

# Metropolitan Planning Commission



## Staff Reports

**May 22, 2025**



## Metro Planning Commission Meeting of 05/22/2025

*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 05/22/2025

<b>Item #1</b>	<b>Text Amendment 2025Z-002TX-001</b>
<b>Project Name</b>	<b>Definition of Family</b>
<b>Council Bill No.</b>	BL2025-780
<b>Council District</b>	Countywide
<b>School District</b>	Countywide
<b>Requested by</b>	Councilmember Joy Kimbrough

<b>Staff Reviewer</b>	Leeman
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<b>Deferral/MPC Rules and Procedures</b>	This item was deferred at the April 24, 2025, Planning Commission meeting per the MPC Rules and Procedures following a public hearing. The Public Hearing was closed.
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<b>Staff Recommendation</b>	<i>Withdraw.</i>
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### APPLICANT REQUEST

Amend the Zoning Code to amend the definition for “Family.”

The council bill for this item was withdrawn at the May 6, 2025, Metro Council meeting, therefore, staff recommends this item be withdrawn.

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### STAFF RECOMMENDATION

*Withdraw.*



# Metro Planning Commission Meeting of 05/22/2025



**2021SP-044-002**  
GERMANTOWN GREEN SP (AMENDMENT)  
Map 82-05, Parcel(s) 173  
08, North Nashville  
09 (Jacob Kupin)



## Metro Planning Commission Meeting of 05/22/2025

<b>Item #2</b>	<b>Specific Plan 2021SP-044-002</b>
<b>Project Name</b>	<b>Germantown Green SP (Amendment)</b>
<b>Council District</b>	19 – Kupin
<b>School District</b>	05 – Fayne
<b>Requested by</b>	Dale & Associates, applicant; Jeff Zeitlin, owner.
<b>Deferrals</b>	This item was deferred at the May 8, 2025, Planning Commission meeting. No public hearing was held.
<b>Staff Reviewer</b>	Schenk
<b>Staff Recommendation</b>	<i>Defer to the June 12, 2025, Planning Commission meeting.</i>

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### APPLICANT REQUEST

#### **SP amendment to permit a mixed-use development.**

#### SP Amendment

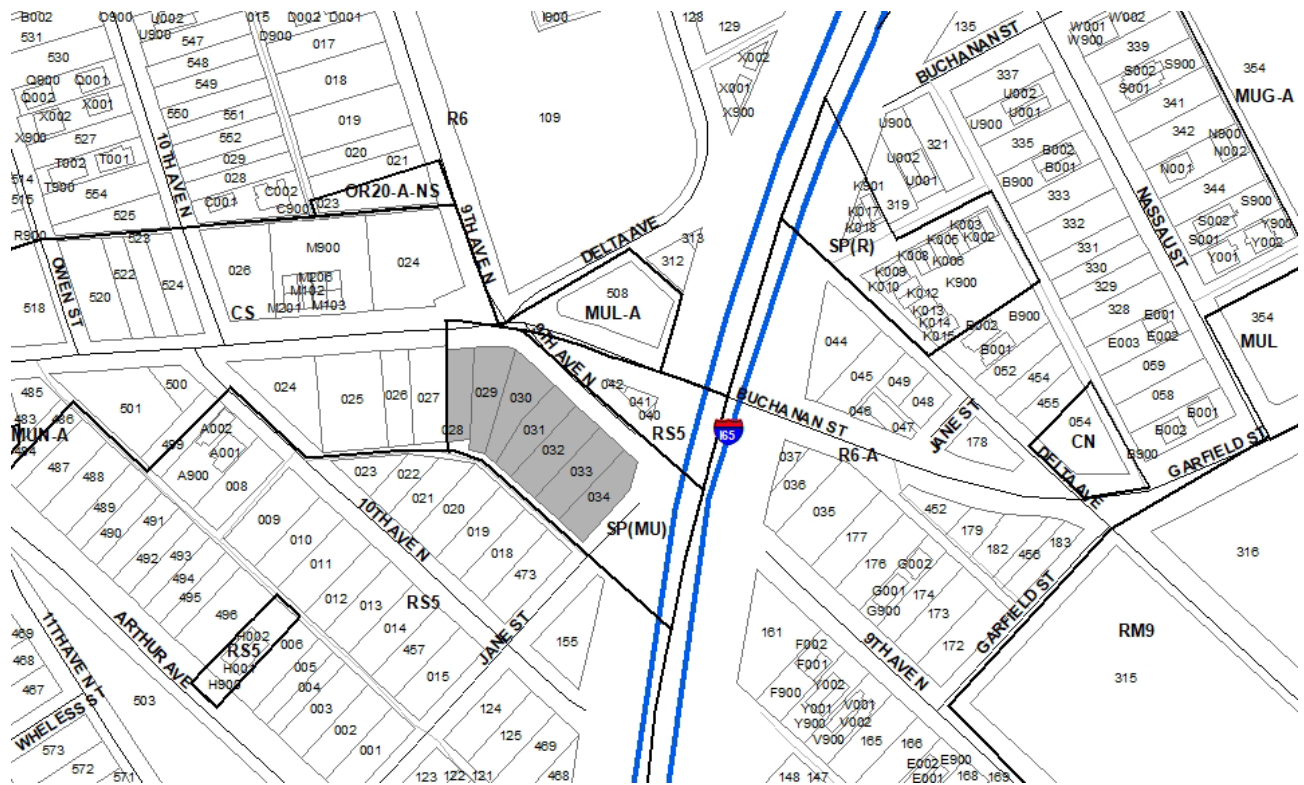
A request to amend a Specific Plan (SP) on property located at 3rd Avenue North (unnumbered), approximately 150 feet north of Van Buren Street, zoned SP (0.29 acres), to permit a mixed-use development.

#### **STAFF RECOMMENDATION**

Staff recommends deferral to the June 12, 2025, planning commission meeting.



# Metro Planning Commission Meeting of 05/22/2025



**2021SP-059-003**  
9th & BUCHANAN (AMENDMENT)  
Map 081-12, Parcel(s) 028-034  
08, North Nashville  
21 (Brandon Taylor)



## Metro Planning Commission Meeting of 05/22/2025

**Item #3**  
**Project Name** Specific Plan 2021SP-059-003  
**Council District** 9<sup>th</sup> & Buchanan (Amendment)  
**School District** 21 – Taylor  
**Requested by** 05 – Fayne  
Centric Architecture, applicant; 901 Buchanan  
Development Partners, owner.

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

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

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### APPLICANT REQUEST

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

#### SP amendment

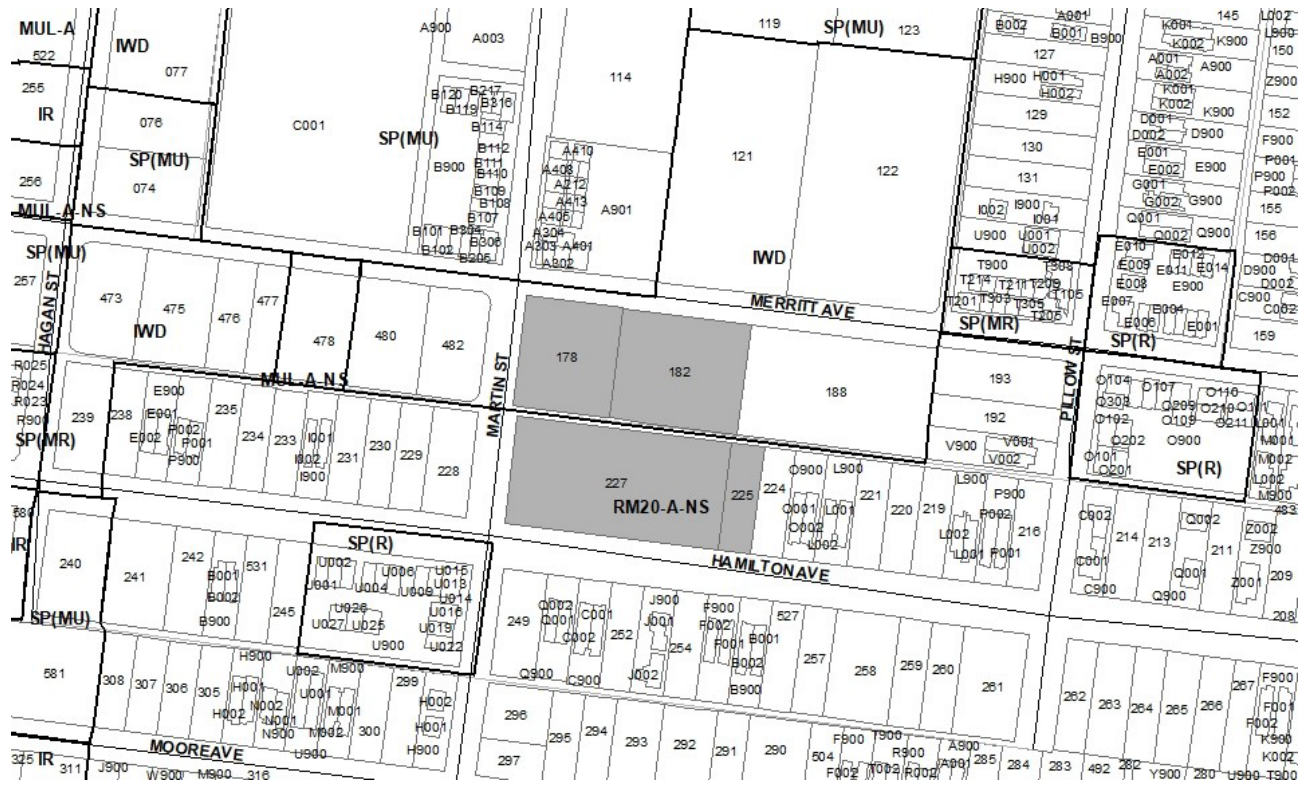
A request to amend a Specific Plan for properties located at 1701, 1703, 1705, 1707, 1709 & 1711 9th Avenue North and 901 Buchanan Street, at the southern corner of 9th Avenue North and Buchanan Street, zoned Specific Plan (SP) and partially within a Detached Accessory Dwelling Unit Overlay District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

### STAFF RECOMMENDATION

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



# Metro Planning Commission Meeting of 05/22/2025



**2025SP-005-001**  
**MARTIN & MERRITT**  
 Map 105-07, Parcel(s) 178, 182, 225, 227  
 11, South Nashville  
 17 (Terry Vo)



## Metro Planning Commission Meeting of 05/22/2025

<b>Item #4</b>	<b>Specific Plan 2025SP-005-001</b>
<b>Project Name</b>	<b>Martin &amp; Merritt</b>
<b>Council District</b>	17 – Vo
<b>School District</b>	05 – Fayne
<b>Requested by</b>	Pfeffer Torode Architecture, applicant; MTP-Martin Ave Propco, LLC, MTP-1300 Main Street Propco, LLC, MTP-Merritt Avenue Propco, LLC, owners.
<b>Deferrals</b>	This item was deferred at the February 13, 2025, February 27, 2025, March 13, 2025, March 27, 2025, April 10, 2025, April 24, 2025, and May 8, 2025, Planning Commission meetings. No public hearing was held.
<b>Staff Reviewer</b>	Schenk
<b>Staff Recommendation</b>	<i>Defer to the June 12, 2025, Planning Commission meeting.</i>

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### APPLICANT REQUEST

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

#### Preliminary SP

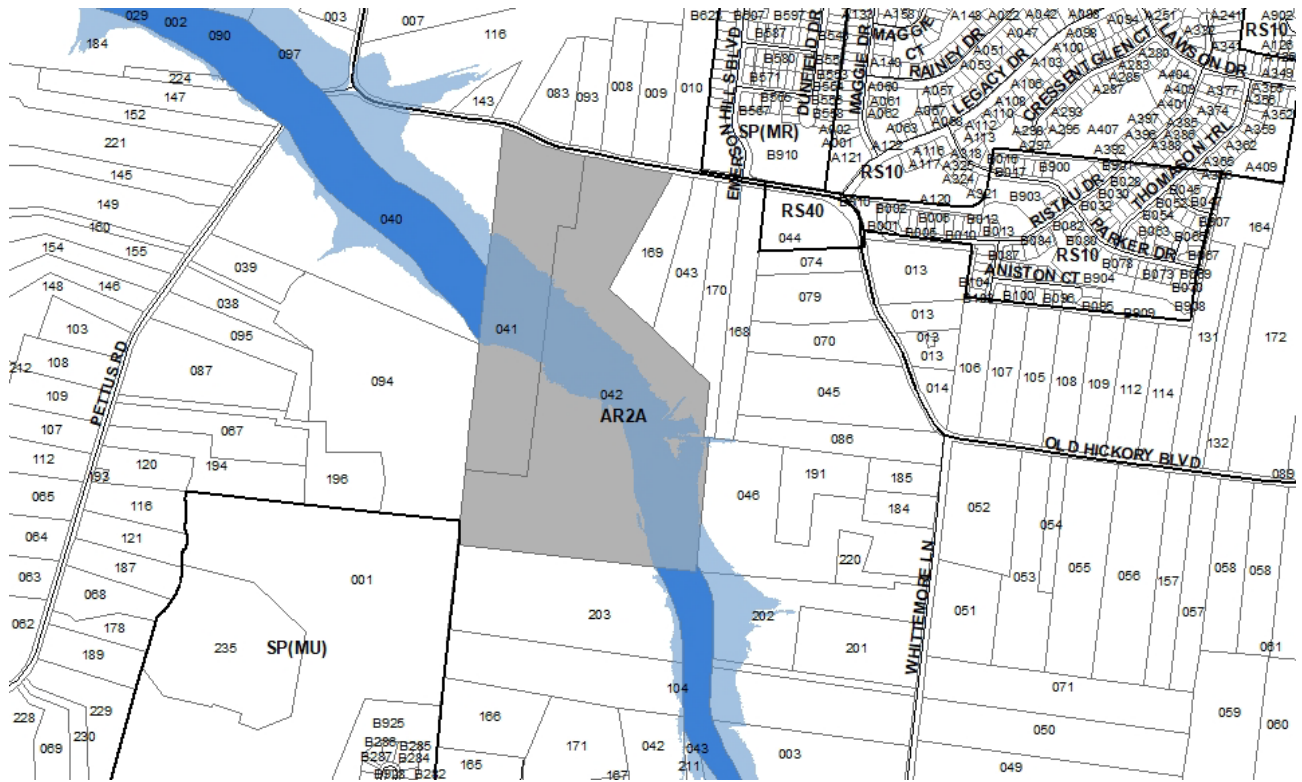
A request to rezone from Industrial Warehousing/Distribution (IWD) and Multi-Family Residential-Alternative-No STRP (RM20-A-NS) to Specific Plan (SP) zoning for properties located at 525 Merritt Avenue, 1300 and 1312 Martin Street, and 548 Hamilton Avenue, at the northeastern corner of Martin Street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

### STAFF RECOMMENDATION

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



# Metro Planning Commission Meeting of 05/22/2025



**2025SP-007-001**  
13905 OLD HICKORY BOULEVARD  
Map 182, Parcel(s) 041-042  
12, Southeast  
31 (John Rutherford)



## Metro Planning Commission Meeting of 05/22/2025

<b>Item #5</b>	<b>Specific Plan 2025SP-007-001</b>
<b>Project Name</b>	<b>13905 Old Hickory Boulevard</b>
<b>Council District</b>	31 – Rutherford
<b>School District</b>	02 – Elrod
<b>Requested by</b>	Dale & Associates, applicant; Mike & Patsy Pence, et al., owners.

**Deferrals** This item was deferred at the January 9, 2025, February 27, 2025, March 13, 2025, March 27, 2025, and April 10, 2025, April 24, 2025, and May 8, 2025, Planning Commission meetings. No public hearing was held.

<b>Staff Reviewer</b>	Schenk
<b>Staff Recommendation</b>	<i>Defer to the June 12, 2025, Planning Commission meeting.</i>

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### **APPLICANT REQUEST**

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

Preliminary SP

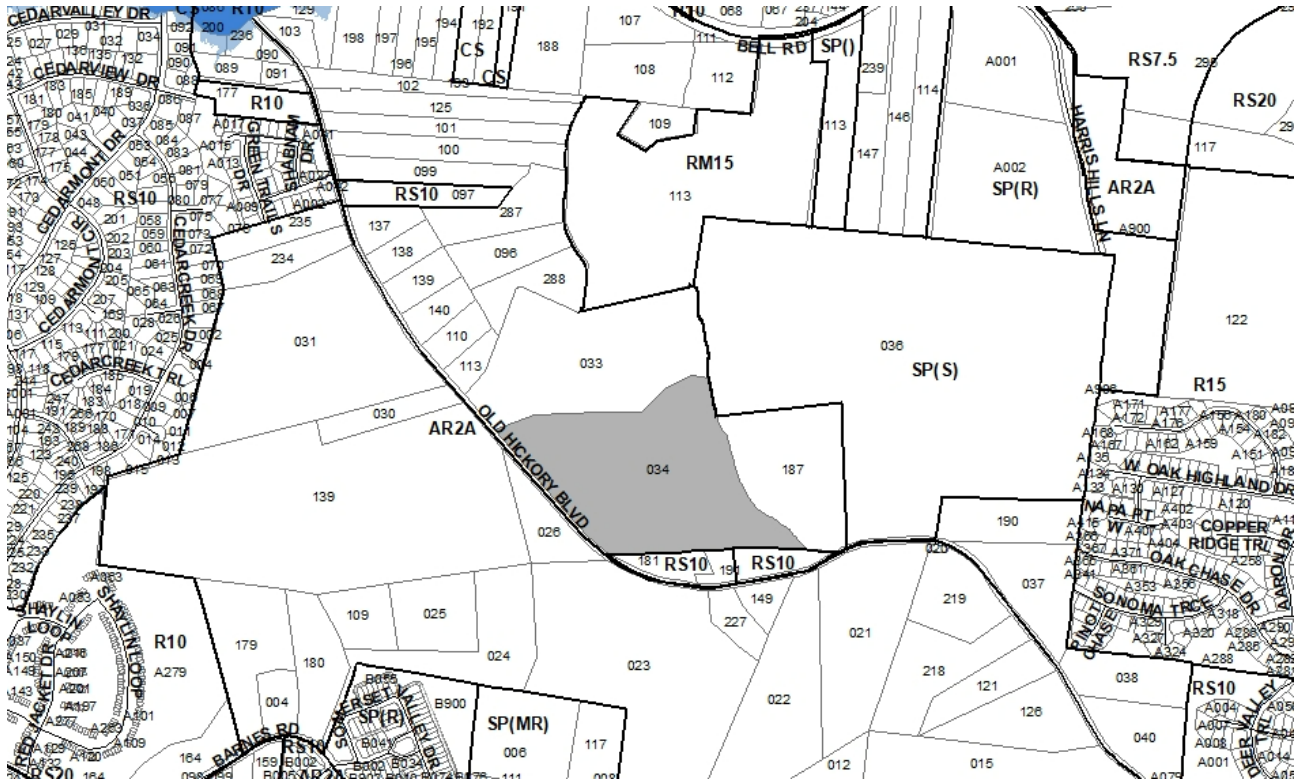
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for properties located at 13905 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), approximately 1,440 feet west of Whittemore Lane (66.72 acres), to permit 237 residential units.

### **STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 05/22/2025



**2025SP-021-001**  
0 OLD HICKORY BOULEVARD  
Map 173, Parcel(s) 034  
12, Southeast  
31 (John Rutherford)



## Metro Planning Commission Meeting of 05/22/2025

**Item #6** **Specific Plan 2025SP-021-001**  
**Project Name** **0 Old Hickory Blvd**  
**Council District** 31 – Rutherford  
**School District** 02 – Elrod  
**Requested by** Catalyst Design Group, applicant; Alvin Watson & Matilda Rouse ET AL, owners.

**Deferrals** This item was deferred from the April 24, 2025, and May 8, 2025, Planning Commission meetings. No public hearing was held.

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

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### **APPLICANT REQUEST**

**Preliminary SP to permit 52 single-family lots and 50 multi-family residential units.**

#### Preliminary SP

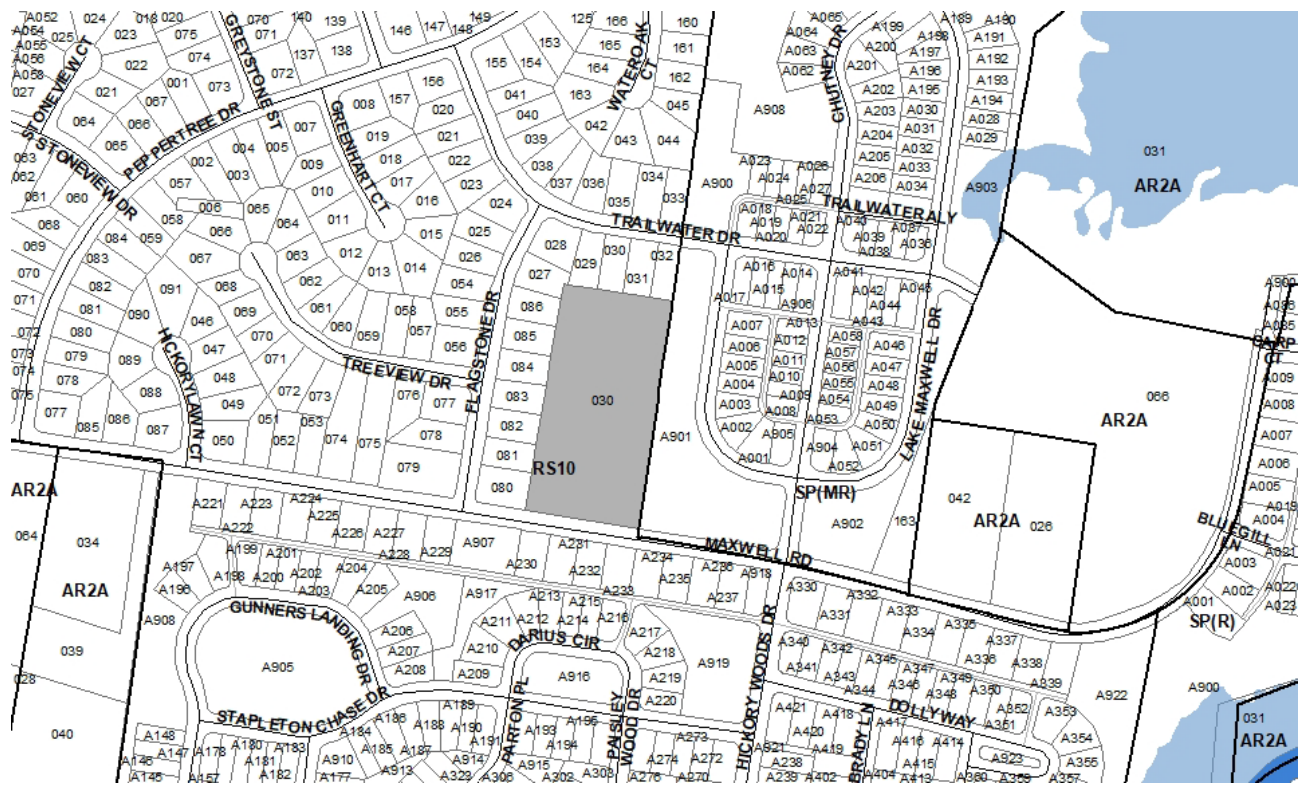
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for property located at Old Hickory Boulevard (unnumbered), approximately 2,502 feet southwest of Harris Hills Lane (25.44 acres), to permit 52 single-family lots and 50 multi-family residential units.

### **STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 05/22/2025



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



## Metro Planning Commission Meeting of 05/22/2025

**Item #7** **Specific Plan 2025SP-026-001**  
**Project Name** **4326 Maxwell Road**  
**Council District** 08 – Harrell  
**School District** 06 – Mayes  
**Requested by** ACE Holdings GP, applicant; Steven J. Sylvester ET UX, owners.

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

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

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### **APPLICANT REQUEST**

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

#### Preliminary SP

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

### **STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 05/22/2025



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



## Metro Planning Commission Meeting of 05/22/2025

**Item #8** **Specific Plan 2025SP-029-001**  
**Project Name** **Century Summerbrook SP**  
**Council District** 33 – Lee  
**School District** 02 – Elrod  
**Requested by** Catalyst Design Group, applicant; James Jones, owner.

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

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

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### **APPLICANT REQUEST**

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

#### Preliminary SP

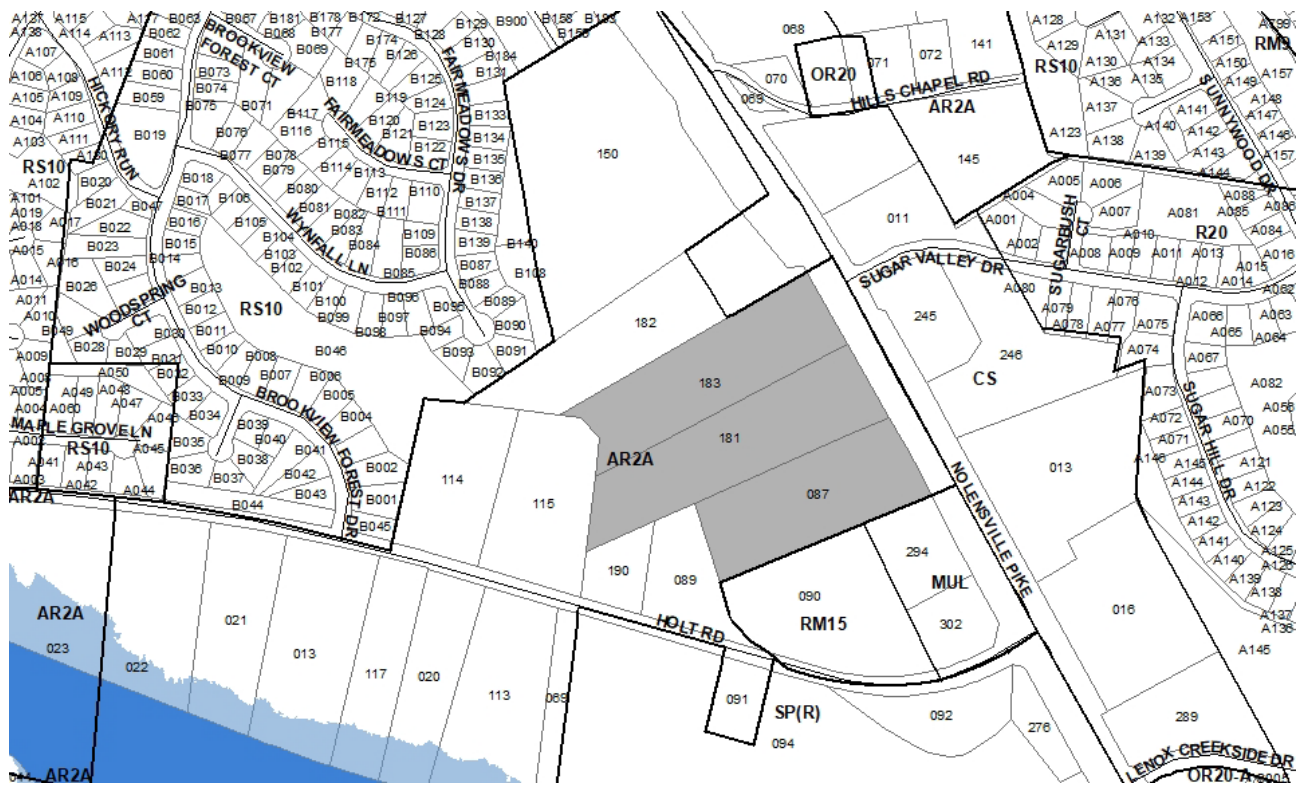
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for property located at Old Hickory Boulevard (unnumbered), approximately 1,764 feet east of Whittemore Lane (37.1 acres), to permit 69 single-family residential lots and 67 multi-family residential units.

### **STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 05/22/2025



**2025SP-030-001**  
ALTERA NOLENSVILLE PIKE  
Map 181, Parcel(s) 087, 181, 183  
12, Southeast  
04 (Mike Cortese)





# Metro Planning Commission Meeting of 05/22/2025



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



## Metro Planning Commission Meeting of 05/22/2025

<b>Item #10</b>	<b>Final Plat 2025S-063-001</b>
<b>Project Name</b>	<b>6421 Clarksville Pike</b>
<b>Council District</b>	01 – Kimbrough
<b>School District</b>	01 – Taylor
<b>Requested by</b>	Chandler Surveying, LLC, applicant; Chris Phillip, owner.
<b>Deferrals</b>	This item was deferred at the May 8, 2025, Planning Commission meeting. No public hearing was held.
<b>Staff Reviewer</b>	Schenk
<b>Staff Recommendation</b>	<i>Approve with conditions, including variances to Section 4-2.5 of the Metro Subdivision Regulations.</i>

### APPLICANT REQUEST

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

#### Final Plat

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

### SITE DATA AND CONTEXT

**Location:** The site consists of two lots located on the south side of Clarksville Pike, at the current terminus of Old Clarksville Pike.

**Street Type:** The site has frontage on Clarksville Pike, a Scenic Arterial, with a planned right-of-way width of 86 feet.

**Approximate Acreage:** 3.65 acres, or approximately 159,018 square feet.

**Parcel/Site History:** The site consists of two existing lots that were created by plat in 2021. This plat request would subdivide the existing eastern lot (Lot 2) into two lots and plat an access easement on the existing western lot (Lot 1).

**Zoning History:** The lots have been zoned Single Family Residential (RS40) since 1998.

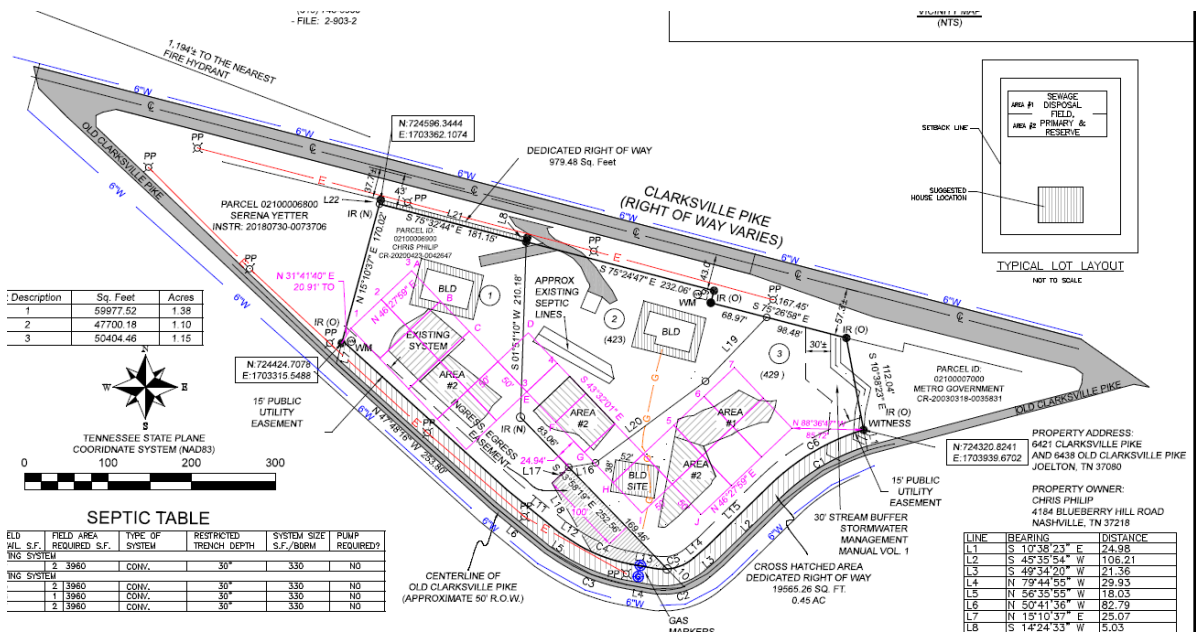
**Existing land use and configuration:** Lots 1 and 2 are currently developed with a single-family residential use. The proposed Lot 3 is currently vacant. The existing structures on Lots 1 and 2 are identified to be retained.

#### **Surrounding land use and zoning:**

- North: Single-Family Residential (RS40) and Commercial Service (CS)
- South: Single-Family Residential (RS40) and Agricultural/Residential (AR2a)
- East: Single-Family Residential (RS40)
- West: Single-Family Residential (RS40)



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## 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 Code

## PROPOSAL DETAILS

**Number of Lots:** 2

**Lot sizes:** Lot 2 is 1.10 acres (47,700 square feet) and Lot 3 is 1.15 acres (50,404 square feet).

**Access:** Access to Lot 2 is provided by a driveway on Clarksville Pike. Access to Lot 3 is provided by a proposed ingress, egress easement on Lot 1 along Old Clarksville Pike.

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

## APPLICABLE SUBDIVISION REGULATIONS

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



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Prior versions of the Subdivision Regulations for Nashville and Davidson County contained a uniform set of standards that were applied Metro-wide. This did not take into account the diverse character that exists across the County. In order to achieve harmonious development within the diversity of development patterns that exist in Nashville and Davidson County, the Planning Commission has adopted the current Subdivision Regulations. The Subdivision Regulations incorporate the General Plan policies by including rules or standards for each specific transect. This allows policies of the General Plan to be followed through application of the varying Subdivision Regulations to reflect the unique characteristics found in the different transects. This site is located within the Rural Maintenance (T2 RM) policy. For sites within the T2 Rural transect, the regulations found in Chapter 4 are utilized.

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

### **4-2. Development Standards**

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

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

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

#### **4-2.2 Preservation of Conservation Land**

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

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

#### **4-2.3 Development Footprint**

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

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

#### **4-2.4 Building Placement**

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

Lot 2 is developed with a single-family residential use, and the structures are identified to be retained. Lot 3 is undeveloped. Building envelopes have been identified on each lot outside of the conservation features, which are areas of steep slopes located in the southern portion of the site.



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### 4-2.5 Rural Character Design

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

1. Open Alternative – Street frontage without existing vegetative or topographical screening. For purposes of this section, “surrounding parcels” is defined as the five R, RS, AR2a, or AG parcels oriented to the same block face on either side of the parcel proposed for subdivision, or to the end of the same blockface, whichever is less. If there are no surrounding parcels, the screened alternative shall be used. Lot 1 is an existing platted lot and no changes are proposed for this lot, other than to add an access easement. Lots 2 and 3 are located along an existing street and were reviewed against (a) through (d) below.

*a. Building Setback along existing public streets.*

Complies. The building setbacks are required to be varied, and a minimum setback line is required to be platted when the average setback of abutting parcels is more than the minimum required street setback established by the zoning. Where the minimum required street setback is less than the average street setback of the two parcels abutting either side of the lot proposed to be subdivided, a minimum building setback line shall be included on the proposed lots at the average setback of the abutting parcels. The average front setback of the abutting parcels is approximately 40 feet, which is in line with the anticipated contextual setback per Zoning. Therefore, a setback is not included on the plat.

*b. Lot Depth along existing public streets.*

Does not comply. The minimum depth for lots along existing public streets shall be the building setback required by Sec 4-2.5(a) plus 300 feet. This provision requires a 340-foot lot depth. As proposed, the depth of Lot 2 is approximately 298 feet, while the depth of Lot 3 is approximately 301.9 feet, both of which are less than the required depth. A variance is required for both lots and will be discussed below.

*c. Lot size along existing public streets.*

Complies. A compatibility analysis was conducted per this requirement based on the surrounding parcels. The minimum lot size is to be either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than the smallest of the surrounding parcels, whichever is greater. The result of the analysis is that the minimum lot size required is approximately 28,295 square feet. The area of Lot 2 is proposed to be 47,700 square feet, and the area of Lot 3 is 50,404 square feet, both of which exceed the minimum lot size.



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*d. Lot frontage abutting existing public streets.*

Does not comply. A compatibility analysis was conducted per this requirement based on the surrounding parcels. The result of the analysis is that the minimum lot frontage required is 350 feet. The frontage of Lot 2 is proposed to be approximately 301.03 feet, and the frontage of Lot 3 is proposed to be approximately 98.48 feet. Both lots are below the required minimum lot frontage. A variance is required and will be discussed below.

*e. Street lights.*

Not applicable for this case.

*f. Conservation Development.*

Not applicable for this case.

*g. Compact Development.*

Not applicable for this case.

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

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

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

### **Variance Analysis**

#### Variance Request-Minimum Lot Depth

Section 4-2.5.a.1.b. requires the minimum lot depth to be the building setback required by Sec 4-2.5(a) plus 300 feet. The proposed lot depth for Lot 2 is 298 feet, while the proposed lot depth for Lot 3 is 301.9 feet, both of which are below the required lot depth of 340 feet. When considering the lot depth pattern in the broader area along the same block as Clarksville Pike, several existing



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parcels have lot depths less than 340 feet, including the two neighboring parcels along Clarksville Pike and Old Clarksville Pike, which have lot depths of 170 feet and 112 feet. Additionally, the proposed lots are limited in lot depth, as the site is bounded by Clarksville Pike to the north and Old Clarksville Pike to the south. This existing road network limits the ability of lots to have a deeper lot depth than what would be required. While the proposed lot depth would be less than what is required for the average, when considering the neighboring parcels, Staff finds that a variance for minimum lot depth would not conflict with the intent of the Rural Subdivision Regulations and meets all the requirements for the Commission to grant a variance.

### Variance Request-Minimum Lot Frontage

Section 4-2.5.a.1.d. requires the minimum lot frontage along existing public streets to be equal to or greater than 70% of the average size of surrounding parcels or equal to or greater than the smallest, whichever is greater. In this case, the minimum required lot frontage for both lots is approximately 350 feet. The proposed lot frontage for Lot 2 is 301.03 feet, while the proposed lot frontage for Lot 3 is 98.48 feet. When considering the lot frontages of parcels in the broader area, several parcels along Clarksville Pike have frontages between 85.5 and 120 feet. When including these frontages, the frontage of Lot 2 is in line with the surrounding pattern. When including these parcels in the compatibility analysis, while the required frontage would still be larger than the frontage for proposed Lot 3, the proposed frontage of 98.48 feet would still be larger than the smallest frontage in the broader area. Staff finds that a variance for minimum lot frontage would not conflict with the intent of the Rural Subdivision Regulations and meets all the requirements for the Commission to grant a variance.

### **PLANNING STAFF COMMENTS**

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

### **POLICY CONSIDERATIONS**

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

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



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### COMMENTS FROM OTHER REVIEWING AGENCIES

#### FIRE MARSHAL RECOMMENDATION

Approve

#### STORMWATER RECOMMENDATION

Approve

#### NASHVILLE DOT RECOMMENDATION

Approve

#### TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

#### WATER SERVICES RECOMMENDATION

Approve with conditions

- As all our previous comments have been addressed on the latest re-plat (stamped received 5/05/2025), MWS recommends approval, on the following conditions: For Water Services only, Sewer is through the Metro Health Department - Septic System.

#### METRO HEALTH RECOMMENDATION

Approve

#### STAFF RECOMMENDATION

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

#### RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2025S-063-001 with conditions, including variances to Section 4-2.5 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.

#### CONDITIONS

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. On the corrected copy, denote Lot 3 as a Critical Lot.
3. On the corrected copy, remove all right-of-way dedications for Lot 1.
4. On the corrected copy, in the lot area chart, update the following for each respective lot: "Existing Lot 1, Proposed Lot 2, Proposed Lot 3"
5. On the corrected copy, for the ingress/egress label on Lot 1, update the text to be "proposed ingress, egress easement."



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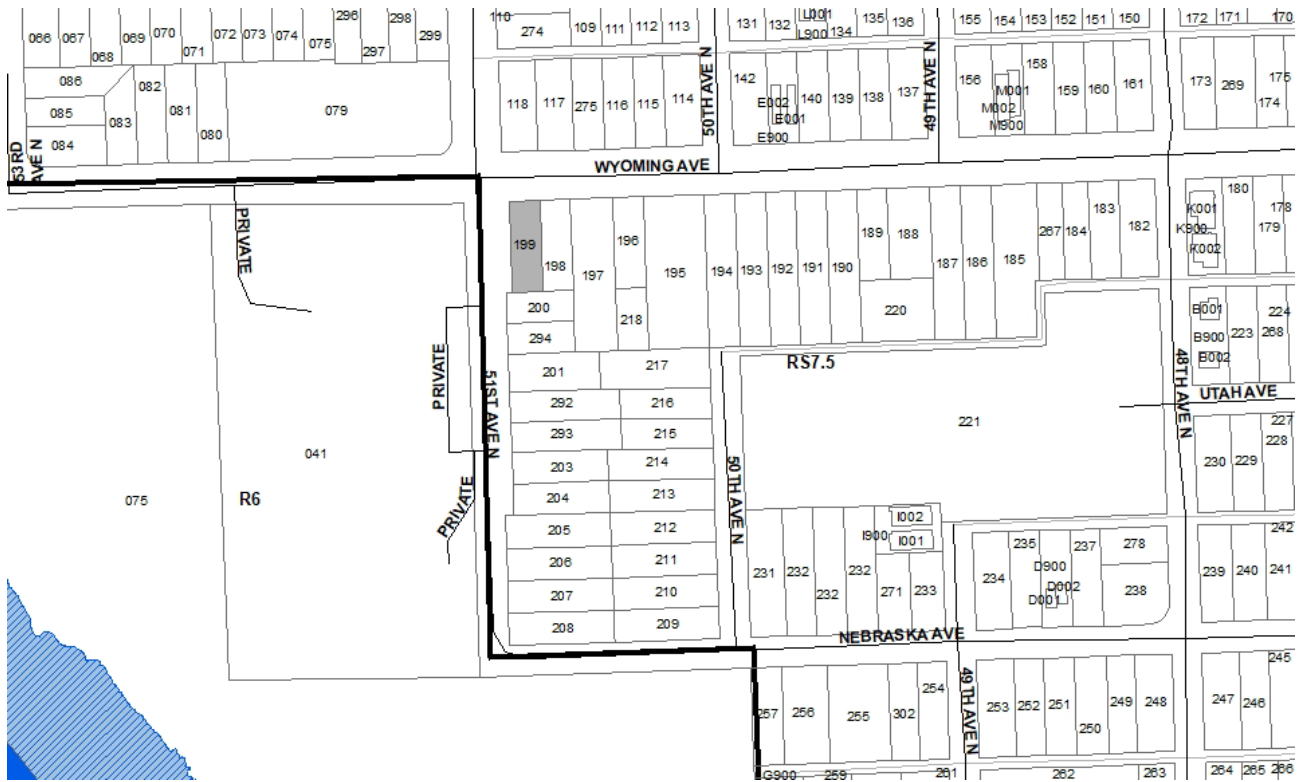
6. On the corrected copy, for Note 2 under General Notes, change note to “Lot 1 is an existing lot-no other changes other than the proposed ingress/egress label.”
7. On the corrected copy, for Lot 1, show the existing building envelope per the approved plat on this lot.
8. Pursuant to 2-4.7 of the Metro 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.
9. The mylar shall be approved and signed by the Metro Health Department prior to recording.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 05/22/2025



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



## Metro Planning Commission Meeting of 05/22/2025

**Item #11**  
**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, Planning Commission meetings. A public hearing was held and closed on August 22, 2024.

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

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

---

**APPLICANT REQUEST**

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

Zone Change

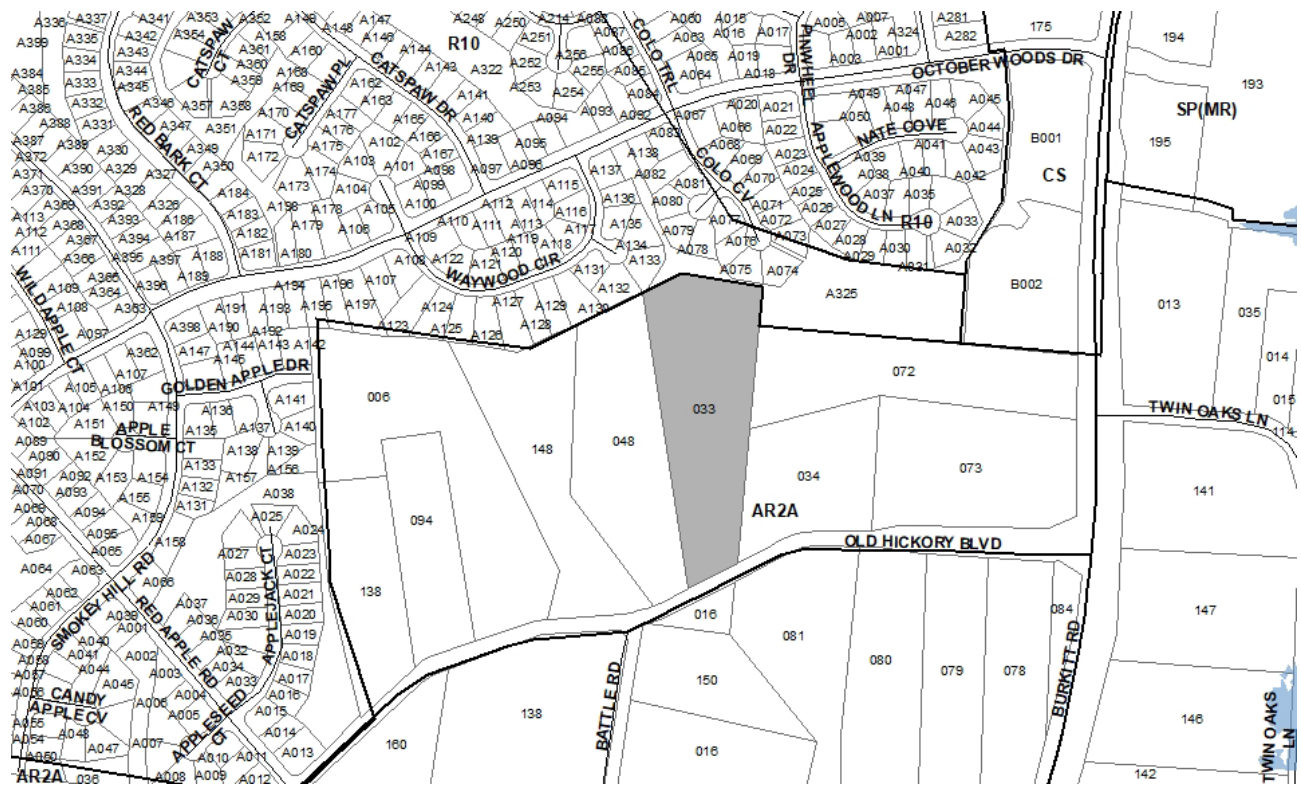
A request to rezone from Single-Family Residential (RS7.5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 5011 Wyoming Avenue, at the southeast corner of 51st Avenue North and Wyoming Avenue (0.19 acres).

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 05/22/2025



**2025Z-016PR-001**

Map 183, Parcel(s) 033

12, Southeast

33 (Antoinette Lee)



## Metro Planning Commission Meeting of 05/22/2025

**Item #12**  
**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, and May 8, 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 June 26, 2025, Planning Commission meeting.*

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**APPLICANT REQUEST**

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

Zone Change

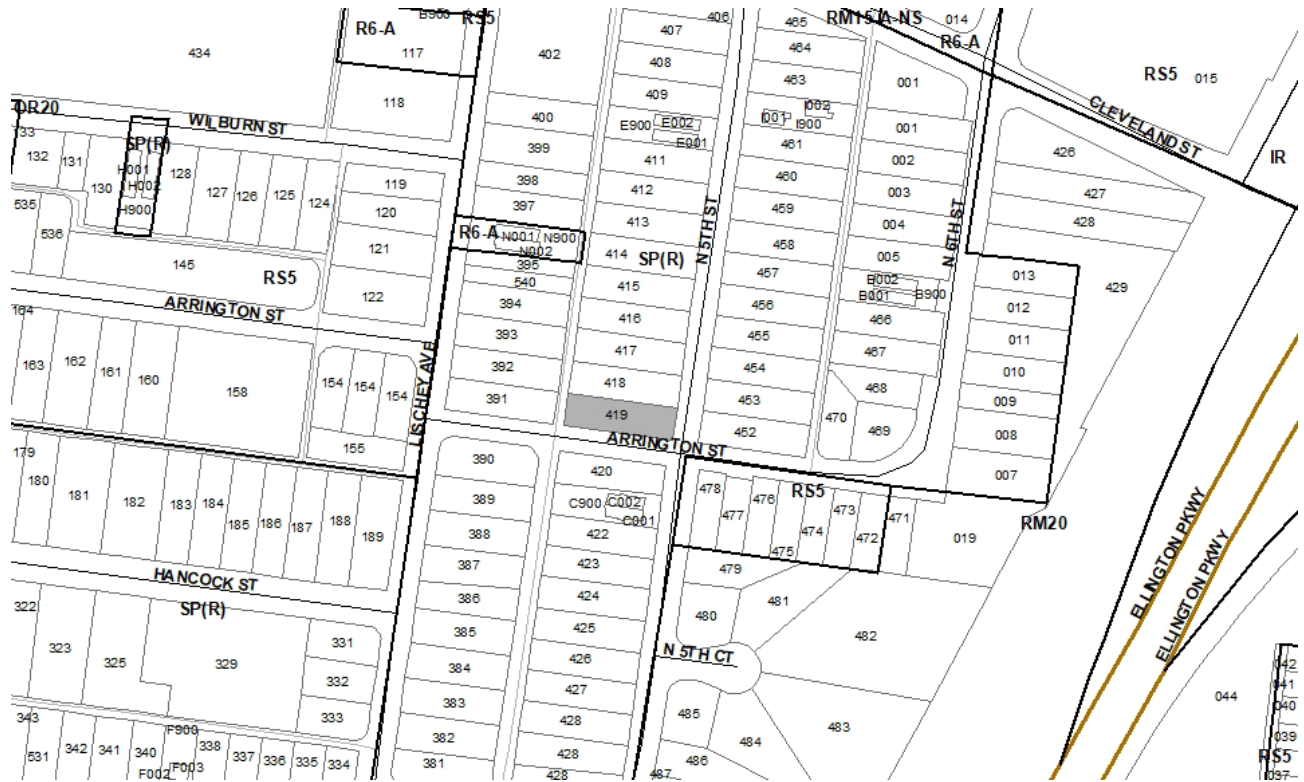
A request to rezone from Agricultural/Residential (AR2A) to Multi-Family Residential - No Short-Term Rental (RM9-NS) zoning for property located at 13302 Old Hickory Boulevard, approximately 1,014 feet west of Twin Oaks Lane (6.3 acres).

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 05/22/2025



**2025Z-020PR-001**  
Map 082-07, Parcel(s) 419  
05, East Nashville  
05 (Sean Parker)



## Metro Planning Commission Meeting of 05/22/2025

**Item #13**

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

**Staff Reviewer**

Shane

**Staff Recommendation**

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

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**APPLICANT REQUEST**

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

Zone Change

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

**STAFF RECOMMENDATION**

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



**NO SKETCH**



## Metro Planning Commission Meeting of 05/22/2025

**Item #14**  
**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**

Leeman

**Deferral/ MPC Rules  
and Procedures**

This item will need to be deferred to the June 26, 2025, Planning Commission meeting per the MPC Rules and Procedures following a public hearing.

**Staff Recommendation**

*Disapprove.*

---

### **APPLICANT REQUEST**

Amend the Zoning Code to require mailed notices for certain final site plans.

### **PROPOSED AMENDMENTS TO TITLE 17**

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.
  - 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.



## Metro Planning Commission Meeting of 05/22/2025

- 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.

### **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. The Zoning Code describes the "Final site plan" as a detailed set of construction plans that fully demonstrate compliance with all applicable provisions of the code and accurately represents the final form of proposed construction, serving as the basis for the issuance of zoning permits and certificates of compliance.

For properties that are zoned SP, or within an Urban Design Overlay or Planned Unit Development Overlay, Planning staff reviews each final site plan for conformance with the preliminary plan or adopted overlay standards. Therefore, the developer has finalized the grading and construction plans when a final site plan is submitted 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. This ordinance may also have the unintended consequence of slowing down the permitting process due to concerns and questions related to the public comments that may be received. Additionally, it is possible that this ordinance will set false expectations that property owners who receive a notice can have an influence on the outcome of a review.

Requiring notice for items where there is not an opportunity for input can cause distrust on the part of those receiving the notice and can make them less likely to pay attention to notice of projects that allow for input, such as rezoning notices.

The Planning Department and Codes Departments currently provide many 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/>

### **ZONING ADMINISTRATOR RECOMMENDATION**

Given the existing resources available to district council members 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.



## Metro Planning Commission Meeting of 05/22/2025

Nashville.gov hosts a dataviewer that provides an even more interactive and responsive data set for the general public. This dataviewer is available 24/7 and updates every 24 hours to show the most up-to-date records of both building permits issued and building applications received by Codes. This data can be filtered by date ranges, council districts, zip codes, and permit subtypes and viewed as maps, graphs, or data tables.

Public notification of a process typically approved “by right” that does not include opportunity for public input or influence will create distrust between the residents and the Metro Government.

### **FISCAL IMPACT RECOMMENDATION**

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.

### **COUNCIL**

The proposed amendment passed First reading at the May 6, 2025, Council meeting. Second reading and public hearing is scheduled for July 1, 2025.

### **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 May 22, 2025. This item will then need to be deferred to the June 26, 2025, Planning Commission meeting for consideration.

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### **STAFF RECOMMENDATION**

*Disapprove.*

---



## Metro Planning Commission Meeting of 05/22/2025

### ORDINANCE NO. BL2025-820

An ordinance amending Chapter 17.40 of the Metropolitan Code of Laws to require mailed notices 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 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.
  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.

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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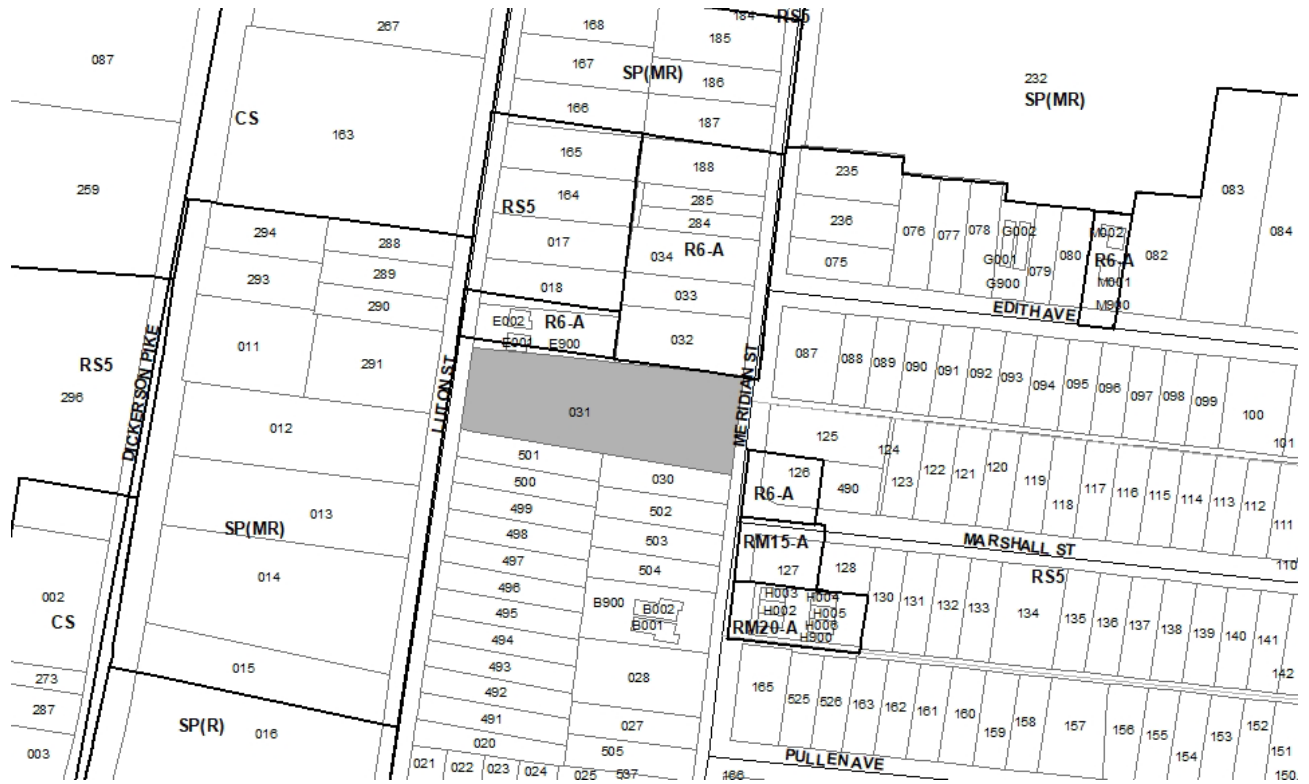
Jordan Huffman  
Member of Council



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 05/22/2025



**2025SP-001-001**  
1600 MERIDIAN STREET  
Map 071-11, Parcel(s) 031  
05, East Nashville  
05 (Sean Parker)



## Metro Planning Commission Meeting of 05/22/2025

**Item #15****Specific Plan 2025SP-001-001****Project Name****1600 Meridian Street****Council District**

05 – Parker

**School District**

01 – Taylor

**Requested by**

Williams &amp; Associates Engineering, Inc., applicant; Faith Temple Baptist Church, Inc., owner.

**Staff Reviewer**

Shane

**Staff Recommendation***Approve with conditions and disapprove without all conditions.***APPLICANT REQUEST****Preliminary SP to permit a multi-family residential development.**Preliminary SP

A request to rezone from Single-Family Residential (RS5) to Specific Plan (SP) zoning for property located at 1600 Meridian Street, approximately 73 feet northwest of Marshall Street (1.47 acres), to permit 27 multi-family residential units.

**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. *Based on acreage alone, RS5 would permit a maximum of ten lots. Compliance with the Metro Subdivision Regulations may result in fewer lots.*

**Proposed Zoning**

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

**EAST NASHVILLE COMMUNITY PLAN**

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

Supplemental Policy Area: 05-Highland Heights

The Highland Heights supplemental policy incorporates a Building Regulating Plan as well as a



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Mobility Plan which address unique features of the area and expand upon the standard guidance of the Community Character Manual in order to tailor policy to the needs of the Highland Heights study area. The Building Regulating Plan identifies nine subdistricts intended to create areas with specific design characteristics that achieve the overall vision of the community. The goal of the mobility plan is to increase connectivity within the study area through public street and alley connections.



## Proposed Site Plan

### SITE CONTEXT

The approximately 1.47-acre site is between Luton Street and Meridian Street and northwest of Marshall Street’s intersection with Meridian Street. The site has been developed with a church since 1975. The site is relatively level without many slope constraints and also contains an accessory building and a few scattered trees. Both Luton Street and Meridian Street are classified as local streets, but Meridian Street is further designated as a T4-R-LS2 local street featuring 8-foot sidewalks in the Major and Collector Street Plan (MCSP) and the Highland Heights supplemental policy. Single-family residential uses zoned Single-Family Residential (RS5) are predominant in the area, but two-family uses zoned One- and Two-Family-Residential-Alternative (R6-A) and multi-family uses zoned Multi-Family Residential-Alternative (RM15-A) are also present while commercial land zoned Specific Plan (SP) and Commercial Service (CS) can be found to the west.

### Site Plan

The plan proposes a multi-family residential development consisting of a maximum of 27 multi-family residential units at approximately 18.4 units per acre. The unit types proposed are attached townhomes, either smaller one-bedroom units or larger three-bedroom units ranging in blocks of two to five units and detached multi-family units. Clusters of three and two units face Luton Street while the detached multi-family units face Meridian Street. The plan incorporates space for a future north-south alley that would bisect through the center of the site. Internally to the site, density is greater to the west of this future alley and less intense on the east side. This alley will eventually connect to the alley being established by the Grove at Meridian development (Case No. 2019SP-058-001) to the north, ultimately intersecting with the extension of Joy Avenue. The plan notes this



## Metro Planning Commission Meeting of 05/22/2025

area as reserved for future right-of-way dedication. A drive aisle and parking extend through the center of the site east to west, with most units being surface parked (six of the units closest to Meridian Street are garage parked). Units face either this drive aisle, public streets, or internal courtyards. Sidewalks and grass strips per the MCSP are located along both street frontages while an internal sidewalk network connects to the public sidewalks. Landscaping is planned for the northern and southern property boundaries. Staff is including a condition of approval that requires that the specific landscape buffer yard types be labeled as B-3 on the plan. Permeable pavers make up part of the drive aisle surfaces to aid in stormwater infiltration.

Maximum height is limited to three stories as detailed on the plan. The site will be accessible via curb cuts on both Luton Street and Meridian Street. Parking will be provided per Code by a combination of garage spaces and head-in parking along the private drive. All garages are accessed by the private drive system.

### **ANALYSIS**

The plan is consistent with the T4 NE policy and the Highland Heights Supplemental Policy's R5 Subdistrict. The T4 NE base policy is intended to enhance neighborhoods by including greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques. Moderate- to high-density residential development is appropriate, as are shallow setbacks, alley access, and high levels of complete street connectivity. The plan enhances each of these policy goals with its detached and attached housing types and provision of public infrastructure improvements, including accommodating for a future north-south alley.

Subdistrict R5 of the Highland Heights Supplemental Policy has as its stated goal to create and enhance neighborhoods with greater housing choice and improved connectivity while also forming a transition from Dickerson Pike's higher density mixed use development pattern to the west. To that end, the policy calls for stepping down in intensity from west to east, with the desired housing typology along Meridian Street being larger units spaced at greater distances than those along Luton Street. The plan accomplishes this by stepping down in intensity from the western half of the development and transitioning to larger detached and garage parked units nearer to Meridian Street. The sub-district also includes calls for improving public infrastructure as private development takes place. The plan accomplishes this by setting aside an area for a future alley that will extend through the center of the site in a north-south direction and by providing improvements completing the MCSP along both street frontages per the local and/or MCSP requirements.

The proposed SP plan provides needed housing in a form that fits the policies for the site and the context of the neighborhood. For these reasons, staff recommends approval of the rezoning.

### **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.



## Metro Planning Commission Meeting of 05/22/2025

- Per Metro Ordinance all buildings/homes shall be within 500' of a fire hydrant capable of supplying the required fire flow when measured via approved fire department access route. Fire hydrant locations and fire hydrant flow data is required prior to approval for construction.
- Where the vertical distance between the grade plane and the highest roof surface/parapet exceeds 30 feet, approved aerial fire apparatus access roads shall be provided. Aerial fire apparatus access roads shall be a minimum of 26 feet in width, exclusive of shoulders. Aerial fire apparatus access roads shall be positioned parallel to at least one entire side of the building, a minimum of 15 feet, and a maximum of 30 feet from the building. Overhead utility and power lines or other obstructions shall not be located over the aerial apparatus access road or between the aerial fire apparatus and the building.

### **WEGO RECOMMENDATION**

#### **Approve with conditions**

- The WeGo Bus Notes shown on this SP shall be shown on all subsequent SP plans.
- Development must coordinate and reach agreement with WeGo Robert.Johnson@Nashville.gov prior to Final SP approval, and again prior to Building Permit issue.
- WeGo conditions must be complete prior to any occupancy or use of the development.

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

- 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 constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- The following are general approval comments and conditions;
- All public commercial ramps should meet code spacing requirements.



## Metro Planning Commission Meeting of 05/22/2025

- Any public access point (ramps, drives) should meet AASHTO sight distance requirements. At final, provide call outs and dimensions for any MCSP requirements that were coordinated with metro planning.
- With any MCSP requirements, call out and dimension any ROW dedications that are needed to accommodate MCSP.
- At final, any proposed roadway half-sections, pavement widening, 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)).
- Comply w/ NDOT traffic comments/conditions of approval.

### NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Before issuance of final Use & Occupancy permit, the area shown as a future north-south alley in the central portion of the site must be deeded to the Metropolitan Government as a right of way easement by appropriate instrument approved by the Metropolitan Department of Law.
- Parking shall be shown per Metro Code.
- The applicant shall comply with the MCSP requirements along Luton Street and Meridian Street.
- 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: **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)	1.47	8.71 F	12 U	148	13	13

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	1.47	-	27 U	145	9	13

Traffic changes between maximum: **RS5 and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-3	-4	+0



## Metro Planning Commission Meeting of 05/22/2025

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS5 district: 1 Elementary 1 Middle 1 High**

**Projected student generation proposed SP-MR district: 4 Elementary 3 Middle 2 High**

The proposed SP zoning is expected to generate six more students than the existing RS5 zoning district. Students would attend Tom Joy Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools are identified as being at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 27 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, show ADA-accessible sidewalks and crosswalks extending throughout the site. Each unit must have a clear, ADA-accessible sidewalk and crosswalk path to the public ROW frontages along Luton Street and Meridian Street.
3. On the corrected copy, add to the site data table that height shall be limited to three stories in 45 feet.
4. On the corrected copy, identify the following as prohibited uses: Short term rental properties, owner occupied and short term rental properties, not-owner occupied.
5. On the corrected copy, update the purpose note and site data tables with the correct information based on a maximum of 27 units.
6. On the corrected copy, label the landscape buffer yard types as B-3 along each property boundary.
7. No height stepbacks will be required. Add a note to the corrected copy indicating this.
8. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
9. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
10. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
11. No master permit/HPR shall be recorded prior to final SP approval.
12. Final plat may be required prior to permitting.
13. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
14. Comply with all conditions and requirements of Metro reviewing agencies.
15. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of



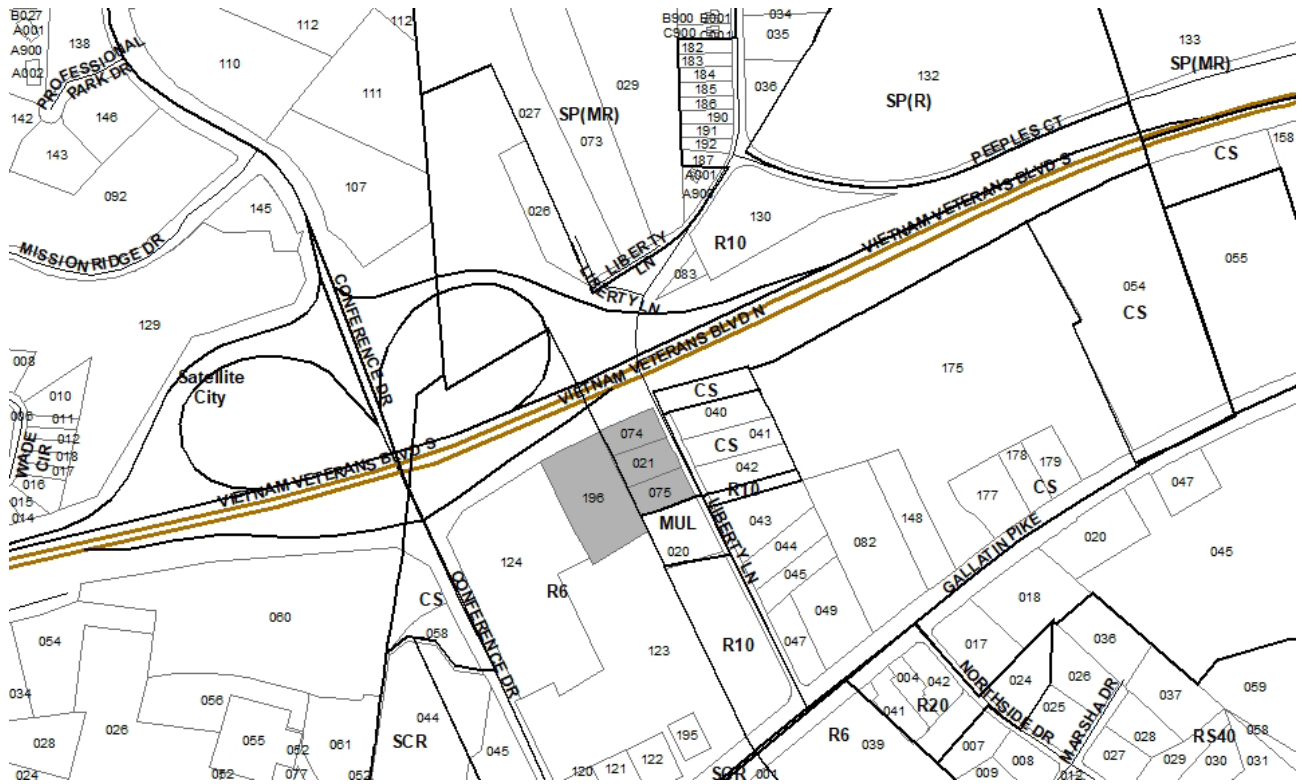
## Metro Planning Commission Meeting of 05/22/2025

the RM20-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.

16. 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.
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.



## Metro Planning Commission Meeting of 05/22/2025



### 2025SP-004-001

LIBERTY LANE MIXED USE

Map 026, Parcel(s) 021, 074-075, 196

04, Madison

10 (Jennifer Webb)



## Metro Planning Commission Meeting of 05/22/2025

### Item #16

#### Project Name

**Specific Plan 2025SP-004-001**

#### Council District

**Liberty Lane Mixed Use**

#### School District

10 – Webb

#### Requested by

03 – Young

Catalyst Design Group, applicant; Dorcas Baize Revocable Trust, Frances George and Hollis George, and Liberty Lane, LLC, owners.

#### Staff Reviewer

Welch

#### Staff Recommendation

*Approve with conditions and disapprove without all conditions.*

### APPLICANT REQUEST

#### Preliminary SP to permit a multi-family development.

#### Zone Change

A request to rezone from One and Two-Family Residential (R10) to Specific Plan (SP) zoning for properties located at 127, 131, 135 Liberty Lane, and Liberty Lane (unnumbered), approximately 800 feet east of Conference Drive (4.93 acres), to permit 240 multi-family residential units.

#### **Existing Zoning**

One- and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 21 lots with 5 duplex lots for a total of 26 units, based on acreage only. Duplex eligibility to be confirmed by Metro Codes.*

#### **Proposed Zoning**

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

### MADISON COMMUNITY PLAN

T5 Regional Center (T5 RG) is intended to enhance and create regional centers, encouraging their redevelopment as intense mixed use areas that serve multiple communities as well as the County and the surrounding region with supporting land uses that create opportunities to live, work, and play. T5 RG areas are pedestrian friendly areas, generally located at the intersection of two arterial streets, and contain commercial, mixed use, residential, and institutional land uses.

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 05/22/2025

towards Liberty Lane. Vehicular access to the site is provided from Liberty Lane with emergency access proposed through the adjacent commercial site to the southwest via a recorded access easement. The ground floor proposes 120 structured parking spaces located behind areas reserved for amenity spaces along the street frontage. The proposed SP includes conceptual elevations and massing models, and architectural requirements for building height, materials, and glazing.

### **ANALYSIS**

The site is located within T5 Regional Center (T5 RG) policy. T5 RG is intended to enhance or create regional centers by encouraging intense mixed-use areas that serve the region with supporting land uses that create opportunities to live, work, and recreate.

The plan proposes multi-family uses and is generally consistent with the T5 RG policy goals. The proposed design provides parking behind the building, incorporating shallow setbacks between the sidewalk and the building, and is within walking distance to transit and services to meet the daily needs of the residents. The site is within an eight-minute walk to the nearest WeGo bus stop. The site plan proposes building frontage along Liberty Lane, activating the street with sidewalk and landscaping improvements to include a 5-foot sidewalk and 4-foot planting grass strip, consistent with the local street standards

While the plan calls for an increase in density on the site of 48 units per acre, the requested density is in line with the T5 RG policy as it considers higher intensity with thoughtful building placement and orientation. The plan limits the height of the building to 5 stories and 75 feet, and staff has also included a condition of approval that the fifth story include a 15-foot setback to provide variation to the façade and reduce the overall visual impact of the building given its location along a local street. The surface parking lot and trash enclosures are proposed at the rear of the site; therefore, the placement of the building will serve as a visual buffer. Staff has also included a condition of approval for a Type B buffer around the perimeter of the site to ensure additional screening to adjacent sites to the north, south, and west.

The SP demonstrates compliance with development standards expected by a T5 RG policy area as it relates to sidewalks, primary entrances, and glazing on street fronting facades. The façade of the first floor oriented towards Liberty Lane will have a minimum glazing of 40 percent and the residential uses above will have a minimum of 25 percent. The site plan identifies primary entrances to the building along Liberty Lane, where the front of the building is reserved for amenity areas to provide an activated streetscape. The proposed design, with staff's recommended conditions of approval, provides appropriate transitions in building type, massing, and orientation.

A multi-modal transportation analysis (MMTA) was evaluated and approved by the Nashville Department of Transportation (NDOT). NDOT has identified the resulting development impact mitigation and has included conditions related to offsite improvements and contributions to the sidewalk network between Peeples Court and Gallatin Pike.

### **FIRE RECOMMENDATION**

**Approve with conditions**



## Metro Planning Commission Meeting of 05/22/2025

- The second point of access is a fire code requirement for more than 200 multi-family (sprinklered) units. We would just ask for a recorded access easement agreement with the neighboring site.

### **WEGO RECOMMENDATION**

#### **Approve with conditions**

- Developer shall supply appurtenances appropriate for a complete pair of new Frequent Service Shelter type bus stops on Gallatin Pike near Liberty Lane. Appurtenances shall be specified by WeGo. Refer to the latest WeGo Design guidelines for typical scope and scale.
- Appurtenances shall be installed on Gallatin Pike near Liberty Lane if either or both of those bus stop waiting areas are provided prior to any occupancy and use of the development. If either of those bus stop waiting areas are not provided prior to any occupancy and use of the development, then developer shall supply the appurtenances to WeGo.
- If either of those bus stop waiting areas are not provided prior to any occupancy and use of the development, then developer shall coordinate with WeGo, and others as requested by WeGo, with the goal of expediting provision of those bus stops, and pedestrian links across Gallatin Pike and toward the development. This coordination may include good faith efforts by the developer to enter into reasonable cost sharing with private, local, state or federal funding sources to provide those bus stops or pedestrian links.
- Developer shall print the text of all WeGo conditions on this and future SPs.
- Developer shall coordinate and reach agreement on all WeGo Conditions with WeGo Robert.Johnson@Nashville.gov prior to each future SP phase, and prior to building permit issue.

### **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.

### **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.



## Metro Planning Commission Meeting of 05/22/2025

- 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. (cont.)
- Coordinate w/ metro planning on MCSP requirements along existing ROW frontages. For reference, provide callouts on the final site plan for MCSP requirements.
- Call out and dimension any ROW dedications that are to accommodate ROW frontage requirements.
- In general, with a final: Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT standard details.
- 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.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement ([solidwastereview@nashville.gov](mailto:solidwastereview@nashville.gov)).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW. (cont.) On site plans, call out “mill & overlay extents to be coordinated in field with NDOT inspector”.
- Comply w/ NDOT traffic comments/conditions of approval.

### NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- As of 4/17/25, the MMTA has been submitted and approved by NDOT. The resulting development impact mitigation is to contribute towards funding part of the full sidewalk connection on Liberty Lane from Peeples Court to Gallatin Pike. Their number agreed upon over email is \$169,812.00 coming from \$707.55/unit. The development may choose to instead continue the 5' sidewalk, 4' planting strip from along the property frontage down to the intersection with Gallatin Pike.

#### Maximum Uses in Existing Zoning District: R10

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)	4.93	5.46 F	26 U	301	23	28

\*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)	2.466	3 F	240 U	1,306	81	103



## Metro Planning Commission Meeting of 05/22/2025

Traffic changes between maximum: R10 and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1,005	+58	+75

### METRO SCHOOL BOARD REPORT

**Projected student generation existing R10 district: 3 Elementary 2 Middle 2 High**  
**Projected student generation proposed SP district: 33 Elementary 23 Middle 19 High**

The proposed SP zoning is expected to generate 68 more students than the existing R10 zoning. Students would attend Gateway Elementary School, Goodlettsville Middle School, and Hunters Lane High School. Gateway Elementary School is identified as being over capacity, Goodlettsville Middle School is identified as under capacity, and Hunters Lane High School is at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization Report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 240 multi-family residential units. Short Term Rental Property (STRP) owner-occupied and not owner-occupied shall be prohibited.
2. On the corrected copy, show a Type B landscape buffer along the northern, western, and southern boundaries of the site outside of any areas reserved for stormwater management or utility/access easements. Existing tree canopy that is retained with the required buffer areas may count towards buffer requirements. Any preserved trees utilized for buffer requirements shall have tree protection measures consistent with the requirements of the Metro Zoning Code.
3. On the corrected copy, elevations shall demonstrate a 15-foot setback at the fifth story along Liberty Lane.
4. The first floor amenity areas designated at the front of the building shall be occupied by amenity and support uses along the Liberty Lane frontage. No portion of any structured parking shall be located within this designated area.
5. For any structured parking above grade, architectural screening shall be provided that is consistent with the materials utilized for the main structures.
6. Prior to final site plan approval, any emergency access easement agreements with the adjacent property located at 2106 Gallatin Pike that are not currently in place to meet Fire Code requirements shall be recorded.
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 final site plan application.
8. Final plat may be required prior to permitting.
9. Signage to be reviewed at final SP and is not included in this approval.
10. 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



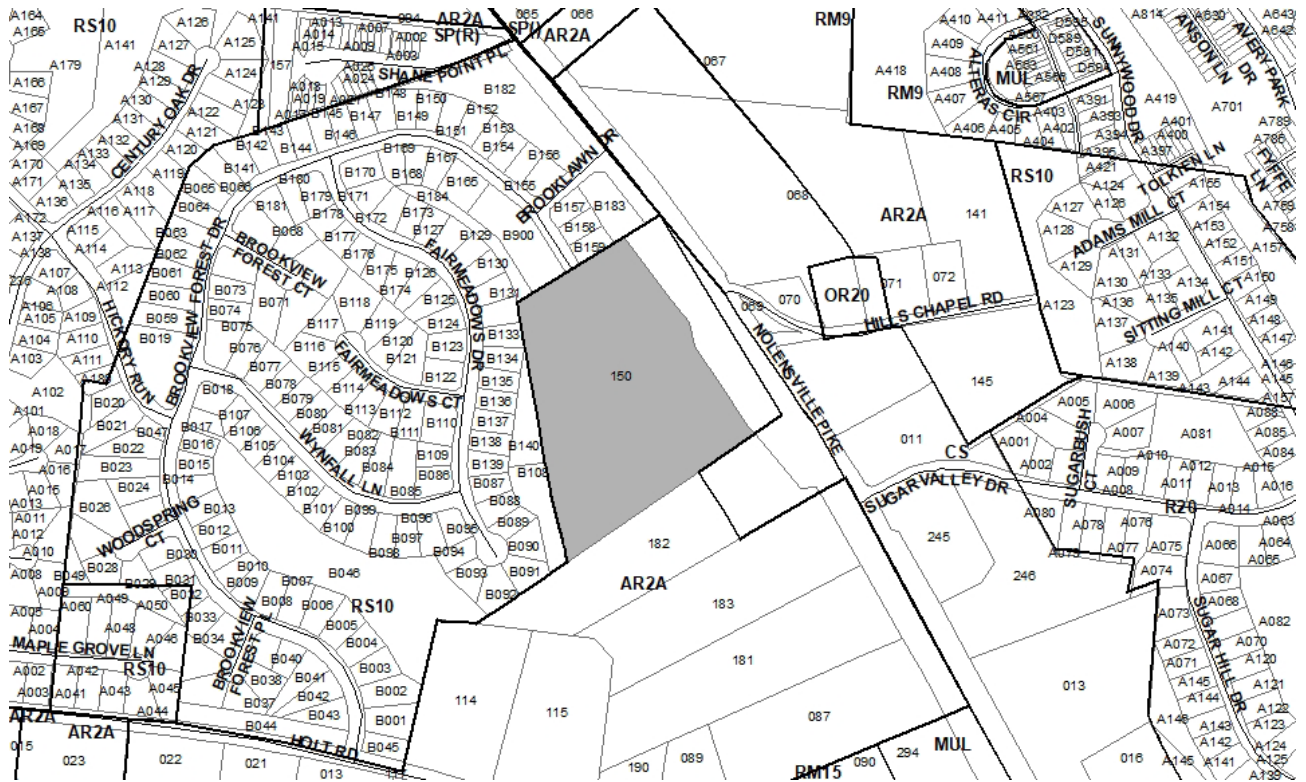
## Metro Planning Commission Meeting of 05/22/2025

the MUG-A-NS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.

11. Comply with all conditions and requirements of Metro Reviewing Agencies.
12. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
13. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
14. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
15. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



# Metro Planning Commission Meeting of 05/22/2025



**2025SP-010-001**  
6309 NOLENSVILLE PIKE  
Map 173, Parcel(s) 150  
12, Southeast  
04 (Mike Cortese)



## Metro Planning Commission Meeting of 05/22/2025

### Item #17

#### Project Name

**Specific Plan 2025SP-010-001**

#### Council District

**6309 Nolensville Pike**

#### School District

04 – Cortese

#### Requested by

02 – Elrod

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

#### Staff Reviewer

Marton

#### Staff Recommendation

*Approve with conditions and disapprove without all conditions.*

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### APPLICANT REQUEST

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

#### Preliminary SP

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

#### **Existing Zoning**

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

#### **Proposed Zoning**

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

### **SOUTHEAST COMMUNITY PLAN**

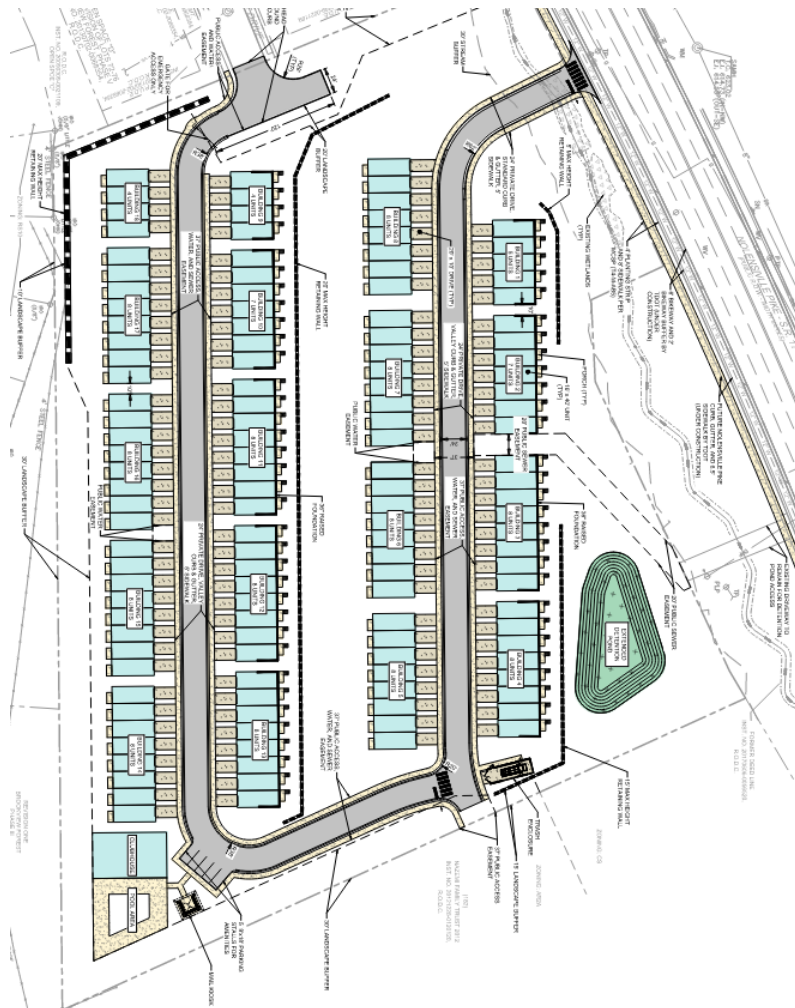
T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy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



## Metro Planning Commission Meeting of 05/22/2025

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.



**Proposed SP**



## Metro Planning Commission Meeting of 05/22/2025

### **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 (T3CM), 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 05/22/2025

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**

- Limited building detail, and/ or building construction information provided. Construction must meet all applicable building and fire codes. Any additional fire code or access issues will be addressed during the construction permitting process. Site plans or construction may require changes to meet adopted fire and building codes.
- SEE MARKUPS AND COMMENTS FOR REVISED LAYOUT PLAN 3-4-2025.

### **HISTORIC ZONING RECOMMENDATION**

#### **Approve**

- Phase I archaeological survey recommended.

### **NASHVILLE DOT RECOMMENDATION**

#### **Approve with conditions**

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



## Metro Planning Commission Meeting of 05/22/2025

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

### TRAFFIC & PARKING RECOMMENDATION

#### Approve with conditions

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



## Metro Planning Commission Meeting of 05/22/2025

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+646	+37	+51

### METRO SCHOOL BOARD REPORT

**Projected student generation existing: AR2a district: 1 Elementary 0 Middle 0 High  
 Projected student generation proposed: SP district: 19 Elementary 13 Middle 10 High**

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



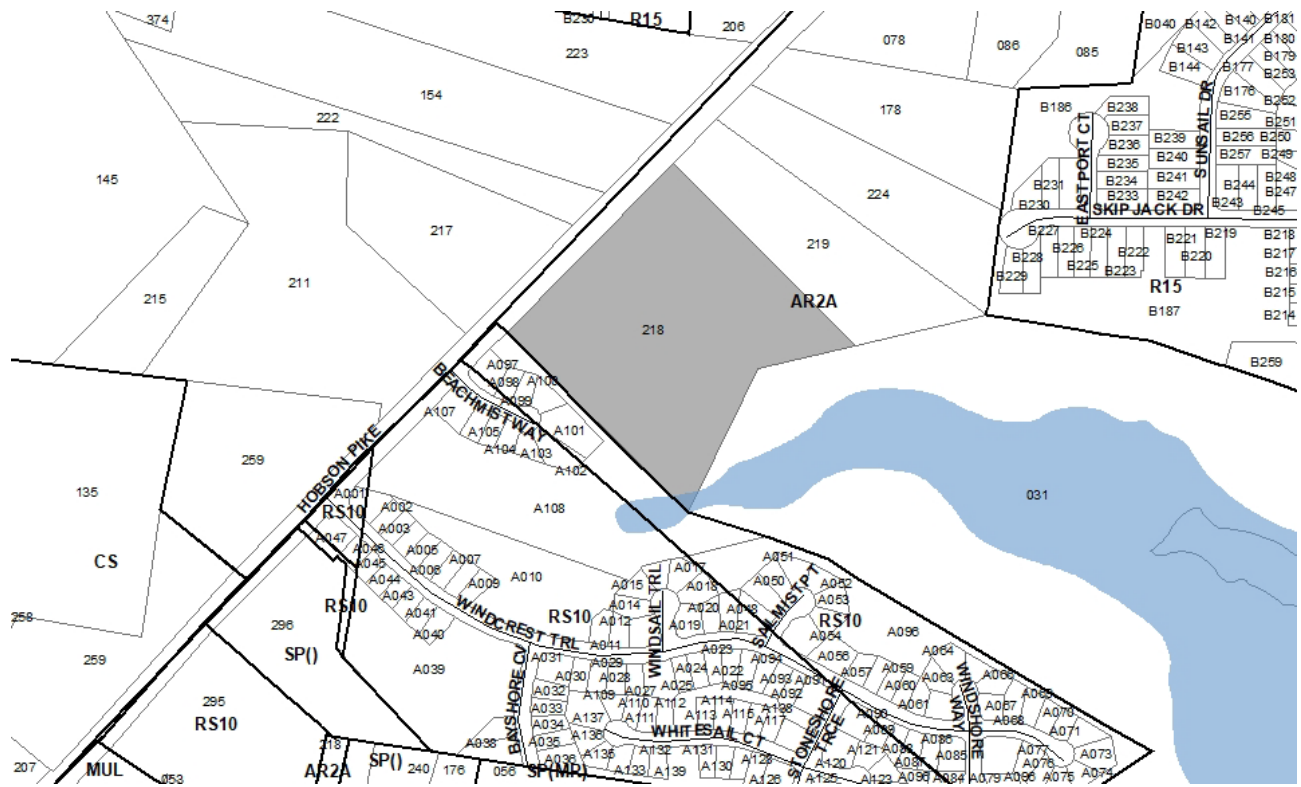
## Metro Planning Commission Meeting of 05/22/2025

the RM15 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.

9. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
10. The final site plan shall label all internal driveways as “Private Driveways.” A note shall be added to the final site plan that the driveways shall be maintained by the Property Owners’ Association.
11. No master permit/HPR shall be recorded prior to final SP approval.
12. Final plat may be required prior to permitting.
13. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
14. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



# Metro Planning Commission Meeting of 05/22/2025



**2025SP-027-001**

**LIVING WORD LIVING COMMUNITY**

Map 150, Parcel(s) 218

13, Antioch – Priest Lake

08 (Deonté Harrell)



## Metro Planning Commission Meeting of 05/22/2025

**Item #18****Specific Plan 2025SP-027-001****Project Name****Living Word Living Community****Council District**

08 - Harrell

**School District**

06 – Mayes

**Requested by**

Dale &amp; Associates, applicant; The Living Word Ministries Inc., owner.

**Staff Reviewer**

Konigstein

**Staff Recommendation***Approve with conditions and disapprove without all conditions.***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 property located at 2304 Hobson Pike, approximately 184 feet east of Beachmist Way (12.15 acres), to permit 59 multi-family residential units.

**Existing Zoning**

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

**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 underdeveloped “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

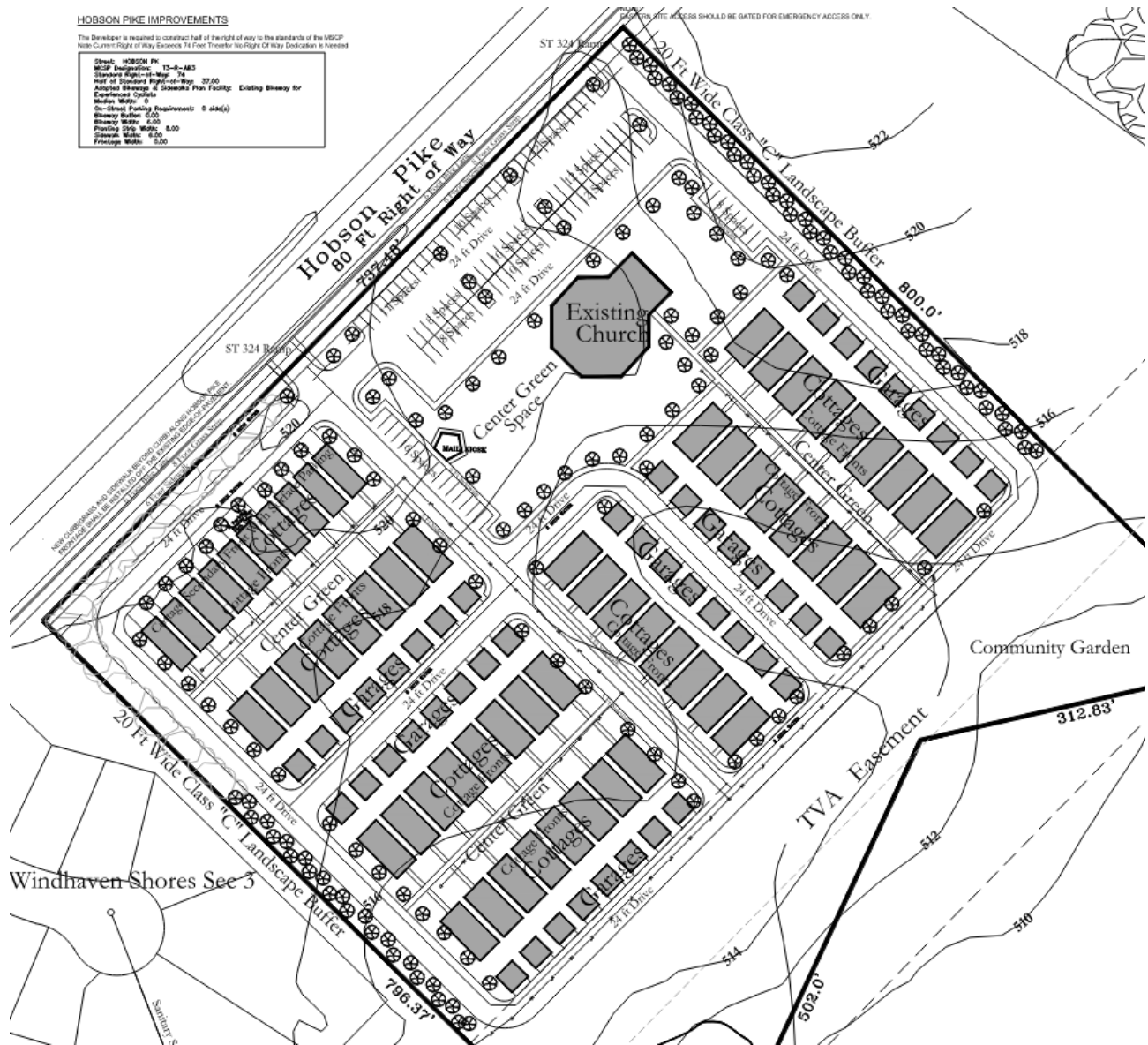


# Metro Planning Commission Meeting of 05/22/2025

## HOBSON PIKE IMPROVEMENTS

The Developer is required to construct half of the right of way to the standards of the MSCP. Note: Current Right of Way Easements 74 Foot: Transfer the Right of Way: (Indicate by a dashed line)

Street:	HOBSON PIKE
MSCP Designation:	T-2-B-MS
Standard Right-of-Way:	74'
Half of Standard Right-of-Way:	37.00'
Adopted Easement:	0' (Standard) Plus Facility: Existing Easement for
Expendable Curb:	
Median Width:	0'
On-Street Parking Requirement:	0 (none)
Energy Buffer:	0.00'
Planting Spacing:	8.00'
Planting:	0.00'
Freeway Width:	0.00'



## Proposed Site Plan

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed. *The CO policy on the site notes an aquatic feature, however, documentation has been provided that demonstrates there is no aquatic feature on site.*

## SITE CONTEXT

The approximately 12.2-acre site is located on the southeastern side of Hobson Pike. The property,



## Metro Planning Commission Meeting of 05/22/2025

which is currently developed with a church, has frontage along Hobson Pike, a collector avenue as designated by the Major and Collector Street Plan (MCSP). The adjacent zoning districts are Single-Family Residential (RS10) and AR2a. The surrounding area includes single-family residential uses and vacant properties. The broader surrounding area also includes other SPs which permit multi-family residential land uses at varying densities.

### PLAN DETAILS

The plan proposes 59 multi-family units with the existing church to remain. Short term rentals, owner occupied, and non-owner occupied are not permitted.

The proposed units share access through a private drive from Hobson Pike. Two entrances are proposed along Hobson Pike; however, the eastern access point will be gated for emergency access only. The majority of units orient internally to shared “center green” spaces. These units all have detached garages in the rear. Units along Hobson Pike have primary and secondary fronts with the secondary front facing Hobson Pike. These units are surface parked. The height of all units is limited to two stories in 30 feet, measured to the highest point on the roof.

A Type C, 20-foot landscape buffer is proposed along the northern and southern property lines. A condition has been added to provide additional screening along Hobson Pike adjacent to the surface parked cottages. Sidewalk connections are provided internally and from all units to Hobson Pike. The plan also shows a six-foot sidewalk, six-foot bike lane, and eight-foot planting strip along Hobson Pike consistent with the requirements of the MCSP. Stormwater areas are proposed on the southern portion of the site.

### ANALYSIS

The site is located within T3 Neighborhood Evolving (T3 NE) policy. T3 NE is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and a moderate density development pattern. The area surrounding the subject property includes subdivisions with RS10 zoning as well as large AR2a zoned lots. The nearby subdivisions are at a low to moderate density with shallow building setbacks, and one- and two-story single-family homes.

The plan calls for a comparable amount of density to what could be envisioned under the RS10 zoning district but permits an alternative layout and unit type than the traditional subdivision. The 59 units proposed on 12.2 acres results in a density of 4.83 units per acre, which is consistent with the policy guidance of moderate density and a diversity of housing types. The SP introduces a detached cottage court typology to the area with most units having shallow setbacks and fronting “center green” spaces or a private drive.

There are formal landscape buffers on the northern and southern property lines, however, there is no landscaping proposed between the units fronting Hobson Pike and the right-of-way. Staff is including a condition of approval that the Type C landscape buffer be continued along the western half of the Hobson Pike frontage to screen the surface parked units. Throughout the proposed development, there are 24-foot wide private drives. The drives between units act similarly to alleys as there are only garages located along them. The plan limits the heights of the units to two stories



## Metro Planning Commission Meeting of 05/22/2025

and 30 feet, which will retain the existing architectural pattern of the one- and two-story homes in the broader area and is reflective of the suburban character.

The proposed plan includes sidewalks joining units to Hobson Pike and MCSP requirements are shown along Hobson Pike. There are some sidewalks along Hobson Pike presently, however, the addition of sidewalks along the frontage of the subject site will contribute to the evolving sidewalk network in the area.

The proposed plan is generally consistent with the T3 NE policy. The proposed design introduces a different unit type to the area, contains a development density and form compatible with the policy goals, and contributes to the pedestrian connectivity in the area aligning with T3 NE guidance. For these reasons, staff recommends approval with conditions and disapproval without all conditions.

### **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 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.

### **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.
- The following are general approval comments and conditions;
- All public commercial ramps, residential driveways shall meet code spacing requirements.
- Any public access point (ramps, drives) should meet AASHTO stopping sight distance requirements.
- All existing ROW frontages should adhere to the Major Collector Street Plan (MCSP) and dedication may be required along existing ROW frontages to accommodate MCSP requirements.
- Coordinate w/ Metro planning on MCSP requirements along existing ROW frontages.
- For reference, provide call outs on the final site plan for MCSP requirements.
- Call out and dimension any ROW dedications that are to accommodate ROW frontage requirements.



## Metro Planning Commission Meeting of 05/22/2025

- 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. (cont.)
- On site plans, call out “mill & overlay extents to be coordinated in field with NDOT inspector.”
- Comply w/ NDOT traffic comments/conditions of approval.
- Eastern site access should be gated for emergency access only.
- New curb (grass and sidewalk beyond curb) along frontage shall be installed off the existing edge-of-pavement.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- The applicant shall comply with the MCSP requirements along the Hobson Pike frontage.
- The north-eastern access on Hobson Pike shall be gated for emergencies only.
- 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: 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)	12.15	0.5 F	7 U	90	9	8

\*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)	12.15	-	59 U	320	20	26



## Metro Planning Commission Meeting of 05/22/2025

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
-	-	-	-	+230	+11	+18

### METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed SP district: 2 Elementary 6 Middle 5 High**

The proposed SP zoning is expected to generate 17 more students than the existing AR2a zoning. Students would attend Mt. View Elementary School, John F. Kennedy Middle School, and Antioch High School. Mt. View Elementary School was identified as being exceedingly over capacity while John F. Kennedy Middle School was identified as being under capacity and Antioch High School was identified as being over capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization Report provided by Metro Schools. *This SP is proposed to be a senior living community and actual student generation will likely be lower.*

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 59 detached multi-family residential units and religious institution. Short Term Rental Property (STRP) owner-occupied and not owner-occupied shall be prohibited.
2. On the corrected copy, separate the uses in the development summary to have different lines for permitted and prohibited uses in accordance with the use condition of the SP.
3. On the corrected copy, reduce the required parking to reflect the proposed 59 units.
4. On the corrected copy, dimension the required half right-of-way along Hobson Pike.
5. On the corrected copy, add and label a Type C landscape buffer on the western side of the Hobson Pike frontage between the road and the units.
6. 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.
7. 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.
8. Comply with all conditions and requirements of Metro Reviewing Agencies.
9. 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.
10. No master permit/HPR shall be recorded prior to final SP approval.
11. Final plat may be required prior to permitting.
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 RM6 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.

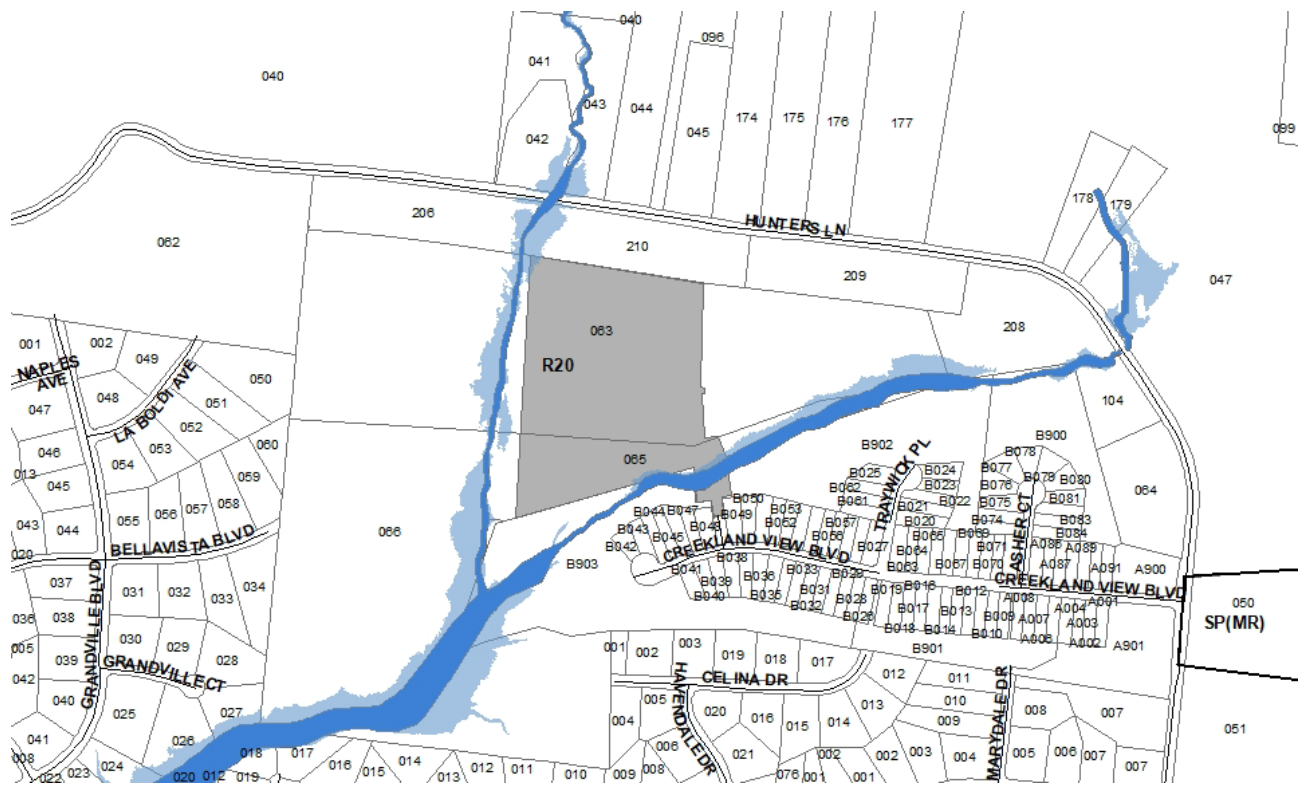


## Metro Planning Commission Meeting of 05/22/2025

13. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
14. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
15. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



## Metro Planning Commission Meeting of 05/22/2025



**2019S-068-005**  
HERITAGE CREEK PHASE 5  
Map 032, Part of Parcel(s) 063, 065  
02, Parkwood – Union Hill  
03 (Jennifer Gamble)



## Metro Planning Commission Meeting of 05/22/2025

**Item #19**

**Final Plat 2019S-068-005**

**Project Name**

**Heritage Creek Phase 5**

**Council District**

03 – Gamble

**School District**

01 – Taylor

**Requested by**

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

**Staff Reviewer**

Shane

**Staff Recommendation**

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

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**APPLICANT REQUEST**

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

Final Plat

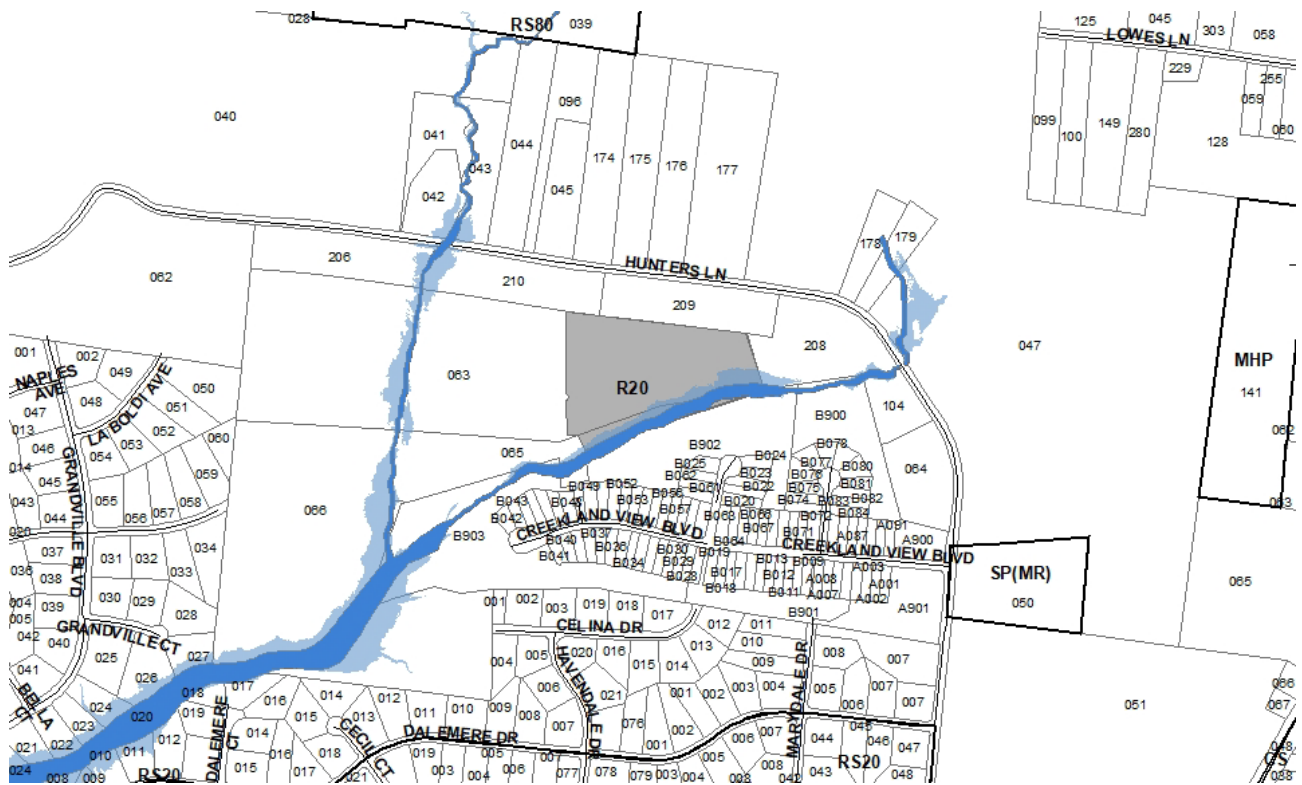
A request for final plat approval to create 35 residential cluster lots, three open spaces, and dedicate right-of-way on a portion of properties located at 1269 Hunters Lane and Hunters Lane (unnumbered), approximately 440 feet north of Dalemere Drive, zoned One and Two-Family Residential (R20) (17.17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

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 05/22/2025



**2019S-068-006**  
HERITAGE CREEK PHASE 6  
Map 032, Part of Parcel(s) 063, 065  
02, Parkwood – Union Hill  
03 (Jennifer Gamble)



## Metro Planning Commission Meeting of 05/22/2025

**Item #20**

**Final Plat 2019S-068-006**

**Project Name**

**Heritage Creek Phase 6**

**Council District**

03 – Gamble

**School District**

01 – Taylor

**Requested by**

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

**Staff Reviewer**

Shane

**Staff Recommendation**

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

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**APPLICANT REQUEST**

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

Final Plat

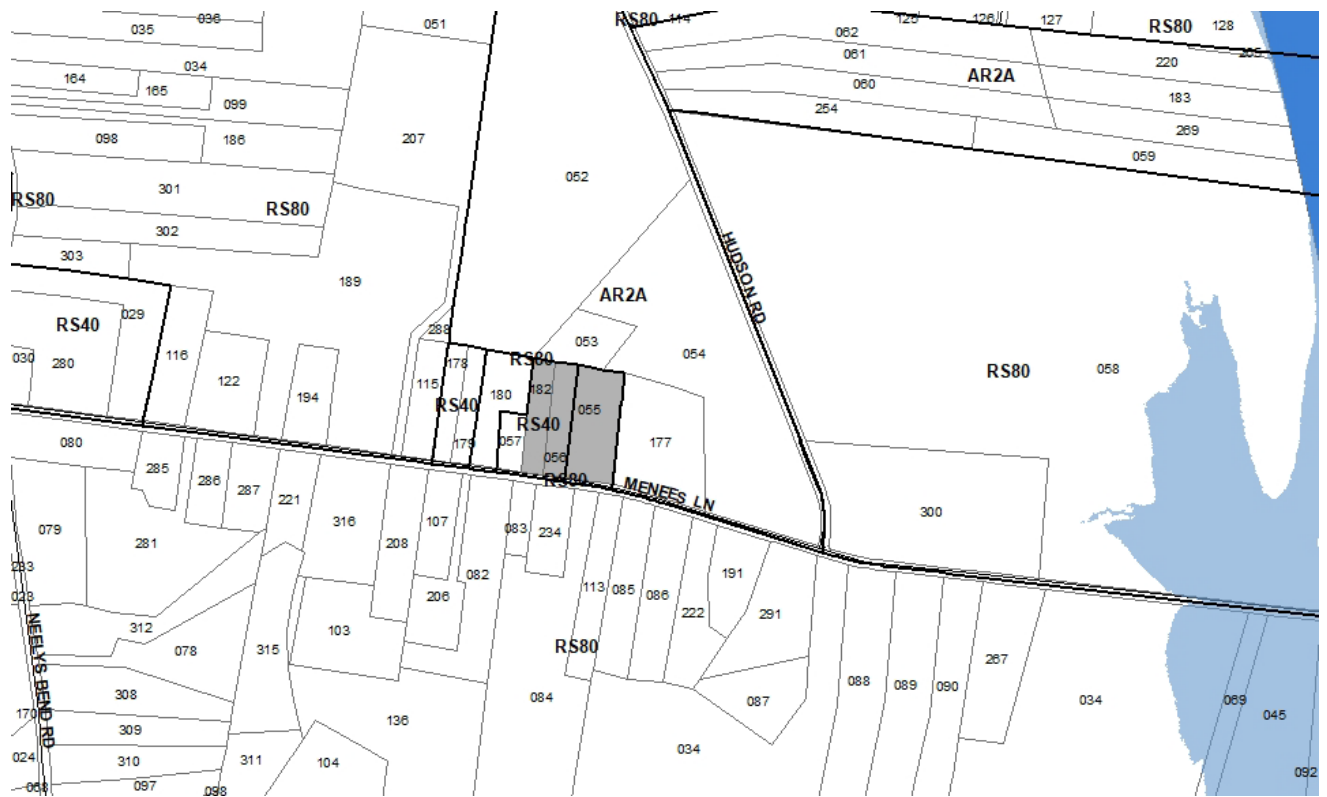
A request for final plat approval to create 27 residential cluster lots, one open space, and dedicate right-of-way on a portion of properties located at 1269 Hunters Lane and Hunters Lane (unnumbered), approximately 440 feet north of Dalemere Drive, zoned One and Two-Family Residential (R20) (14.97 acres).

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 05/22/2025



**2025S-080-001**  
RESUBDIVISION OF LOT 1 BELLAR SUBDIVISION  
Map 063, Parcel(s) 055-056, 182  
04, Madison  
09 (Tonya Hancock)



## Metro Planning Commission Meeting of 05/22/2025

**Item #21**

**Final Plat 2025S-080-001**

**Project Name**

**Resubdivision of Lot 1 Bellar Subdivision**

**Council District**

09 – Hancock

**School District**

03 – Young

**Requested by**

Southern Precision, applicant; Robert and Tonya Hancock, owners.

**Staff Reviewer**

Schenk

**Staff Recommendation**

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

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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 properties located at 432, 440, and 500 Menees Lane, approximately 1,092 feet west of Hudson Road, zoned Single-Family Residential (RS40) and Single-Family Residential (RS80) (6.26 acres).

**SITE DATA AND CONTEXT**

**Location:** The site consists of two lots and one parcel located on the north side of Menees Lane, approximately 1,092 feet west of Hudson Road

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

**Approximate Acreage:** 6.26 acres, or approximately 273,043 square feet.

**Parcel/Site History:** The site consists of two lots that were created by plat in 2021 and a parcel that was created by deed in 1963.

**Zoning History:** The two lots located at 440 and 500 Menees Lane have been zoned Single Family Residential (RS40) since 1987. The parcel located at 432 Menees Lane has been zoned Single-Family Residential (RS80) since 2023.

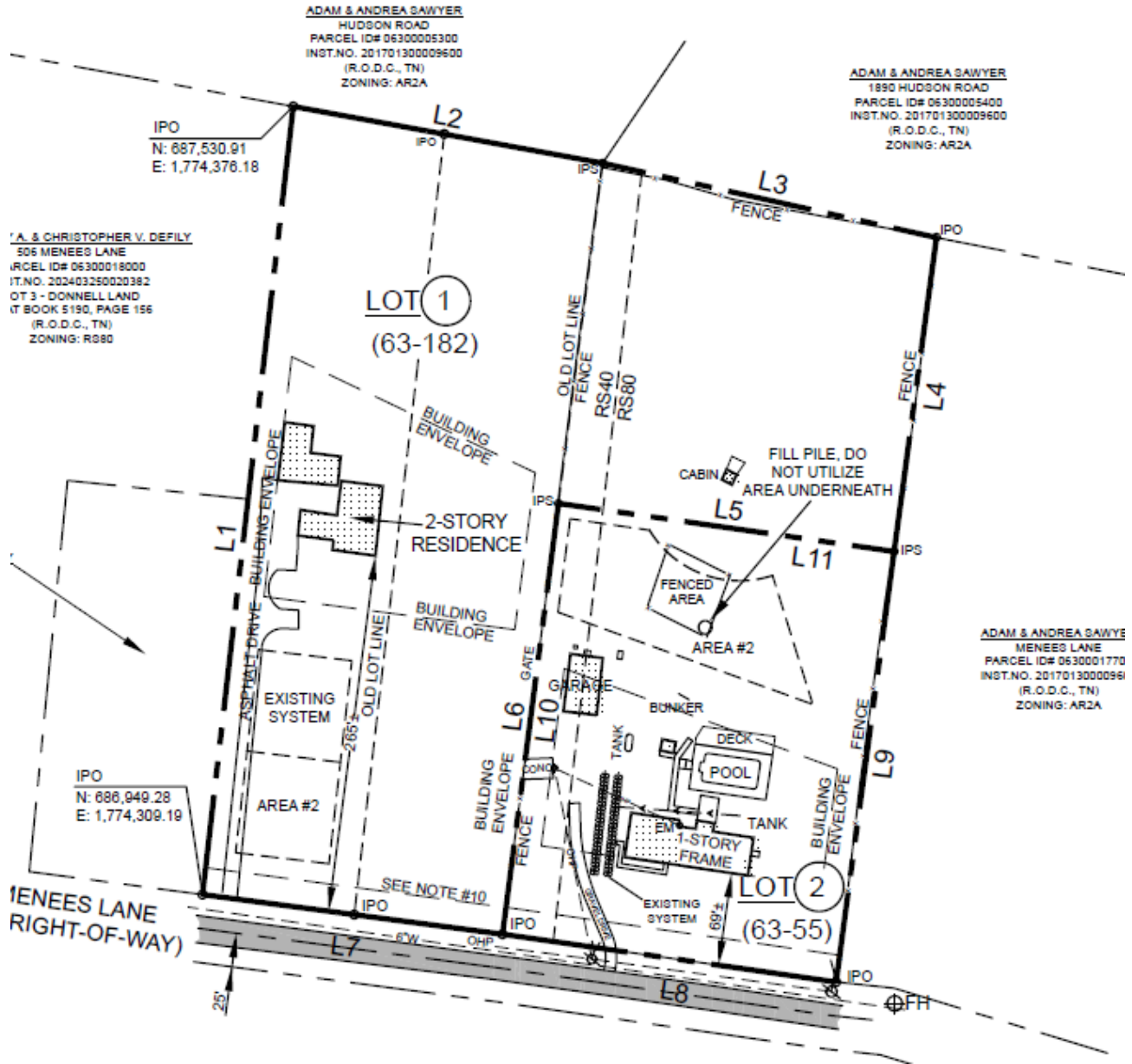
**Existing land use and configuration:** The properties located at 432 and 500 Menees Lane are each currently developed with a single-family residential use. The lot located at 440 Menees Lane is currently vacant.

**Surrounding land use and zoning:**

- North: Agricultural/Residential (AR2a)
- South: Single-Family Residential (RS80)
- East: Agricultural/Residential (AR2a)
- West: Single-Family Residential (RS40 and RS80)



# Metro Planning Commission Meeting of 05/22/2025



## 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 Code



## Metro Planning Commission Meeting of 05/22/2025

Single-Family Residential (RS80)

Min. lot size: 80,000 square feet

Max. building coverage: 0.20

Min. rear setback: 20'

Min. side setback: 20'

Max. height: 3 stories

Min. street setback: Contextual per Zoning Code

### PROPOSAL DETAILS

**Number of Lots:** 2

**Lot sizes:** Lot 1 is 4.43 acres (193,043 square feet) and Lot 2 is 1.83 acres (80,000 square feet).

**Access:** The proposed lots have access to Menees Lane, a local street.

**Subdivision Variances or Exceptions Requested:** Variances to Section 4-2.5.a.1.a and Section 4-2.5.a.1.b. are required for minimum building setback and lot depth.

### APPLICABLE SUBDIVISION REGULATIONS

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

Prior versions of the Subdivision Regulations for Nashville and Davidson County contained a uniform set of standards that were applied Metro-wide. This did not take into account the diverse character that exists across the County. In order to achieve harmonious development within the diversity of development patterns that exist in Nashville and Davidson County, the Planning Commission has adopted the current Subdivision Regulations. The Subdivision Regulations incorporate the General Plan policies by including rules or standards for each specific transect. This allows policies of the General Plan to be followed through application of the varying Subdivision Regulations to reflect the unique characteristics found in the different transects. This site is located within the Rural Maintenance (T2 RM) policy. For sites within the T2 Rural transect, the regulations found in Chapter 4 are utilized.

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

### 4-2. Development Standards

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

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



## Metro Planning Commission Meeting of 05/22/2025

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

### 4-2.2 Preservation of Conservation Land

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

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

### 4-2.3 Development Footprint

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

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

### 4-2.4 Building Placement

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

Both lots have existing structures that are proposed to be retained. The existing structures are shown on each proposed lot and are identified to be retained. A building envelope encompassing a larger area has been added to each lot on the plat for any future development. This building envelope is not located within any areas listed in Section 4-2.1(a) through Section 4-2.1(j).

### 4-2.5 Rural Character Design

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

1. Open Alternative – Street frontage without existing vegetative or topographical screening. For purposes of this section, “surrounding parcels” is defined as the five R, RS, AR2a, or AG parcels oriented to the same block face on either side of the parcel proposed for subdivision, or to the end of the same blockface, whichever is less. If there are no surrounding parcels, the screened alternative shall be used.

h. *Building Setback along existing public streets.*

Does not comply. The building setbacks are required to be varied, and a minimum setback line is required to be platted when the average setback of abutting parcels is more than the minimum required street setback established by the zoning. Where the minimum required street setback is less than the average of the street setback of the two parcels abutting either side of the lot proposed to be subdivided, a minimum building setback line shall be included on the proposed lots at the average setback of the abutting parcels. The average front setback of the abutting parcels is approximately 198 feet, which is less than the anticipated 224-foot contextual setback per Zoning. Since the average setback is



## Metro Planning Commission Meeting of 05/22/2025

less than the anticipated contextual setback, a front setback line is not shown on the plat. The existing structure on Lot 1 is approximately 265 feet from Menees Lane, while the existing structure for Lot 2 is approximately 69 feet from Menees Lane. While Lot 1 would meet the minimum building setback, Lot 2 is less than the anticipated contextual 224-foot setback. A variance for Lot 2 is required and will be discussed below.

i. *Lot Depth along existing public streets.*

Does not comply. The minimum depth for lots along existing public streets shall be the building setback required by Sec 4-2.5(a) plus 300 feet. This provision requires a 524-foot lot depth. As proposed, the depth of Lot 1 is approximately 585 feet, while the depth of Lot 2 is approximately 320.5 feet. While Lot 1 meets the requirements of the minimum lot depth, Lot 2 is below the minimum required lot depth. A variance is required for Lot 2 and will be discussed below.

j. *Lot size along existing public streets.*

Complies. A compatibility analysis was conducted per this requirement based on the surrounding parcels. The minimum lot size is to be either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than the smallest of the surrounding parcels, whichever is greater. The result of the analysis is that the minimum lot size required is approximately 1.53 acres. The area of Lot 1 is proposed to be 4.43 acres, and the area of Lot 2 is 1.83 acres, both of which exceed the minimum lot size.

k. *Lot frontage abutting existing public streets.*

Complies. A compatibility analysis was conducted per this requirement based on the surrounding parcels. The result of the analysis is that the minimum lot frontage required is 131.7 feet. The frontage of Lot 1 is proposed to be approximately 223.4 feet, and the frontage of Lot 2 is proposed to be approximately 248.8, both of which exceed the minimum lot frontage.

l. *Street lights.*

Not applicable for this case.

m. *Conservation Development.*

Not applicable for this case.

n. *Compact Development.*

Not applicable for this case.

**Subdivision Variances or Exceptions Requested:** Yes. This request requires a variance from Section 4-2.5.a.1.a. for minimum setback and Section 4-2.5.a.1.b. for minimum lot depth.

Section 1-11, Variances, permits the Planning Commission to grant variances to the Subdivision Regulations when it finds that extraordinary hardships or practical difficulties may result from strict



## Metro Planning Commission Meeting of 05/22/2025

compliance with the regulations. While the regulations grant the Commission the authority to grant variances, the regulations state that “such variance shall not have the effect of nullifying the intent and purpose of the Subdivision Regulations.” In order to grant a variance, the Commission must find that:

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

### **Variance Analysis**

#### Variance Request-Minimum Building Setback

Section 4-2.5.a.1.a. requires the minimum front setback to be the average setback of the abutting parcels. The average front setback of the abutting parcels is approximately 198 feet, which would be less than the anticipated minimum front setback of 224 feet based on the contextual requirements in the zoning code. The existing setback for the structures on Lot 2 is 64 feet, which is less than the required contextual setback. The existing structures are identified to be retained on this lot and a building envelope has been identified on this lot. When comparing the front setback of the existing structure on this lot to the front setback of other structures in the area, several nearby properties have similar front setbacks, including front setbacks of approximately 58 and 60 feet. The subdivision regulations for rural subdivisions also note that varied setbacks are a key feature of the rural transect. Staff finds that a variance for minimum building setback would not conflict with the intent of the Rural Subdivision Regulations and meets all the requirements for the Commission to grant a variance.

#### Variance Request-Minimum Lot Depth

Section 4-2.5.a.1.b. requires the minimum lot depth to be the building setback required by Sec 4-2.5(a) plus 300 feet. The proposed lot depth for Lot 2 is 320.5 feet, which is below the required lot depth of 524 feet. When considering the lot depth pattern in the broader area along the same block as Menees Lane, several existing parcels have lot depths less than 524 feet, including an immediately adjacent parcel with a lot depth of 290 feet. While the proposed lot depth would be less than what is required for the average, when considering the neighboring parcels, Staff finds that a variance for minimum lot depth would not conflict with the intent of the Rural Subdivision Regulations and meets all the requirements for the Commission to grant a variance.

### **PLANNING STAFF COMMENTS**

With the exception of the minimum building setback and minimum lot depth, the proposed lots meet the standards of the Metro Subdivision Regulations and Metro Zoning Code.



## **Metro Planning Commission Meeting of 05/22/2025**

### **POLICY CONSIDERATIONS**

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

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

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

#### **FIRE MARSHAL RECOMMENDATION**

**Approve**

#### **STORMWATER RECOMMENDATION**

**Approve**

#### **NASHVILLE DOT RECOMMENDATION**

**Approve**

#### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

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

#### **WATER SERVICES RECOMMENDATION**

**Not Applicable**

- Water Services has no objection to the plat and confirm they are to be served by MSUD for Water, defer to Metro Health Department for Septic Systems.

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

**Approve**

#### **METRO HEALTH RECOMMENDATION**

**Approve**



## Metro Planning Commission Meeting of 05/22/2025

### STAFF RECOMMENDATION

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

### RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2025S-080-001 with conditions, including variances to Section 4-2.5 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.

### CONDITIONS

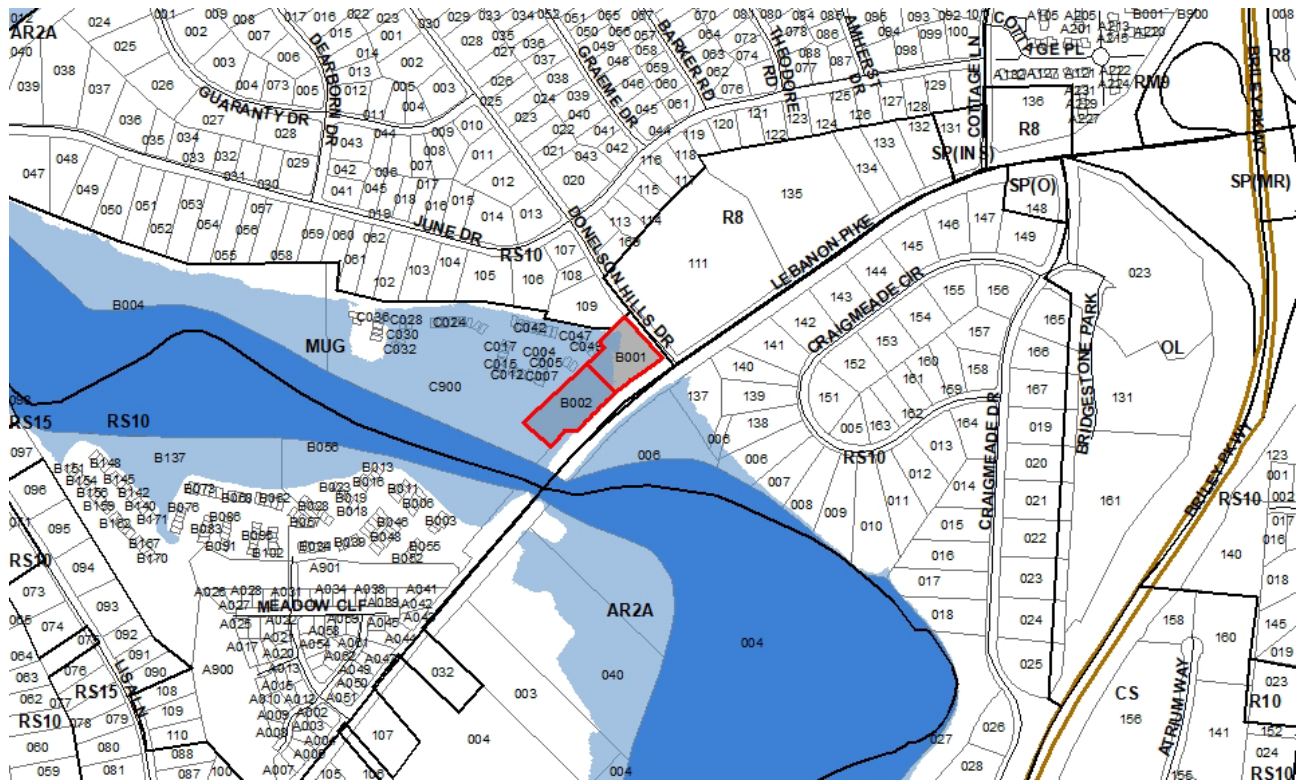
1. Comply with all conditions and requirements of Metro reviewing agencies.
2. On the corrected copy, provide the following note, "Future development subject to setback requirements per Metro Zoning Code. If Zoning required street setbacks are determined to be less than the platted building envelopes, then the zoning required street setbacks may apply and an amendment to the plat it not needed."
3. On the corrected copy, adjust the zoning delineation line between RS40 and RS80 to be consistent with the original lot line.
4. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.
5. The mylar shall be approved and signed by the Metro Health Department prior to recording.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 05/22/2025



**2003P-07-005**  
DONELSON HILLS PUD (REVISION & FINAL)  
Map 095-02-0-B, Parcel(s) 001-002  
14, Donelson – Hermitage – Old Hickory  
15 (Jeff Gregg)



## Metro Planning Commission Meeting of 05/22/2025

**Item #22**

**Project Name**

**Council District**

**School District**

**Requested by**

**Planned Unit Development 2003P-007-005**

**Donelson Hills PUD (Revision & Final)**

15 – Gregg

04 – Nabaa-McKinney

Dale and Associates, applicant; Riverwalk at Mill Creek Homes, LLC, owner.

**Staff Reviewer**

Shane

**Staff Recommendation**

*Approve with conditions.*

**APPLICANT REQUEST**

**Revise preliminary PUD and final to permit the construction of a mixed-use development.**

PUD Revision and Final

A request to revise the preliminary plan and for final site plan approval for properties located at Donelson Hills Drive (unnumbered) and Lebanon Pike (unnumbered), at the northwest corner of Lebanon Pike and Donelson Hills Drive, zoned Mixed Use General (MUG) and located within a Planned Unit Development Overlay District (2.5 acres), to permit a mixed-use development.

**Existing Zoning**

Mixed Use General (MUG) is intended for a moderately high intensity mixture of residential, retail, and office uses.

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

**SITE CONTEXT AND PLAN DETAILS**

The approximately 2.5-acre site consists of two parcels. The site is located on the northwest side of Lebanon Pike. Both parcels are vacant, and both parcels have been graded. The original Planned Unit Development (PUD) Overlay was approved by Metro Council in 2003. Council approved an amendment in 2011, which permits up to 126 multi-family residential units and 18,000 square feet of nonresidential uses. A final site plan for 50 multi-family residential units was approved in 2012, and all fifty units are constructed. These detached multi-family residential units are to the rear of the subject site and front private drives and open space that extend to the west. A final site plan for 32 multi-family residential units has been approved with conditions (Case No. 2003P-007-004). The site for the 32 units is located west of the existing units at the back of the PUD site. Taking into





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### Proposed Elevations

#### ANALYSIS

The Planning Commission may approve changes to an approved PUD without Council approval. Section 17.40.120.F of the Zoning Code specifies what types of changes to a PUD must be approved by Council.

#### F. Changes to a Planned Unit Development District.

1. Modification of Master Development Plan. Applications to modify a master development plan in whole or in part shall be filed with and considered by the planning commission according to the provisions of subsection A of this section. If approved by the commission, the following types of changes shall require concurrence by the metropolitan council in the manner described:
  - a. Land area being added or removed from the planned unit development district shall be approved by the council according to the provisions of Article III of this chapter (Amendments);
  - b. Modification of special performance criteria, design standards, or other requirements specified by the enacting ordinance shall be authorized by council ordinance;
  - c. A change in land use or development type beyond that permitted by the specific underlying zoning district shall be authorized only by council ordinance; or



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- d. An increase in the total number of residential dwelling units above the number last authorized by council ordinance or, for a PUD district enacted by council ordinance after September 1, 2006, an increase in the total number of residential dwelling units above the number last authorized by council ordinance or above the number last authorized by the most recent modification or revision by the planning commission; or
  - e. When a change in the underlying zoning district is associated with a change in the master development plan, council shall concur with the modified master development plan by ordinance.
  - e.[f.] Any modification to a master development plan for a planned unit development or portion thereof that meets the criteria for inactivity of Section 17.40.120.H.4.a.
2. Changes to a Final Site Plan. Applications to modify a previously approved final site plan shall follow the procedures of Section 17.40.170.
  3. Addition of a Special Exception Use. The addition or relocation of a special exception use otherwise permitted by the underlying base zone district shall be considered by the board of zoning appeals according to the applicable provisions of Chapter 17.16, Article III and Article VII of this chapter and may be approved upon consideration of a recommendation from the planning commission.
  4. Subsequent Change in Zoning District. Following adoption of a PUD district, no subsequent change in zoning district classification shall occur within that PUD without concurrent reapproval of the master development plan by the planning commission and council.
  5. Cancellation of a PUD District. Cancellation of a PUD district may be initiated by the planning commission, the metropolitan council, or a property owner within the PUD district. A PUD district shall be canceled by ordinance according to the provisions of Article III of this chapter.

The proposed plan shifts the location of the main access point approximately 200 feet northeast and adds parking between buildings. Though the parking is adequately screened with landscaping, these changes necessitate Planning Commission approval of the plan as a revision. Otherwise, however, staff finds the proposed plan is consistent with the Council approved plan. The plan does not call for uses that are not permitted in the PUD, and it does not increase the density above what was last authorized by Council. The total number of units in this analysis accounts for the recently approved final site plan (Case No. 2003P-007-004). It is important to note that the nonresidential uses permitted in the PUD are dictated by the underlying Mixed Use General (MUG) zoning district. Uses may change from what are identified on the plan, but any use must be permitted by the MUG zoning district. Changes in uses would be reviewed with building permit.

Several off-site and adjacent traffic improvements were required by the originally approved PUD bill, including two signal warrant analyses to be reviewed by the Nashville Department of Transportation (NDOT), a center turn lane on Lebanon Pike, and tapering and southbound turn



## Metro Planning Commission Meeting of 05/22/2025

lanes along Lebanon Pike. NDOT has confirmed that any required improvements are either constructed, shown on the final site plan to be constructed, or that plans are required to be submitted at building permit stage.

While PUDs do not typically dictate building design, a condition of Council approval requires buildings along Lebanon Pike to appear to front Lebanon Pike. The plan provides elevations meeting the Council requirement. In conclusion, staff recommends approval with conditions per Section 17.40.120.F. of the Metro Zoning Code.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

- See SWGR 2023087811.

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approval does not apply to private water and sewer line design. Plans for these must be submitted and approved through a separate review process with Metro Water Permits before their construction may begin.
- A minimum of 30% of Water and Sewer Capacity fees must be paid before issuance of building permits. (Water and Sewer Capacity Fee Permit No's T2023095234 and T2023095239.)

### **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.
- The following are general approval comments and conditions:
  - All public commercial ramps, residential driveways and street intersections shall meet code spacing requirements. Any public access point (ramps, drives) and/or intersection should meet AASHTO stopping sight distance requirements and the site frontages should be graded accordingly so as not to impede driver visual line-of-sight at access points.
  - Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and installed per NDOT standard details.
  - Any new and/or replaced guardrail shall be designed and installed per TDOT standard details and specifications.



## Metro Planning Commission Meeting of 05/22/2025

- There should be no vertical obstructions in new public sidewalks (or general roadway infrastructure-pavement, curbs) and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
- Residential and commercial ramps, driveways shall meet Metro spacing code.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement ([solidwastereview@nashville.gov](mailto:solidwastereview@nashville.gov)).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW. On site plans, call out “mill & overlay extents to be coordinated in field with NDOT inspector.”
- With the building permit submittal, provide reference instrument # for any recorded cross access easements.
- Comply w/ NDOT traffic conditions on traffic signal plans.

### **NASHVILLE DOT TRAFFIC & PARKING RECOMMENDATION**

#### **Approve with conditions**

- Include the stamped signal plans for the intersection of Millcreek Meadows Drive and Lebanon Pike in the building permit submittal. The signal plans shall include pedestrian signals and facilities in accordance with ADA standards. Communications interconnect should be provided to the nearest adjacent coordinated traffic signal.
- 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.

### **METRO PARKS & GREENWAYS**

#### **Approve with conditions**

- The property owner to maintain the greenway easement and trail per Metro standards into perpetuity.
- All proposed pedestrian connections between the PUD development and the paved greenway trail must be approved by Greenways and maintained by the property owner.
- The Conservation Greenway Easement(s) for the entire PUD must be dedicated and memorialized in a Metro Parks' Conservation Greenway Easement Agreement(s), including two exhibits: a legal description and a boundary survey of the easement, all of which must be recorded with the Davidson County Register of Deed's Office prior to any use and occupancy or issuance of the first Use and Occupancy letter on any parcel or unit within the areas contained in 2003P-007-004 or 2003P-007-005.
- Coordinate with Greenways staff to process the Conservation Greenway Easement Agreement for Park Board and Metro Council approval.
- Dumpsters, loading zones, HVAC units, or like shall not front the greenway and must be screened from greenway view.
- Greenway trail to be open to the public 365 days/year per Metro Parks approved operating hours, except for times of routine maintenance where temporary closure is required for public safety.



## Metro Planning Commission Meeting of 05/22/2025

- No obstructions such as site furniture, signage, and lighting are allowed in a Conservation Greenway Easement unless approved by Greenways.
- Applicant to design and build the Public Connection from R.O.W. (back of sidewalk Lebanon Pike) to conservation greenway easement. This segment of greenway/sidewalk to be completed by developer and inspected and accepted by Greenways, including ADA compliance, prior to the use and occupancy of any new build on lot 2 as shown on Final PUD for Lots 1 & 2 plan set City Works file 2003P-007-005.

### **STAFF RECOMMENDATION**

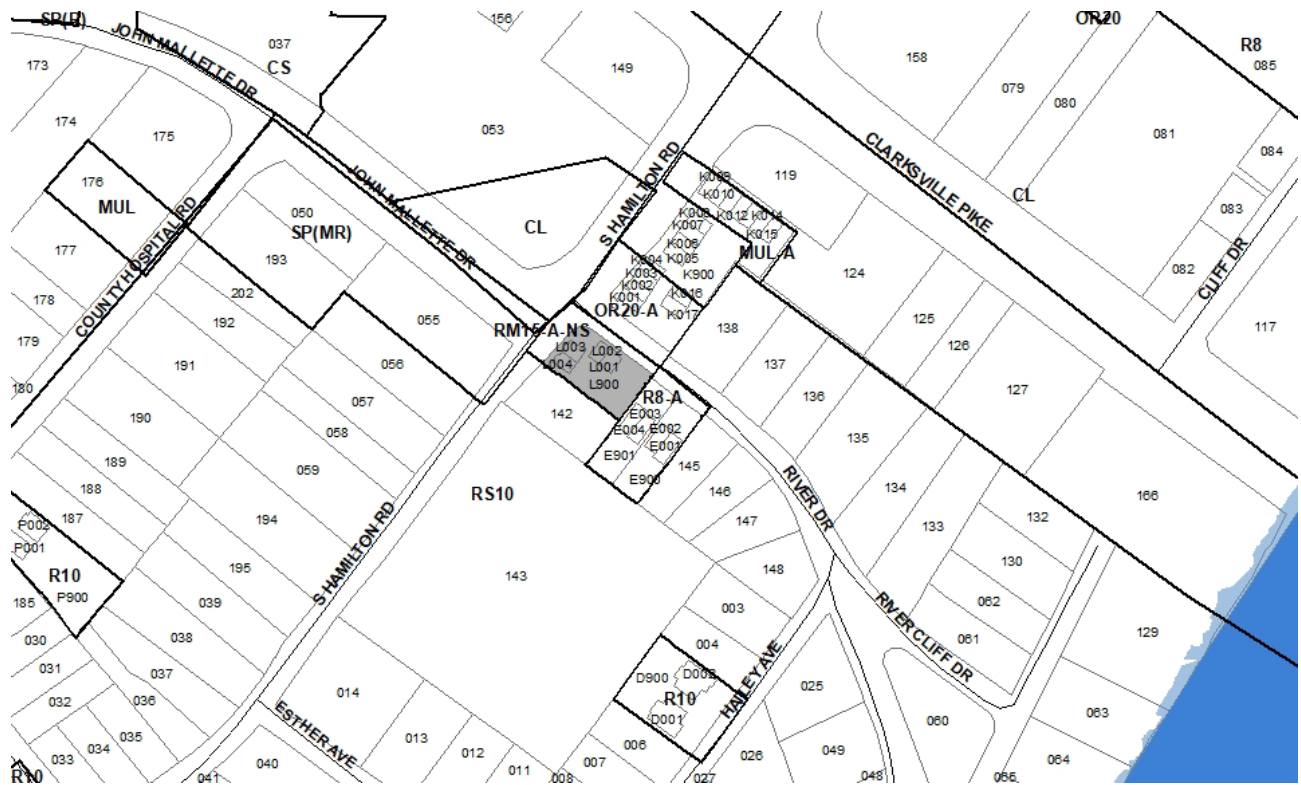
Staff recommends approval with conditions.

### **CONDITIONS**

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. All buildings must appear to front Lebanon Pike consistent with Council approval. Elevations demonstrating consistency must be submitted with building permits.
3. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
4. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
5. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.



# Metro Planning Commission Meeting of 05/22/2025



## 2025Z-034PR-001

Map 070-13-0-L, Parcel(s) 001-004, 900  
03, Bordeaux – Whites Creek – Haynes Trinity  
01 (Joy Kimbrough)



## Metro Planning Commission Meeting of 05/22/2025

**Item #23****Council District****School District****Requested by****Zone Change 2025Z-034PR-001**

01 – Kimbrough

01 – Taylor

1918 S. Hamilton LLC, applicant; 1918 South Hamilton, LLC and O.I.C. 1918 South Hamilton Road, owners.

**Staff Reviewer**

Commey

**Staff Recommendation***Disapprove.***APPLICANT REQUEST****Zone change from RM15-A-NS to OR20.**Zone Change

A request to rezone from Multi-Family Residential-Alternative-No Short-Term Rentals (RM15-A-NS) to Office/Residential (OR20) zoning for properties located at 1918 South Hamilton Road, 1918B South Hamilton Road, 1920 South Hamilton Road, and 3121 and 3123 River Drive, at the southern corner of River Drive and South Hamilton Road (0.3 acres).

**Existing Zoning**

Multi-Family Residential-Alternative-No Short-Term Rentals (RM15-A-NS) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM15-A-NS would permit a maximum of five units. Owner occupied and not-owner occupied short term rentals would be prohibited uses.*

**Proposed Zoning**

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

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

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially underdeveloped “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.

**SITE CONTEXT**

The approximately 0.3-acre parcel is located at the southern corner of River Drive and South Hamilton Road. The property is currently zoned RM15-A-NS and contains a three-story



## Metro Planning Commission Meeting of 05/22/2025

multifamily HPR unit which is designated worthy of conservation. The property has frontage along South Hamilton Road and River Drive. The surrounding zoning districts include Commercial Limited (CL) to the northwest, Office/Residential Alternative (OR20-A) to the northeast, One and Two-Family Residential Alternative (R8-A) to the east, Single-Family Residential (RS10) to the south and Specific Plan (SP) to the west. Adjacent land uses currently include commercial, one and two-family residential, and single-family residential.

### ANALYSIS

The subject site contains a multi-family HPR unit located within a Suburban Neighborhood Evolving (T3 NE) policy area. T3 NE policy is applicable to areas that are zoned residential, where the primary land use is residential, or that are envisioned to become primarily residential. T3 NE policy is characterized in part by moderate-density residential development, a diverse housing mix, and moderate to high levels of connectivity. The requested OR20 zoning is not consistent with the Community Character Manual's guidance for the T3 NE policy area. The proposed OR20 zoning district would allow for non-residential uses including office uses, medical uses, commercial uses and transportation uses on the subject site which are not supported uses in a residential policy area. Appropriate land uses in T3NE policy areas are limited to residential, institutional, community gardens, and other open spaces. Land uses such as mixed use, commercial, and office uses are not appropriate in this policy area.

The subject property lies approximately 500 feet southeast of the intersection of South Hamilton Road and Clarksville Pike. Properties along and near Clarksville Pike lie within the T3 Suburban Community Center (T3 CC) policy area. While the site is on a policy seam with a Suburban Community Center (T3 CC) policy area which supports more intense land uses, including mixed use, office, and commercial, the requested OR20 zoning district is not consistent with the policy on the subject site. When properties are along policy seams, staff will evaluate the ability of the proposed district to create a transition between two differing policies. The site was rezoned from Single-Family Residential (RS10) to RM15-A-NS in 2023 to serve as a transition between the commercial uses along Clarksville Pike to the north and the residential areas along River Drive and South Hamilton Road. River Drive along the north and east of the subject property includes a mix of single-family and two-family residential units. South Hamilton Road southwest of the subject property is lined with single-family residential units and institutional uses, including a school and a church. Staff finds that the existing RM15-A-NS zoning adequately serves as a transition between the higher intensity uses to the north and the lower intensity residential uses to the south.

The proposed OR20 zoning would allow for non-residential uses including office uses, medical uses, commercial uses and transportation uses which are not consistent with the residential policy. Additionally, the proposed zoning district would permit short-term rental properties (owner occupied and not owner occupied) which is not appropriate given the neighborhood context of single family residential and one and two family residential and the intent of the policy to create permanent housing opportunities. Staff finds that the proposed OR20 zoning district is not consistent with the intent of the policy to maintain a primarily residential neighborhood and recommends disapproval.



## Metro Planning Commission Meeting of 05/22/2025

### FIRE RECOMMENDATION

**Approve**

Maximum Uses in Existing Zoning District: **RM15-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	0.30	15 D	5 U	26	1	3

Maximum Uses in Proposed Zoning District: **OR20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	0.15	20 D	6 U	31	3	3

Maximum Uses in Proposed Zoning District: **OR20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.15	3.0 F	19,602 SF	218	45	24

Traffic changes between maximum: **RM15-A-NS and OR20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+223	+47	+24

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RM15-A-NS district: 1 Elementary 1 Middle 0 High**  
**Projected student generation proposed OR20 district: 1 Elementary 1 Middle 1 High**

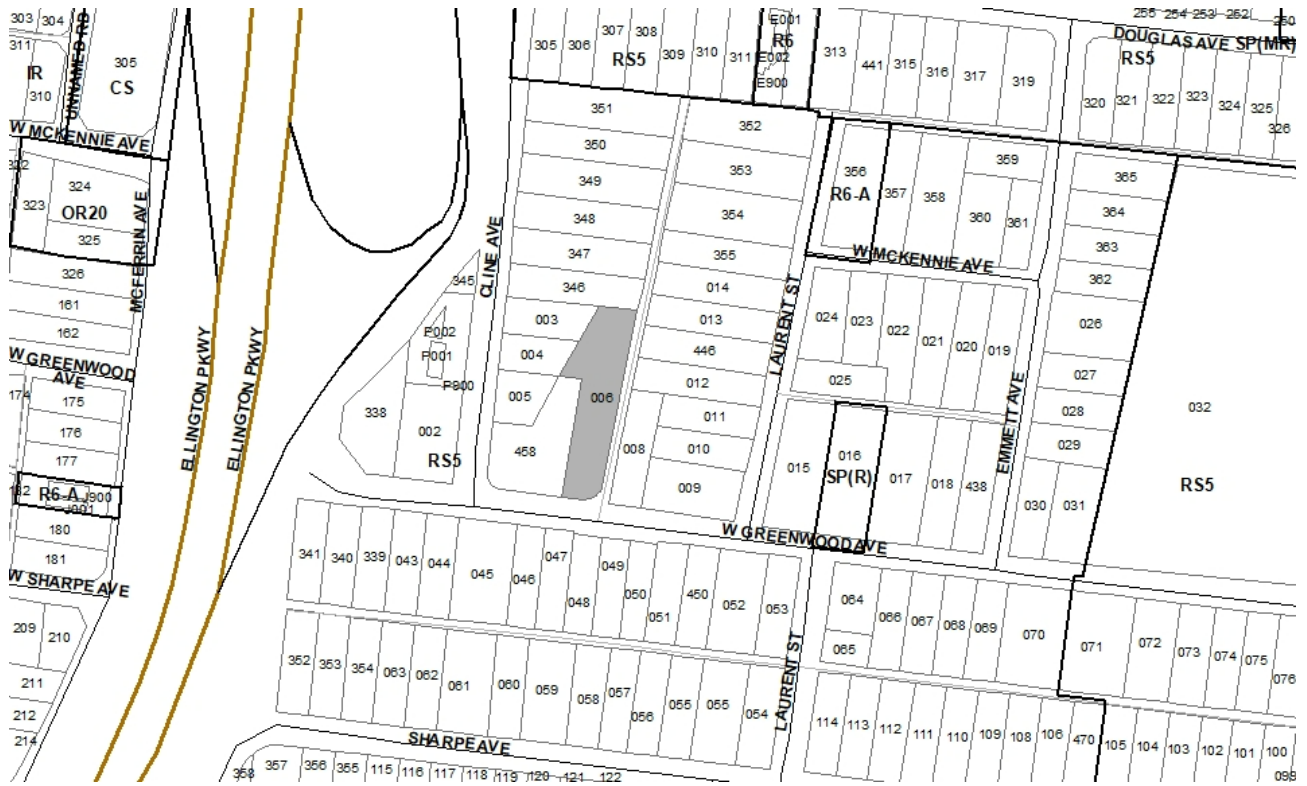
The proposed OR20 zoning district is expected to generate one more student than the existing RM15-A-NS zoning district. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. Haynes Middle School and Whites Creek High School are identified as exceedingly under capacity while Cumberland Elementary 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.



# Metro Planning Commission Meeting of 05/22/2025



**2025Z-035PR-001**  
Map 083-01, Parcel(s) 006  
05, East Nashville  
05 (Sean Parker)



## Metro Planning Commission Meeting of 05/22/2025

<b>Item #24</b>	<b>Zone Change 2025Z-035PR-001</b>
<b>Council District</b>	05 – Parker
<b>School District</b>	01 – Taylor
<b>Requested by</b>	Music City Mavens, LLC, applicant and owner.
<b>Staff Reviewer</b>	Welch
<b>Staff Recommendation</b>	<i>Approve.</i>

### APPLICANT REQUEST

#### Zone change from RS5 to R6-A.

#### Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 943 W. Greenwood Avenue, approximately 122 feet east of Cline Avenue, and within the Detached Accessory Dwelling Unit Overlay District (0.47 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. *Based on acreage alone, RS5 would permit a maximum of four single family lots. Application of the Subdivision Regulations may result in fewer lots on this property.*

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**

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 three duplex lots for a total of 6 units. Metro Codes provides final determinations on duplex eligibility. Application of the Subdivision Regulations may result in fewer lots on this property.*

### **EAST NASHVILLE COMMUNITY PLAN**

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



## Metro Planning Commission Meeting of 05/22/2025

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

### **ANALYSIS**

The application consists of one parcel totaling 0.47 acres, located approximately 122 feet east of Cline Avenue. The property has been zoned Single-Family Residential (RS5) since 1998. Additionally, the parcel is located within a Detached Accessory Dwelling Unit (DADU) Overlay District which was adopted in 2024. Prior to that, the property was zoned One and Two-Family Residential (R6) in 1974. Currently, 943 W. Greenwood Avenue is developed with a single-family residence. The application proposes to rezone the property from RS5 to R6-A. The surrounding land uses are primarily single-family residential with some two-family residential in the surrounding area. The surrounding zoning is RS5 with some properties zoned R6-A within the vicinity, which were rezoned in 2015 and 2017. The subject parcel has frontage along W. Greenwood Avenue with an undeveloped alley right-of-way (Alley #721), which runs along the entire eastern property line of the subject site.

This property is located within the Urban Neighborhood Maintenance (T4 NM) policy, which supports moderate- to high-density residential development. The T4 NM policy focuses on preserving the existing residential character, while accommodating new growth that fits within the character. The pattern of development on the street consists of primarily single-family lots with some duplex lots, therefore this site is appropriately scaled for a slightly higher density as it would accommodate new growth but maintains the existing character of the area. Based on acreage alone, the proposed R6-A zoning could allow up to three duplex lots for a total of 6 units, which is a similar density to what could be allowed by the existing RS5 zoning district and DADU overlay but would allow for a different building type. While the property is located within a DADU Overlay, this site would not meet the requirements for a DADU due to the parcel's location on an unimproved alley. Additionally, the proposed Alternative (-A) standards would ensure that future development on the site has an urban form and provide guidelines for access and driveways, garages, and include a minimum raised foundation requirement, consistent with the policy guidance. Given the existing development pattern in the area consisting of a mixture of single-family and duplex lots, the proposed R6-A district increases density modestly and is consistent with the general character of the surrounding urban residential neighborhood, aligning with the goals of T4 NM policy.

### **FIRE RECOMMENDATION**

**Approve**



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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)	0.47	8.71 F	4 U	54	8	5

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)	0.47	13.64 F	6 U	78	9	7

\*Based on two-family lots

Traffic changes between maximum: **RS5 and R6-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+2	+24	+1	+2

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS5 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 RS5 zoning. Students would attend Hattie Cotton Elementary School, Jere Baxter Middle School, and Maplewood High School. Hattie Cotton Elementary is identified as under capacity. Jere Baxter Middle School and Maplewood High School are both 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 05/22/2025

<b>Item #25</b>	<b>Zone Change 2025Z-037PR-001</b>
<b>Council District</b>	12 – Evans
<b>School District</b>	04 – Nabaa-McKinney
<b>Requested by</b>	Steven Sloan, applicant and owner.
<b>Staff Reviewer</b>	Schenk
<b>Staff Recommendation</b>	<i>Approve.</i>

### APPLICANT REQUEST

#### Zone change from AR2a and RS15 to RS10

##### Zone Change

A request to rezone from Agricultural/Residential (AR2a) and Single-Family Residential (RS15) to Single Family Residential (RS10) zoning for properties located at 6258 and 6266 North New Hope Road, at the southwestern corner of North New Hope Road and Glentree Drive (2.29 acres).

##### **Existing Zoning**

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

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. *The RS15 portion of the site likely does not meet the minimum lot size for the zoning district.*

##### **Proposed Zoning**

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 9 units. Application of the Metro Subdivision Regulations may result in fewer lots.*

### **DONELSON-HERMITAGE-OLD HICKORY PLAN**

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



## Metro Planning Commission Meeting of 05/22/2025

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

### ANALYSIS

The application consists of two parcels, with a combined size of approximately 2.29 acres, located at 6258 and 6266 North New Hope Road. The northern parcel located at 6266 North New Hope Road has been zoned AR2a since 1975, while the southern parcel located at 6258 North New Hope Road has been split zoned as RS15, for a small portion of the site located near the southern property boundary, since 1974 and is primarily zoned AR2a since 1975. The parcel at 6266 North New Hope Road is vacant, while the parcel at 6258 North New Hope Road has developed with a single-family residential use. The surrounding parcels to the north, south, and east are zoned RS15, while the surrounding parcel to the west is zoned Specific Plan (SP), allowing for single-family and multi-family residential uses. Land uses of the surrounding parcels are single-family residential, with two-family and multi-family residential uses in the surrounding area. The parcels have frontage along North New Hope Road, which is classified as a Collector-Avenue in the Major and Collector Street Plan (MCSP).

The site is located within a T3 Suburban Neighborhood Evolving policy (T3 NE), which is intended to promote a broader range of housing types, improved connectivity, and moderate density development. When considering the surrounding area, nearby parcels have various zoning districts, including an SP to the west which allows a minimum lot size of 5,000 square feet. The proposed RS10 zoning district also serves as a transition from RS15 zoned parcels to the east and a more intense SP zoning to the west. Additionally, the parcels are located along a collector-avenue, where additional density may be appropriate. Due to these factors, the proposed RS10 district provides a modest increase in density and is consistent with the general character of the surrounding suburban neighborhood, aligning with the goals of the T3NE policy.

### FIRE RECOMMENDATION

**Approve**

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	2.09	0.5 F	2 U	28	7	2

\*Based on two-family lots

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)	0.20	5.00 F	1 U	15	5	1



## Metro Planning Commission Meeting of 05/22/2025

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	2.29	4.35 F	9 U	113	11	10

Traffic changes between maximum: **AR2a/RS15 and RS10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+6	+70	-1	+7

### METRO SCHOOL BOARD REPORT

**Projected student generation existing AR2a and RS15 district: 0 Elementary 0 Middle 0 High**

**Projected student generation proposed RS10 district: 1 Elementary 1 Middle 1 High**

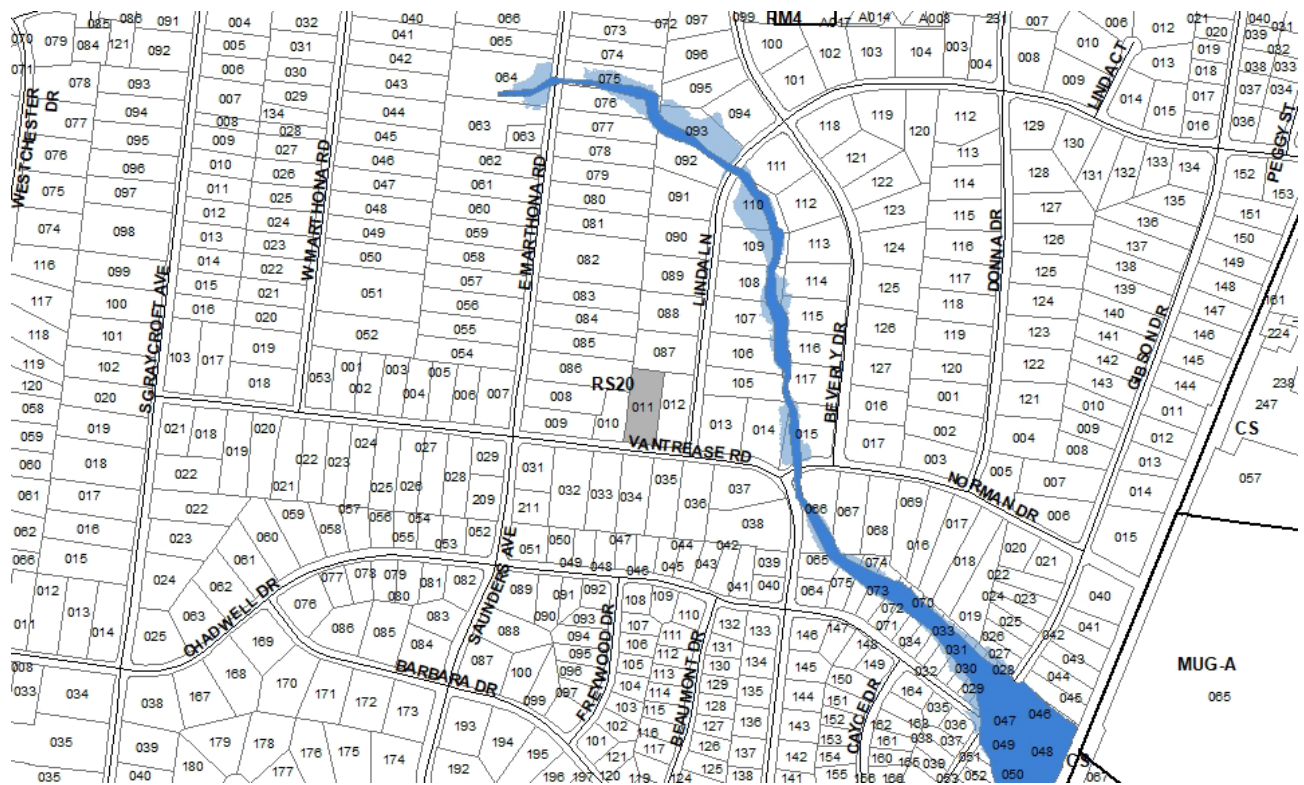
The proposed RS10 zoning is expected to generate three additional students than the existing AR2a and RS15 zoning districts. Students would attend Dodson Elementary School, DuPont Tyler Middle School, and McGavock High School. Dodson Elementary School is identified as overcapacity, DuPont Tyler Middle School is identified as under capacity, and McGavock High School is identified as at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval.



# Metro Planning Commission Meeting of 05/22/2025



**2025Z-038PR-001**  
Map 051-03, Parcel(s)011  
04, Madison  
03 (Jennifer Gamble)



## Metro Planning Commission Meeting of 05/22/2025

<b>Item #26</b>	<b>Zone Change 2025Z-038PR-001</b>
<b>Council District</b>	03 –Gamble
<b>School District</b>	03 – Young
<b>Requested by</b>	Thomas Patrick Goss, applicant and owner.
<b>Staff Reviewer</b>	Commey
<b>Staff Recommendation</b>	<i>Approve.</i>

### APPLICANT REQUEST

**Zone change from RS20 to R20.**

#### Zone Change

A request to rezone from Single-Family Residential (RS20) to One and Two-Family Residential (R20) zoning for property located at 713 Vantrease Road, approximately 430 feet east of E. Marthona Road (0.97 acres).

#### **Existing Zoning**

Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre. *RS20 would permit a maximum of two single-family lots based on acreage alone. Application of Metro’s Subdivision Regulations may result in fewer lots at this site.*

#### **Proposed Zoning**

One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25 percent duplex lots. *R20 would permit a maximum of two duplex lots for a total of four units. Metro Codes provides final determinations on duplex eligibility. Application of Metro’s Subdivision Regulations may result in fewer lots at this site.*

### **MADISON COMMUNITY PLAN**

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

### **ANALYSIS**

The application consists of one parcel (Map 051-03, Parcel 011) totaling 0.97 acres in size located at 713 Vantrease Road, approximately 430 feet east of E. Marthona Road which is classified as a collector avenue in the Major and Collector Street Plan (MCSP). The property contains a single-story, single family residential unit. The subject site is surrounded by single-family residential (RS20) zoning on all sides. Surrounding land uses include single family residential and one- and two-family residential. The subject parcel has frontage along Vantrease Road which is classified as a local street.



## Metro Planning Commission Meeting of 05/22/2025

The proposed R20 zoning is consistent with the T3 Suburban Neighborhood Maintenance (T3 NM) policy at this location. The T3 NM policy focuses on preserving the existing residential character, while accommodating new growth that fits within the character. The proposed rezone to R20 could allow for a maximum of four units, which is a slight increase in density. The R20 zoning district is most appropriate in areas with access to urban services. The site is within a half mile radius of Urban Community Center (T4CC), Urban Neighborhood Center (T4NC), and Urban Mixed-Use Neighborhood (T4MU) policy areas. The site is within 430 feet of E. Marthona Road which is classified as a collector avenue in the MCSP. The site is also within 0.5 miles of South Graycroft Avenue to the west and Old Hickory Boulevard to the north. Both streets are classified as arterial boulevards in the MCSP. Based on the location in relation to high levels of connectivity and proximity to higher intensity urban policy areas, additional density may be appropriate on the subject site.

Staff finds this zoning district appropriate as the proposed zoning district would provide for one and two-family uses consistent with the surrounding land uses, while accommodating additional growth as envisioned by the policy. As the proposed request aligns with the goals of T3 NM policy, staff recommends approval.

### FIRE RECOMMENDATION

#### Approve

Maximum Uses in Existing Zoning District: **RS20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.97	2.17 F	2 U	28	7	2

Maximum Uses in Proposed Zoning District: **R20**

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)	0.97	4.23 F	4 U	54	8	5

\*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+2	+26	+1	+3



## Metro Planning Commission Meeting of 05/22/2025

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing RS20 districts: 0 Elementary 0 Middle 0 High**

**Projected student generation proposed R20 district: 0 Elementary 0 Middle 0 High**

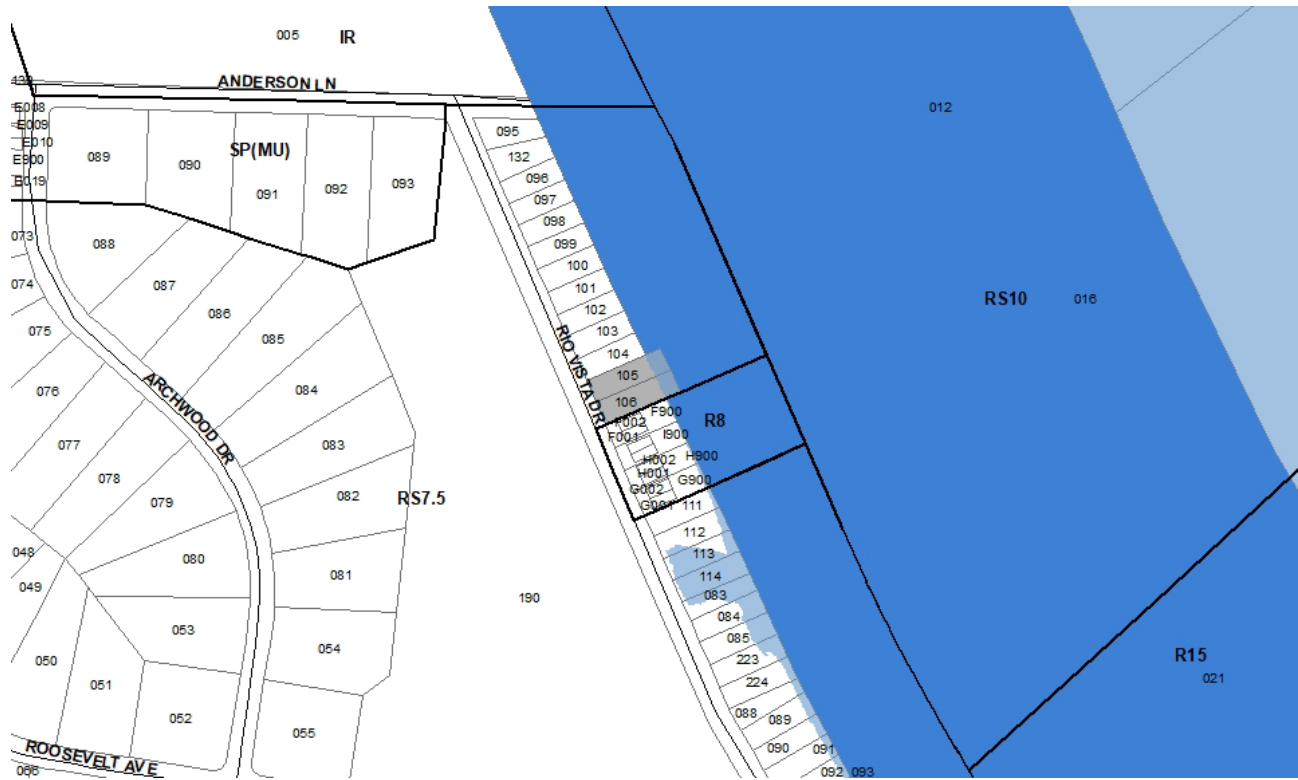
The proposed R20 zoning is not expected to generate any additional student than the existing RS20 zoning district. Students would attend Stratton Elementary School, Madison Middle School, and Hunters Lane High School. Stratton Elementary School is identified as at capacity, Madison Middle School is identified as exceedingly under capacity while Hunters Lane High School is identified as under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

Staff recommends approval.



# Metro Planning Commission Meeting of 05/22/2025



**2025Z-040PR-001**  
Map 043-07, Parcel(s) 105-106  
04, Madison  
09 (Tonya Hancock)



## Metro Planning Commission Meeting of 05/22/2025

<b>Item #27</b>	<b>Zone Change 2025Z-040PR-001</b>
<b>Council District</b>	09 – Hancock
<b>School District</b>	03 – Young
<b>Requested by</b>	Black Bear Holdings LLC, applicants; Graham Nichols, owner.
<b>Staff Reviewer</b>	Garland
<b>Staff Recommendation</b>	<i>Approve.</i>

### APPLICANT REQUEST

**Zone change from RS7.5 to R8.**

#### Zone Change

A request to rezone from Single-Family Residential (RS7.5) to One and Two-Family Residential (R8) zoning for properties located at 346 and 350 Rio Vista Drive, approximately 727 feet east of Archwood Drive (0.38 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 two single family lots for a total of two units, based on acreage alone. Compliance with the Metro Subdivision Regulations may result in fewer lots and units.*

#### **Proposed Zoning**

One and Two - Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of two lots for a maximum of four units, based on acreage alone. Compliance with the Metro Subdivision Regulations may result in fewer lots and units. Duplex eligibility to be confirmed by Metro Codes.*

### **MADISON COMMUNITY PLAN**

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

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 05/22/2025

### SITE CONTEXT

The subject properties consist of two parcels totaling 0.38 acres located on the east side of Rio Vista Drive with the rear of the parcels fronting the Cumberland River. The properties are currently zoned Single-Family Residential (RS7.5) and both properties are vacant. Both parcels have been zoned RS7.5 since 1998 and prior to that both parcels were zoned One and Two-Family Residential (R8) in 1974. Nearby properties are zoned RS7.5, One and Two-Family Residential (R8), and Industrial Restrictive (IR). Surrounding land uses are predominantly vacant, one and two family residential, single family, and the recycling and waste center. Rio Vista Drive is identified as a local street.

### ANALYSIS

The policy on the site is T3 Suburban Neighborhood Maintenance (T3 NM) which has the intent of maintaining the general character of suburban neighborhoods as characterized by their development pattern, building form, land use, and associated public realm. With each parcel being more than 8,300 square feet in size, they meet the minimum lot size for the R8 zoning district.

The Conservation (CO) policy is on the east side of the parcels at the rear of the site, abutting the Cumberland River. There are significant slopes and flood areas present on the rear of these parcels. There is enough available development footprint once the required setbacks are factored in and avoiding the sensitive features. In 2018 the Board of Zoning Appeals (BZA) granted a front setback reduction from 20 feet to 10 feet. The request was due to the significant slopes and floodway towards the rear of the site, permitting the development to be located closer to the street.

A rezone from RS7.5 to R8 for the subject properties supports the policy intent to increase housing diversity by allowing for more density in the area with two-family uses. Properties in this policy area are typically accessed from local streets, such as Rio Vista Drive. The rezoning would allow for one and two-family land uses, which is supported by the T3 NM policy. As the lots are vacant lots, this is an opportunity for infill development that could provide more housing. Based on the T3 NM policy guidance, staff recommends approval.

### FIRE MARSHAL 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)	0.38	5.80 F	2 U	28	7	2



## Metro Planning Commission Meeting of 05/22/2025

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.38	10.70 F	4 U	54	8	5

\*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
-	-	-	+2	+26	+1	+3

### METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed R8 district: 0 Elementary 0 Middle 0 High**

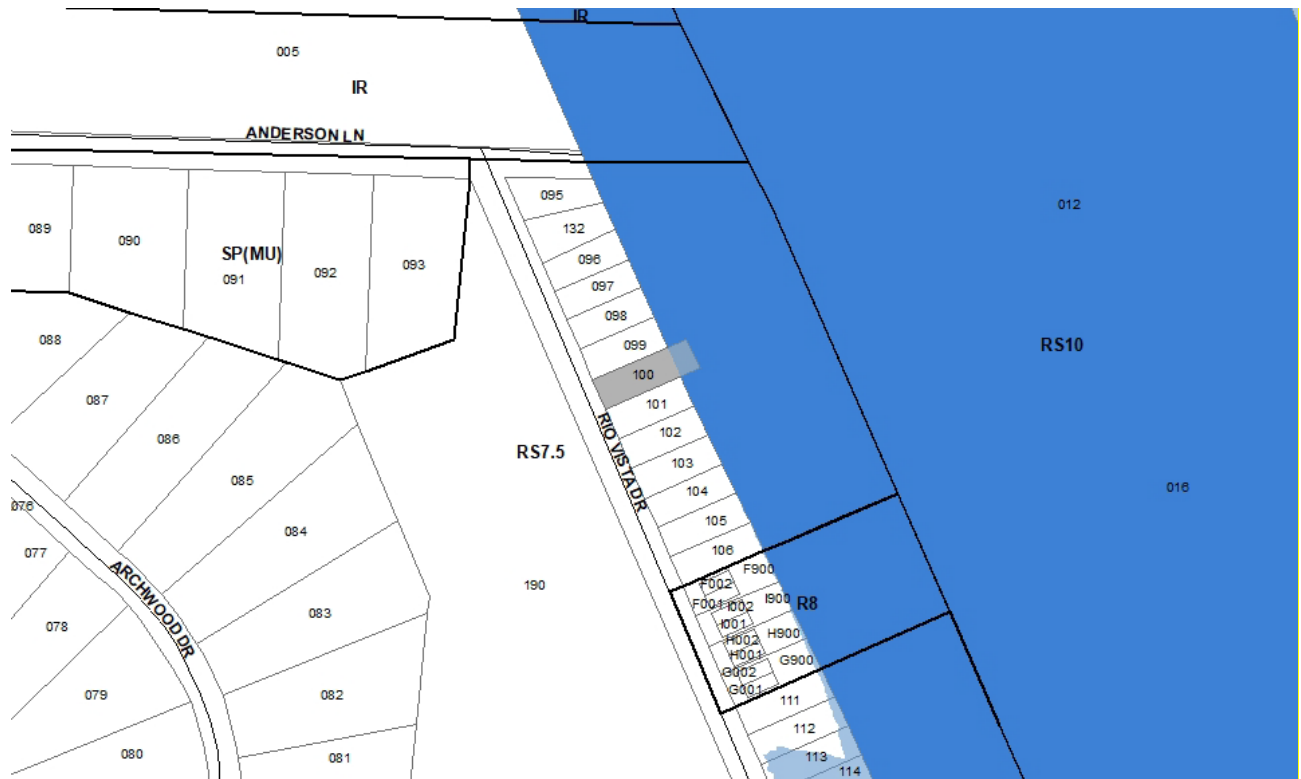
The proposed R8 zoning is not expected to generate any additional students. Students would attend Amqui Elementary School, Neely’s Bend Middle School, and Hunters Lane High School. Amqui Elementary School and Neely’s Bend Middle School have been identified at over capacity. Hunters Lane High School has been identified as being 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 05/22/2025



**2025Z-041PR-001**  
Map 043-07, Parcel(s) 100  
04, Madison  
09 (Tonya Hancock)



## Metro Planning Commission Meeting of 05/22/2025

<b>Item #28</b>	<b>Zone Change 2025Z-041PR-001</b>
<b>Council District</b>	09 – Hancock
<b>School District</b>	03 – Young
<b>Requested by</b>	Black Bear Holdings LLC, applicants; Graham Nichols, owner.
<b>Staff Reviewer</b>	Garland
<b>Staff Recommendation</b>	<i>Approve.</i>

### APPLICANT REQUEST

**Zone change from RS7.5 to R8.**

#### Zone Change

A request to rezone from Single-Family Residential (RS7.5) to One and Two-Family Residential (R8) zoning for property located at 370 Rio Vista Drive, approximately 348 feet southeast of Anderson Lane (0.19 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. Based on acreage alone, *RS7.5 would permit a maximum of one single-family lot.*

#### **Proposed Zoning**

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

### MADISON COMMUNITY PLAN

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

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 05/22/2025

### SITE CONTEXT

The subject property consists of one parcel totaling 0.19 acres located on the east side of Rio Vista Drive with the rear of the parcel abutting the Cumberland River. The property is currently zoned Single-Family Residential (RS7.5) and is currently vacant. The subject site has been zoned RS7.5 since 1998 and prior to that the site was zoned One and Two-Family Residential (R8) in 1974. Nearby properties are zoned RS7.5, One and Two-Family Residential (R8), and Industrial Restrictive (IR). Surrounding land uses are predominantly vacant, one- and two-family residential, single family, and the recycling and waste center. Rio Vista Drive is identified as a local street.

### ANALYSIS

The policy on the site is T3 Suburban Neighborhood Maintenance (T3 NM) which has the intent of maintaining the general character of suburban neighborhoods as characterized by their development pattern, building form, land use, and associated public realm. The subject site has more than 8,000 square feet to meet the minimum lot size for the R8 zoning district.

The other policy on the subject site is Conservation (CO) policy, located on the east side of the parcel at the rear of the parcel abutting the Cumberland River. There are significant slopes and floodway present on the rear of the subject site. There is enough available development footprint once the required setbacks are factored in and avoiding the sensitive features. In 2018 the Board of Zoning Appeals (BZA) granted a front setback reduction from 20 feet to 10 feet. The request was due to the significant slopes and floodway towards the rear of the site, permitting the development to be located closer to the street.

A rezone from RS7.5 to R8 for the subject property would support the policies intent to increase housing diversity by allowing for more density in the area accessed from local streets. The rezoning would allow for one and two-family land uses, which is supported by the T3 NM policy. As the lot is currently vacant, this is an opportunity for infill that could redevelop more housing. Based on the T3 NM policy guidance, staff recommends approval.

### FIRE MARSHAL 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)	0.19	5.50 F	1 U	15	5	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.19	10.70 F	2 U	28	7	2

\*Based on two-family lots



## Metro Planning Commission Meeting of 05/22/2025

Traffic changes between maximum: **RS7.5 and R8**

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 RS7.5 zoning districts: 0 Elementary 0 Middle 0 High**

**Projected student generation proposed R8 district: 0 Elementary 0 Middle 0 High**

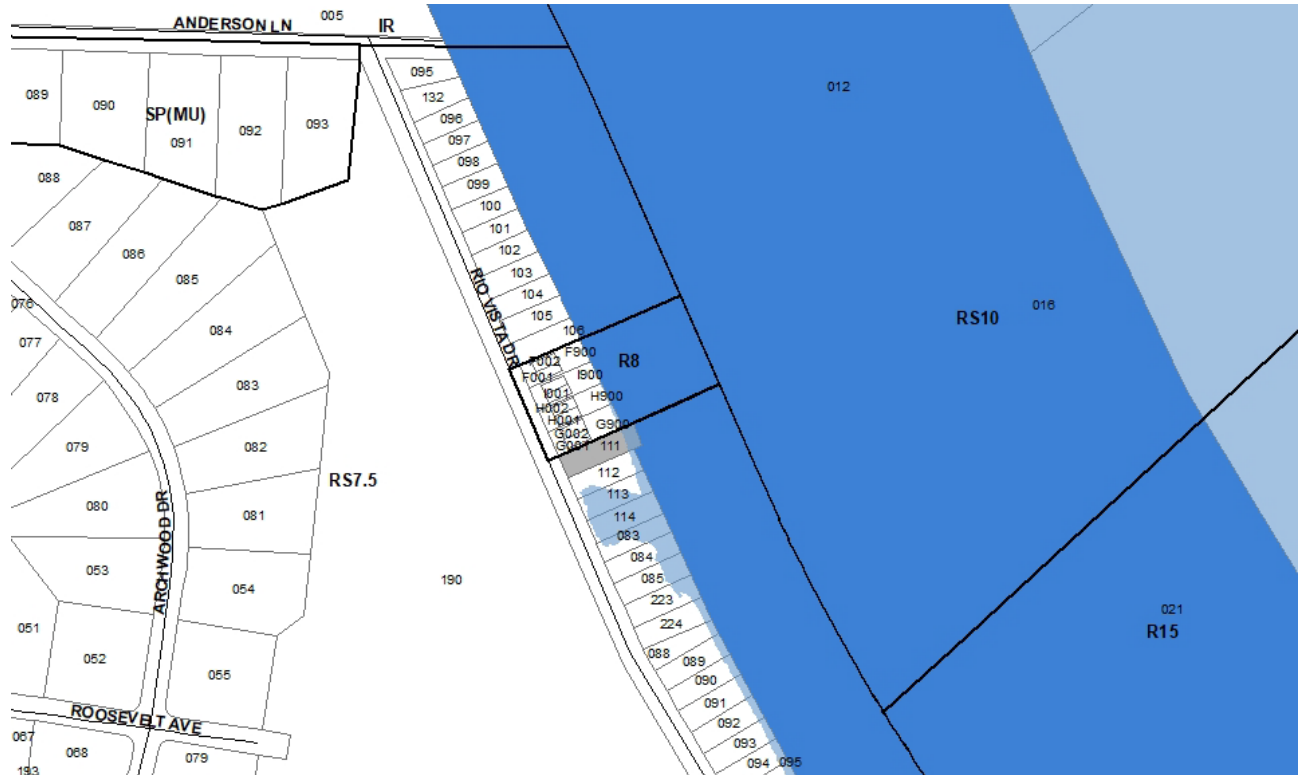
The proposed R8 zoning is not expected to generate any additional students. Students would attend Amqui Elementary School, Neely’s Bend Middle School, and Hunters Lane High School. Amqui Elementary School and Neely’s Bend Middle School have been identified at over capacity. Hunters Lane High School has been identified as being 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 05/22/2025



**2025Z-043PR-001**  
Map 043-07, Parcel(s) 111  
04, Madison  
09 (Tonya Hancock)



## Metro Planning Commission Meeting of 05/22/2025

<b>Item #29</b>	<b>Zone Change 2025Z-043PR-001</b>
<b>Council District</b>	09 – Hancock
<b>School District</b>	03 – Young
<b>Requested by</b>	Black Bear Holdings LLC, applicants; Graham Nichols, owner.
<b>Staff Reviewer</b>	Garland
<b>Staff Recommendation</b>	<i>Approve.</i>

### APPLICANT REQUEST

**Zone change from RS7.5 to R8.**

#### Zone Change

A request to rezone from Single-Family Residential (RS7.5) to One and Two-Family Residential (R8) zoning for property located at 326 Rio Vista Drive, approximately 780 feet east of Archwood Drive (0.19 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 lot, based on acreage alone. Compliance with the Metro Subdivision Regulations may result in fewer lots and units.*

#### **Proposed Zoning**

One and Two - Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of one duplex lot for a maximum of two units, based on acreage alone. Compliance with the Metro Subdivision Regulations may result in fewer lots and units. Duplex eligibility to be confirmed by Metro Codes.*

### **MADISON COMMUNITY PLAN**

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

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 05/22/2025

### SITE CONTEXT

The subject property consists of one parcel totaling 0.19 acres located on the east side of Rio Vista Drive with the rear of the parcels abutting the Cumberland River. The property is currently zoned Single-Family Residential (RS7.5) and is currently vacant. The subject site has been zoned RS7.5 since 1998 and prior to that the site was zoned One and Two-Family Residential (R8) in 1974. Nearby properties are zoned RS7.5, R8, and Industrial Restrictive (IR) zoning district. Surrounding land uses are predominately vacant, one and two family residential, single family, and the recycling and waste center. Rio Vista Drive is identified as a local street.

### ANALYSIS

The policy on the site is T3 Suburban Neighborhood Maintenance (T3 NM) which has the intent of maintaining the general character of suburban neighborhoods as characterized by their development pattern, building form, land use, and associated public realm. The subject site has more than 8,000 square feet to meet the minimum lot size for the R8 zoning district.

The second policy on the site, Conservation (CO), is on the east side of the parcel at the rear of the parcel abutting the Cumberland River. There are significant slopes and floodway present on the rear of this parcel. There is enough available development footprint once the required setbacks are factored in and avoiding the sensitive features.

A rezone from RS7.5 to R8 for the subject properties supports the policy intent to increase housing diversity by allowing for more density in the area with two-family uses. Properties in this policy area are typically accessed from local streets, such as Rio Vista Drive. The rezoning would allow for one and two-family land uses, which is supported by the T3 NM policy. As the lots are vacant lot, this is an opportunity for infill development that could provide more housing. Based on the T3 NM policy guidance, staff recommends approval.

### FIRE MARSHAL 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)	0.19	5.50 F	1 U	15	5	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.19	10.70 F	2 U	28	7	2

\*Based on two-family lots



## Metro Planning Commission Meeting of 05/22/2025

Traffic changes between maximum: **RS7.5 and R8**

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 RS7.5 zoning districts: 0 Elementary 0 Middle 0 High**

**Projected student generation proposed R8 district: 0 Elementary 0 Middle 0 High**

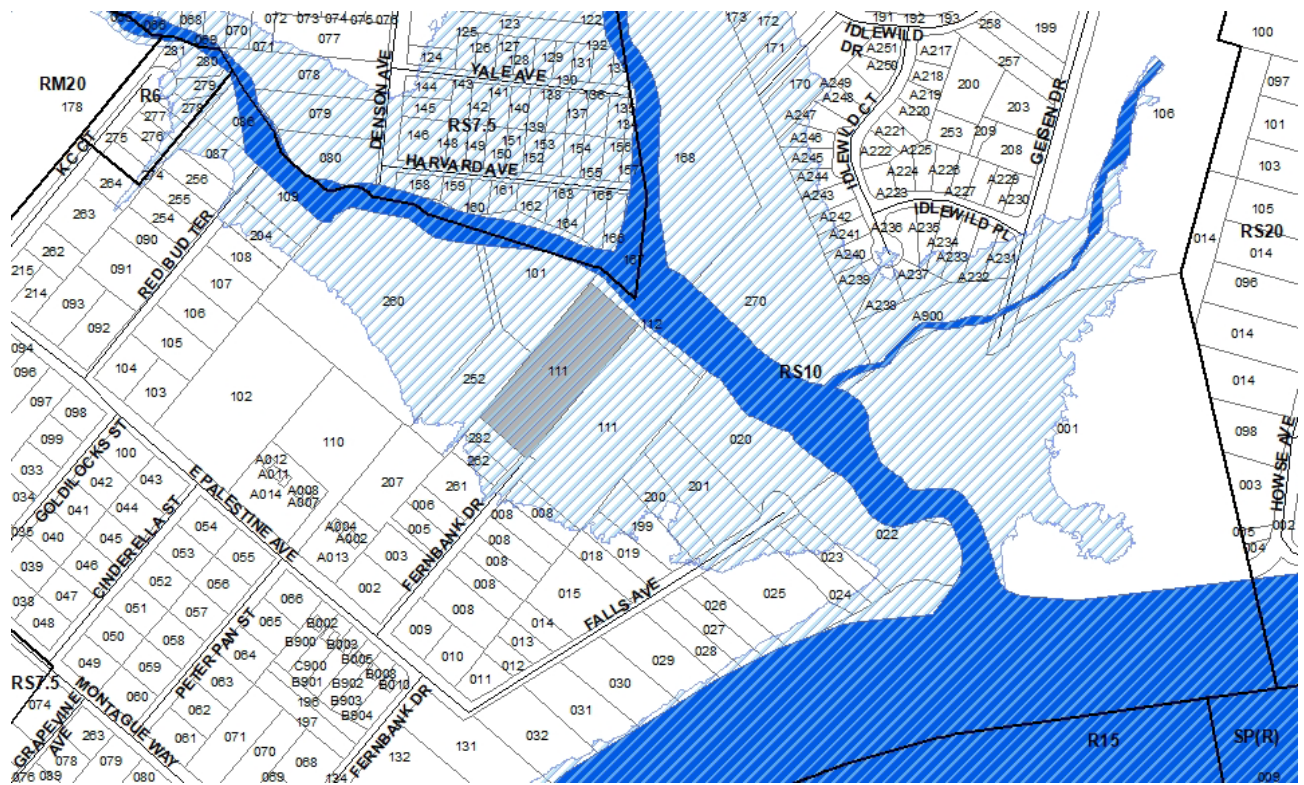
The proposed R8 zoning is not expected to generate any additional students. Students would attend Amqui Elementary School, Neely’s Bend Middle School, and Hunters Lane High School. Amqui Elementary School and Neely’s Bend Middle School have been identified at over capacity. Hunters Lane High School has been identified as being 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 05/22/2025



**2025Z-045PR-001**  
Map 052-05, Parcel(s) 111  
04, Madison  
07 (Emily Benedict)



## Metro Planning Commission Meeting of 05/22/2025

<b>Item #30</b>	<b>Zone Change 2025Z-045PR-001</b>
<b>Council District</b>	07 – Benedict
<b>School District</b>	03 – Young
<b>Requested by</b>	Building Bordeaux, LLC, applicant and owner.
<b>Staff Reviewer</b>	Marton
<b>Staff Recommendation</b>	<i>Disapprove.</i>

### APPLICANT REQUEST

**Zone change from RS10 to R10.**

#### Zone Change

A request to rezone from Single Family Residential (RS10) to One and Two-Family Residential (R10) zoning for property located at 1096 Fernbank Drive, approximately 241 feet southeast of Harvard Avenue (1.69 acres).

#### **Existing Zoning**

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

#### **Proposed Zoning**

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 could permit a maximum of seven lots with one duplex lot for a total of eight units, based on acreage only. This does not account for compliance with the Metro Subdivision Regulations. Additionally, duplex eligibility would be reviewed by Metro Codes.*

### **MADISON COMMUNITY PLAN**

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

### **ANALYSIS**

The application consists of one parcel (Map 052-05, Parcel 111) totaling 1.69 acres located at the terminus of Fernbank Drive. The property has been zoned Single Family Residential (RS10) since 1998 and is currently vacant. Surrounding properties are zoned RS10 while surrounding land uses are single-family residential and duplex. A residential PUD (10-85-P) abuts the subject property to the west and permits a multi-family residential development.



## Metro Planning Commission Meeting of 05/22/2025

The application proposes to rezone the property from RS10 to R10. The property is located entirely within the Conservation (CO) policy area. Conservation policy is intended to preserve environmentally sensitive land features through protection and remediation. The CO policy on this site is associated with 100-year floodplain that covers the property entirely. The CO policy provides guidance for various environmental features, including floodplains, floodways, steep slopes, stream corridors and more. For floodplains, the policy states, “Management of floodplains is addressed as a preventive measure in greenfield development situations and a remediation measure in areas where development has occurred. In greenfield areas, the majority of the natural floodplain area (including all of the floodway) is left in its undisturbed natural state. Clearing of trees and brush from this area is avoided. Portions of the floodplain or waterway may be incorporated into private or public open space associated with parks, recreation, and civic uses. Low-intensity land uses are developed in those portions of floodplains that are permitted to be disturbed, keeping disturbance to a minimum. Where a site containing floodplain also contains land that is outside the floodplain, development should be such that the buildings are grouped on the portion of the site that is not floodplain, leaving the floodplain for the creation of public or private open space. In order to maintain water quality, facilitate flood control, and ensure public safety, the development potential for the flood-prone portion of a site is lower than it is for the developable portion of a site. As redevelopment occurs, lands within the floodplain and floodway that have been compromised by development should be reclaimed and protected in the manner addressed above.”

The subject property has never been developed with a home and should therefore be addressed with preventative measures and disturbance should be kept to a minimum per the policy. In 2024, the property was platted as one lot and was designated a critical lot due to its presence in the floodplain. The plat identified 50 percent of the total area as a conservation area to remain undisturbed, given these features. Given the property is currently platted as one lot, the R10 zoning could allow for one additional unit on the site as it exists today, for a total of two units. While the subject site is entirely within CO policy, it is bordered by T3 Suburban Neighborhood Maintenance policy which intends to maintain the general character of suburban residential neighborhoods. The T3 NM policy explains that the mixture and placement of building types should consider the street type and effects on nearby sensitive environmental features guided by Conservation policy and the overall health of the watershed. While a moderate increase in intensity may be appropriate within nearby T3 NM areas, the proposed R10 district is not appropriate for the subject property given the extent of the CO policy that covers the whole site.

### FIRE RECOMMENDATION

#### Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	1.69	4.35 F	7 U	90	9	8



## Metro Planning Commission Meeting of 05/22/2025

Maximum Uses in Proposed Zoning District: **R10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	1.69	4.94 F	8 U	102	11	9

\*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+1	+12	+2	+1

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS10 districts: 0 Elementary 0 Middle 0 High**

**Projected student generation proposed R10 district: 0 Elementary 0 Middle 0 High**

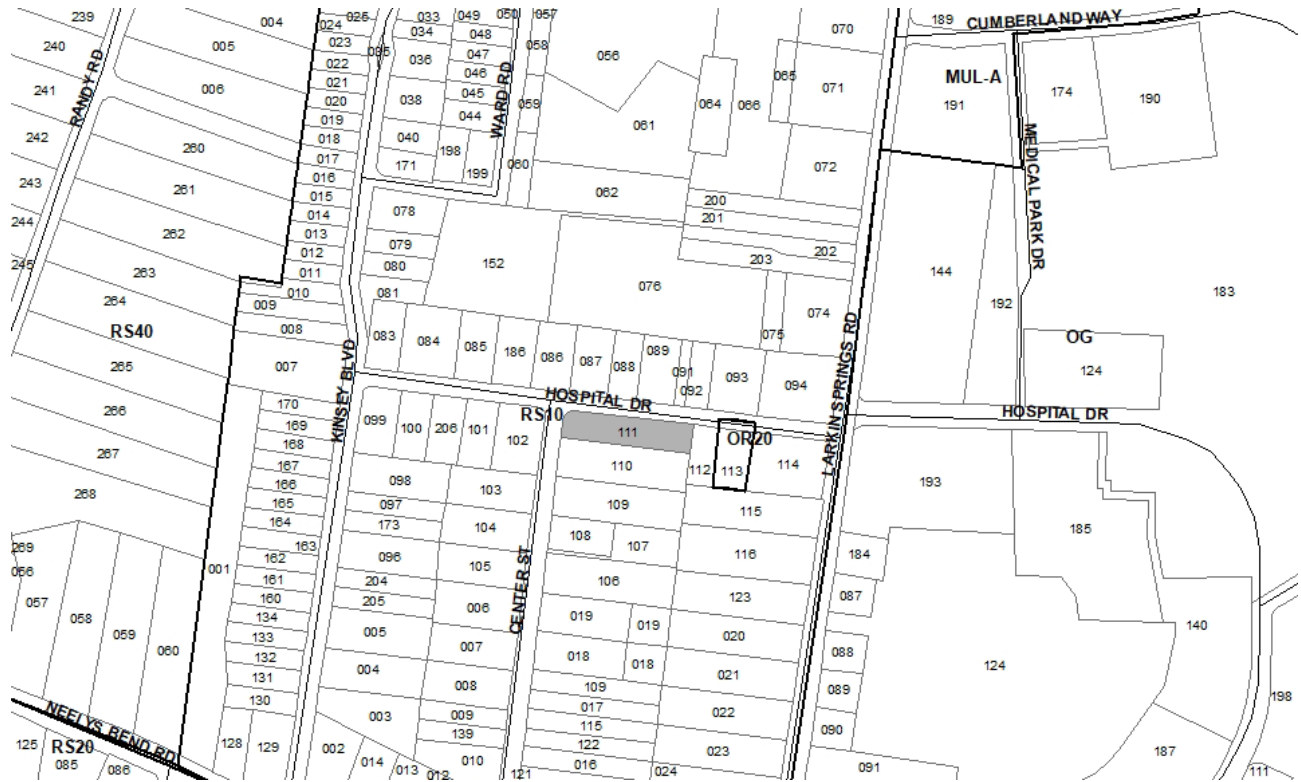
The proposed R10 zoning is expected to generate no more additional students than the existing RS10 zoning district. Students would attend Stratton Elementary School, Madison Middle School, and Hunters Lane High School. Stratton Elementary School is identified as at capacity, Madison Middle School is identified as exceedingly under capacity and Hunters Lane High School is identified as under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends disapproval.



# Metro Planning Commission Meeting of 05/22/2025



**2025Z-046PR-001**  
Map 052-03, Parcel(s) 111  
04, Madison  
09 (Tonya Hancock)



## Metro Planning Commission Meeting of 05/22/2025

**Item #31**

**Council District**

**School District**

**Requested by**

**Zone Change 2025Z-046PR-001**

09 – Hancock

03 – Young

Building Bordeaux, LLC, applicant; Caroline Spence & Tyler Glaser, owners.

**Staff Reviewer**

Garland

**Staff Recommendation**

*Approve.*

**APPLICANT REQUEST**

**Zone change from RS10 to R10.**

Zone Change

A request to rezone from Single-Family Residential (RS10) to One and Two-Family Residential (R10) zoning for property located at 605 Center Street, at the eastern corner of Center Street and Hospital Drive (0.57 acres).

**Existing Zoning**

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

**Proposed Zoning**

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 could permit a maximum of two lots with two duplex lots for a total of four units. This does not account for compliance with the Metro Subdivision Regulations. Additionally, duplex eligibility would be reviewed by Metro Codes.*

**MADISON COMMUNITY PLAN**

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

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



## Metro Planning Commission Meeting of 05/22/2025

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.

### ANALYSIS

The application consists of one parcel (Map 052-03, Parcel 111) totaling 0.57 acres, located on the corner of Hospital Drive and Center Street. The property has been zoned Single Family Residential (RS10) since 1998 and is currently vacant. Prior to then, the parcel was zoned R10 in 1974. The application proposes to rezone the property from RS10 to R10. The nearby zoning districts include RS10, Office Residential (OR20), and Office General (OG). The surrounding land uses are primarily single family, one and two-family residential, with some non-residential uses including a day care and hospital located east of the subject site. This parcel has frontage along Center Street to the west and Hospital Drive to the north, both streets are local streets.

The property is located within the T3 Suburban Neighborhood Evolving (T3 NE) policy area which intends to be developed in suburban residential patterns. The T3 NE policy supports moderate-density residential development patterns. This parcel is also in the Conservation (CO) policy as a stream runs through the eastern half of the parcel. There is still a significant amount of buildable area on the western side of the parcel, outside of the CO policy area.

The T3 NE policy areas are intended to have moderate density with smaller lots and a more diverse mix of housing. The subject site is approximately 0.27 miles west of Larkin Springs Road, which is identified as a Collector-Avenue in the Major and Collector Street Plan (MCSP), and approximately 0.75 miles from Neelys Bend Road which is identified as an Arterial-Boulevard in the MCSP. Given the context of this site, near higher density corridors and within an area of existing single-family and two-family land uses, R10 is appropriate for the intended density. The proposed R10 district slightly increases density and aligns with the goals of T3 NE policy to provide opportunities for a diversity in housing.

### FIRE MARSHAL RECOMMENDATION

#### Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.57	2.17 F	2 U	28	7	2



## Metro Planning Commission Meeting of 05/22/2025

Maximum Uses in Proposed Zoning District: **R10**

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)	0.57	4.23 F	4 U	54	8	5

\*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+2	+26	+1	+3

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS10 district: 0 Elementary 0 Middle 0 High**

**Projected student generation proposed R10 district: 0 Elementary 0 Middle 0 High**

The proposed R10 zoning district is not expected generate any additional students than the existing RS10 zoning district. Students would attend Neelys Bend Elementary, Madison Middle School, and Hunters Lane High School. Neelys Bend Elementary is identified as overcapacity, Madison Middle School is identified as exceedingly under capacity, and Hunters Lane High School is identified as under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval.