (unnumbered), approximately 808 feet west of Smith Springs Parkway (9.37 acres), to permit 105 multi-family residential units.

**STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 06/26/2025



**2025SP-025-001**

**RADNOR CORNER SP**

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

11, South Nashville

16 (Welsch)



## Metro Planning Commission Meeting of 06/26/2025

**Item #6****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, May 8, 2025, and June 12, 2025, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**

Commey

**Staff Recommendation**

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

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**APPLICANT REQUEST**

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

**Preliminary SP**

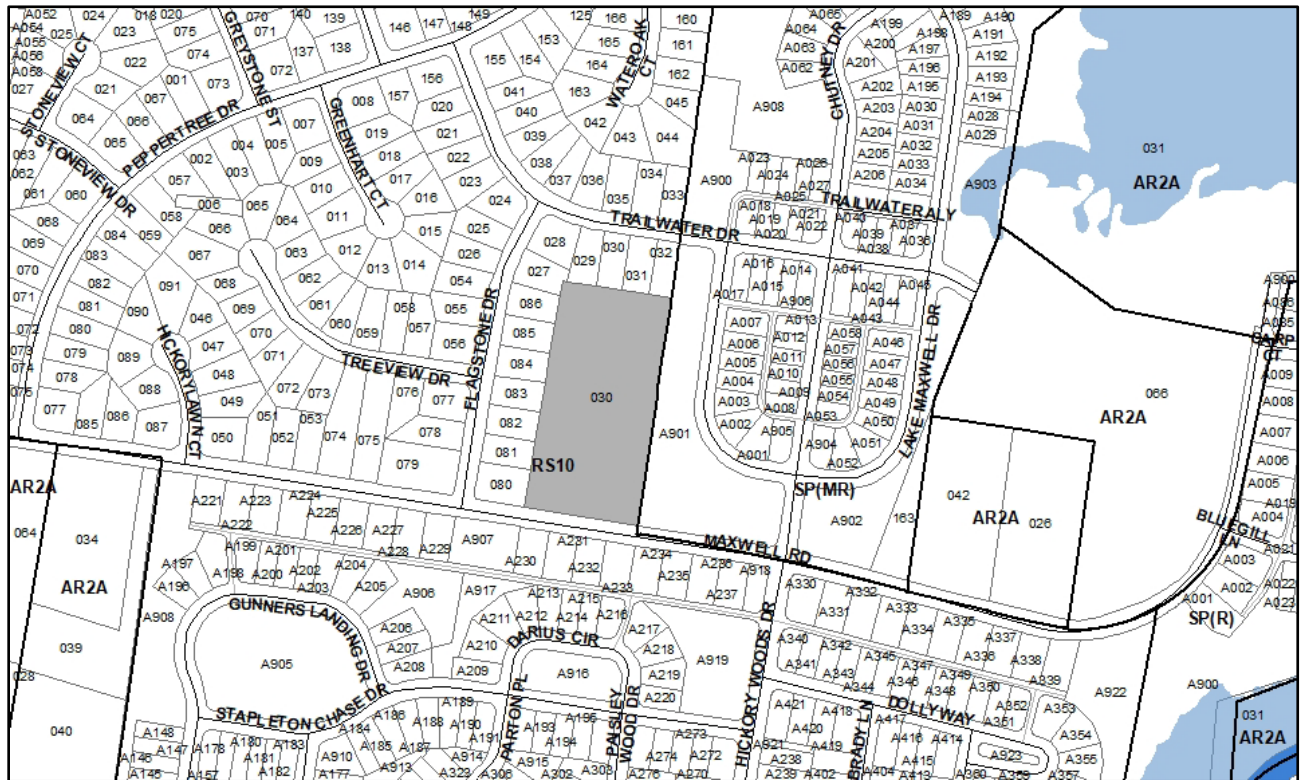
A request to rezone from Single-Family Residential (RS7.5) to Specific Plan (SP) zoning for properties located at 406 and 408 McCellan Avenue, approximately 124 feet west of Nolensville Pike, (0.42 acres), to permit six multi-family residential units.

**STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 06/26/2025



**2025SP-026-001**

**4326 MAXWELL ROAD**

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

**13, Antioch – Priest Lake**

**08 (Deonté Harrell)**





## Metro Planning Commission Meeting of 06/26/2025

### Item #7

#### 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, May 22, 2025, May 22, 2025, and June 12, 2025, Planning Commission meetings. A public hearing was held and closed on June 12, 2025.

#### Staff Reviewer

Commeys

#### Staff Recommendation

*Approve with conditions and disapprove without all conditions.*

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### APPLICANT REQUEST

#### Preliminary SP to permit 36 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 36 multi-family residential units.

#### **Existing Zoning**

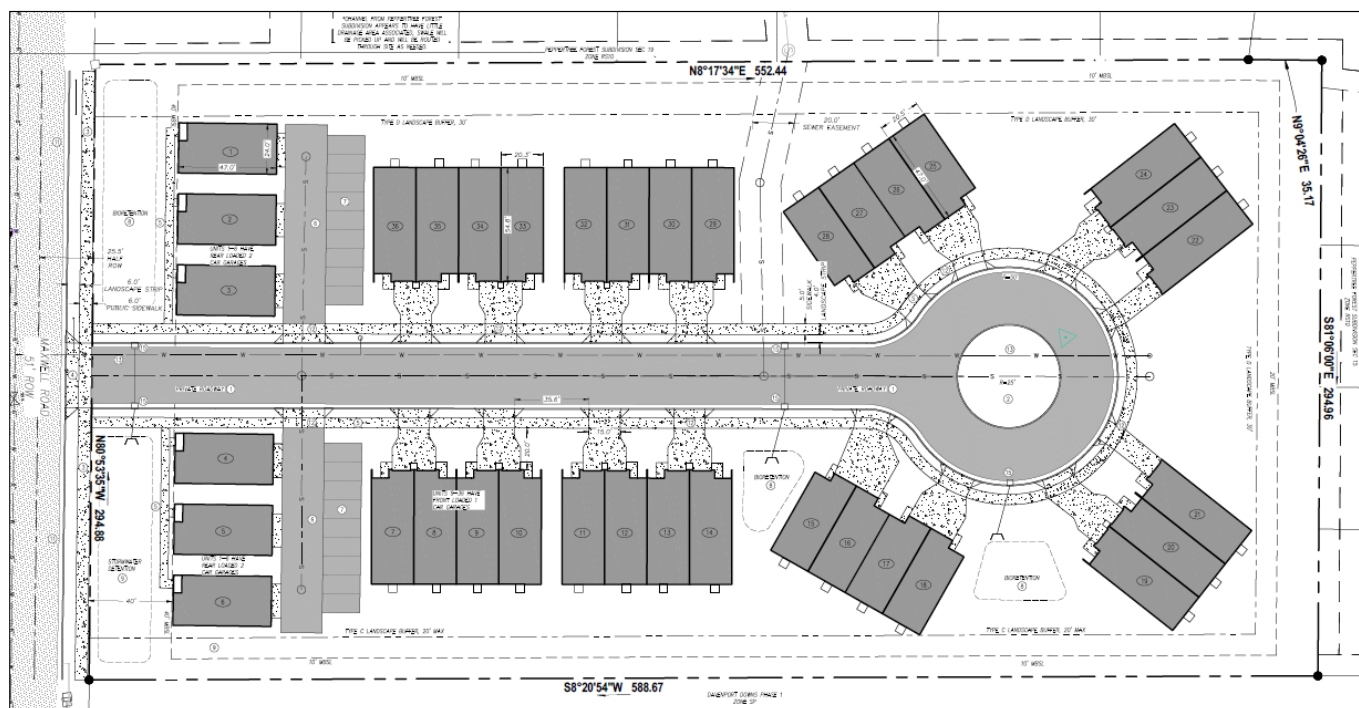
Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 16 single-family lots based on acreage alone. Application of Metro's Subdivision Regulations may result 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



## Proposed Plan

## CASE HISTORY

The initial application which requested to rezone from Single-Family Residential (RS10) to Specific Plan (SP) zoning to permit 40 multi-family residential units was deferred at the June 12, 2025, Metro Planning Commission meeting after a public hearing was held, following comments made at the public hearing. The Commission deferred the item to allow the applicant the opportunity to make revisions to the plan based on the comments. The applicant has since submitted a revised plan, which is shown in this report. The revised plan shows detached units fronting on Maxwell Road, which is a change from the previous plan which had four duplex units in this located. Two additional units were removed from the most northern block of townhomes to increase the buffer width. The landscape buffer was modified from a Type C 20 foot buffer to a Type D 30 foot landscape buffer along the western and northern property lines. With the changes, the overall unit count was reduced from 40 units to 36 units.

## 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



## Metro Planning Commission Meeting of 06/26/2025

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.

### PLAN DETAILS

The plan proposes 36 multi-family residential units. Units 1-6 are detached units, oriented towards Maxwell Road. Units 19-24 are in groups of three while the remaining 16 units 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 1-6 are rear loaded with two car garages while Units 7-36 are front loaded with one car garages.

Units 1-6 are proposed with a maximum height of three stories in 45 feet. Units 7-36 have a maximum height of two stories in 30 feet. All heights are measured from the average elevation to the midpoint of the roof pitch. All units are proposed with pitched roof forms. A minimum of fifteen 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 eastern property line, while a 30-foot Type D landscape buffer is proposed along the western and northern property lines. The landscape buffer is intended to provide a mix of existing trees and new plantings adjacent to lower intensity land uses. A condition has been added for the applicant to provide a tree survey and a preservation plan for existing trees within the designated Type C and D landscape buffers at the time of final site plan.

### 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 36 multi-family residential units at a density of approximately nine 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 Lavergne-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.



## **Metro Planning Commission Meeting of 06/26/2025**

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 1-6 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 six units fronting Maxwell Road are detached single family units 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 of the T3 NE policy and recommends approval.

### **FIRE 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 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.



## Metro Planning Commission Meeting of 06/26/2025

- 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.

### 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,



## Metro Planning Commission Meeting of 06/26/2025

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 36 multi-family residential units. Short-term rental properties, owner occupied and short-term rental properties, not owner occupied, shall be prohibited.
2. On the corrected copy, references to "single-family" shall be replaced with "detached units."
3. On the corrected copy, the rear setback shall be modified from "20 feet" to "30 feet."
4. With the final site plan, landscape screening shall be provided between the detached units to minimize surface parking visibility from Maxwell Road.
5. With the final site plan, a tree survey and a preservation plan for existing trees within the designated Type C and D landscape buffers shall be provided. Any trees identified as a Protected and Heritage Trees per 17.28.065 within the buffer yard shall be preserved and have tree protection measures consistent with the requirements of the Metro Zoning Code. The tree preservation plan is subject to staff review and approval prior to the issuance of a grading permit and the approval of the final site plan.
6. 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.
7. With the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
8. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
9. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
11. Comply with all conditions and requirements of Metro reviewing agencies.
12. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM9, as of the date of the applicable request or application.
13. 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.
14. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted



## **Metro Planning Commission Meeting of 06/26/2025**

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

15. No master permit/HPR shall be recorded prior to final SP approval.

16. Final plat may be required prior to permitting.



## Metro Planning Commission Meeting of 06/26/2025



**2025SP-029-001**  
CENTURY SUMMERBROOK SP  
Map 182, Parcel(s) 059-061  
12, Southeast  
33 (Antoinette Lee)





## Metro Planning Commission Meeting of 06/26/2025

**Item #8****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, May 22, 2025, and June 12, 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 69 single-family residential lots and 67 multi-family residential units.**

**Preliminary SP**

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for properties located at Old Hickory Boulevard (unnumbered), approximately 1,764 feet east of Whittemore Lane (37 acres), to permit 69 single-family lots and 67 multi-family residential units.

**Existing Zoning**

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *Based on acreage alone, AR2a would permit a maximum of 14 lots with 4 duplex lots for a total of 22 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 and some elements of the existing developed character, such as the street network, block structure,





## Metro Planning Commission Meeting of 06/26/2025

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.

### **SITE CONTEXT**

The approximately 37-acre site is on the south side of Old Hickory Boulevard, 1,764 feet east of Whittemore Lane. The site consists of three parcels, all of which are largely wooded and currently undeveloped. Slopes are found on the site, some exceeding 20 percent, as well as stream crossings. Old Hickory Boulevard is classified as a collector street in the Major and Collector Street Plan (MCSP). To the north, west, and south, uses consist of primarily single-family residential uses with some two-family and multi-family uses to the east and west. The surrounding properties are zoned Agricultural/Residential (AR2a) with an SP to the site's east, which is identified as the Clover Glen subdivision.

### Site Plan

The plan proposes mixed residential types with a maximum of 69 single-family lots at the rear of the development site and 67 multi-family residential units closer to Old Hickory Boulevard for a total of 136 units at a density of 3.67 units per acre. The multi-family unit types proposed are attached townhomes, ranging in blocks of three to six units. Maximum height is set at two stories in 42 feet for both single-family lots and townhome 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). The site will be accessible from Old Hickory Boulevard with a new public road and private drive network throughout the site. The primary road will be public and right-of-way (ROW) dedication and improvements are shown in line with the local street requirements. ROW dedications and improvements along Old Hickory Boulevard will be provided in line with the MCSP requirements. The SP proposes two stubs for future roadway connectivity, one to the east that would align with the network in an existing SP development to the east and one near the northwestern corner of the single-family lots. Pedestrian circulation is provided throughout the site including sidewalks along the public road connecting the single-family lots to the townhomes and to the pocket park amenity area. A walking trail system is proposed throughout the preserved open space area.

The SP establishes two districts: District 1 being the single-family lots and District 2 being the attached townhomes. In District 2, a private drive network will extend to the public road from the townhomes on either side of the public road. The single-family lots are all street-facing. Some of the townhome units front the public streets and private drives, and some townhome units will front open space areas with vehicular access coming from private drives to the rear. The townhome units are proposed with rear loaded garages and surface parking spaces are also proposed along the



## **Metro Planning Commission Meeting of 06/26/2025**

private drives. On street parking is also proposed along the primary public street. The southwestern portion of the site will largely remain undisturbed, other than a walking trail, as part of the steep slopes that extend across the site. Potential sinkholes are identified on the southern portion of the site, primarily in open space areas. Staff has included a condition for further evaluation with the final SP.

Parking will be provided per Code by a combination of garage spaces and surface parking. A central area of open space is created within District 2 by the layout of the streets and units, creating a pocket park. Stormwater management areas are proposed in the open space areas on the northern half of the site.

### **ANALYSIS**

The subject site is located within a T3 Suburban Neighborhood Evolving (T3 NE) policy area. T3 NE policy areas are 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, the site's proposed layout, large size, and location along a collector with proposed infrastructure for improved connectivity throughout the site provide for a greater intensity at this site and policy area. An existing SP to the east of the subject site is constructed at a similar density and configuration of unit type. The plan also meets the policy goals by providing a layout consistent with the design principles identified in the policy. The proposed height of all units is two stories in 42 feet, consistent with the policy guidance of one- to three-story tall buildings.

Conservation policy is present in pockets throughout the site with steeper slopes greater than 20 percent on the southwestern and southern portions. Streams bisect the middle of the site east to west which is identified on the plans with the appropriate stream buffers. A pond is identified near the entrance of the site, where the preserved open space area is proposed. The SP meets the goals of the CO policy by largely maintaining these areas as undisturbed. The policy and connectivity provides the opportunity for an appropriate transition in density and building type.

While open space consumes over 15 acres of the site, approximately 10 acres is identified to be preserved natural area. Staff has conditioned for landscape buffers around the perimeter of the site in areas for additional screening against neighboring properties. The buffers are appropriate to minimize the proposed development's visual impact on the existing surrounding neighborhood. Staff finds the proposed plan layout appropriate as it transitions in intensity from north to south, where the townhome units are located closer to the entrance of the site along Old Hickory Boulevard and then gives way to the single-family lots further into the site. Architectural design standards are established in the proposed SP. The proposal is improving opportunities for pedestrian connectivity in the area, consistent with the general goals of T3 NE areas. Staff finds the proposed SP zoning district to be consistent with the guidance provided in policies governing the site and recommends approval.

### **FIRE MARSHAL RECOMMENDATION**

**Approve**



## **Metro Planning Commission Meeting of 06/26/2025**

### **STORMWATER RECOMMENDATION**

**Approve**

### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

- Approved as a Preliminary SP only.
- Public and/or private Water and Sanitary Sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans.
- 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. (See Capacity fee Permit #'s T2025020063 & T2025020072). Unless and until 100% of capacity charge has been paid, no water/sewer capacity is guaranteed.

### **METRO HISTORIC RECOMMENDATION**

**Approve**

- We recommend a Phase I archaeological survey.

### **NASHVILLE DOT ROADS RECOMMENDATION**

**Approve with conditions**

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- For final plans w/ new public roads, plans shall include proposed public roadway profiles, curvature, grade, drainage and utility data.
- Public roadway construction drawings shall comply with NDOT Subdivision Street Design Standards and specifications.
- All public commercial ramps, residential driveways and street intersections shall meet code spacing requirements. All public street intersections should be provided with stop control and ADA compliant pedestrian access ramps. Any public access point(ramps, drives) and/or intersection should meet AASHTO stopping sight distance requirements.
- All existing ROW frontages should adhere to the Major Collector Street Plan(MCSP) and dedication may be required along existing ROW frontages to accommodate MCSP requirements. Coordinate w/ metro planning on MCSP requirements along existing ROW frontages. For reference, provide call outs on the final site plan for MCSP requirements.
- In general, with a final: Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called outed per NDOT standard details. Any proposed public road terminus, 150 ft. or greater, will require a temporary paved cul-de-sac, per ST-331. This paved cul-de-sac should provide for general and emergency vehicular turning maneuvers at the road terminus.
- If the project is in the Urban Services Tax District(USD), a street lighting plan will be required with the final SP. Coordinate w/ Teresa Neal (teresa.neal@bargedesign.com) for street lighting plan approval. Submit landscape plan with the final SP.
- A mandatory referral approval will be required for proposed abandonments of existing ROW and/or encroachments into existing ROW.



## Metro Planning Commission Meeting of 06/26/2025

- There shall be no earthen retaining walls installed in the public ROW.
- There shall be no vertical obstructions in new public sidewalks(or roadways) and the removal, or relocation, of utilities will be required to accommodate new public sidewalks. Residential and commercial ramps, driveways shall meet metro spacing code.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov). Submit waste/recycle disposal plan with final SP. 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”.
- At final, provide a future roadway grade and curvature exhibit, per NDOT road design standards, that shows the proposed Eastern stub road location can feasibly tie-in to the existing stub road in Clover Glen subdivision. If the proposed future road alignment between stubs can not meet NDOT road design standards(grade and/or curvature), the proposed Eastern road stub and lots may need to be revised to accommodate a feasible tie-in.
- Comply w/ NDOT traffic comments/conditions of approval.

### NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

#### Approved with conditions

- Developer shall construct 1/2 of the MCSP road cross section along the property frontage at Old Hickory Blvd.
- The developer has agreed to construct a left turn lane at the site access point on Old Hickory Blvd. Taper length shall be per MUTCD standards. The right-of-way along the property frontage should be dedicated to accommodate future transportation needs. Adequate street lighting must be provided per NDOT standards along the property frontage.
- Per MMTA recommendations, at Bell Rd & Old Hickory Blvd, refresh the crosswalk striping on the northbound, eastbound, and westbound approaches.

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)	37.1	0.5 F	18 U	215	17	19

\*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)	37.1	-	69 U	739	53	71





## Metro Planning Commission Meeting of 06/26/2025

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)	37.1	-	68 U	369	23	31

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
-	-	-	-	+893	+59	+83

### METRO SCHOOL BOARD REPORT

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

**Projected student generation existing SP-MR district: 21 Elementary 16 Middle 16 High**

The proposed SP zoning is expected to generate 43 more students than the existing AR2a zoning district. Students would attend A.Z. Kelley Elementary School, Thurgood Middle School, and Cane Ridge High School. A.Z. Kelley Elementary School and Cane Ridge High School are both identified as over capacity, 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.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 69 single-family lots and 67 multi-family residential units. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited.
2. On the corrected copy, update the purpose note to reflect the Permitted Uses condition.
3. On the corrected copy, show a Type B landscape buffer around all perimeter drives, lots and units. Screening details to be provided with the landscape plan at final SP. Any preserved trees utilized for buffer requirements shall have tree protection measures consistent with the requirements of the Metro Zoning Code.
4. On the corrected copy, update the glazing requirements note: Minimum glazing requirements shall be required on building facades facing public streets and on the sides of corner units facing common open space and public streets.
5. On the corrected copy, remove note #27 on page 9.
6. On the corrected copy, in the Bulk Regulations chart on sheet 8, remove the current language from Note 1 of the architectural standards on all bulk regulations sheets and replace with "All residential units along public streets shall orient to public streets. When not possible, residential structures may be oriented towards open space common areas with the approval of Metro Planning."



## Metro Planning Commission Meeting of 06/26/2025

7. On the corrected copy, add “with the approval of Metro Planning” to the rear setback note on the Typical Lot/Corner Lot Setback Details on sheet C1.0.
8. With the final SP, staff to provide final determination on placement and configuration of eastern stub road. Adjustments to the site plan may be needed to reflect final alignment determination.
9. With the final SP, provide tree preservation plan. Areas outside of stormwater management areas that are identified to be preserved on the preliminary SP shall include tree protection measures consistent with the requirements of the Metro Zoning Code.
10. Basement shall be defined per the “Story” definition in the Metro Zoning Code.
11. Except as specified for basements, occupiable floors are limited to the number of stories indicated in the plan.
12. Any internal surface parking areas visible from public streets shall be screened with additional landscaping.
13. The final unit count approved with the final site plan may be reduced dependent on TDEC determinations related to the presence and boundaries of sinkholes.
14. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
15. 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.
16. 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.
17. Final plat may be required prior to permitting.
18. No master permit/HPR shall be recorded prior to final SP approval.
19. 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.
20. Comply with all conditions and requirements of Metro reviewing agencies.
21. 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 RS5 zoning district for the single-family lots and RM9 zoning district for the multi-family units as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
22. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
23. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

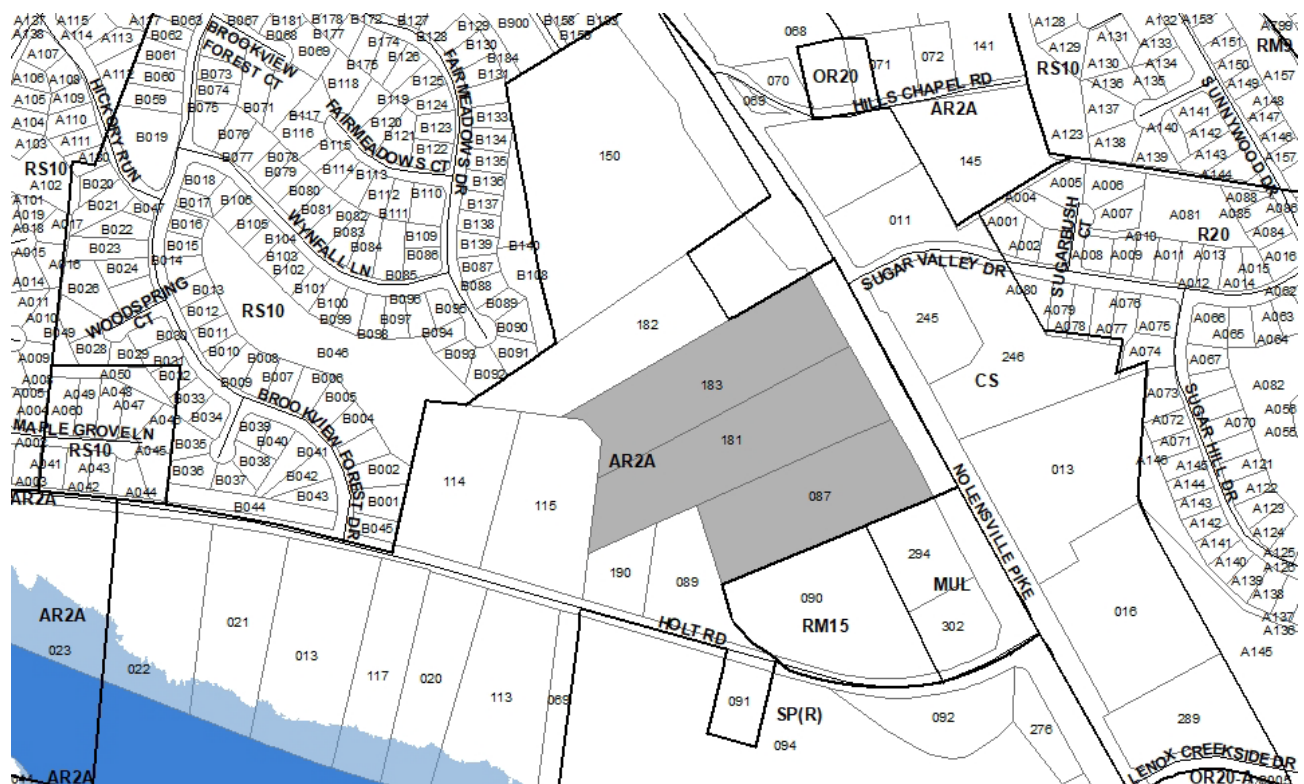




**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 06/26/2025



### 2025SP-030-001

ALTERA NOLENSVILLE PIKE

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

12, Southeast

04 (Mike Cortese)



## Metro Planning Commission Meeting of 06/26/2025

**Item #9****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, May 22, 2025, and June 12, 2025, Planning Commission meetings. 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 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, to permit 273 multi-family residential units (13.8 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 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.



## Metro Planning Commission Meeting of 06/26/2025

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

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



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 within Planned Unit Development (PUD) Overlay Districts, 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



## **Metro Planning Commission Meeting of 06/26/2025**

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. Further coordination to provide the cross access connection to the property to the north will be required at final site plan. 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), T3 Suburban Neighborhood Evolving (T3 NE), and Conservation (CO) policy areas. T3 CM is intended to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor. 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 Nolensville Pike, an arterial boulevard on the Major and Collector Street Plan (MCSP). While the proposed building heights are four 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 and T3 NE policy areas and staff recommends approval.

### **FIRE MARSHAL RECOMMENDATION**

**Approve**

### **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](mailto:solidwastereview@nashville.gov)).



## **Metro Planning Commission Meeting of 06/26/2025**

- 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.

### **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. 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.



## Metro Planning Commission Meeting of 06/26/2025

### 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)	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.

## CONDITIONS

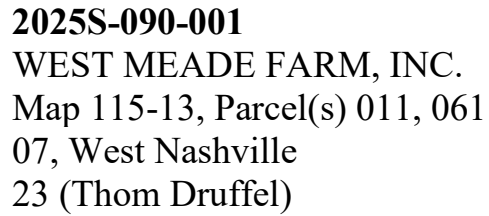
1. Permitted uses shall be limited to a maximum of 273 multi-family residential units. Short term rental property, owner occupied and short-term rental property, not owner occupied, shall be prohibited within the entire development.
2. On the corrected copy, add the following note: All mechanical units 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.





## Metro Planning Commission Meeting of 06/26/2025

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.





## Metro Planning Commission Meeting of 06/26/2025

**Item #10****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.

**Deferrals**

This item was deferred from the June 12, 2025, Planning Commission meeting. No public hearing was held.

**Staff Reviewer**

Shane

**Staff Recommendation***Approve with conditions, including an exception to Section 3-5.2.d.1 and 3-5.2.d.2 of the Metro Subdivision Regulations.*

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**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).

**SITE DATA AND CONTEXT**

**Location:** The site consists of two lots located at the current terminus of Grayson Drive.

**Street Type:** The site has frontage on Grayson Drive which is classified as a local street.

**Approximate Acreage:** 6.76 acres or approximately 294,256 square feet.

**Parcel/Site History:** Parcel 011 was platted in 1961 as Lot 816 within West Meade Farms, Inc., Section 9 (Plat Book 3106, Page 20) while Parcel 061 was platted in 2000 as Lot 2 within the Resubdivision of Lot 817 of the Revised Portion of West Meade Farms, Inc., Section 9 (Instrument No. 20000724-0072963). The subject plat proposes to shift the common lot line between the two lots.

**Zoning History:** The site has been zoned Single-Family Residential (RS40) since 1987.

**Existing land use and configuration:** Parcel 011 (Existing Lot 1) has one house and an accessory building next to the house while Parcel 061 (Existing Lot 2) is vacant (the previously existing single-family home was recently demolished).

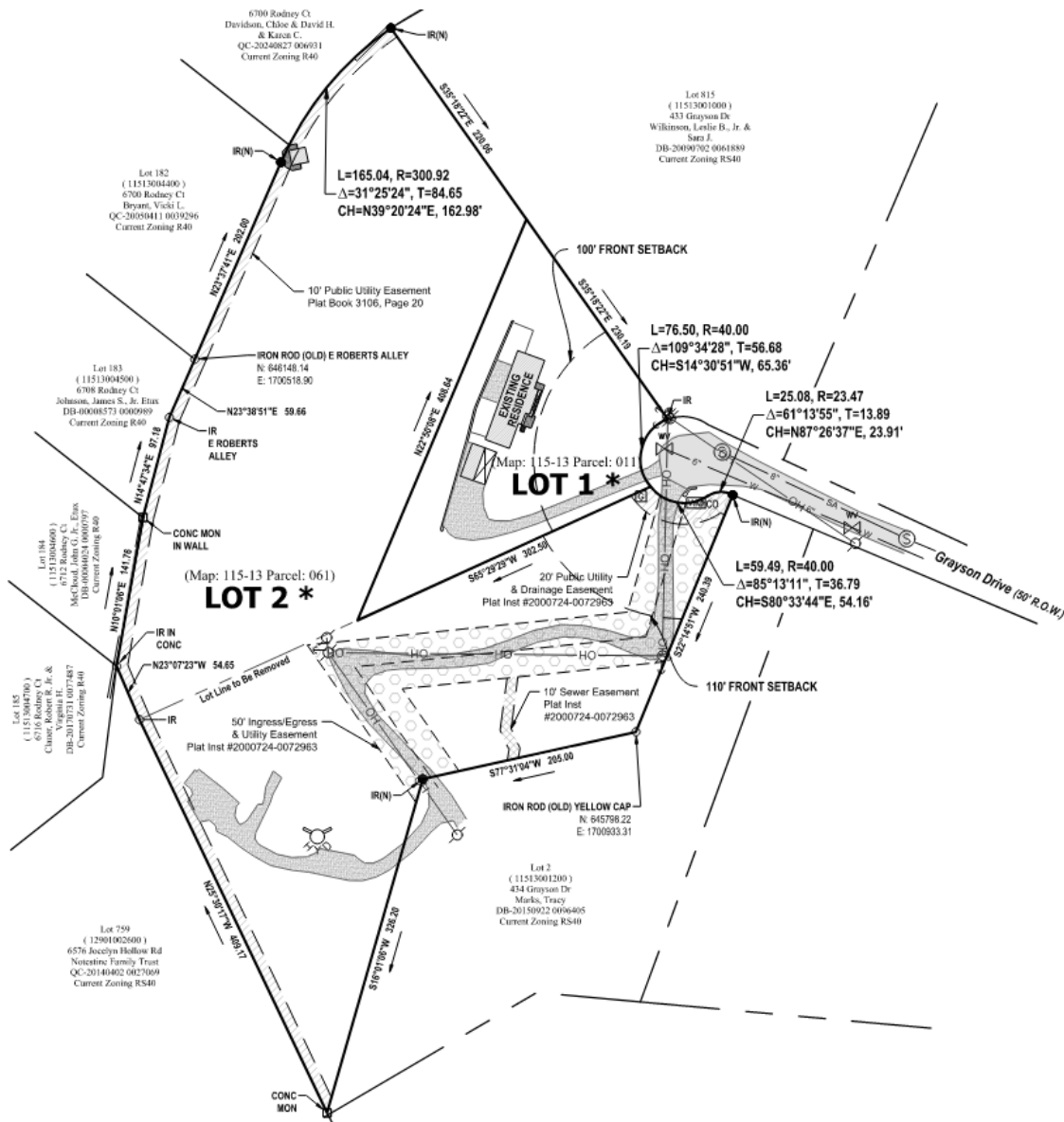
**Surrounding Land Use and Zoning:**

- North: Single-Family Residential/Single-Family Residential (RS40)
- South: Single-Family Residential/Single-Family Residential (RS40)



## Metro Planning Commission Meeting of 06/26/2025

- East: Single-Family Residential/Single-Family Residential (RS40)
- West: Single-Family Residential/Single-Family Residential (RS40)



### Proposed Final Plat

#### Zoning: Single-Family Residential (RS40)

Min. lot size: 40,000 square feet

Max. building coverage: 0.25

Min. rear setback: 20'

Min. side setback: 15'

Max. height: 3 stories

Min. street setback: Contextual per Zoning or the platted setback, whichever is greater.



## **Metro Planning Commission Meeting of 06/26/2025**

### **PROPOSAL DETAILS**

**Number of lots:** 2

**Lot sizes:** Proposed Lot 1 is approximately 1.08 acres, or 46,852 square feet, and proposed Lot 2 is approximately 5.68 acres, or 247,404 square feet.

**Access:** Both of the proposed lots take access from Grayson Drive.

**Subdivision Variances or Exceptions Requested:** Exceptions are required for lot area 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 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**

Land which the Planning Commission finds to be unsuitable for development due to flooding, steep slopes, rock formations, problem soils, sink holes, other adverse earth formations or topography, utility easements, or other features which may be harmful to the safety, health and general welfare of inhabitants of the land and surrounding areas shall not be subdivided or developed unless adequate methods to solve the problems created by the unsuitable land conditions are formulated.



## Metro Planning Commission Meeting of 06/26/2025

Both lots contain areas of steep slopes, including slopes of 25% or greater. Any lot on natural slopes that are 20% or steeper are considered critical and must be designated as critical. Lots designated as critical must comply with the critical lot standards in the Zoning Code. Both lots on the plat are designated as critical. The site also contains problem soils on parts of these slopes (Bodine-Sulphura complex soils, found on 20 to 50 percent slopes). Any applications for final site plan approval for lots containing problem soils shall be accompanied by a geotechnical report certified by a qualified engineer licensed in the State of Tennessee.

### 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 RS40 zoning at the time of building permit. All proposed lots are greater than 40,000 square feet in size and have frontage on a public street, Grayson Drive.

### 3-5 Infill Subdivisions

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

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

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

Both lots exceed the minimum square footage requirement of the zoning district. Proposed Lot 1 is 46,852 square feet and Lot 2 is 247,404 square feet.

*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.*

Both lots have frontage on a public street, Grayson Drive.

*c. The resulting density of the 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 this site does not specifically identify an appropriate density; however, the policy supports the underlying RS40 zoning district and its prescribed density.



## Metro Planning Commission Meeting of 06/26/2025

d. *The proposed lots are consistent with the community character of the 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.*

The subject property is at the end of a cul-de-sac; therefore the three lots to the east along the north side of Grayson Drive and the five lots to the east on the south side of Grayson Drive were used to measure lot frontage compatibility for Lots 1 and 2. The frontage width of proposed Lot 1 is 76.5 feet and does not meet the minimum frontage requirement of 141.97 feet. The frontage width of proposed Lot 2 is 84.57 feet and also does not meet the minimum frontage requirement of 141.97 feet.

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 the 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.*

The subject property is at the end of a cul-de-sac; therefore the three lots to the east along the north side of Grayson Drive and the five lots to the east on the south side of Grayson Drive were used to measure lot size compatibility for Lots 1 and 2. Proposed Lot 1 is 1.08 acres (46,852 square feet) and does not meet the minimum lot area requirement of 1.48 acres or 64,468.8 square feet. The proposed size of Lot 2, 5.68 acres (247,404 square feet), does meet the compatibility requirements of the required minimum lot area of 1.48 acres or 64,468.8 square feet.

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.*

The code required setback would be approximately 94 feet, which is smaller than the average setback determined by this section, which was approximately 221 feet. Due to one of the adjacent parcels having a setback nearly twice the setbacks of the adjacent properties, the resulting calculation per this section requires a much larger setback than the regulations intend to provide.

New structures will be required to meet the contextual setback standards per the Metro Zoning Code or the platted setback, whichever is greater. The plat proposes setbacks for Lot 1 at 100 feet and for Lot 2 110 feet. Staff finds that this is appropriate given the Code required setback, the setback required by this section, and the existing development pattern today. The proposed setback for Lot 1 is located where the existing structure is today, which could maintain the same area for development if the lot were to be redeveloped. The proposed setback for Lot 2 is 110 which is similar to the existing structure on Lot 1 and the other three parcels used in the setback analysis.



## Metro Planning Commission Meeting of 06/26/2025

4. *Orientation of the proposed lots shall be consistent with the surrounding parcels. For a corner lot, both block faces shall be evaluated.*  
Both proposed lots are oriented toward Grayson Drive, consistent with the existing development 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 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).*

Section 3-5.2.f. above states that if the compatibility requirements are not met, the Planning Commission may grant an exception by considering other factors including the development pattern of the area. This request requires an exception from 3-5.2.d.2 pertaining to proposed lots 1 and 2 for lot frontage, and 3-5.2.d.2 pertaining to lot area for the proposed Lot 1. The following section discusses these exceptions.

### **Variances/Exceptions Analysis**

#### Lot Frontage

When evaluating a larger area to analyze lot frontage, staff considered the existing lot configuration in the area. The frontage lengths of both lots were previously platted. Due to the terminus of an existing permanent dead-end having limited total frontage, it 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 line shift to be consistent with the larger area and that an exception to compatibility requirements would be appropriate for lot frontage for both lots.

#### Lot Size

When evaluating a larger area to analyze lot size, staff considered the existing lot configuration in the area. Shifting the lot lines in the way proposed by the plat makes Lot 2 larger and Lot 1 smaller. Regarding the size of Lot 1, the neighboring Lot 814, only two parcels east of Lot 1 along Grayson Drive, is 0.89 acres in size and has existed in that configuration since 1955. The proposed size for Lot 1 (1.08 acres) is larger than the existing Lot 814, located on the same block. Lot 1 features an existing home while Lot 2 is vacant after a demolition permitted in 2024. Transferring the rear of





## Metro Planning Commission Meeting of 06/26/2025

Lot 1 to Lot 2, as shown on the plat, would increase the size of that lot without changing the appearance from the street. Staff finds that the proposed lot layout and lot size configuration continues to provide for harmonious development. Given this information, staff finds the proposed lot line shift to be consistent with the larger area and that an exception to compatibility requirements would be appropriate for lot size for the proposed Lot 1.

*3-5.3 Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Maintenance, except where a Special Policy and/or a Designated Historic District exists.*

Not applicable to this case.

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

Not applicable to this case.

*3-5.5 Infill Subdivision Frontage*

*For infill lots with a street frontage of less than 50 feet in width and where no improved alley exists, these lots shall be accessed via a shared drive. The Planning Commission may grant an exception if existing conditions prevent alley access or shared drive access.*

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. No new streets are proposed.

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

Sufficient right-of-way exists along Grayson Drive (a local street) such that no dedications of property are warranted.



## **Metro Planning Commission Meeting of 06/26/2025**

### **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 with conditions.

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

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

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

There are no new utilities proposed.

## **PLANNING STAFF COMMENTS**

With the exception for minimum lot area for Lot 1 and minimum lot frontage for Lots 1 and 2, the proposed lots meet the standards of the Metro Subdivision Regulations and Metro Zoning Code. The plat proposes a lot line shift between two existing lots. 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 is T3 Suburban Neighborhood Maintenance. The intent of T3 NM policy is 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



## **Metro Planning Commission Meeting of 06/26/2025**

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.

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

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

#### **FIRE MARSHAL RECOMMENDATION**

**Approve**

#### **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.)

#### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

2025S-090-001

- For the latest plat, uploaded by Planning on 4/29/2025, WS recommends approval.

#### **STAFF RECOMMENDATION**

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

#### **CONDITIONS**

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. On the corrected copy, identify the structure on Lot 1 as to be retained.
3. On the corrected copy, remove Note 15.
4. On the corrected copy, add note: Access to Lot 2 shall be limited to the existing ingress/egress easement.
5. 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.



## **Metro Planning Commission Meeting of 06/26/2025**

### **RECOMMENDED ACTION**

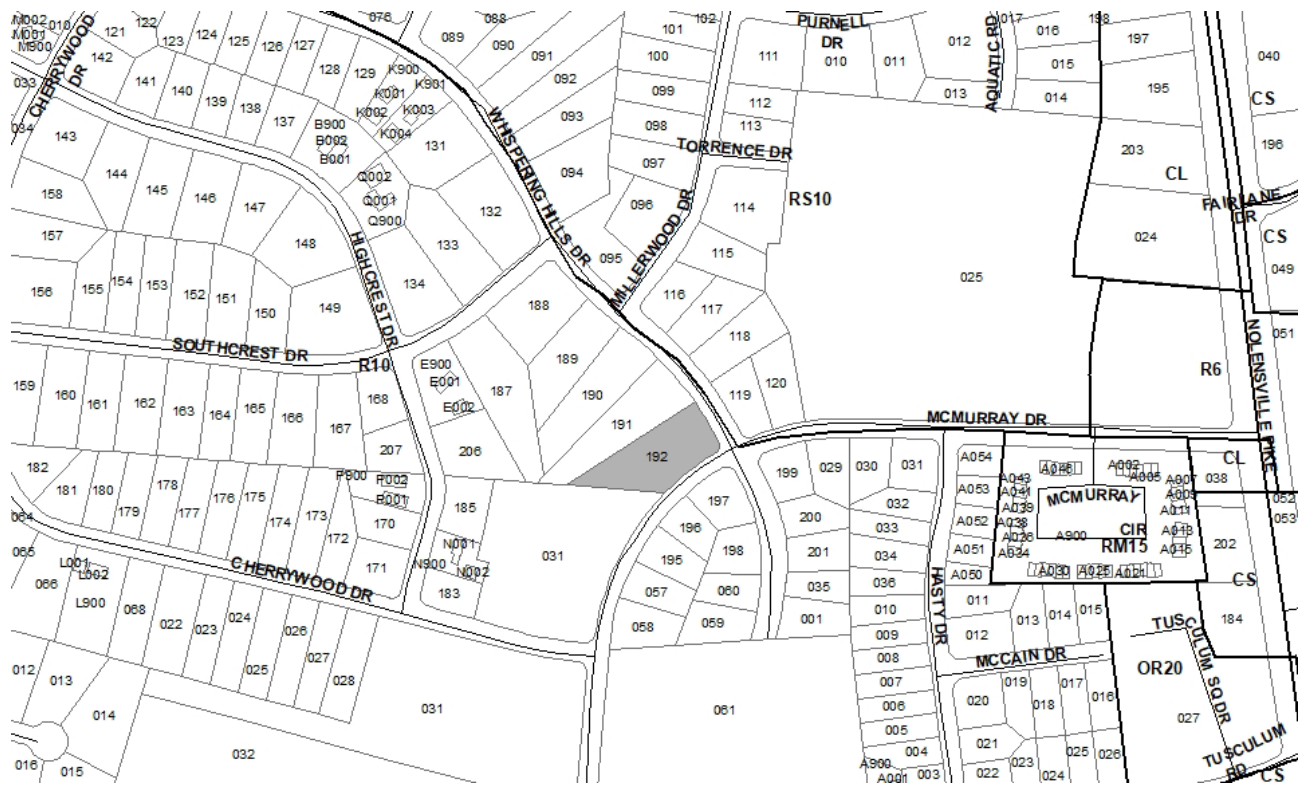
Motion to approve proposed subdivision Case No. 2025S-090-001 with conditions including an exception to 3-5.2.d.1 for lot frontage and 3-5.2.d.2 for lot area based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other 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 06/26/2025



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



## Metro Planning Commission Meeting of 06/26/2025

### Item #11

#### 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

*Approve with conditions, including exceptions to Section 3-5.2.*

---

### 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).

### SITE DATA AND CONTEXT

**Location:** The site consists of one property located at the northwest intersection of McMurray Drive and Whispering Hills Drive.

**Street Type:** The site has frontage on both McMurray Drive and Whispering Hills Drive. McMurray Drive and Whispering Hills Drive are classified as collector avenue by the Major and Collector Street Plan (MCSP).

**Approximate Acreage:** 0.98 acres or approximately 42,779 square feet.

**Parcel/Site History:** The site consists of one parcel. The subject property (454 McMurray Drive) was platted as one lot in 1955 in The Plan of Whispering Hills Section I Subdivision (Book 2331, Page 84).

**Zoning History:** The property has been zoned One and Two-Family Residential (R10) since 1998.

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

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

- North: Single Family Residential/R10
- South: Single Family Residential/R10
- East: Single Family Residential/R10
- West: Single Family Residential/R10







## **Metro Planning Commission Meeting of 06/26/2025**

**Subdivision Variances or Exceptions Requested:** An exception is required for the compatibility criteria for Lot 1 and Lot 2 as there are no parcels with which to compare.

### **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**

Lot 1 and Lot 2 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. Lot 1 and Lot 2 will be accessed by a shared access easement off McMurray Drive, a public street.

#### **3-5 Infill Subdivisions**

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



## Metro Planning Commission Meeting of 06/26/2025

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.***

- 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 a frontage width of 101.5 feet along McMurray Drive. Proposed Lot 1 is a corner lot and has frontage onto both McMurray Drive and Whispering Hills Drive; however, it will orient to McMurray Drive as Metro Codes typically considers the shorter property line to be the front.

The proposed Lot 2 has a frontage width of 82.44 feet along McMurray Drive. The proposed Lot 2 has frontage solely on McMurray Drive. The McMurray Drive block face at this location is formed by Whispering Hills Drive to the north and Cherrywood Drive to the south. The only adjacent parcel to the south is an institutional use, and is excluded from the compatibility analysis, therefore there are no surrounding parcels with which to compare along the block face.

Per Section 3-5.2, in cases where there are no surrounding parcels, 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.



## Metro Planning Commission Meeting of 06/26/2025

*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*

Proposed Lot 1 has an area of 21,192 square feet (0.49 acres), and the proposed Lot 2 has an area of 21,587 square feet (0.49 acres). The proposed lots do not have surrounding parcels with which to compare. As previously noted, Per Section 3-5.2, in cases where there are no surrounding parcels, 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 the proposed Lot 1 with frontage along McMurray Drive and Whispering Hills Drive, the contextual setback along Whispering Hills would be 94.2 feet per Code. This may deviate due to the possibility for two-family uses on the property which may result in a different setback being used. The application of the subdivision regulations would require a building setback line of approximately 107 feet on the plat. Staff has included a condition that the previous platted 100-foot setback on the original plat be retained with this plat. This will ensure that with new development the setback pattern in the area will remain.

For the proposed Lot 2, the existing structures on the parcel to the south, while that parcel was not considered in the compatibility for lot size and frontage as it has been developed with an institutional use, contains structures with a residential form and character. These structures are set back more than 100 feet from the street and applying this setback would make the proposed Lot 2 unbuildable. The existing structure is set back approximately 50 feet along McMurray Street which is consistent with the previously platted 50-foot setback. Staff proposes that the existing 50-foot building setback be maintained along this frontage. Additionally, this does not deviate substantially from the Codes required setback of 40 feet.

Any new development on the proposed lots will be required to meet the minimum building setback lines as shown on the plat.

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

Both proposed Lot 1 and Lot 2 are oriented to McMurray Drive. As Lot 1 is a corner lot it has frontage along both Whispering Hills Drive and McMurray drive, however the shorter lot frontage is along McMurray Drive and the orientation would default to



## Metro Planning Commission Meeting of 06/26/2025

McMurray Drive. The proposed orientation for both lots is consistent with surrounding parcels located along McMurray Drive.

- 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 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).*  
In this case, there are no surrounding parcels with which to compare based on the proposed lot layout. Where surrounding parcels do not exist, the Planning Commission may grant an exception to the compatibility criteria by considering a larger area to evaluate general compatibility. The following section discusses each of these exceptions.

### **Variances/Exceptions Analysis**

In cases where surrounding parcels do not exist, Section 3-5.2 of the Subdivision Regulations allows the Planning Commission to grant exceptions to compatibility requirements by considering a larger area to evaluate general compatibility. This request requires exceptions from Section 3-5.2 pertaining to lot frontage, lot size, and setbacks.

While this block has no surrounding parcels per the definition in the Subdivision Regulations, there are other parcels along McMurray Drive and Whispering Hills Drive that can be used in the consideration of a larger area to evaluate general compatibility.

#### Lot Frontage

The proposed Lot 1 frontage is approximately 101 feet while the proposed Lot 2 frontage is 82 feet. When evaluating a larger area to analyze lot frontage, staff considered additional parcels along Whispering Hills Drive and McMurray Drive to the north, south and east. Within the larger area, lot frontages range from 71 to 174 feet, including several parcels with frontages around 80 feet in width. Therefore, the requested lot frontage widths for Lot 1 and Lot 2 are similar to nearby parcels in the larger area.

#### Lot Size

The proposed Lot 1 has an area of 21,192 square feet (0.49 acres) and the proposed Lot 2 has an area of 21,587 square feet (0.49 acres). When evaluating a larger area to analyze the proposed lot size, staff considered the same parcels as mentioned in the analysis for lot frontage above. In reviewing the larger area, lot sizes vary from block to block but most fall within the range of 13,000



## Metro Planning Commission Meeting of 06/26/2025

to 42,000 square feet. Neighboring properties along the opposite block face of McMurray Drive have lot sizes between 13,000 and 19,000 square feet. Widening the scope of the analysis to consider additional surrounding parcels indicates that the proposed Lots 1 and 2 have a lot size that is in the middle of the range of lot sizes for the larger area and are not uncharacteristic of the area as a whole.

### Street Setbacks

The plat includes setbacks along both the Whispering Hills Drive and McMurray Drive street frontages. Along Whispering Hills Drive the previously platted setback is shown to be retained at 100 feet to maintain consistency with the pattern along Whispering Hills Drive. Along McMurray Drive the previously platted setback of 50 feet is also shown to remain.

### Lot Orientation

Both Lot 1 and Lot 2 are oriented to McMurray Drive. Staff analyzed the proposed lot orientation along McMurray Drive between Whispering Hills Drive and Cherrywood Drive and found that the proposed lot orientation is in keeping with surrounding parcels.

Staff finds that the proposed lot layout has appropriate lot frontage, lot size, setbacks, and orientation to provide for harmonious development. Given this information, staff finds the proposed lots 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.



## **Metro Planning Commission Meeting of 06/26/2025**

### **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 McMurray Drive and Whispering Hills Drive are classified by the MCSP as collector avenues which have a total right-of-way width of 51 feet. The plat proposes to dedicate 0.5' of right-of-way to meet the standard half right-of-way of 25.5' per the MCSP along both streets.

### **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 with conditions.

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

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

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

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



## **Metro Planning Commission Meeting of 06/26/2025**

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

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

### **POLICY CONSIDERATIONS**

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

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to the entirety of this property is T3 NM (Suburban Neighborhood Maintenance). The goal of the T3 NM Policy is to maintain suburban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. The policy states that these areas 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.

### **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.)



## **Metro Planning Commission Meeting of 06/26/2025**

### **WATER SERVICES RECOMMENDATION**

**Approve**

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions, including exceptions to Section 3-5.2.

### **CONDITIONS**

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. On the corrected copy, update the setback label to remove the reference to the previously recorded plat. The label shall be 100' MBSL along Whispering Hills Drive and 50' MBSL along McMurray Drive.
3. On the corrected copy, remove Note #14 and replace with "Access to both lots is limited to the shared access easement as shown." Provide a callout for the easement on the face of the plat that says, "See Note #14."
4. On the corrected copy, update the zoning note #4 to include the Airport Impact Overlay.
5. On the corrected copy, extend the shared access easement to the building setback line.
6. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

### **RECOMMENDED ACTION**

Motion to approve proposed subdivision Case No. 2025S-097-001 with conditions including exceptions to Section 3-5.2 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 the staff recommended conditions.

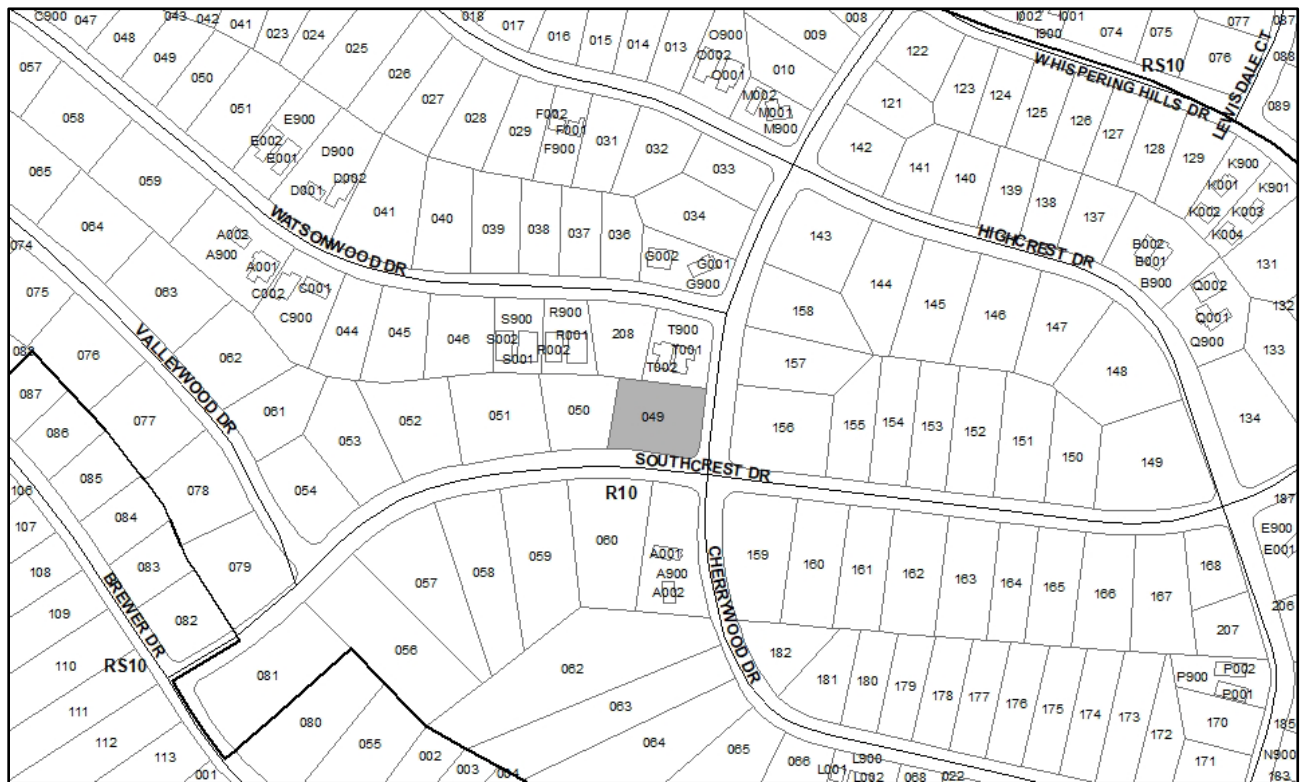




**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 06/26/2025



**2025S-100-001**

**5025 CHERRYWOOD DRIVE**

Map 147-15, Parcel(s) 049

12, Southeast

27 (Robert Nash)



## Metro Planning Commission Meeting of 06/26/2025

**Item #12****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.

**Deferrals**

This request was deferred at the June 12, 2025, Planning Commission meeting. No public hearing was held.

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

Commeey

*Defer to the August 14, 2025, Planning Commission meeting.*

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

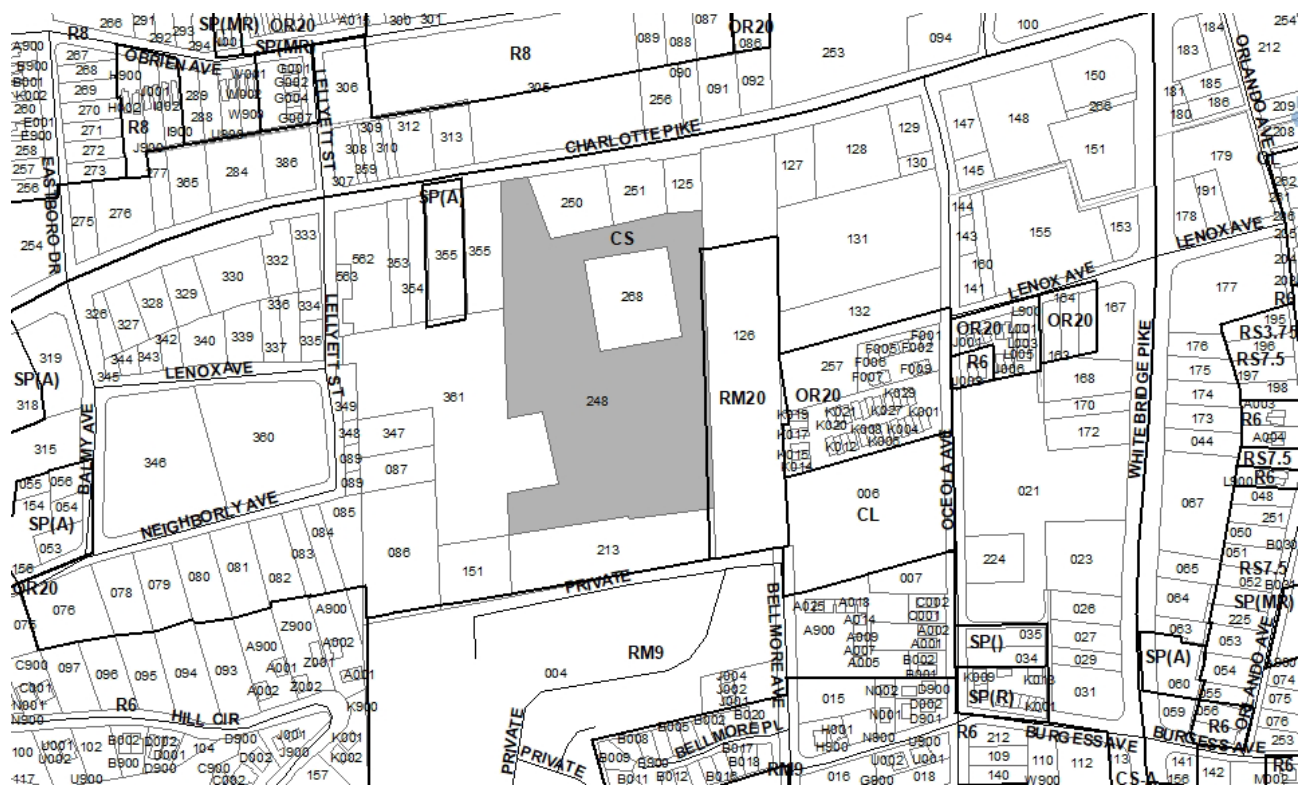
A request for final plat approval to create two lots on property located at 5025 Cherrywood Drive, at the northwest corner of Cherrywood Drive and Southcrest Drive, zoned One and Two-family Residential (R10) (0.68 acres),

**STAFF RECOMMENDATION**

Staff recommends deferral to the August 14, 2025, Planning Commission meeting.



## Metro Planning Commission Meeting of 06/26/2025



### 151-78P-001

#### HILLCREST SHOPPING CENTER (AMENDMENT)

Map 091-14, Parcel(s) 248

07, West Nashville

20 (Rollin Horton)



## Metro Planning Commission Meeting of 06/26/2025

### Item #13

#### 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.

#### Deferrals

This item was deferred at the June 12, 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

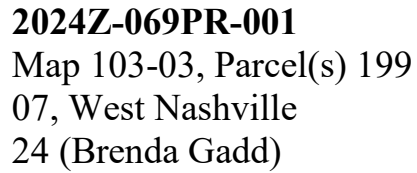
#### Amend a portion of a Planned Unit Development.

#### PUD Amendment

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

### STAFF RECOMMENDATION

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





## Metro Planning Commission Meeting of 06/26/2025

### Item #14

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, May 22, 2025, and June 12, 2025, Planning Commission meetings. A public hearing was held and closed on August 22, 2024.

Staff Reviewer

Konigstein

Staff Recommendation

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

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### APPLICANT REQUEST

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

#### Zone Change

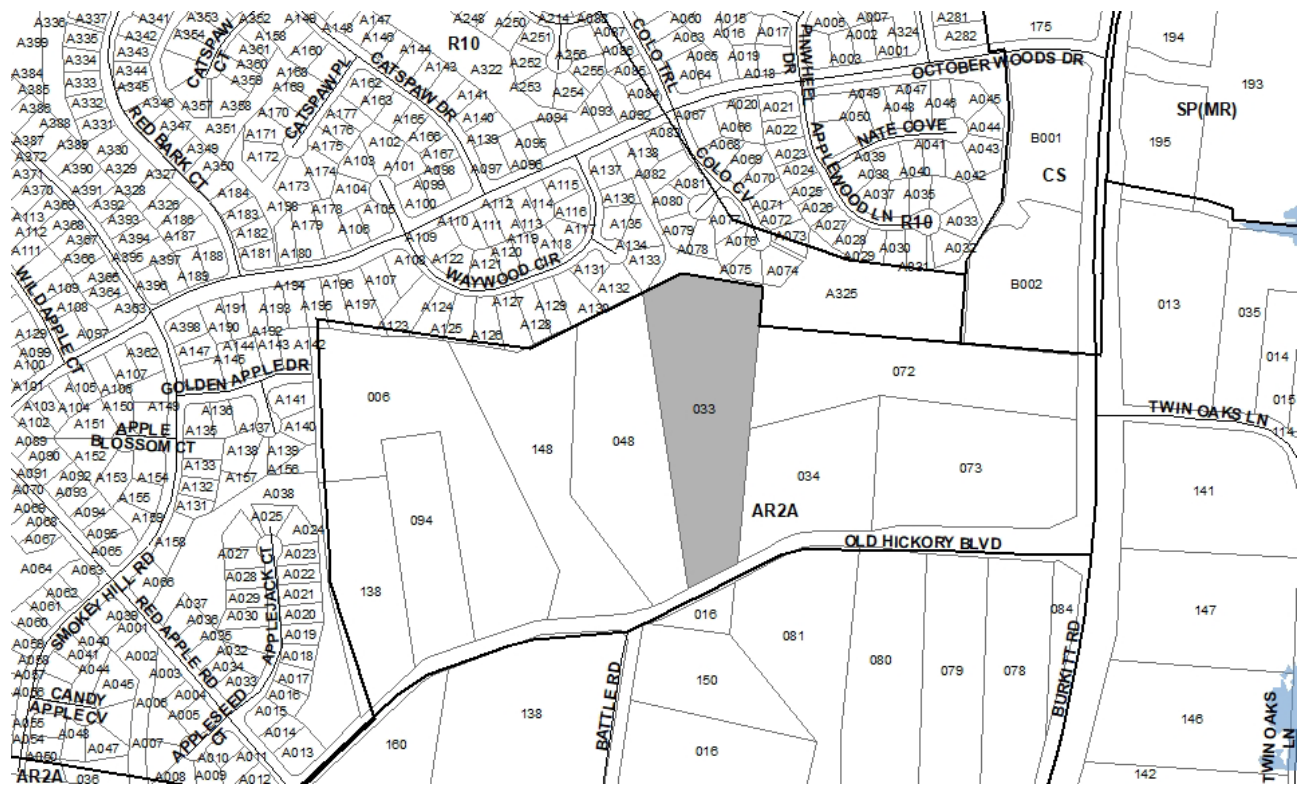
A request to rezone from Single-Family Residential (RS7.5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 5011 Wyoming Avenue, at the southeast corner of 51st Avenue North and Wyoming Avenue (0.19 acres).

### STAFF RECOMMENDATION

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



## Metro Planning Commission Meeting of 06/26/2025



**2025Z-016PR-001**

Map 183, Parcel(s) 033

12, Southeast

33 (Antoinette Lee)





## Metro Planning Commission Meeting of 06/26/2025

### Item #15

Council District

School District

Requested by

### Zone Change 2025Z-016PR-001

33 – Lee

06 – Mayes

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

### Deferrals

This item was deferred at the February 27, 2025, March 27, 2025, April 10, 2025, May 8, 2025, and May 22, 2025, Planning Commission meetings. A public hearing was held and closed at the February 27, 2025, Planning Commission meeting.

Staff Reviewer

Staff Recommendation

Konigstein

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

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### APPLICANT REQUEST

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

#### Zone Change

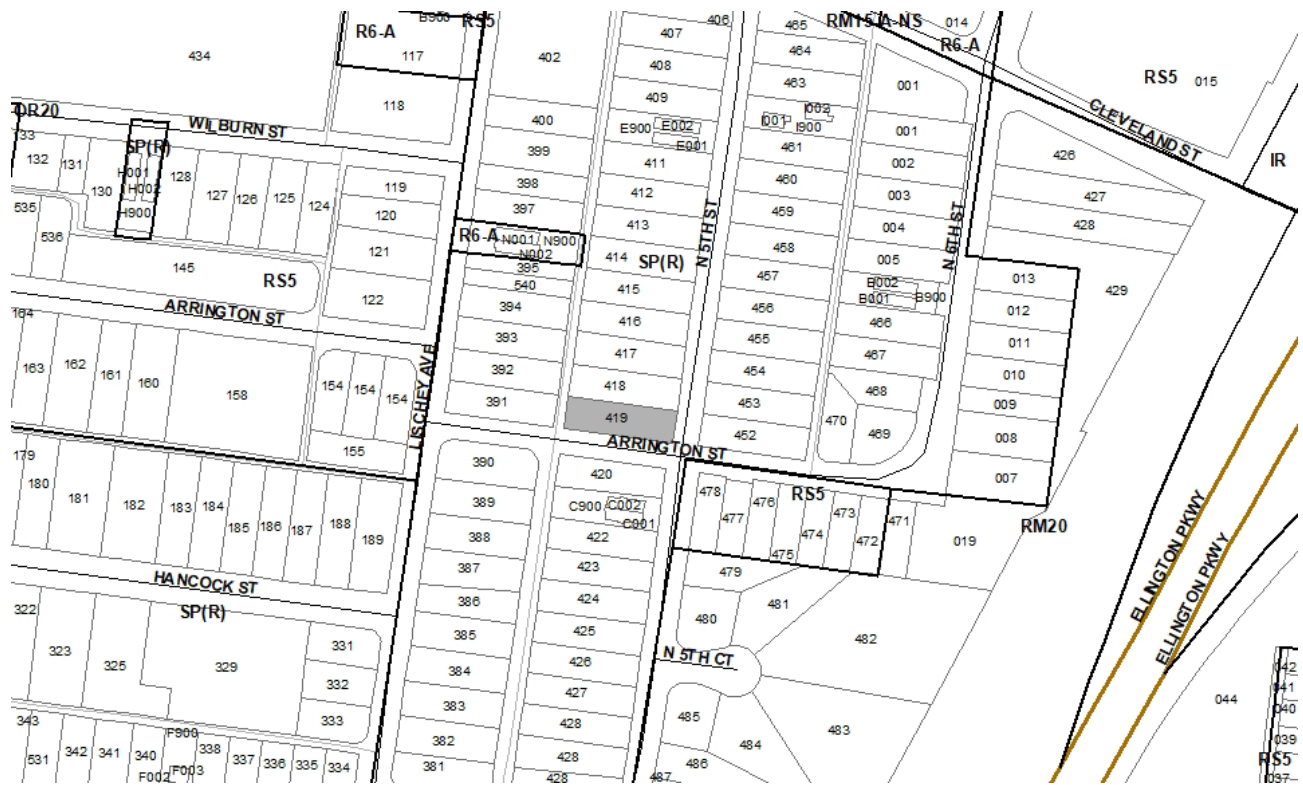
A request to rezone from Agricultural/Residential (AR2A) to Multi-Family Residential - No Short-Term Rental (RM9-NS) zoning for property located at 13302 Old Hickory Boulevard, approximately 1,014 feet west of Twin Oaks Lane (6.3 acres).

### STAFF RECOMMENDATION

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



## Metro Planning Commission Meeting of 06/26/2025



**2025Z-020PR-001**

Map 082-07, Parcel(s) 419

05, East Nashville

05 (Sean Parker)



## Metro Planning Commission Meeting of 06/26/2025

### Item #16

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, May 22, 2025, and June 12, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Staff Recommendation

Shane

*Withdraw.*

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### APPLICANT REQUEST

**Zone change from SP to R6-A.**

#### Zone Change

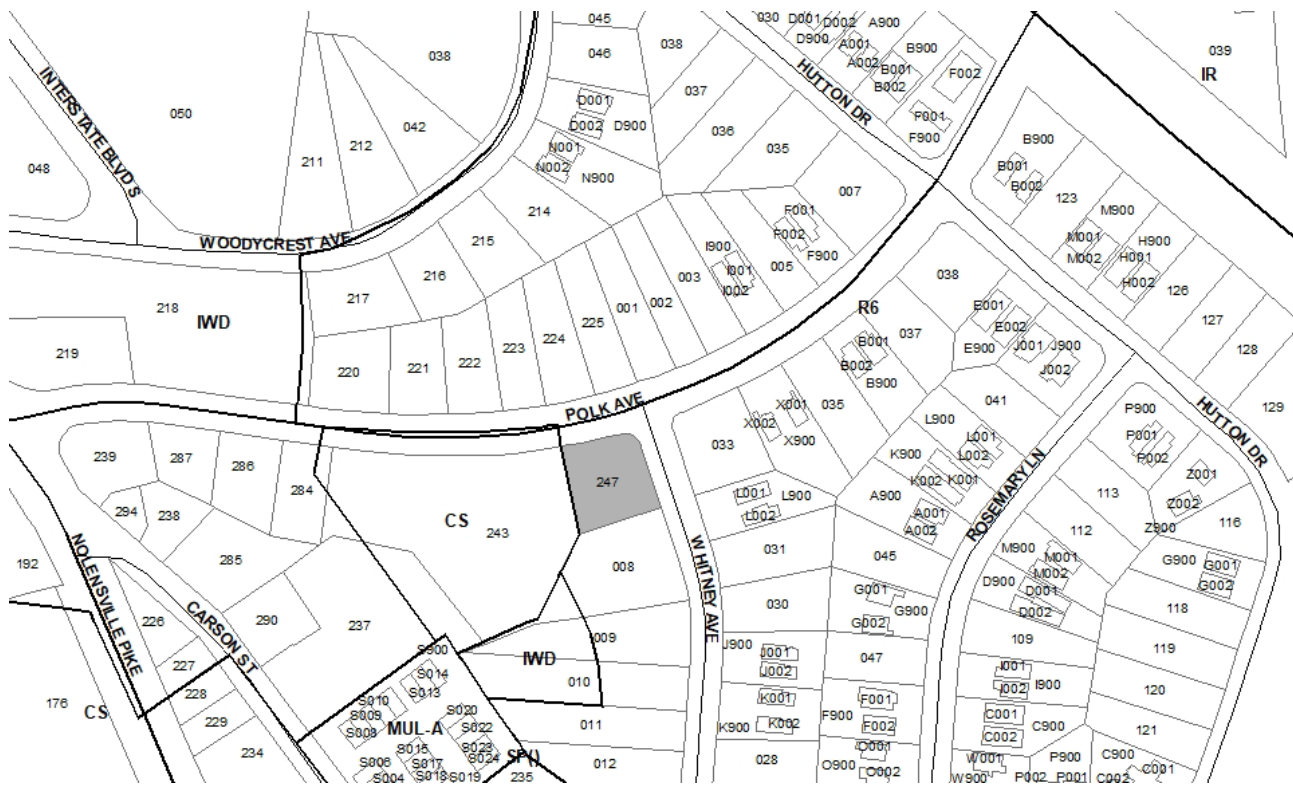
A request to rezone from Specific Plan (SP) to One- and Two-Family Residential-Alternative (R6-A) zoning for property located at 800 North 5th Street, at the northwest corner of Arrington Street and North 5th Street (0.19 acres).

### STAFF RECOMMENDATION

Staff recommends withdrawal.



## Metro Planning Commission Meeting of 06/26/2025



**2025Z-050PR-001**

Map 105-16, Parcel(s) 247

11, South Nashville

16 (Ginny Welsch)



## Metro Planning Commission Meeting of 06/26/2025

### Item #17

Council District

School District

Requested by

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

16 – Welsch

05 – Fayne

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

### Deferrals

This item was deferred at the June 12, 2025, Planning Commission meeting. No public hearing was held.

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**

Multi-Family 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.



## Metro Planning Commission Meeting of 06/26/2025

### 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 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 (MCSP).

RM20-A-NS on the subject site could permit a maximum of nine units. When considering higher intensity uses within T4 NM areas, the policy is supportive of locations that can provide 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, driveways, garages, and will include a minimum raised foundation requirement. The -NS designation will prohibit owner occupied and not-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



## Metro Planning Commission Meeting of 06/26/2025

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 SCHOOL BOARD REPORT

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

**Projected student generation proposed RM20-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 as 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.



**NO SKETCH**





## Metro Planning Commission Meeting of 06/26/2025

### Item #18

#### Project Name

Council Bill No.

Council District

School District

Requested by

### Text Amendment 2025Z-004TX-001

#### Bar or Nightclub Parking Requirement

BL2025-837

Countywide

Countywide

Councilmember Jordan Huffman

Staff Reviewer

Shane

#### Deferral/ MPC Rules and Procedures

This item will need to be deferred to the July 24, 2025, Planning Commission meeting per the MPC Rules and Procedures following a public hearing.

Staff Recommendation

*Approve.*

---

### APPLICANT REQUEST

**Amends the Zoning Code to remove the minimum parking requirements for the “Bar or nightclub” land use.**

### PROPOSED AMENDMENT TO TITLE 17

The bill, as filed, would amend Section 17.20.030 of the Metropolitan Code of Laws by removing the minimum parking requirements for the “Bar or nightclub” land use.

Currently, the Zoning Code has a requirement outside of the Urban Zoning Overlay (UZO) of one parking space for every 75 square feet of floor area for bars and nightclubs. Inside the UZO there is not a minimum parking requirement.

### ANALYSIS

Staff generally supports lowering parking requirements for uses throughout the city to encourage more efficient use of land and to encourage use of alternative modes of transportation. While the UZO already has no minimum parking requirements, staff supports looking at uses outside of the UZO where minimum parking requirements can be lowered or eliminated.

Staff researched other zoning codes and found that the parking requirements for bars and nightclubs varied widely especially in suburban areas as compared to urban areas.

Staff recommends approval of the proposed change, as it could encourage the use of alternative transportation options, which would be beneficial from a public safety standpoint by discouraging driving while intoxicated. It also promotes better, more efficient land use by decreasing the amount of impervious surface and encouraging a more walkable building form with less parking.



## **Metro Planning Commission Meeting of 06/26/2025**

The elimination of the parking requirement in the Zoning Code does not mean that parking will not be provided in all cases. As seen in the DTC, where there are not any on-site parking requirements, parking is still typically provided on-site with new developments.

### **FISCAL IMPACT RECOMMENDATION**

There is no fiscal impact identified with this rezoning.

### **COUNCIL**

The proposed amendment passed First reading at the May 20, 2025, Council meeting. The Council deferred Second reading and public hearing to the August 5, 2025, meeting.

### **MPC RULES AND PROCEDURES/TEXT AMENDMENT REVIEW PROCESS**

The Planning Commission adopted amended Rules and Procedures (Section VIII. D) on October 24, 2024, requiring zoning text amendments to go through a two-step process at the Planning Commission to allow a public hearing at the first meeting where it is considered, then a deferral of two regularly scheduled meetings (four weeks), and then final consideration at a second meeting.

The Planning Commission public hearing is scheduled for June 26, 2025. This item will then need to be deferred to the July 24, 2025, Planning Commission meeting for consideration.

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### **STAFF RECOMMENDATION**

*Approve*

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## Metro Planning Commission Meeting of 06/26/2025

### ORDINANCE NO. BL2025-837

An ordinance amending Section 17.20.030 of the Metropolitan Code of Laws to eliminate the minimum parking requirement for the “Bar or nightclub” use (Proposal No. 2025Z-004TX-001).

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

Section 1. That Table 17.20.030, Parking Requirements, in Section 17.20.030 of the Metropolitan Code is hereby amended as shown in Exhibit A.

Section 2. The Metropolitan Clerk is directed to publish a notice announcing such change in a newspaper of general circulation within five days following final passage.

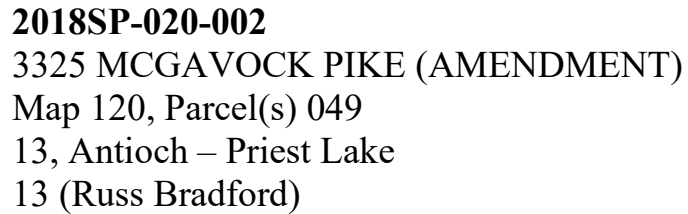
Section 3. This Ordinance shall take effect upon publication of above said notice announcing such change in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

INTRODUCED BY:

\_\_\_\_\_  
Jordan Huffman  
Member of Council

Exhibit A:

TABLE 17.20.030: PARKING REQUIREMENTS	
Land Use	Minimum Parking Spaces Outside the UZO UZO District: See Section 17.20.040.G (exemptions are optional for calculating maximums. If not utilizing the exemptions, the standards are applied to the entire square footage of the use)
<b>Commercial Uses</b>	
Bar or nightclub	<del>1 space per 75 square feet</del> <u>None</u>
	<u>UZO District: 1 space per 75 square feet</u>





## Metro Planning Commission Meeting of 06/26/2025

**Item #19****Project Name****Council District****School District****Requested by****Specific Plan 2018SP-020-002****3325 McGavock Pike (Amendment)**

13 – Bradford

07 – Player

Fulmer Lucas Engineering, applicant; Hessel Properties, GP, owner.

**Staff Reviewer**

Shane

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

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**APPLICANT REQUEST****Amend a Specific Plan.**SP Amendment

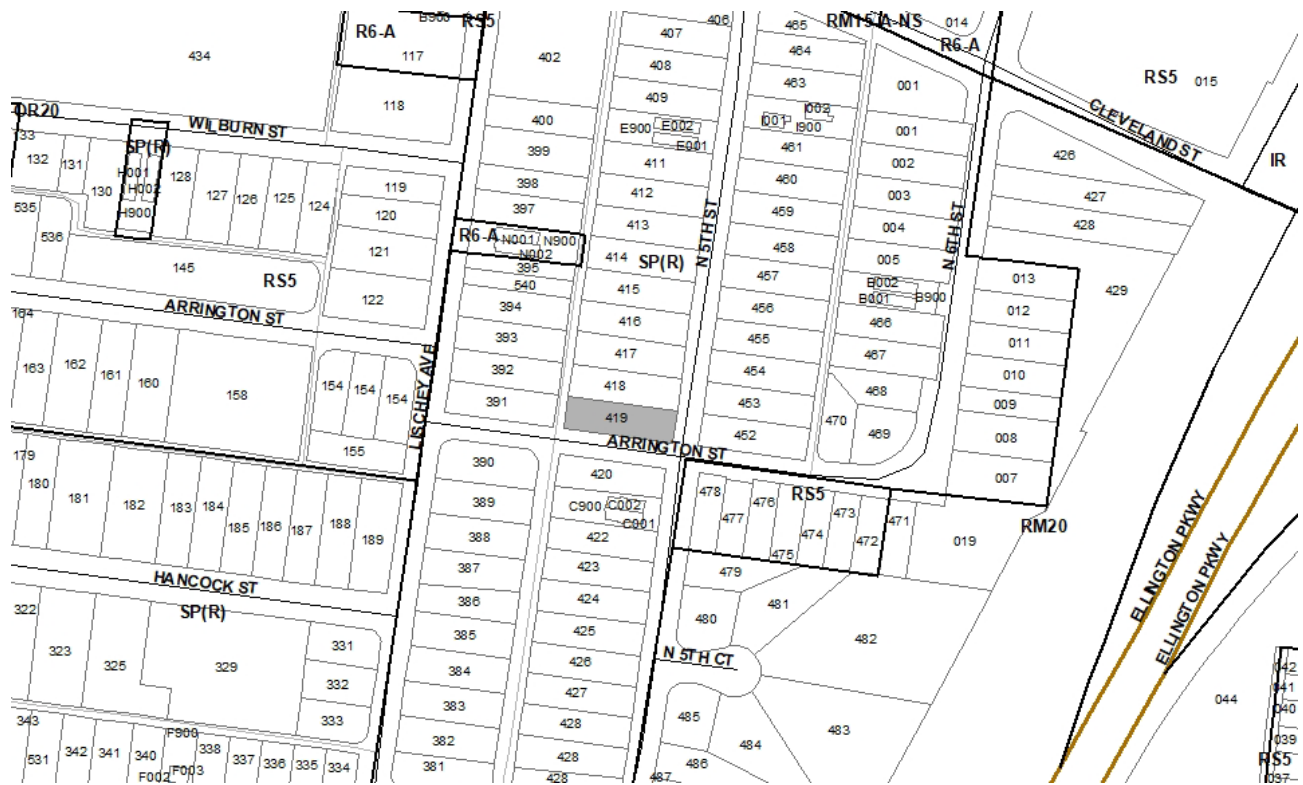
A request to amend a Specific Plan (SP) on property located at 3325 McGavock Pike, approximately 550 feet southwest of Murfreesboro Pike (6.01 acres), to permit 71 multi-family residential units.

**STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 06/26/2025



**2025SP-032-001**

**ARRINGTON CORNER SP**

Map 082-07, Parcel(s) 419

05, East Nashville

05 (Sean Parker)



## Metro Planning Commission Meeting of 06/26/2025

**Item #20****Project Name****Council District****School District****Requested by****Specific Plan 2025SP-032-001****Arrington Corner SP**

05 – Parker

01 – Taylor

Pamela A. Scott, applicant and owner.

**Staff Reviewer**

Shane

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

---

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

A request to rezone from Specific Plan (SP) to Specific Plan (SP) zoning for property located at 800 North 5th Street, at the northwest corner of Arrington Street and North 5th Street (0.19 Acres), to permit three multi-family residential units.

**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 permits single-family residential uses in addition to detached accessory dwelling 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.*

**SITE CONTEXT AND PLAN DETAILS**

The application consists of one parcel (Map 082-07, Parcel 419) totaling 0.19 acres located at the corner of Arrington Street and North 5<sup>th</sup> Street. Surrounding properties consist of single- and two-family uses zoned Specific Plan (SP), Single-Family Residential (RS5), or One- and Two-Family Residential (R6-A) and within the T4 Urban Neighborhood Maintenance (T4 NM) policy area. The current SP zoning (Case No. 2014SP-076-001), which covers a larger area and was approved before the advent of the Detached Accessory Dwelling Unit (DADU) overlay, permits detached accessory dwelling units subject to certain bulk regulations and design constraints. The subject property currently contains a single-family residence.







## Metro Planning Commission Meeting of 06/26/2025

guest spots. The private drive is shown as permeable to aid in stormwater infiltration, with space for stormwater features also shown in open space along North 5<sup>th</sup> Street.

### **EAST NASHVILLE COMMUNITY PLAN**

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

### **ANALYSIS**

The property is within the T4 Urban Neighborhood Maintenance (T4 NM) policy area. T4 NM policy is intended to maintain urban neighborhoods as characterized by their moderate- to high-density residential development pattern, building form/types, setbacks, and building rhythm along the street. T4 NM areas will experience some changes over time, primarily when buildings are expanded or replaced. The existing neighborhood context displays a range of built forms, with modest one- and one-and-a-half-story mid-century homes, historic early twentieth century homes, and newer, taller homes built closer together to maximize access to the public ROW. The site is served by public transit, being only a few blocks from WeGo's Meridian (No. 28) route.

Though the current zoning designation allows a detached accessory dwelling unit (DADU), the size of the allowed unit is limited to 750 square feet. Additionally, the unit's ownership would be tied to the owners of the larger unit. Multifamily uses here rather than one unit and a DADU per the current zoning makes sense because of the site's location at a corner and its access to a functioning alley. Further, the site is in an urban neighborhood well-served by a connected street grid, transit, and nearby commercial services along Arrington Street and Meridian Street. The neighborhood features several housing types, most with shallow setbacks, and so the potential for greater intensity at this intersection does not disrupt this existing context. Three smaller units limited to 2.5 stories in height (per staff's condition below), will support a diversity of housing types which is not possible under the current zoning. The SP also restricts vehicular access to the alley and dedicates ROW along this frontage while orienting units towards public streets, thus increasing pedestrian orientation and safety. For these reasons, staff 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 will be addressed during the construction permitting process. Site plans or construction may require changes to meet adopted fire and building codes.
- Revised plans reviewed 5/21/25. Overhead utility lines along North 5th and Arrington frontage may limit building height to 30 feet unless aerial fire apparatus access requirements are met.



## **Metro Planning Commission Meeting of 06/26/2025**

### **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 SERVICES RECOMMENDATION**

#### **Approve with conditions**

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

### **NASHVILLE DOT ROADS RECOMMENDATION**

#### **Approve with conditions**

- Final 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](mailto: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.
- Additional approval conditions:
  - Alley site access only permitted and call out any existing curb cuts off Arrington and/or North 5th to be closed.
  - Any existing sidewalks along frontages shall be brought into ADA compliance.
  - Alley improvements shall consist of ROW dedication and alley paving per ST-263.

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

#### **Approve with conditions**

- Remove the existing curb cut on Arrington Street that is close to the alley. Replace with typical sidewalk and curb.
- See NDOT roads comments.



## Metro Planning Commission Meeting of 06/26/2025

### 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)	0.19	-	1 U	15	5	1

### 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)	0.19	-	3 U	15	1	2

### Traffic changes between maximum: SP and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+2	+0	-4	+1

## METRO SCHOOL BOARD REPORT

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

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

The proposed SP-R zoning is expected to generate no more students than the existing SP-R zoning. Students would attend Ida B. Wells Elementary School, Jere Baxter Middle School, and Maplewood High School. Ida B. Wells Elementary School is identified as being exceedingly undercapacity while Jere Baxter Middle School and Maplewood High School were identified as being at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization Report provided by Metro Schools.

## STAFF RECOMMENDATION

Staff recommends approval with conditions and disapprove without all conditions.

## CONDITIONS

1. Permitted uses shall be limited to three multi-family residential units. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited.
2. Heights shall be limited to 2.5 stories in 35 feet. Add a note to the corrected copy indicating this.
3. On the corrected copy, add a note: "One-half story means a partial story under a gable, hip, or gambrel roof, the wall plates of which, on at least two exterior walls, are not more than four feet above the floor of such story. A dormer shall not occupy more than fifty percent of the roof area."
4. On the corrected copy, change the fallback zoning to RM15.
5. No master permit/HPR shall be recorded prior to final SP approval.



## Metro Planning Commission Meeting of 06/26/2025

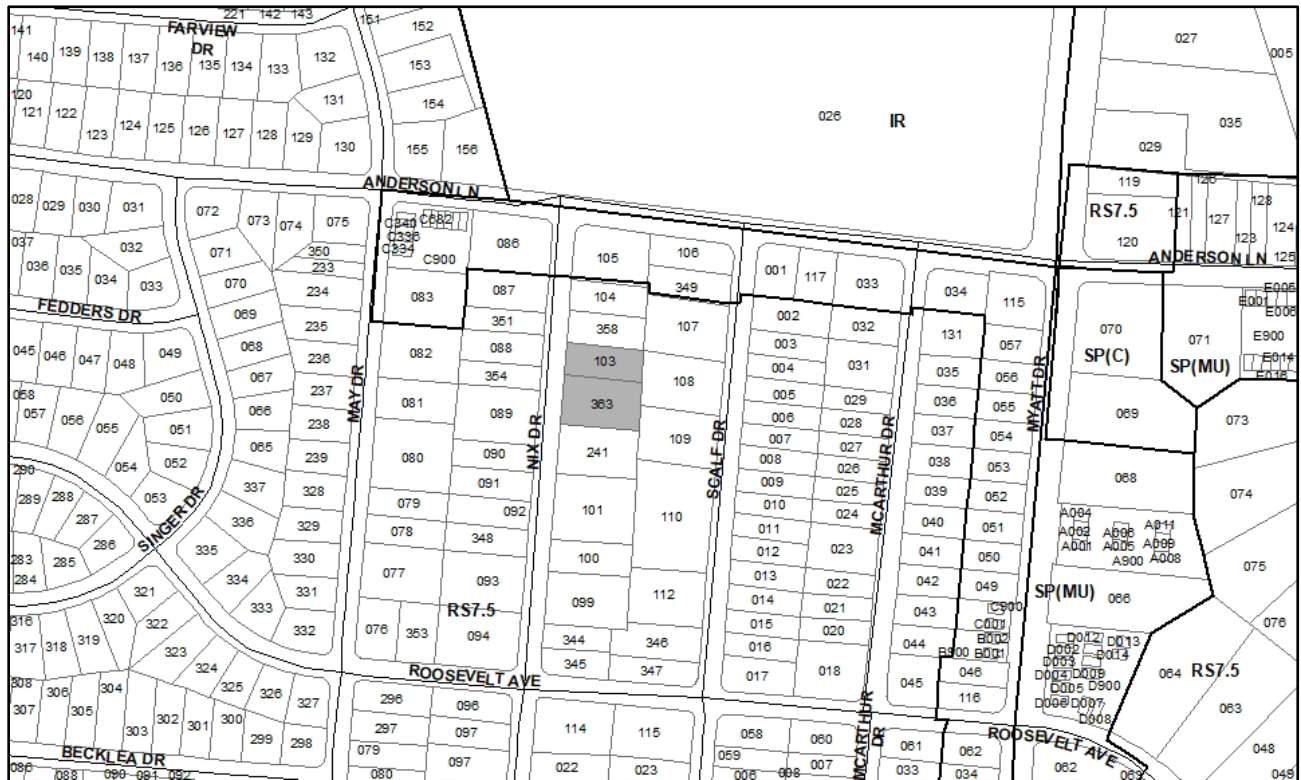
6. Final plat may be required prior to permitting.
7. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
8. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
9. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
11. Comply with all conditions and requirements of Metro reviewing agencies.
12. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
13. The final site plan shall depict any required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within any required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of any required sidewalk. Vertical obstructions are only permitted within any required grass strip or frontage zone.
14. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
15. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 06/26/2025



**2025S-084-001**

312 NIX DRIVE

Map 043-06, Parcel(s) 103, 363

04, Madison

09 (Tonya Hancock)



## Metro Planning Commission Meeting of 06/26/2025

**Item #21****Final Plat 2025S-084-001****Project Name****312 Nix Drive****Council District**

09 – Hancock

**School District**

03 – Young

**Requested by**

Crowland Survey; William Bradley, owner.

**Staff Reviewer**

Commey

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

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

A request for final plat approval to shift lot lines and create one lot on properties located at 312 Nix Drive and Nix Drive (unnumbered), approximately 263 feet south of Anderson Lane, zoned Single Family Residential (RS7.5) (0.69 acres).

**SITE DATA AND CONTEXT**

**Location:** The site consists of two properties located along the east side of Nix Drive.

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

**Approximate Acreage:** 0.69 acres or approximately 30,223 square feet.

**Parcel/Site History:** The site consists of two parcels. Parcel 103 (312 Nix Drive), the northern parcel in the request, was originally platted as part of Lot 14 on the Plan of Anderson Estates in 1954 (Book 1130, Page 37). It was re-platted into its current configuration as Lot 1 in 2019 with the Resubdivision of Part of Lot No. 14 on the Plan of the Anderson Tract (20190820-0083370.). The property at Nix Drive (unnumbered) was also platted as a part of Lot 14 with the original plat referenced above. It was platted in 2019 as Lot 2 on the plat referenced above.

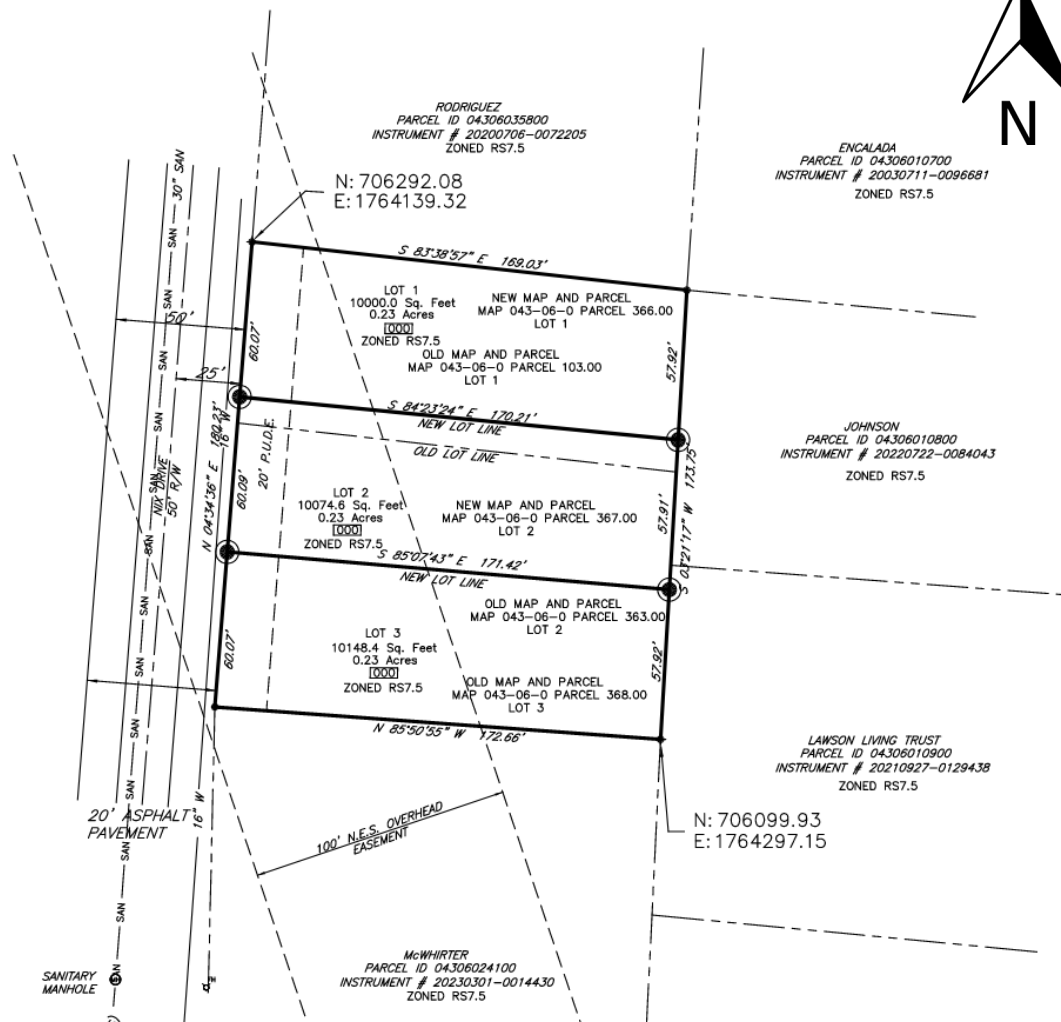
**Zoning History:** Both properties have been zoned RS7.5 since 1998. Prior to 1998, the properties were zoned One and Two family Residential (R8).

**Existing Land Use:** The subject properties are vacant.

**Surrounding Land Use and Zoning:**

- North: Single Family Residential/RS7.5
- South: Single Family Residential/ RS7.5
- East: Single Family Residential/ RS7.5
- West: Single Family Residential/ RS7.5

## Metro Planning Commission Meeting of 06/26/2025



## Proposed Final Plat

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

Min. lot size: 7,500 square feet

Max. building coverage: 0.45

Min. rear setback: 20'

Min. side setback: 5'

Max. height: 3 stories

Min. street setback: per Zoning Code

## PROPOSAL DETAILS

**Number of lots: 3**

**Lot sizes:** Proposed Lot 1 has a lot size of approximately 0.23 acres or 10,000 square feet, proposed Lot 2 has a lot size of approximately 0.23 acres, or 10,074 square feet and proposed Lot 3 has a lot size of approximately 0.23 acres or 10,148 square feet

**Access:** The proposed lots will be accessed from Nix Drive.





## Metro Planning Commission Meeting of 06/26/2025

**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 Urban Neighborhood Maintenance (T4 NM) policy. For T4 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 7,500 square foot minimum lot size of the RS7.5 zoning district. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of RS7.5 zoning at the time of building permit. The proposed lots are currently accessed by Nix Drive and future access will also be from Nix Drive

#### 3-5 Infill Subdivisions

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



## Metro Planning Commission Meeting of 06/26/2025

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.***

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

Complies. The proposed lots meet the minimum standards of the zoning code.

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

Complies. 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 T4 NM policy that applies to the site does not specifically identify an appropriate density; however, the policy supports the underlying RS7.5 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 lots have frontage on Nix Drive. The proposed lots have a frontage width of approximately 60 feet. The required frontage per compatibility standards based on the surrounding parcels along Nix Drive is 62.75 feet. The proposed lots do not meet the minimum frontage requirement.

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 10,000 square feet, Lot 2 has a proposed area of 10,074 square feet, and Lot 3 has a proposed area of 10,148 square feet. The required lot size per compatibility standards based on the surrounding parcels is 10,836 square feet. The proposed lots do not meet this standard.



## Metro Planning Commission Meeting of 06/26/2025

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 the structures will be required to meet the zoning setback standards per the Metro Zoning Code.

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

The proposed Lots are oriented to Nix Drive which is in keeping with the lot orientation of surrounding parcels.

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

All agencies have recommended approval or approval with conditions.

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

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

### **Variations/Exceptions Analysis**

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

#### Lot Frontage

The compatibility analysis conducted used two parcels to the north of the properties and five parcels to the south. Four of the seven parcels used in the compatibility analysis have frontages ranging from 54 to 70 feet. Three of the parcels have frontages greater than 100 feet which increases the average lot frontage to be much larger than the majority of parcels along Nix Drive. If the parcel with the greatest frontage (Map 043-06, Parcel 101) was removed from the compatibility analysis,



## Metro Planning Commission Meeting of 06/26/2025

the required frontage would be approximately 56 feet, which the proposed lots would meet. Several of the properties on the west side of Nix Drive have frontages ranging from 50 feet to 70 feet. There is a pattern of lots along both sides of Nix Drive with lot frontages that are between 50 feet and 70 feet. The proposed lot frontage of 60 feet is reflective of the broader area along Nix Drive.

### Lot Size

The compatibility analysis conducted considered the same parcels as mentioned in the analysis for lot frontage above. Four of the seven parcels used in the compatibility analysis have sizes ranging from 7,775 square feet to 12,516 square feet. Three of the parcels have sizes greater than 18,000 square feet which increases the average lot size to be much larger than the majority of parcels along Nix Drive. There is a pattern of lots along both sides of Nix Drive with lot sizes that are between 7,775 square feet and 12,516 feet, The proposed lot sizes of approximately 10,000 square feet is reflective of the larger area.

Staff finds that the proposed lots have proposed lot frontages and lot sizes comparable to parcels in the larger area and that the proposed subdivision can provide for harmonious development. Given this information, staff finds the proposed Lots 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.



## **Metro Planning Commission Meeting of 06/26/2025**

### **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**

Nix Drive is classified as a local road. The plat does not propose to dedicate any right-of-way as the standard 50 foot right of way for a local street is already being 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**

Madison Suburban Utility District has provided a water availability letter.

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

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

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

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

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

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

## **POLICY CONSIDERATIONS**

A recent appeals court decision (Hudson et al v. Metro) upheld a lower court decision which outlined that the Planning Commission has the authority to determine whether the plat complies with the adopted General Plan (NashvilleNext). Per the Court, the Planning Commission may not



## **Metro Planning Commission Meeting of 06/26/2025**

evaluate each concept plan to determine whether it is harmonious generally but may consider policy. Policy information is provided below for consideration.

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to the entirety of this property is T4 NM (Urban Neighborhood Maintenance). The goal of the T4 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 T4 NM policy include single-family residential, one and two-family residential, open space, and institutional uses.

According to the T4 NM policy, density is secondary to the form of development; however, these areas are meant to be low- to moderate-density. Since T4 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 to be in keeping with the maintenance policy goals, it maintains the residential land use, meets the minimum standards of the zoning district, and has frontage along an existing local street and is, therefore, consistent with T4 NM policy.

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

#### **FIRE MARSHAL RECOMMENDATION**

##### **Approve with Conditions**

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

#### **STORMWATER RECOMMENDATION**

##### **Approve**

#### **NASHVILLE DOT RECOMMENDATION**

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

- Changed from concept plan to final plat. NDOT does not have an issue with proposed plat.

#### **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 06/26/2025**

### **WATER SERVICES RECOMMENDATION**

#### **Approve**

- Attached is a copy of the above-referenced subdivision (uploaded by planning on May 7, 2025) on which we recommend approval. A minimum of 30% of Sewer capacity fees must be paid before issuance of building permits. Water provided by MSUD.

### **STAFF RECOMMENDATION**

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

### **CONDITIONS**

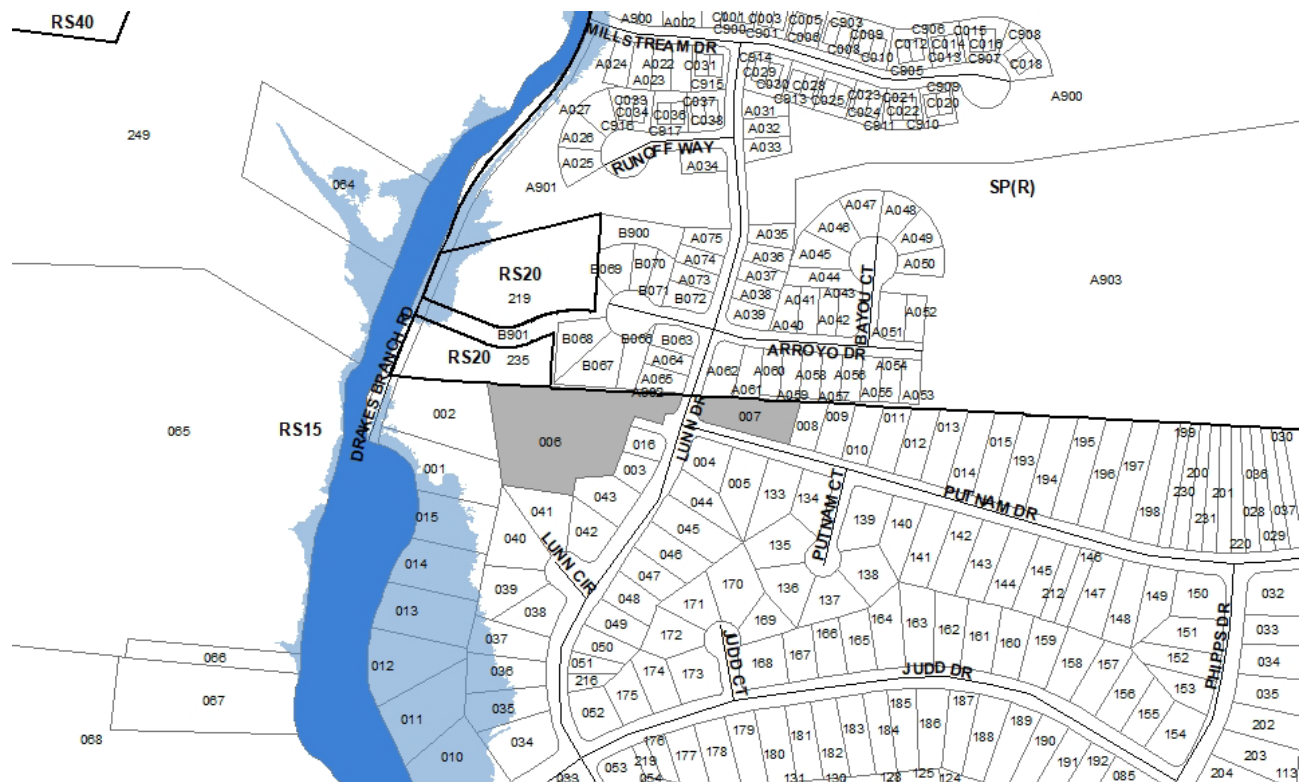
1. On the corrected plat, provide lot size table for lots and total acreage and square footage included on the plat.
2. On the corrected copy, for Lot 3, replace the word “Old” with “New” to reflect the new parcel number.
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission’s approval.

### **RECOMMENDED ACTION**

Motion to approve proposed subdivision Case No. 2025S-084-001 with conditions including an exception to Section 3-5.2.d.1 for lot frontage and Section 3-5.2.d.2 for lot size based upon findings that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all the staff recommended conditions.



## Metro Planning Commission Meeting of 06/26/2025



**2025S-108-001**

3905 LUNN DR. & 3912 PUTNAM DR.

Map 058-07, Parcel(s) 006-007

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Joy Kimbrough)





## Metro Planning Commission Meeting of 06/26/2025

**Item #22****Project Name****Council District****School District****Requested by****Final Plat 2025S-108-001****3905 Lunn Dr. & 3912 Putnam Dr.**

01 – Kimbrough

01 – Taylor

WT Smith Survey, applicant; David Majors, owner.

**Staff Reviewer**

Garland

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

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**APPLICANT REQUEST****Request for final plat approval to create two lots and to remove the reserve parcel status.****Final Plat**

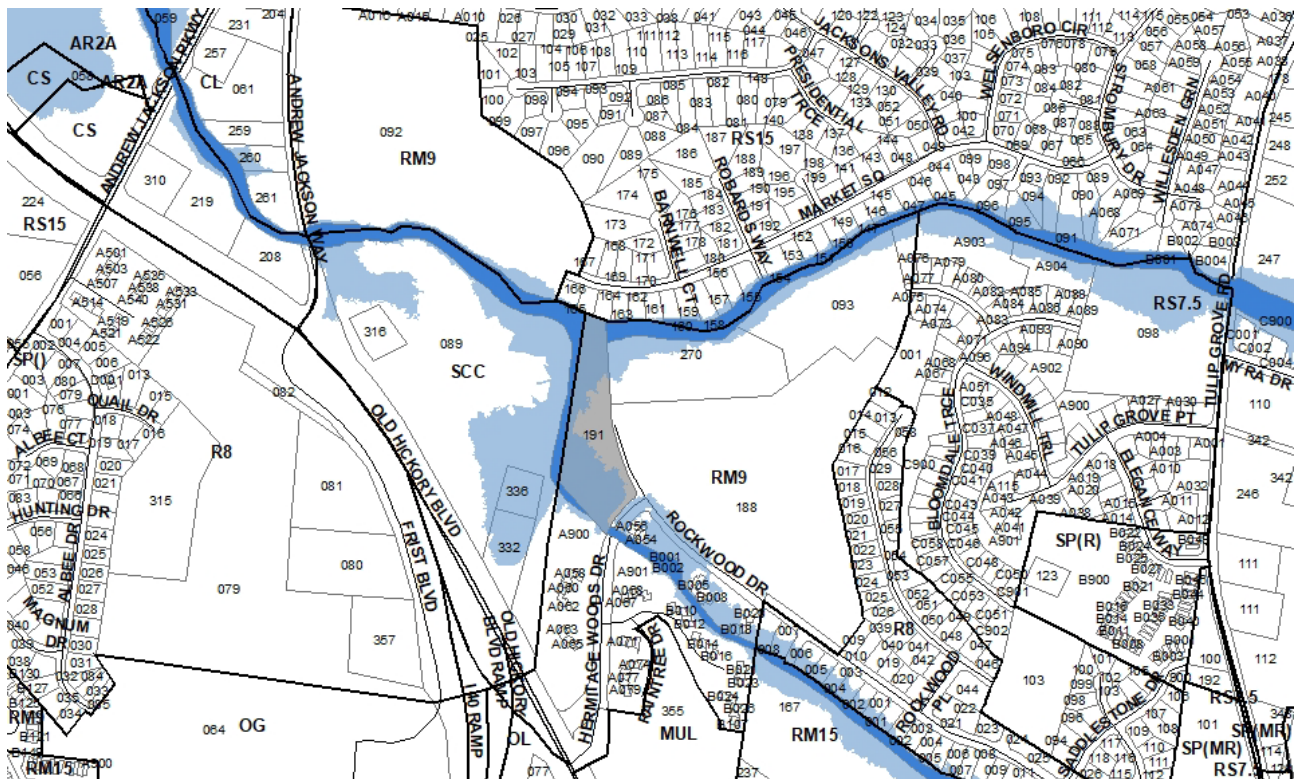
A request for final plat approval to create two lots and to remove the reserve parcel status for properties located at 3905 Lunn Drive and 3912 Putnam Drive, at the east and west corner of Lunn Drive and Putnam Drive, zoned Single-Family Residential (RS15) (2.44 acres).

**STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 06/26/2025



**154-73P-001**

**THIENEMAN TOWNHOMES (AMENDMENT)**

Map 086, Parcel(s) 191

14, Donelson-Hermitage-Old Hickory

12 (Erin Evans)



## Metro Planning Commission Meeting of 06/26/2025

**Item #23****Project Name****Council District****School District****Requested by****Planned Unit Development 154-73P-001****Thieneman Townhomes (Amendment)**

12 – Evans

04 – Nabaa-McKinney

Ingram Civil Engineering, applicant; Gordon F. McCammon, owner.

**Staff Reviewer**

Schenk

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

---

**APPLICANT REQUEST****Amend a PUD to permit 16 multi-family residential units.****PUD Amendment**

A request to amend a portion of a Planned Unit Development Overlay District on property located at Old Hickory Boulevard (unnumbered), at the southwest corner of Rockwood Drive and Hermitage Woods Drive, zoned Multi-Family Residential (RM9) (3.32 acres), to permit 16 multi-family residential units.

**STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 06/26/2025



**2025Z-053PR-001**

Map 071-07, Parcel(s) 080

05, East Nashville

02 (Kyonzté Toombs)



## Metro Planning Commission Meeting of 06/26/2025

### Item #24

Council District

School District

Requested by

### Zone Change 2025Z-053PR-001

02 – Toombs

01 – Taylor

Dale & Associates, applicant; Guerrier Development, LLC, owner.

Staff Reviewer

Garland

Staff Recommendation

*Approve.*

---

### APPLICANT REQUEST

**Zone change from RS5 to MUL-A-NS.**

#### Zone Change

A request to rezone from Single-Family Residential (RS5) to Mixed-Use Limited-Alternative-No Short-term rental property (STRP) (MUL-A-NS) zoning for property located at 115 W. Trinity Lane, approximately 515 feet west of Dickerson Pike (0.22 acres).

#### **Existing Zoning**

Single-Family Residential (RS5)- requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *Based on acreage alone, RS5 would permit a maximum of one unit.*

#### **Proposed Zoning**

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

### **EAST NASHVILLE 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.

#### Dickerson South Corridor Study

The Dickerson South Corridor Study provides supplemental guidance for future development in the Dickerson Pike area by addressing land use, transportation, and community design at the neighborhood scale while also supporting high-capacity transit envisioned by NashvilleNext. The Dickerson South Corridor Study established a supplemental Building Heights Subdistricts policy for



## Metro Planning Commission Meeting of 06/26/2025

the area, which provides guidance on maximum building heights and appropriate zoning districts intended to create a pattern of development that is supported by the applicable subdistrict.

### ANALYSIS

The application consists of one parcel (Map 071-07, Parcel 080) totaling 0.22 acres, located along the north side of W. Trinity Lane, and approximately 515 feet west from Dickerson Pike. The property has been zoned Single-Family Residential (RS5) since 2004 and is currently vacant. The application proposes to rezone the property from RS5 to MUL-A-NS. The surrounding land uses include single-family residential, industrial, commercial, one and two family residential, and vacant. The surrounding zoning districts include Mixed-Use Limited (MUL), Commercial Service (CS), RS5, and Specific Plan (SP). This parcel has frontage along W. Trinity Lane, which is classified as an Arterial-Boulevard by the Major and Collector Street Plan (MCSP).

The property is located within the Urban Community Center (T4 CC) policy. The T4 CC policy areas encourage their development or redevelopment as intense mixed-use areas that provide a mix of uses and services to meet the needs of the larger surrounding urban area. The T4 CC policy is comprised of commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings. The permitted uses in the MUL-A-NS zoning district would permit a wide range of uses, consistent with those typically found in T4 CC policy areas. The site is located about 0.10 miles from Dickerson Pike with highly connected street networks, sidewalk access, and WeGo bus stops. The proposed Alternative (-A) standard would ensure that future development on the site has an urban form, consistent with the policy guidance. The -NS designation would prohibit STRPs from the district, which is appropriate given the surrounding single-family residential development to the north. The T4 CC policy supports high access management, served by highly connected street networks, sidewalks, and mass transit. The existing sidewalk network provides enhanced connectivity, aligning with the policy goals.

The subject site is also within the Dickerson South Corridor Study. This study provides additional guidance on maximum building heights and appropriate zoning districts. The proposed MUL-A-NS district is an appropriate zoning district for this supplemental policy subdistrict in this policy area. Staff recommends approval as the proposed MUL-A-NS district would permit a wide range of uses compatible with the intent of the policy and the proposed district aligns with the goals of T4 CC policy and the Dickerson South Corridor Study.

### FIRE RECOMMENDATION

#### Approve

Maximum Uses in Existing Zoning District: RS5

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.22	8.71 F	1 U	15	5	1



## Metro Planning Commission Meeting of 06/26/2025

### Maximum Uses in Proposed Zoning District: MUL-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 3-10 (221)	0.11	1.0 F	5 U	26	1	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.055	1.0 F	2,396 SF	90	2	9

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.055	1.0 F	2,396 SF	269	24	24

### Traffic changes between maximum: RS5 and MUL-A-NS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+370	+22	+35

## METRO SCHOOL BOARD REPORT

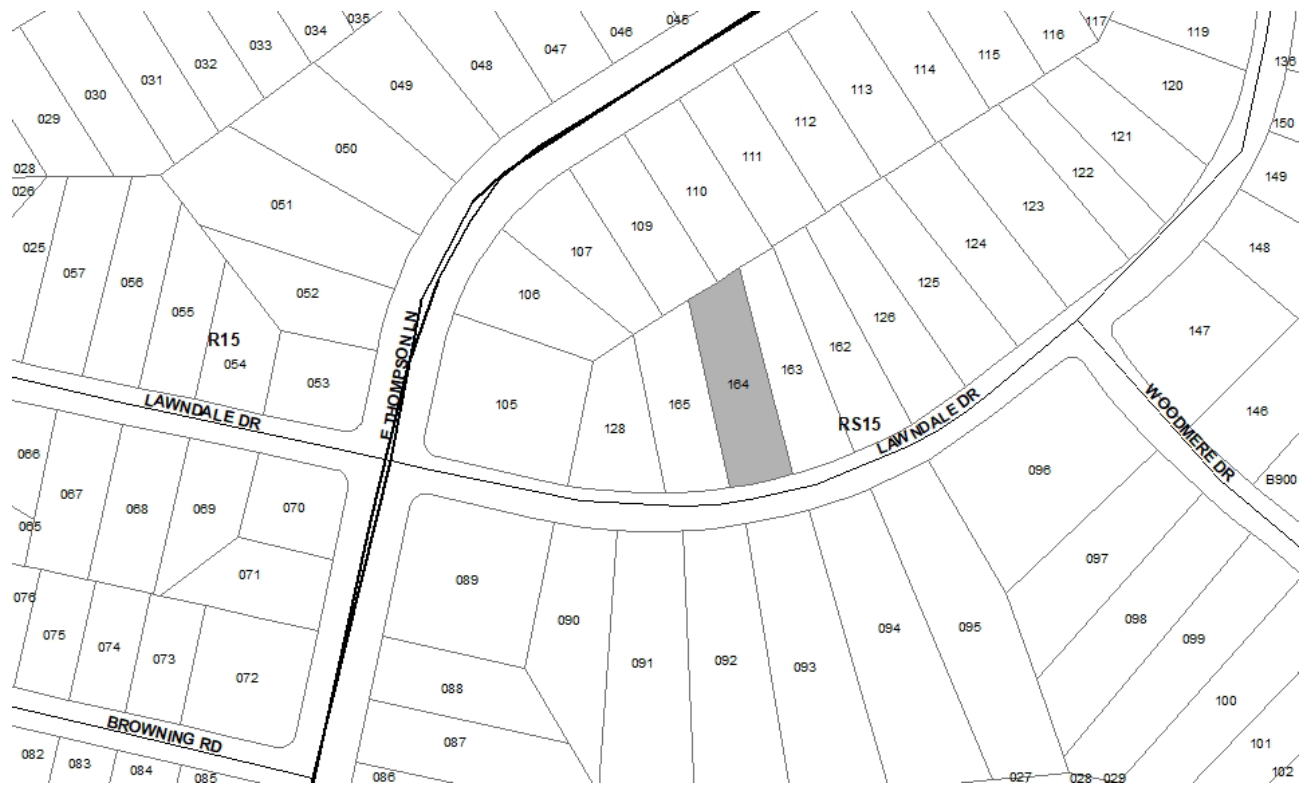
The proposed MUL-A-NS zoning district includes a mix of uses which could vary and assumption of impact at this point is premature. Students would attend Tom Joy Elementary School, Jere Baxter Middle School, and Maplewood High School. Tom Joy Elementary, Jere Baxter Middle, and Maplewood High School are all 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.



## Metro Planning Commission Meeting of 06/26/2025



**2025Z-054PR-001**

Map 119-04, Parcel(s) 164

11, South Nashville

16 (Ginny Welsch)





## Metro Planning Commission Meeting of 06/26/2025

### Item #25

Council District

School District

Requested by

### Zone Change 2025Z-054PR-001

16 – Welsch

07 – Player

Victoria Rothberg, applicant; Victoria & Raucci Rothberg, owners.

Staff Reviewer

Marton

Staff Recommendation

*Approve.*

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### APPLICANT REQUEST

**Zone change from RS15 to R15.**

#### Zone Change

A request to rezone from Single-Family Residential (RS15) to One and Two-Family Residential (R15) zoning for property located at 335 Lawndale Drive, approximately 369 feet east of E. Thompson Lane (0.67 acres).

#### **Existing Zoning**

Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. *RS15 would permit a maximum of one unit based on acreage alone. This does not account for compliance with the Metro Subdivision Regulations.*

#### **Proposed Zoning**

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

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

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

### **ANALYSIS**

The application consists of one parcel (Map 119-04, Parcels 164) totaling 0.67 acres, located on the north side of Lawndale Drive. The property has been zoned Single Family Residential (RS15) since 1998 and contains one home. Surrounding properties along Lawndale Drive on the east side of East Thompson Lane are zoned RS15 while properties along Lawndale Drive on the west of East Thompson Lane are zoned R15. Surrounding uses are primarily single-family residential with scattered two-family residential in the larger Glenclyff Estates and Glengarry Park subdivisions.



## Metro Planning Commission Meeting of 06/26/2025

The application proposes to rezone the property from RS15 to R15. The site is located within the T3 Suburban Neighborhood Maintenance (T3 NM) policy area. T3 NM areas are intended to maintain the general character of developed suburban residential neighborhoods. Based on acreage alone, the proposed R15 zoning could allow one duplex lot for a total of two units, which is a moderate increase in intensity from the existing RS15 district which permits one unit.

The T3 NM policy supports allowing for additional residential uses in relation to transit corridors and centers. The property is located within the transition/infill area as identified by the NashvilleNext Growth and Preservation Concept Plan and approximately 450 feet from a priority transit corridor (East Thompson Lane) and 1,300 feet from a Tier One Center at East Thompson Lane and Murfreesboro Pike, where the Urban Mixed Use Corridor (T4 CM) policy supports higher intensity uses. East Thompson Lane, which is identified as an arterial boulevard in the Major and Collector Street Plan (MCSP), is also within a five-minute walk to a bus stop served by WeGo Route 77 at the intersection of Lawndale Drive and East Thompson Lane. While the site's frontage currently lacks sidewalks, enhanced pedestrian connectivity is anticipated through nearby Choose How You Move (CHYM) improvements. Along Lawndale Drive, additional sidewalks are expected to close gaps in the sidewalk network and ultimately connect to East Thompson Lane, which is planned as a CHYM connector and complete street. Murfreesboro Pike is also identified as a CHYM all access corridor. In combination with the proximity to existing transit service, the expected nearby infrastructure improvements make the property an appropriate location for additional density. The site is also proximate to nearby parks and greenway trails such as Whitsett Park and Mill Creek Greenway, west of East Thompson Lane. The proposed R15 district increases density modestly and aligns with goals of the T3 NM policy and NashvilleNext to provide a mixture of housing choices near transit corridors where there is a focus on improved connectivity.

### FIRE RECOMMENDATION

#### Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.67	4.36 F	1 U	15	5	1

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

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)	0.67	7.26 F	2 U	28	7	2

\*Based on two-family lots



## Metro Planning Commission Meeting of 06/26/2025

Traffic changes between maximum: **RS15** and **R15**

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

### METRO SCHOOL BOARD REPORT

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

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

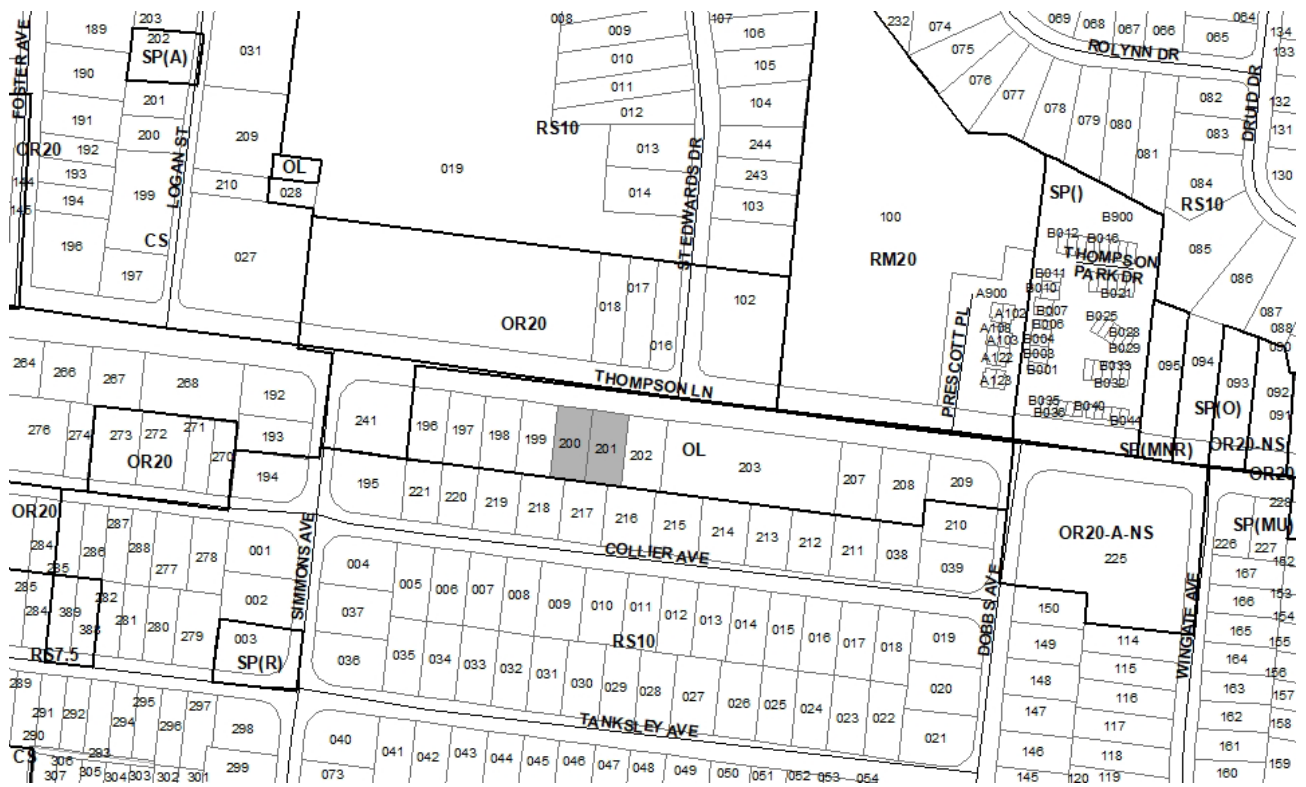
The proposed R15 zoning is expected to generate one more additional student than the existing RS15 zoning district. Students would attend Glengarry Elementary School, Wright Middle School, and Glencliff High School. Glengarry Elementary School and Glencliff High School are identified as at capacity while Wright 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.



## Metro Planning Commission Meeting of 06/26/2025



**2025Z-055PR-001**

Map 119-10, Parcel(s) 200-201

11, South Nashville

16 (Ginny Welsch)



## Metro Planning Commission Meeting of 06/26/2025

### Item #26

Council District

School District

Requested by

### Zone Change 2025Z-055PR-001

16 – Welsch

07 – Player

BCM Management, applicant; Edna Street, GP, owners.

Staff Reviewer

Commey

Staff Recommendation

*Disapprove OR20-A and approve OR20-A-NS.*

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### APPLICANT REQUEST

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

#### Zone Change

A request to rezone from Office Limited (OL) to Office/Residential Alternative (OR20-A) zoning for properties located at 183 and 189 Thompson Lane, approximately 111 feet west of St. Edwards Drive (0.52 acres).

#### **Existing Zoning**

Office Limited (OL) is intended for moderate intensity office uses.

#### **Proposed Zoning**

Office/Residential-Alternative (OR20-A) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *OR20-A would permit a maximum of 10 multi-family residential units based on acreage alone.*

### **SOUTH NASHVILLE COMMUNITY PLAN**

Transition (TR) is intended to enhance and create areas that can serve as transitions between higher intensity uses or major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices and/or residential development. Housing in TR areas can include a mix of types and is especially appropriate for “missing middle” housing types with small- to medium-sized footprints.

### **ANALYSIS**

The application consists of two parcels (Map 119-10, Parcels 200-201) totaling 0.52 acres in size. The subject parcels, at 189 and 183 Thompson Lane, are located approximately 111 feet west of St. Edwards Drive. The subject site currently contains a single-family residential unit and a medical office building. Both parcels have frontage on Thompson Lane which is classified as an Arterial Boulevard in the Major and Collector Street Plan (MCSP). The surrounding zoning districts include Office Limited (OL), Office/Residential (OR20), Multi-family Residential (RM20), Single Family Residential (RS10) and Office/Residential-Alternative No Short-Term Rental (OR20-A-NS). The surrounding land uses include educational, single family residential, church, and non-residential land uses including office and medical office.



## **Metro Planning Commission Meeting of 06/26/2025**

The application proposes to rezone the site from OL to OR20-A. The site is within the Transition (TR) policy area. The TR policy is intended to enhance and create areas with a primary purpose of serving as transitions between higher intensity uses or major thoroughfares and lower density residential neighborhoods. These transition areas can minimize land use conflicts while providing opportunities for small-scale offices and a mixture of mainly moderate- to high-density housing types. The site is located along a policy seam with the lower intensity Suburban Neighborhood Maintenance (T3 NM) policy area to the south which is comprised of primarily residential land uses. Properties on the north side of Thompson Lane are also in the TR policy with the adjoining properties in the T3 NM policy area. This stretch of Thompson Lane is intended to serve as a transition between commercial and non-residential land uses along the corridor and the residential uses in the T3 NM policy area beyond Thompson Lane.

Transition policy areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and mass transit. The OR20-A zoning district is appropriate in areas with good vehicular accessibility, preferably along collector or arterial streets, with access to public transportation services. The site has frontage on Thompson Lane and is within a half mile of Foster Avenue and Nolensville Pike to the east. These streets are classified as Arterial Boulevards in the MCSP. The site is within a five-minute walk of several WeGo transit stops along Thompson Lane, Nolensville Pike and Foster Avenue. When considering the site's location in relation to high levels of vehicular and pedestrian connectivity, additional density may be appropriate given the factors listed above. The proposed OR20-A zoning district would permit the subject property to develop with a wide range of uses including residential and nonresidential land uses along Thompson Lane. Allowing a more intense mix of uses and/or residential density at this location is aligned with the adopted policy goals for the site and would support existing transit provided nearby. 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 site is currently located mid-block within a larger area of Office Limited (OL) zoning that spans the south side of the Thompson Lane block face and abuts single-family residential properties to the south, in the T3 NM policy area. The zoning for the residential development to the south allows only owner-occupied short-term rentals and prohibits not-owner-occupied short-term rentals. Both types of short-term rentals would be permitted within the proposed OR20-A district. Given the lower intensity residential development to the south, the intent of the policy to provide more long-term housing options near transit and services, and the guidance within the TR policy which states that sites closer to lower-intensity or -density policy areas should be developed less intensively, staff finds the addition of the -NS designation to the proposed zoning district to be appropriate to restrict short term rental properties from the subject property.

### **FIRE MARSHAL RECOMMENDATION**

**Approve**



## Metro Planning Commission Meeting of 06/26/2025

### Maximum Uses in Existing Zoning District: OL

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.52	0.75 F	16,988 SF	641	16	65

### Maximum Uses in Proposed Zoning District: OR20-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	0.26	20 D	5 U	26	1	3

### Maximum Uses in Proposed Zoning District: OR20-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.26	0.8 F	9,060 SF	342	8	35

### Traffic changes between maximum: OL and OR20-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-273	-7	-27

## METRO SCHOOL BOARD REPORT

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

Projected student generation proposed OR20-A district: 2 Elementary 1 Middle 1 High

The proposed OR20-A zoning district would generate four new students. Students would attend Glencliff Elementary School, Wright Middle School, and Glencliff High School. Glencliff Elementary School is identified as overcapacity while Wright Middle School is identified as exceedingly 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 disapproval of OR20-A and approval of OR20-A-NS.



## Metro Planning Commission Meeting of 06/26/2025



**2025Z-056PR-001**

Map 133-02, Parcel(s) 301

11, South Nashville

16 (Ginny Welsch)





## Metro Planning Commission Meeting of 06/26/2025

**Item #27****Council District****School District****Requested by****Zone Change 2025Z-056PR-001**

16 – Welsch

07 – Player

Steven Emery applicant; Chilton Homes, LLC, owner.

**Staff Reviewer**

Konigstein

**Staff Recommendation***Approve.*

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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 194 Chilton Street, approximately 179 feet north of McCall Street (0.18 acres).

**Existing Zoning**

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of one single-family residential lot, based on acreage only.*

**Proposed Zoning**

One and Two-Family Residential - Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre, including 25 percent duplex lots, and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *Based on acreage alone, R6-A would permit a maximum of one duplex lot for a total of two units. Metro Codes provides final determinations on duplex eligibility.*

**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.

**SITE DETAILS**

The 0.18-acre site consists of one parcel (Map 133-02, Parcel 301) located east of the corner of Chilton Street and Waller Street. The parcel has been zoned RS7.5 since 2003 and is currently vacant. The application proposes to rezone the parcel from RS7.5 to R6-A. Surrounding land uses are vacant, single-family, and one and two-family residential. The surrounding zoning district is primarily RS7.5, however the two parcels to the west were rezoned to R6-A in February 2025 (Case Number 2024Z-107PR-001). The subject parcel has frontage along Chilton Street, a local street, and access to an improved alley, Alley #1925, along the rear of the parcel.



## Metro Planning Commission Meeting of 06/26/2025

### ANALYSIS

The properties are located within the Urban Neighborhood Maintenance (T4 NM) policy. The T4 NM policy focuses on preserving the existing residential character, while accommodating new growth that fits within the character. The T4 NM policy supports vacant parcels, such as this one, developing with a broader mix of housing types. The proposed Alternative (-A) standards would ensure that future development on the site has an urban form and takes access from the alley. The policy supports lots being accessed from alleys when possible and development with an urban form. The proposed R6-A zoning district increases density modestly and aligns with the goals of the T4 NM policy to accommodate new development at a neighborhood scale.

### FIRE RECOMMENDATION

#### Approve

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

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)	0.18	5.80 F	1 U	15	5	1

Maximum Uses in Proposed Zoning District: **R6-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.18	12.81 F	2 U	28	7	2

\*Based on two-family lots

Traffic changes between maximum: **RS7.5 and R6-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+3	+13	+2	+1

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS7.5 districts: 0 Elementary 0 Middle 0 High**

**Projected student generation proposed R6-A district: 0 Elementary 0 Middle 0 High**

The proposed R6-A zoning is not expected to generate any additional students than the existing RS7.5 zoning. Students would attend Glencliff Elementary School, Wright Middle School, and Glencliff High School. Glencliff Elementary is identified as being over capacity. Wright Middle School is identified as 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.



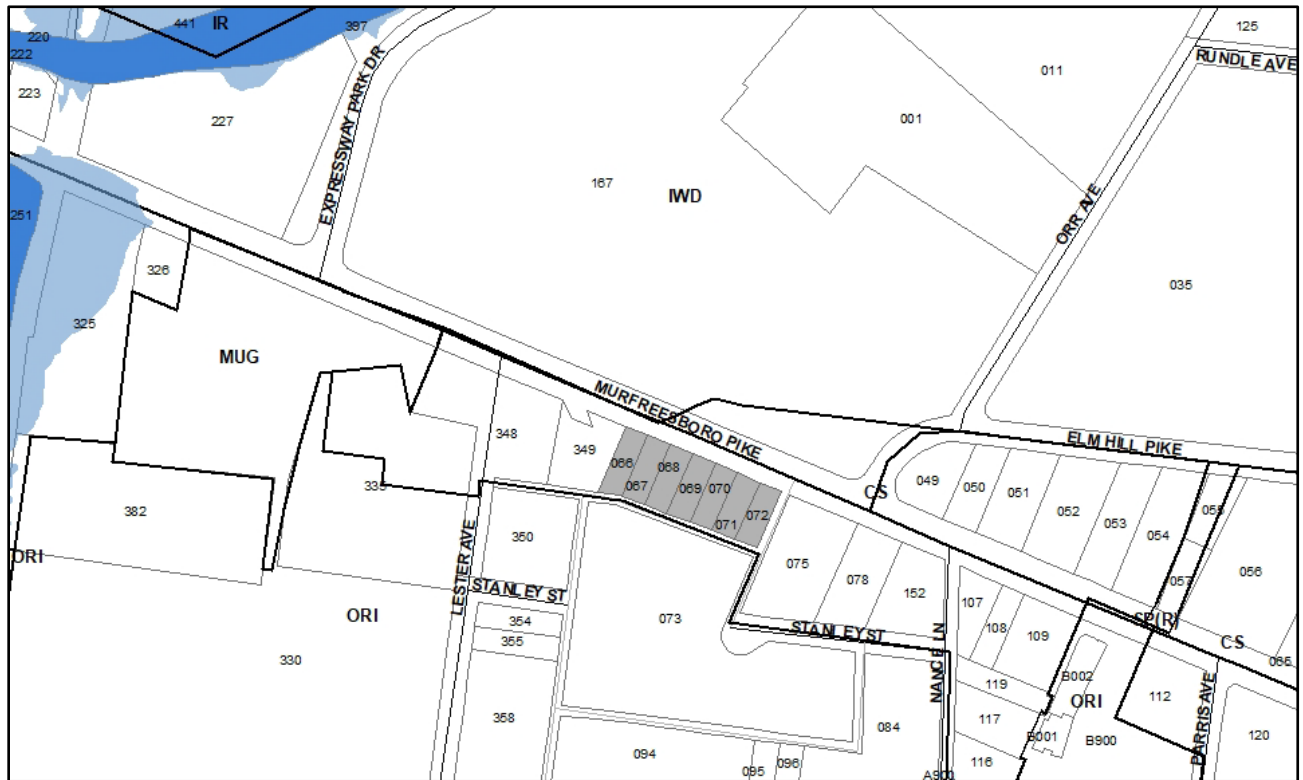
## **Metro Planning Commission Meeting of 06/26/2025**

### **STAFF RECOMMENDATION**

Staff recommends approval.



## Metro Planning Commission Meeting of 06/26/2025



### 2025Z-058PR-001

Map 106-01, Parcel(s) 066-072

11, South Nashville

17 (Terry Vo)



## Metro Planning Commission Meeting of 06/26/2025

**Item #28****Council District****School District****Requested by****Zone Change 2025Z-058PR-001**

17 - Vo

05 – Fayne

Thomas &amp; Hutton, applicant; Trevecca Nazarene University, owner.

**Staff Reviewer**

Commey

**Staff Recommendation***Approve.*

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**APPLICANT REQUEST****Zone change from CS to MUG-A-NS.****Zone Change**

A request to rezone from Commercial Service (CS) to Mixed Use General-Alternative No Short-Term Rental (MUG-A-NS) zoning for properties located at 359, 361, 363, 367, 371, 373 and 375 Murfreesboro Pike, at the southern corner of Murfreesboro Pike and Elm Hill Pike (1 acre).

**Existing Zoning**

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

**Proposed Zoning**

Mixed Use General-Alternative No Short-Term Rental (MUG-A-NS) is intended for a moderately high intensity mixture of residential, retail, and office uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.

The -NS designation prohibits Short-Term Rental Property – Owner Occupied and Short-Term Rental Property - Not Owner Occupied uses from the district.

**SOUTH NASHVILLE COMMUNITY PLAN**

D Major Institutional (D MI) is intended to maintain, enhance, and create Districts where major institutional uses are predominant and where their development and redevelopment occurs in a manner that complements the character of surrounding communities. Land uses include large institutions such as medical campuses, hospitals, colleges and universities as well as uses that are ancillary to the principal use.

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 CO policy on the site is due to a stream that intersects the site at the southern portion and a limited area of steep slopes on the eastern portion of the site.*



## **Metro Planning Commission Meeting of 06/26/2025**

### **ANALYSIS**

The application consists of seven parcels (Map 106-01, Parcel(s) 066-072) totaling one acre west of the intersection of Murfreesboro Pike and Elm Hill Pike. The subject properties are currently vacant commercial lands with frontage onto Murfreesboro Pike. Murfreesboro Pike is classified as an Arterial Boulevard in the Major and Collector Street Plan (MCSP). The surrounding zoning districts include Commercial Service (CS), Office/Residential Intensive (ORI), Industrial Warehousing/Distribution (IWD) and Mixed-Use General (MUG) while surrounding land uses include educational, light industrial, hotel, retail and vacant commercial land.

The application proposes to rezone the site from CS to MUG-A-NS. The site is within the District Major Institutional (D-MI) policy area. The D-MI policy is intended to maintain, enhance, and create districts where major institutional uses are predominant. The D-MI policy is applied in situations where there is an area with a concentration of a singular institutional use and an expressed interest in the integration of the use into the surrounding community as a beneficial neighbor and resource, while recognizing the distinctiveness of the institutional use. The site, which is owned by Trevecca Nazarene University is within the environs of Trevecca Nazarene University.

MUG-A-NS districts may be used near the central business district, within regional activity centers, or in areas otherwise policed for concentrations of mixed commercial development with high levels of accessibility, including public transit service. The subject parcels are located directly on Murfreesboro Pike and within a couple of feet from Elm Hill Pike. Both streets are classified as Arterial Boulevard in the MCSP. When considering the site's location in relation to high levels of vehicular and pedestrian connectivity, additional density may be appropriate.

The site is within a five-minute walk of several WeGo transit stops and has access to sidewalks along both sides of Murfreesboro Pike. The site has access to an unimproved alley at the rear. The Alternative (- A) standards would require vehicular access via the southern alley, which assists in accommodating an increase in density by not increasing traffic along Murfreesboro Pike.

The proposed MUG-A-NS zoning district would permit the subject property to develop with a wide range of uses including a mixture of residential and nonresidential along Murfreesboro Pike. Allowing a more intense mix of uses and/or residential density at this location would support the adopted policy goals for the site and be supported by the existing transit provided nearby.

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 finds that the proposed MUG-A-NS zoning district is consistent with the D-MI land use policy and the proposed zoning district permits development at an intensity that is appropriate at this location and meets the policy goals of encouraging transit and walkable communities.

### **FIRE MARSHAL RECOMMENDATION**

**Approve**



## Metro Planning Commission Meeting of 06/26/2025

### Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	1.0	0.6 F	26,136 SF	987	24	100

### Maximum Uses in Proposed Zoning District: MUG-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 3-10 (221)	0.50	3.0 F	66 U	358	23	30

### Maximum Uses in Proposed Zoning District: MUG-A-NS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.25	3.0 F	32,670 SF	1,233	31	125

### Maximum Uses in Proposed Zoning District: MUG-A-NS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.25	3.0 F	32,670 SF	3,665	325	319

### Traffic changes between maximum: CS and MUG-A-NS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+4,269	+355	+374

## METRO SCHOOL BOARD REPORT

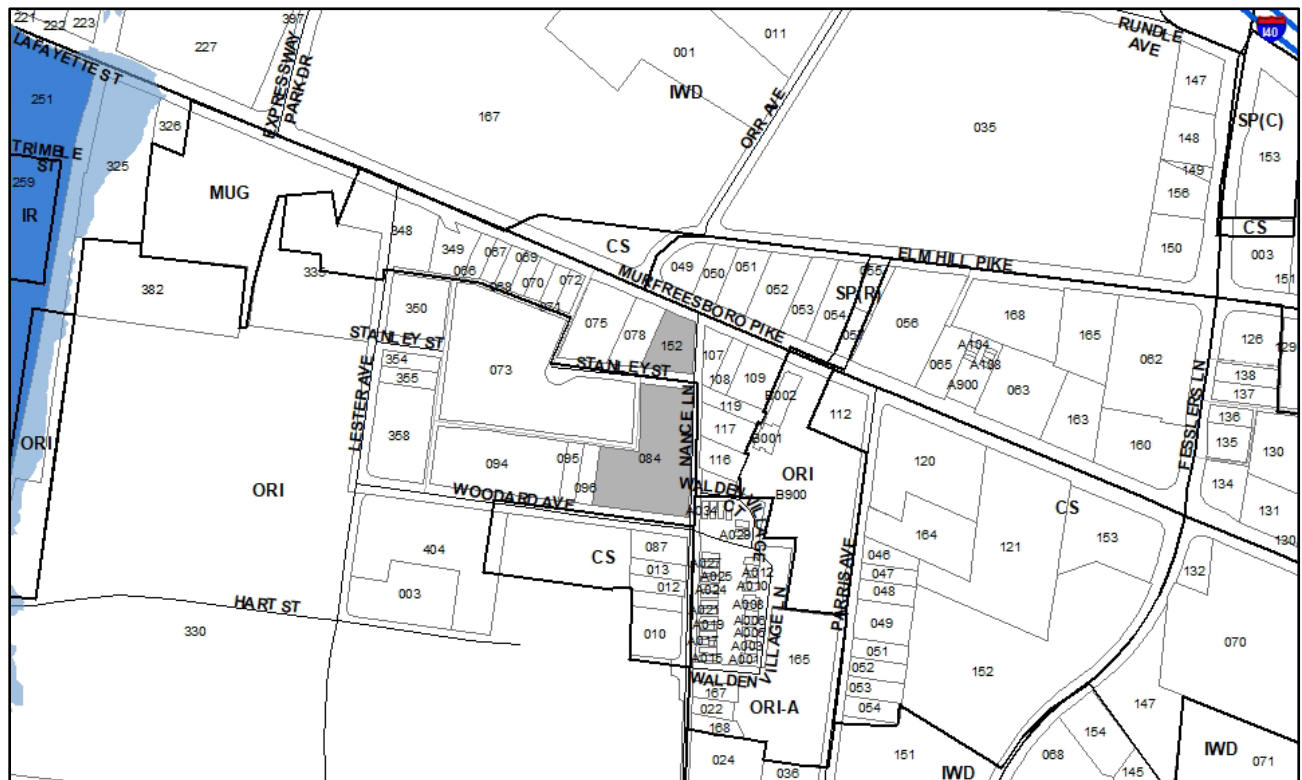
Given the mix of uses permitted by the MUG-A-NS zoning district, the number of residential units ultimately built on site may vary and an assumption as to impact at this point is premature. Students generated by future development would attend. Students would attend John B. Whitsitt Elementary School, Cameron College Prep Middle School, and Glencliff High School. John B. Whitsitt Elementary School is identified as being overcapacity while Cameron College Prep Middle School is identified as 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 06/26/2025



**2025Z-059PR-001**

Map 106-01, Parcel(s) 084,152

11, South Nashville

17 (Terry Vo)





## Metro Planning Commission Meeting of 06/26/2025

### Item #29

**Council District**

**School District**

**Requested by**

### Zone Change 2025Z-059PR-001

17 - Vo

05 – Fayne

Thomas & Hutton, applicant; Trevecca Nazarene University, owner.

**Staff Reviewer**

Commey

**Staff Recommendation**

*Approve.*

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### APPLICANT REQUEST

**Zone change from CS and ORI to MUG-A-NS.**

#### Zone Change

A request to rezone from Commercial Service (CS) and Office/Residential Intensive (ORI) to Mixed Use General-Alternative No Short-Term Rental (MUG-A-NS) zoning for properties located at 93 Nance Lane and 393 Murfreesboro Pike, at the north and south corner of Stanley Street and Nance Lane (2.57 acres).

#### **Existing Zoning**

Commercial Service (CS) is intended for retail, consumer service, financial, restaurant, office, self-storage, light manufacturing and small warehouse uses. *Approximately 0.54 acres of the site is zoned CS.*

Office/Residential Intensive (ORI) is intended for high intensity office and/or multi-family uses with limited retail opportunities. *Approximately 2.03 acres of the site is zoned ORI.*

#### **Proposed Zoning**

Mixed Use General-Alternative No Short-Term Rental (MUG-A-NS) is intended for a moderately high intensity mixture of residential, retail, and office uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.

*The -NS designation prohibits Short-Term Rental Property – Owner Occupied and Short-Term Rental Property - Not Owner Occupied uses from the district.*

### **SOUTH NASHVILLE COMMUNITY PLAN**

D Major Institutional (D MI) is intended to maintain, enhance, and create Districts where major institutional uses are predominant and where their development and redevelopment occurs in a manner that complements the character of surrounding communities. Land uses include large institutions such as medical campuses, hospitals, colleges and universities as well as uses that are ancillary to the principal use.

T4 Urban Mixed Use Corridor (T4 CM) is intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a



## Metro Planning Commission Meeting of 06/26/2025

street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and 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. *The CO policy on the site is due to a stream and some gentle slopes on the southern portion of the developed part of the site.*

### ANALYSIS

The application consists of two parcels (Map 106, Parcels 084, 152) totaling 2.57 acres in size and located at the southwest corner of Murfreesboro Pike and Nance Lane. The subject site also has frontage along Woodard Avenue to the south. The northern parcel (Map 106, Parcel 152) is currently vacant. The southern parcel (Map 106, Parcels 084) contains a low-rise apartment with frontage onto Nance Lane and Woodard Avenue.

The surrounding zoning districts include Commercial Service (CS), Office/Residential Intensive (ORI), Industrial Warehousing/Distribution (IWD) and Mixed-Use General (MUG) while surrounding land uses include educational, light industrial, hotel, retail and vacant commercial land.

The application proposes to rezone the site from CS and ORI to MUG-A-NS. The site is within the Urban Mixed-Use Corridor (T4 CM) and District Major Institutional (D-MI) policy areas. These two policies share some common characteristics including: providing a diverse mix of residential, commercial and office uses, proximity to existing or planned transit, high levels of connectivity, location near or along an arterial boulevard, and high pedestrian connectivity. The proposed MUG-A-NS zoning district would permit the subject property to develop with a wide range of uses suitable to the property including a mixture of residential and nonresidential uses along Murfreesboro Pike.

The D-MI policy is applied in situations where there is an area with a concentration of a singular institutional use and an expressed interest in the integration of the use into the surrounding community as a beneficial neighbor and resource, while recognizing the distinctiveness of the institutional use. The site, which is owned by Trevecca Nazarene University is within the environs of Trevecca Nazarene University. The proposed MUG-A-NS zoning district is appropriate to further the goals of the policy near institutions.

MUG-A-NS districts may be used near the central business district, within regional activity centers, or in areas otherwise policed for concentrations of mixed commercial development with high levels of accessibility, including public transit service.

D-MI and T4 CM policy areas are generally located along or near Arterial Boulevard streets. The subject site has frontage on Murfreesboro Pike at the northern boundary and within 700 feet of Elm



## Metro Planning Commission Meeting of 06/26/2025

Hill Pike. Both streets are classified as Arterial Boulevards in the Major and Collector Street Plan (MCSP). The site is within a five-minute walk of several WeGo transit stops and has access to sidewalks along both sides of Murfreesboro Pike. The policies indicate that with proposed rezonings, the site's location in relation to high levels of vehicular and pedestrian connectivity shall be considered and additional density may be appropriate where there are high levels of connectivity. The proposed MUG-A-NS zoning would permit a more intense mix of uses and residential density at this location which is supported by the existing transit and pedestrian network provided.

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 finds that the proposed MUG-A-NS zoning district is consistent with the T4 CM and D-MI land use policies and the proposed zoning district would permit development at an intensity that is appropriate at this location and meets the policy goals of encouraging transit and walkable communities.

### FIRE MARSHAL RECOMMENDATION

#### Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.54	0.6 F	14,113 SF	533	13	54

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

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)	1.015	3.0 F	133 U	723	45	59

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	1.015	3.0 F	132,640 SF	1,396	151	149

Maximum Uses in Proposed Zoning District: **MUG-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 3-10 (221)	1.285	3.0 F	168 U	914	57	72



## Metro Planning Commission Meeting of 06/26/2025

Maximum Uses in Proposed Zoning District: **MUG-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.643	3.0 F	84,027 SF	3,172	79	320

Maximum Uses in Proposed Zoning District: **MUG-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.643	3.0 F	84,027 SF	9,426	835	821

Traffic changes between maximum: **CS/ORI and MUG-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+10,860	+762	+951

### METRO SCHOOL BOARD REPORT

Given the mix of uses permitted by the MUG-A-NS zoning district, the number of residential units ultimately built on site may vary and an assumption as to school impact at this point is premature. Students generated by future development would attend John B. Whitsitt Elementary School, Cameron College Prep Middle School, and Glencliff High School. John B. Whitsitt Elementary School is identified as being overcapacity while Cameron College Prep Middle School is identified as 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