

# Metropolitan Planning Commission



## Staff Reports

**May 23, 2024**



## Metro Planning Commission Meeting of 5/23/24

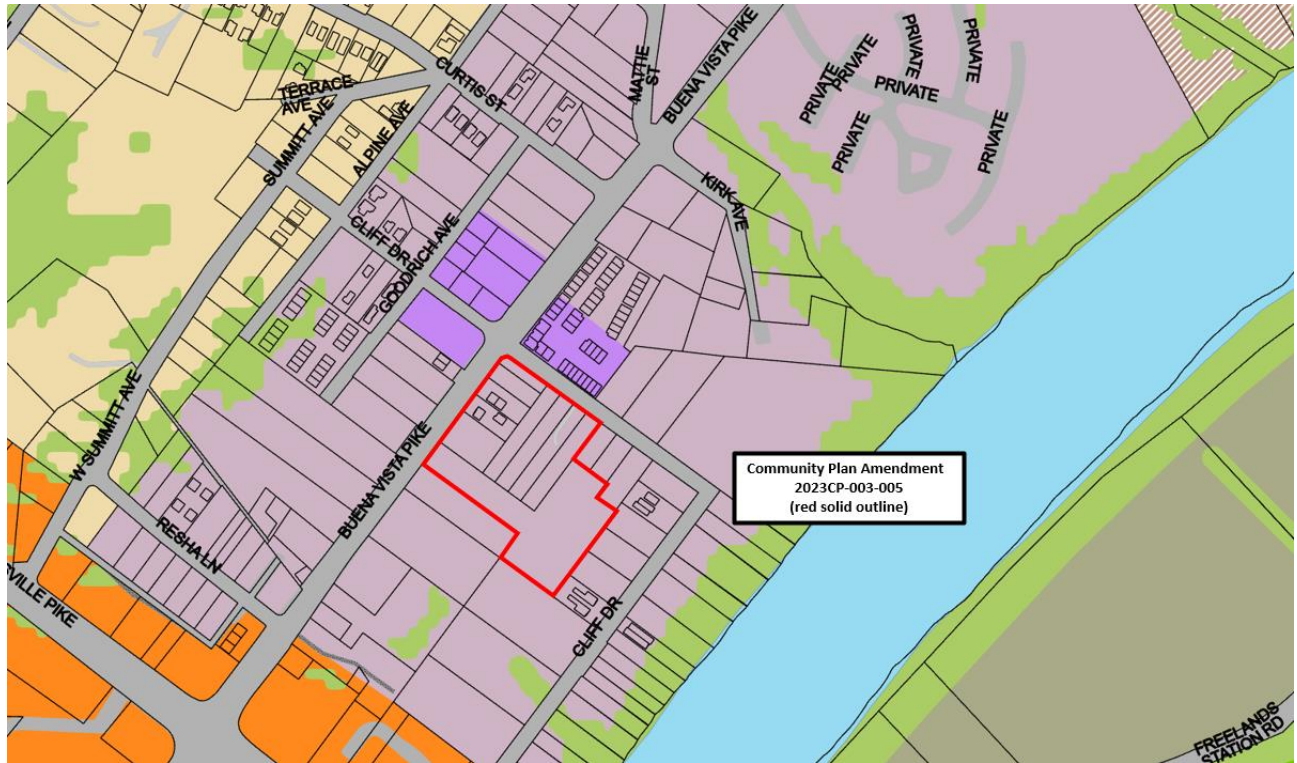
*Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



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## Metro Planning Commission Meeting of 5/23/24



### **2023CP-003-005**

### **BORDEAUX-WHITES CREEK-HAYNES TRINITY COMMUNITY PLAN AMENDMENT**

Various Properties

03, Bordeaux-Whites Creek-Haynes Trinity

02 (Kyonzté Toombs)



## Metro Planning Commission Meeting of 5/23/24

<b>Item #1</b>	<b>Major Plan Amendment 2023CP-003-005</b>
<b>Project Name</b>	<b>Bordeaux-Whites Creek-Haynes Trinity Community Plan Amendment</b>
<b>Council District</b>	02 – Toombs
<b>School District</b>	01 – Gentry
<b>Requested by</b>	Metro Planning Department, applicant; various owners.
<b>Deferrals</b>	This item was deferred from the April 25, 2024, and May 9, 2024, Planning Commission meetings. No public hearing was held.
<b>Staff Reviewer</b>	Clark
<b>Staff Recommendation</b>	<i>Defer to the June 13, 2024, Planning Commission meeting.</i>

### **APPLICANT REQUEST**

**Amend Bordeaux-Whites Creek-Haynes Trinity Community Plan to change the community character policy.**

#### Major Plan Amendment

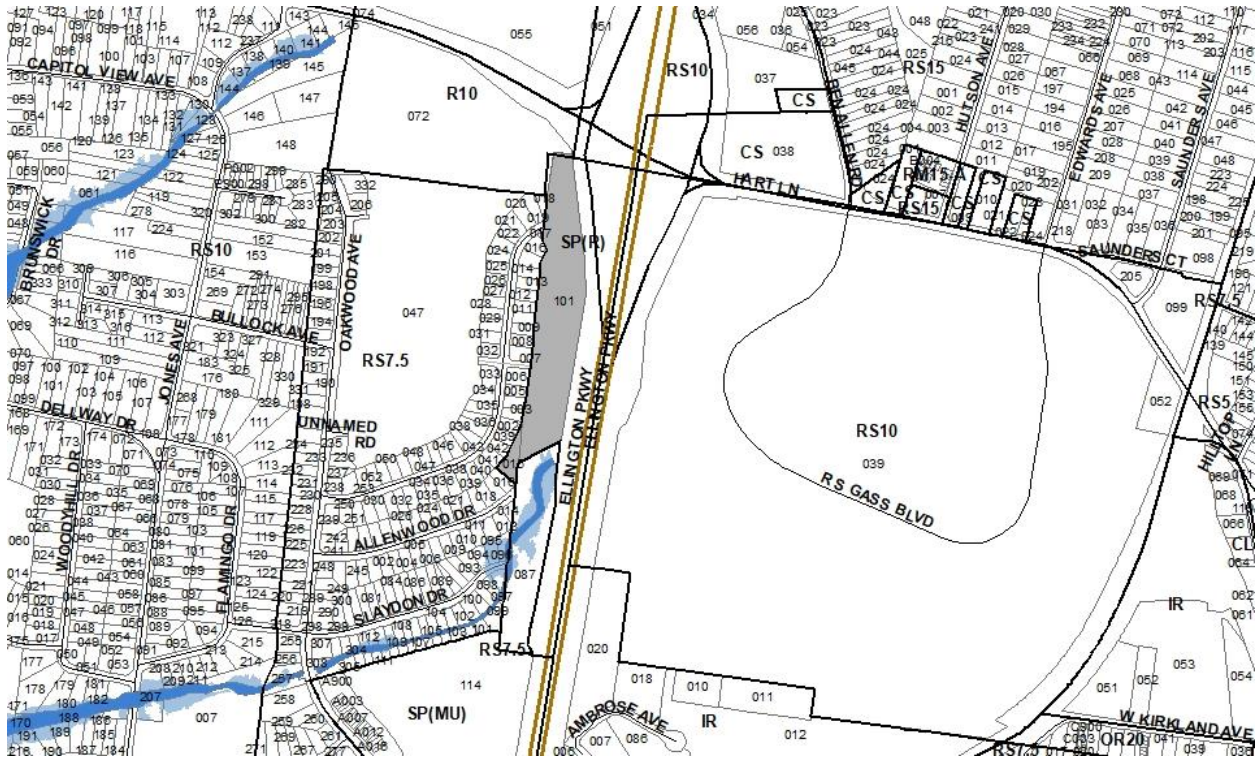
A request to amend the Bordeaux-Whites Creek-Haynes Trinity Community Plan by changing the policy from Urban Neighborhood Evolving (T4 NE) to Urban Neighborhood Center (T4 NC) for properties located at the southwest corner of Cliff Drive and Buena Vista Pike, zoned R8 (One and Two-Family Residential) (5.55 acres).

### **STAFF RECOMMENDATION**

Staff recommends deferral to the June 13, 2024, Planning Commission meeting.



# Metro Planning Commission Meeting of 5/23/24



**2016SP-040-003**  
**BETHWOOD COMMONS (AMENDMENT)**  
Map 061, Parcel(s) 101, 115  
05, East Nashville  
05 (Sean Parker)



**Metro Planning Commission Meeting of 5/23/24**

**Item #2a**

**Specific Plan 2016SP-040-003**

**Project Name**

**Bethwood Commons (Amendment)**

**Associated Case**

2024Z-042PR-001

**Council District**

05 – Parker

**School District**

01 – Gentry

**Requested by**

Dale & Associates, applicant; Upside, LLC, owner.

**Deferrals**

This item was deferred from the May 9, 2024, Planning Commission meeting. No public hearing was held.

**Staff Reviewer**

Swaggart

**Staff Recommendation**

*Defer to the June 13, 2024, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Amend the previously approved SP by removing 1.35 acres from the SP currently approved for two single-family residential lots and open space.**

SP Amendment

A request to amend a Specific Plan (SP) on properties located at Bethwood Drive (unnumbered) and Allenwood Drive (unnumbered), at the northern terminus of Bethwood Drive, zoned SP (8.93 acres), to remove 1.35 acres from the SP boundary.

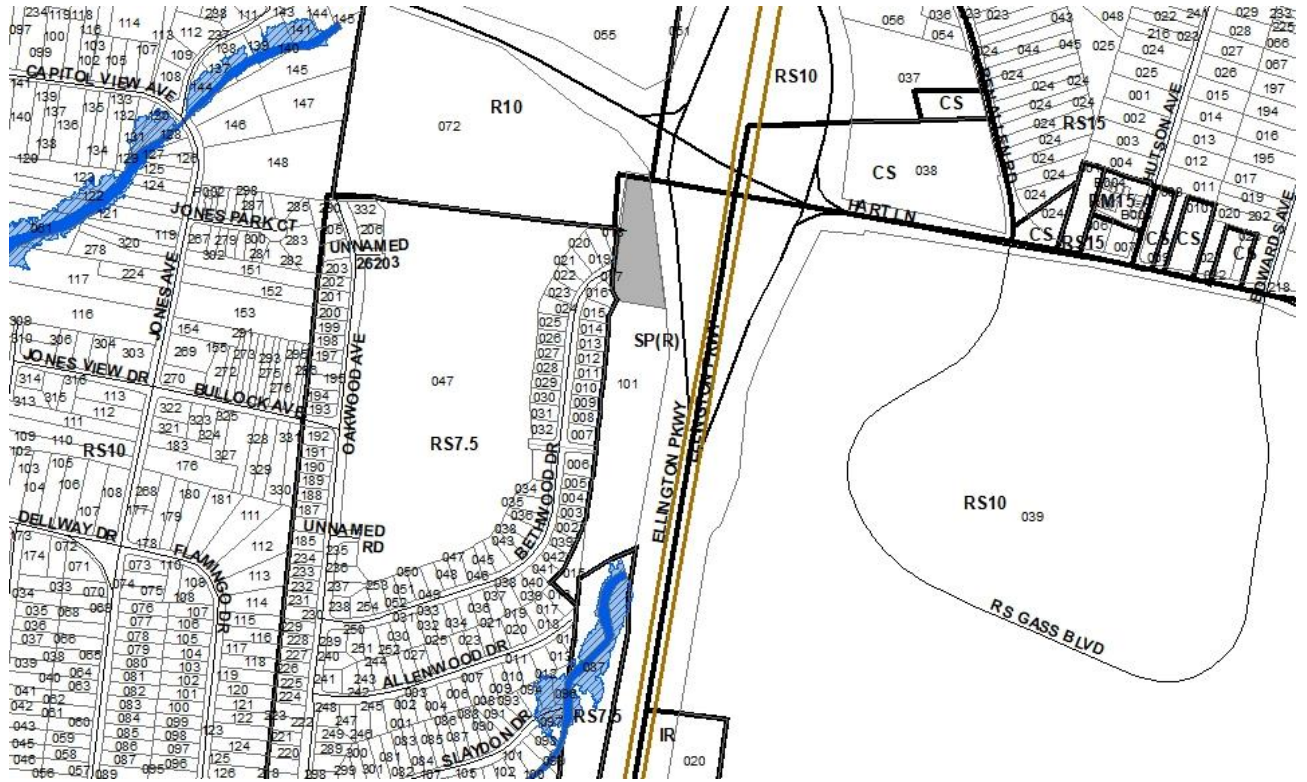
**STAFF RECOMMENDATION**

Staff recommends deferral to the June 13, 2024, Planning Commission meeting.





# Metro Planning Commission Meeting of 5/23/24



**2024Z-042PR-001**

Map 061, Part of Parcel(s) 101

05, East Nashville

05 (Sean Parker)





## Metro Planning Commission Meeting of 5/23/24

**Item #2b**

**Associated Case**

**Council District**

**School District**

**Requested by**

**Zone Change 2024Z-042PR-001**

2016SP-040-003

05 – Parker

01 – Gentry

Dale & Associates, applicant; Upside, LLC, owner.

**Deferrals**

This item was deferred from the May 9, 2024, Planning Commission meeting. No public hearing was held.

**Staff Reviewer**

Swaggart

**Staff Recommendation**

*Defer to the June 13, 2024, Planning Commission meeting.*

**APPLICANT REQUEST**

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

Zone Change

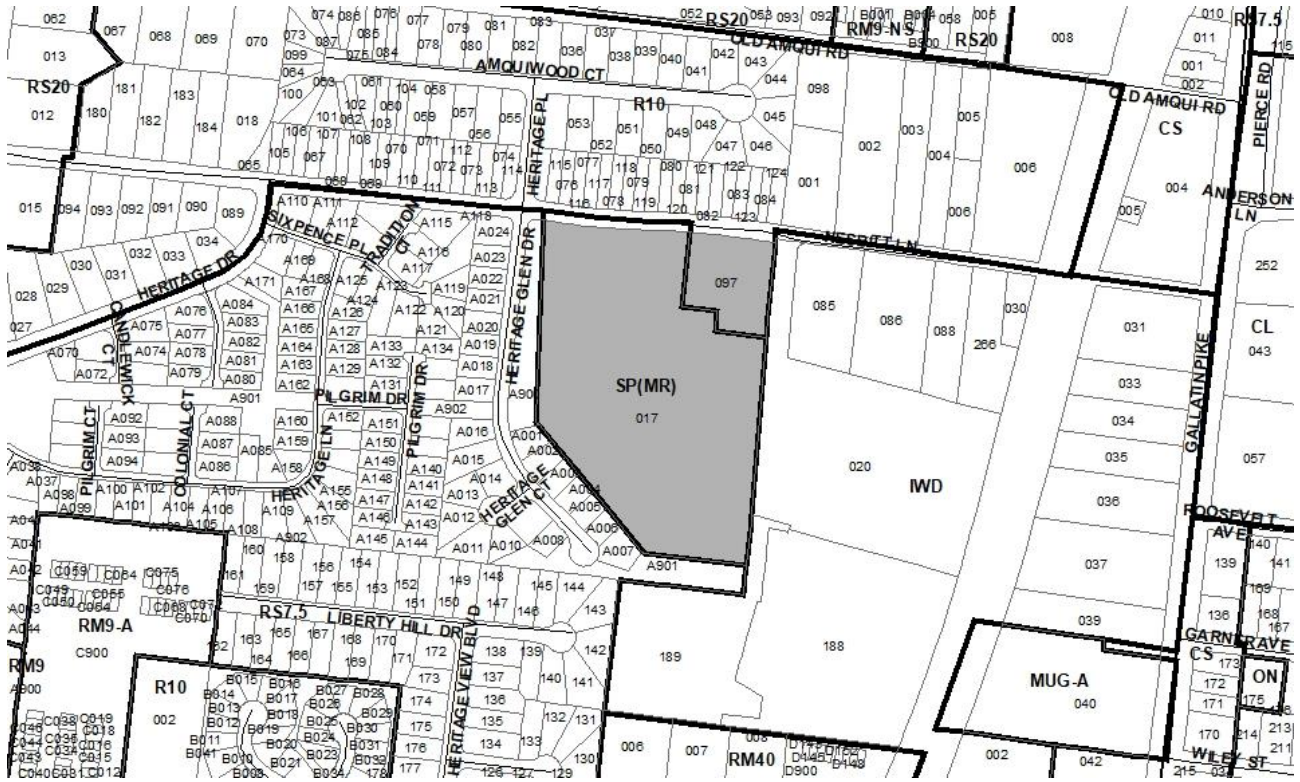
A request to rezone from Specific Plan (SP) to Single-Family Residential (RS7.5) zoning for a portion of property located at Bethwood Drive (unnumbered), at the northern terminus of Bethwood Drive (1.35 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 13, 2024, Planning Commission meeting.



# Metro Planning Commission Meeting of 5/23/24



## 2023SP-013-003

253 NESBITT LANE SP (AMENDMENT)

Map 042-08, Parcel(s) 017, 097

04, Madison

03 (Jennifer Gamble)



## Metro Planning Commission Meeting of 5/23/24

<b>Item #3</b>	<b>Specific Plan 2023SP-013-003</b>
<b>Project Name</b>	<b>253 Nesbitt Lane SP (Amendment)</b>
<b>Council District</b>	03 – Gamble
<b>School District</b>	03 – Masters
<b>Requested by</b>	Catalyst Design Group, applicant; Legacy South, LLC and Robert J. Wingo, Jr., & Robert J. Wingo, owners.

**Deferrals** This case was deferred from the May 9, 2024, Planning Commission meeting. No public hearing was held.

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

### APPLICANT REQUEST

**SP amendment to permit 24 additional multi-family residential units.**

#### SP Amendment

A request to amend a Specific Plan and rezone from One and Two-Family Residential (R10) to Specific Plan (SP) for properties located at 251 and 253 Nesbitt Lane, near the southeast corner of Heritage Glen Drive and Nesbitt Lane, to add 1.28 acres to the SP boundary to permit 24 additional multi-family residential units (11.16 acres).

#### **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. *For the 1.28-acre amendment area, R10 would permit a maximum of 5 lots with 1 duplex lot for a total of 6 units, based on acreage only. Metro Codes makes the final determination on duplex eligibility.*

#### **Proposed Zoning**

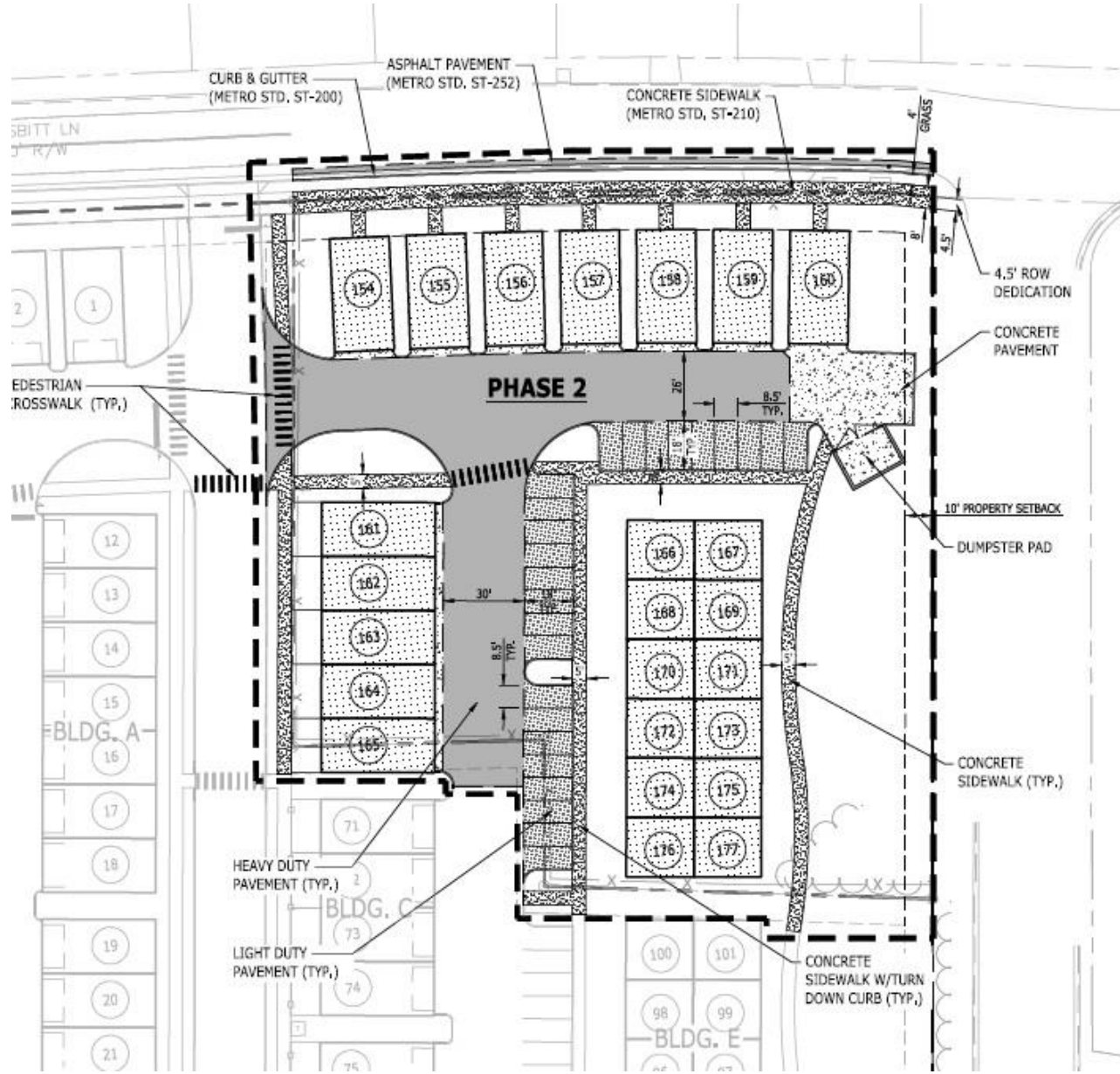
Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan amendment includes 24 multi-family residential units.*

### MADISON COMMUNITY PLAN

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



# Metro Planning Commission Meeting of 5/23/24



**Proposed SP Amendment**





# Metro Planning Commission Meeting of 5/23/24



North ▲

Currently Approved SP (Amendment area outlined in red)



## Metro Planning Commission Meeting of 5/23/24

### **SITE CONTEXT**

The subject property consists of a 1.28-acre parcel located along the south side of Nesbitt Lane, approximately 450 feet east of the intersection of Nesbitt Lane and Heritage Glen Drive. The property lies adjacent to 253 Nesbitt Lane, where an SP for a mixed-use development was approved by Metro Council in 2023 (BL2023-1764). The 1.28-acre amendment area would be incorporated into the approved SP as Phase 2. The approved SP is discussed in more detail below.

#### *Current Zoning and Land Uses*

The subject property is currently zoned R10, which permits one and two-family dwellings and requires a minimum lot area of 10,000 square feet. The property contains one single-family residential unit. The property has approximately 236 feet of frontage along Nesbitt Lane on the property's north side. A private drive lies adjacent to the subject property on the east; the private drive serves an industrial facility located to the southeast.

Adjacent properties are zoned: R10 on the north; IWD on the east; and SP on the south and west. The broader area along the Nesbitt Lane corridor includes a mix of zoning districts, which step down in intensity from Gallatin Road on the east to Ronnie Road on the west. Zoning near Gallatin Road includes CS and IWD, while properties near Ronnie Road are zoned RS20. Land uses in the broader area mostly align with zoning; commercial and industrial uses are prominent near Gallatin Pike, while zero-lot line residential and single-family residential are more prominent from the subject property westward along Nesbitt Lane to Ronnie Road.

#### *Currently Approved SP*

The subject property lies adjacent to the 253 Nesbitt Lane SP, which was approved by Metro Council in 2023. The 253 Nesbitt Lane SP permits 194 multifamily residential units and 7,000 square feet of nonresidential floor area. The approved SP site layout includes a four-story mixed-use building located along the Nesbitt Lane frontage; the mixed-use building would include retail uses on the ground floor and three stories of residential flats. Townhouses are shown throughout the interior of the site. The SP also permits a radio tower to be located near the southeastern corner of the site. A final site plan for the approved SP is currently under review by Metro staff. The final site plan includes residential units (detached and attached) only; it does not include the mixed-use building or radio tower.

### **PLAN DETAILS**

The proposed SP amendment would add 1.28 acres (located at 251 Nesbitt Lane) to the 253 Nesbitt Lane SP, increasing the total area for the SP to 11.16 acres. Up to 24 additional units would be permitted in the amendment area, increasing the total entitlement for the SP to 218 multifamily residential units. As shown on the proposed site layout, the 24 new units would consist of a mix of detached and attached units. Detached units are shown along the Nesbitt Lane frontage, while attached units would be situated to the rear (south) of the detached units.

Parking would be accessed via a private drive on the west; the private drive was approved as part of the original SP. Twelve units would have individual garage parking, while the remaining twelve units would use a surface parking lot. The amendment area would also connect to a planned private drive on the south. As shown on the site layout, sidewalk and trail networks approved as part of the original SP would continue through the amendment area. Bulk standards for the amendment area



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include: ten-foot street setback; floor area ratio (FAR) of 0.69; impervious surface ratio (ISR) of 0.64; and maximum building height of three stories in 35 feet.

### **ANALYSIS**

Staff reviewed the proposed SP amendment for consistency with the T4 MU policy. The T4 MU policy is characterized in part by: high levels of connectivity and complete street networks; moderate to high density residential uses and mixed use, commercial, light industrial, and institutional uses; parking behind or beside buildings and generally accessed by side streets or alleys; and buildings constructed to the back edge of the sidewalk, creating a pedestrian-friendly environment.

The subject property is located along Nesbitt Lane, which is identified as a mixed-use collector in the Major and Collector Street Plan (MCSP). The site lies less than one-quarter of a mile from Gallatin Pike, which is identified as a high-capacity transit corridor in NashvilleNext. Gallatin Pike is served by WeGo route 56, which connects Madison to Downtown Nashville. The SP—including the amendment area—will include an internal sidewalk network and sidewalks along the Nesbitt Lane frontage. Vehicular access to the site will be limited to a single connection to Nesbitt Lane.

The proposed residential density for the entire SP—including the amendment area—will be 19.53 units per acre, consistent with the approved SP and the T4 MU policy. Other features of the plan such as land use and parking layout are generally consistent with the policy. Detached multifamily residential units would front Nesbitt Lane and have a shallow ten-foot front setback, which aligns with the policy.

Because the proposed SP amendment is consistent with the T4 MU policy, staff recommends approval.

### **FIRE MARSHAL RECOMMENDATION**

**Approve**

### **WEGO RECOMMENDATION**

**Approve with conditions**

- Development to upgrade existing bus stops at Gallatin Pike & Anderson Lane NB and Gallatin Pike & Nesbitt Lane SB.
- The existing Gallatin Pike & Anderson Lane northbound bus stop must be improved by filling in the grass strip, flush with the curb and with the sidewalk, with min 4in thick concrete as per NDOT sidewalk standard. The filled in area should extend approximately 75 feet north contiguously from the crosswalk ramp over Gallatin Pike north of Anderson Lane.
- All upgrades, including bike lanes, sidewalks, and crosswalks, must be shown on plans of SP Amendment 2023SP-013-003.
- Upgrades to follow WeGo Transit Design Guidelines. Liaise and reach agreement with WeGo Robert.Johnson@Nashville.gov prior to construction permit submittal.
- Upgrades must be complete prior to first occupation or use of any phase of the development.

### **STORMWATER RECOMMENDATION**

**Approve with conditions**





## Metro Planning Commission Meeting of 5/23/24

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

### NASHVILLE DOT RECOMMENDATION

#### Approve with conditions

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- In general, with a final: Callout roadway sections, ramps, sidewalks, curb & gutter, etc. per NDOT detail standards.
- Note: A private hauler will be required for waste/recycle disposal.
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility work in public ROW and minimum one lane width to cover extent of road widening. Extents to be coordinated in field with NDOT inspector.
- Provide pedestrian ADA ramp at corner of Nesbitt and Heritage Glen.
- Coordinate w/ NDOT traffic on offsite improvements required.

### TRAFFIC & PARKING RECOMMENDATION

#### Approve with conditions

- Sidewalk should be continued to the corner of Nesbitt Lane and Heritage Glen Drive with an ADA compliant curb ramp.
- Off-site improvements shall be included in the building permit plan set as identified in the traffic impact study. Additional coordination is on-going regarding the bike lanes and right turn lane striping at Gallatin Pike and Nesbitt Lane.

### METRO WATER SERVICES RECOMMENDATION

#### Approve with conditions

- Approved as a Preliminary SP only. Public and/or private Sanitary Sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans.

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)	1.28	4.68 F	6 U	78	9	7

\*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	1.28	18.75 D	24 U	129	8	11



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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
-	-	-	+ 18	+51	-1	+4

*\*\*Note that traffic tables reflect the 1.28-acre amendment area only; they do not reflect the entire 11.16-acre SP.*

### METRO SCHOOL BOARD REPORT

**Projected student generation existing R10 district: 1 Elementary 0 Middle 1 High**

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

The proposed SP zoning district is anticipated to generate six more students than what would be generated under the current R10 zoning district. Students would attend Taylor Stratton Elementary School, Madison Middle School, and Hunters Lane High School. Taylor Stratton Elementary School and Hunters Lane High School are at capacity. Madison Middle School is exceedingly under capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools. *Note that the figures cited here reflect the 1.28-acre amendment area only; they do not reflect the entire 11.16-acre SP.*

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to 24 multi-family residential units in the amendment area on parcel (097) in addition to the uses previously approved in BL2023-1764. Short-term rental property, owner-occupied and non-owner occupied, shall be prohibited.
2. No changes or increase in units are approved to the 9.88-acre site at 253 Nesbitt Lane (parcel 017) as shown on the original SP approval other than those changes shown and/or listed in the SP amendment.
3. All conditions of BL2023-1764 as applicable remain in effect.
4. Building facades shall be constructed of brick, brick veneer, stone, cast stone, cementitious siding, and glass, or materials substantially similar in form and function, unless otherwise approved on detailed building elevations included with the preliminary SP.
5. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
6. 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 final site plan application. In addition to the correct copy for this amendment, provide an inclusive copy for the entire SP, reflective of all amendments to date.
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



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

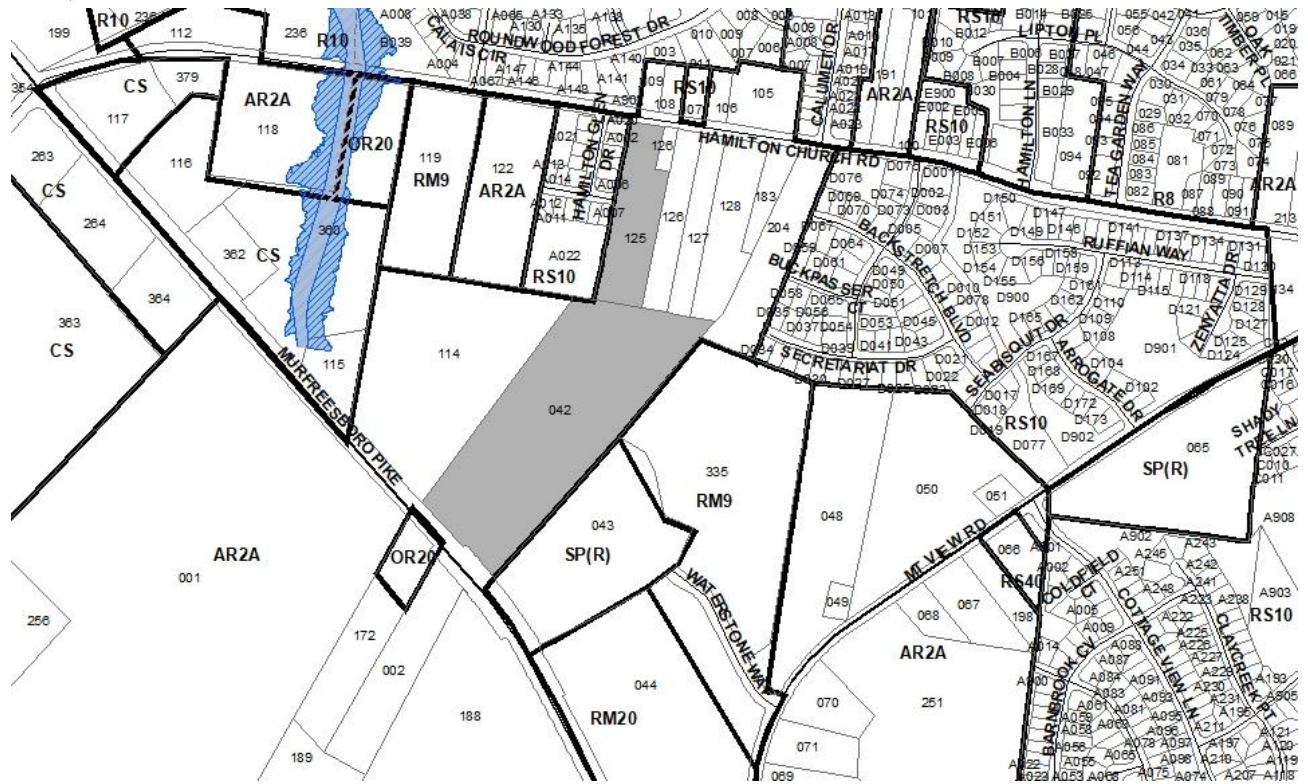
9. No master permit/HPR shall be recorded prior to final SP approval.
10. Final plat may be required prior to permitting.
11. The final site plan shall label all internal driveways as “Private Driveways.” A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association
12. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
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.



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# Metro Planning Commission Meeting of 5/23/24



**2024SP-013-001**  
3124 MURFREESBORO PIKE  
Map 150, Parcel(s) 125  
Map 164, Parcel(s) 042  
13, Antioch – Priest Lake  
08 (Deonté Harrell)



## Metro Planning Commission Meeting of 5/23/24

**Item #4** **Specific Plan 2024SP-013-001**  
**Project Name** **3124 Murfreesboro Pike**  
**Council District** 08 – Harrell  
**School District** 06 – Mayes  
**Requested by** Kimley-Horn, applicant; Ammon & Ruth Shreibman and NIR Homes Inc., owners.

**Deferrals** This item was deferred from the May 9, 2024, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Defer to the June 13, 2024, Planning Commission meeting.*

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### APPLICANT REQUEST

**Preliminary SP to permit 175 units.**

#### Zone Change

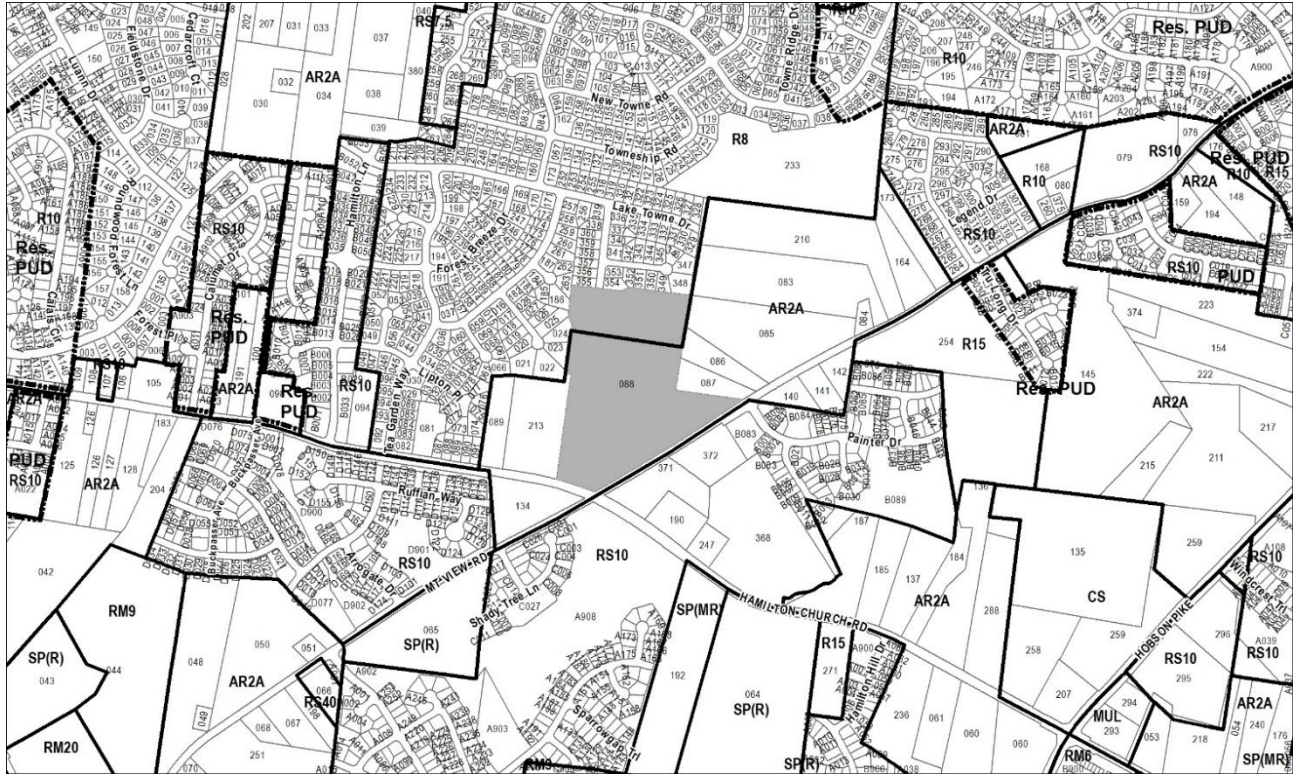
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for properties located at 3201 Hamilton Church Road and 3124 Murfreesboro Pike, approximately 1310 feet northwest of Mt. View Road (19.11 acres), within the Murfreesboro Pike Urban Design Overlay, to permit 175 multi-family residential units.

### STAFF RECOMMENDATION

Staff recommends deferral to the June 13, 2024, Planning Commission meeting.



# Metro Planning Commission Meeting of 5/23/24



**2024SP-014-001**  
6103 MT. VIEW ROAD  
Map 150, Parcel(s) 088  
13, Antioch – Priest Lake  
08 (Deonté Harrell)





## Metro Planning Commission Meeting of 5/23/24

<b>Item #5</b>	<b>Specific Plan 2024SP-014-001</b>
<b>Project Name</b>	<b>6103 Mt. View Road</b>
<b>Council District</b>	08 – Harrell
<b>School District</b>	06 – Mayes
<b>Requested by</b>	Kimley-Horn, applicant; Ammon & Ruth Shreibman, owners.

**Deferrals** This item was deferred from the May 9, 2024, Planning Commission meeting. No public hearing was held.

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

### APPLICANT REQUEST

**Preliminary SP to permit 92 single-family lots.**

#### Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) and One and Two-Family Residential (R8) to Specific Plan (SP) zoning for property located at 6103 Mt. View Road, at the northwest corner of Hamilton Church Road and Mt. View Road (22.18 acres), to permit 92 single-family lots.

#### **Existing Zoning**

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

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. Based on acreage alone, *R8 would permit a maximum of 30 lots with 7 duplex lots for a total of 37 units, on the portion zoned R8.*

#### **Proposed Zoning**

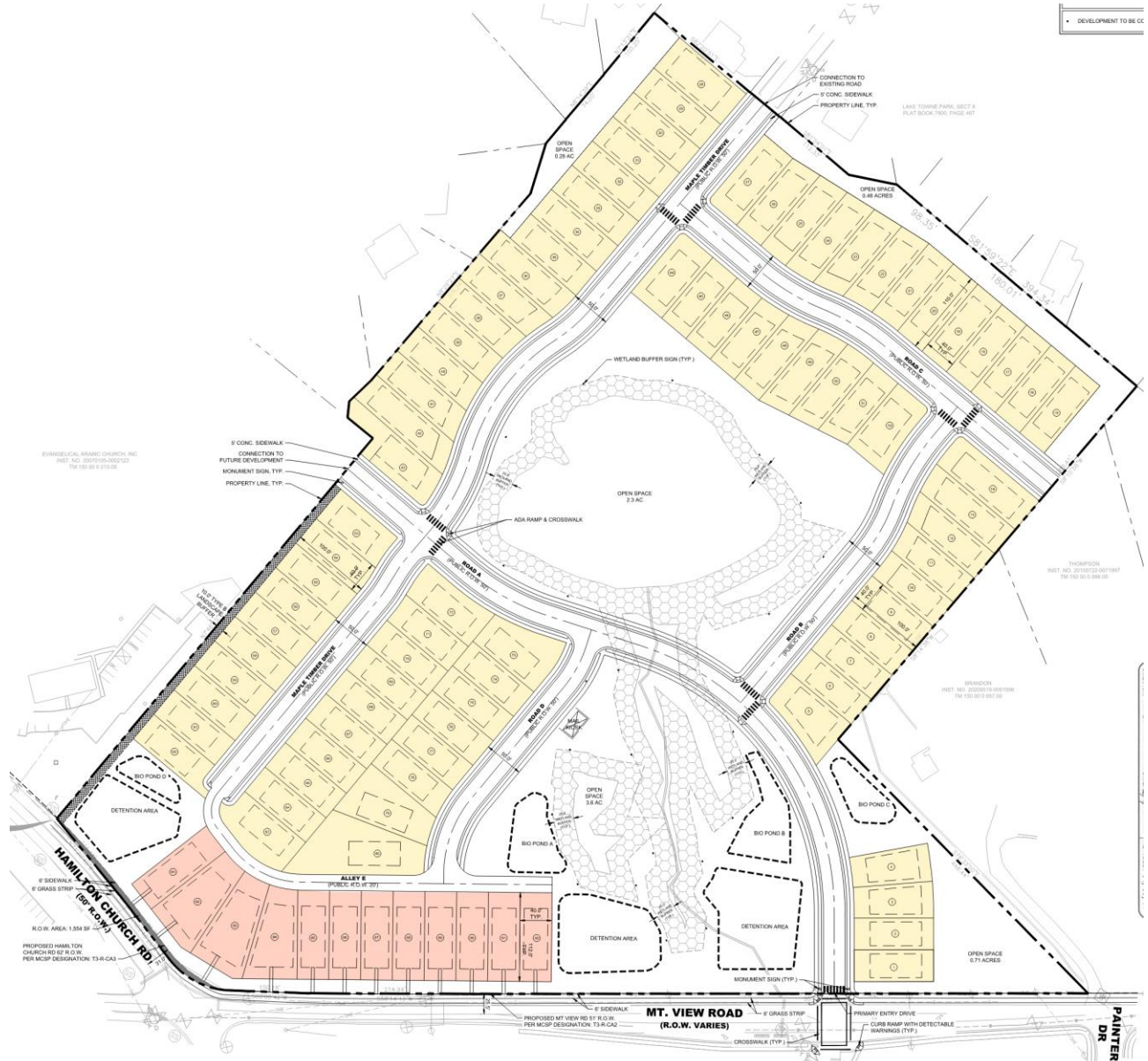
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building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

### SITE CONTEXT AND REQUEST DETAILS

The property included in the proposed SP is located at the intersection of Mt. View Road and Hamilton Church Road. The approximately 22-acre property consists mostly of open field with some wooded areas in the northwest corner of the property. There is a pond on the property. Adjacent zoning includes AR2a and R8. Surrounding land uses include single-family and a church.



# Metro Planning Commission Meeting of 5/23/24



## Proposed Preliminary Site Plan

### Site Plan

The plan proposes 92 single-family residential lots with a density of approximately 4.2 units an acre. The plan calls for 81 front loaded lots and 12 rear loaded lots. The minimum lot size for the front-loaded lots is 3,988 sq. ft. and the maximum lot size is 6,104 sq. ft. The minimum lot size for the rear loaded lots is 4,000 sq. ft. and the maximum lot size is 4,889 sq. ft. The plan includes sample front elevations and includes additional design standards pertaining to, but not limited to, materials, porches, windows, entrance, and foundation.

Except for the 12 rear loaded lots, lots are accessed by new public roads. The 12 rear loaded lots front onto Hamilton Church Road and Mt. View Road and are accessed by a rear public alley. The 12 rear loaded lots do not have access to Hamilton Church Road or Mt. View Road. Access



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into the proposed development is from Mt. View Road and the extension of Maple Timber Drive from the north. A future public street connection to adjacent properties is proposed to the east and the west. A five-foot-wide sidewalk and four-foot-wide grass strip are proposed along all new public streets. A six-foot-wide sidewalk and six-foot-wide grass strip are proposed along Hamilton Church Road and along Mt. View Road. Right-of-Way dedication along Hamilton Church Road and Mt. View Road are proposed.

There is an existing pond that is centrally located on the site. The pond and surrounding area are proposed for open space. A buffer yard is proposed along a portion of the western property line adjacent to a church.

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

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

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. In this instance the conservation policy identifies a small portion of the site as a wetland.

### **Analysis**

Staff finds that the proposed SP is consistent with the land use policies. The T3-NE policy supports a range of housing choices. The surrounding area consists of existing and planned residential development composed primarily of single-family dwellings with limited townhome or cottage unit types. The proposed SP will provide single-family housing offering front loaded and rear loaded units, providing variety within the development. The proposed plan includes several architectural standards aimed at improving the quality of design of the units within the SP. The plan will improve vehicular and pedestrian connectivity by incorporating future connections to adjacent parcels and providing connections to an existing stub street to the north. All proposed public streets include sidewalks consistent with the local street standard. Sidewalks along Hamilton Church Road and Mt. View Road are consistent with the Major and Collector Street Plan (MCSP). The pond, which is located in the CO policy area is proposed as open space which is consistent with the CO policy. The Planning Commission considered a similar plan on this property in 2021 (2021SP-006-001). The Planning Commission approved the plan with conditions and an ordinance was sent to Council for



## **Metro Planning Commission Meeting of 5/23/24**

consideration (BL2021-1001). The ordinance was withdrawn at Council.

### **FIRE MARSHAL RECOMMENDATION**

**Approve**

### **STORMWATER RECOMMENDATION**

**Approve with conditions**

- Preliminary approval only. Will need to meet all Stormwater requirements prior to final approval, including possible Stormwater variance.

### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

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

### **NASHVILLE DOT RECOMMENDATION**

**Approve with conditions**

- All proposed public roadways (A through E, including alley E) shall comply with NDOT Subdivision Street Design Standards (profiles, grades, horizontal and vertical curvature, etc.).
- Any proposed public roads shall have a minimum ROW cross section of 50 ft., NDOT detail per ST-252.
- Proposed public alley E shall have a minimum ROW cross section of 20 ft., per NDOT detail ST-263.
- Site ROW frontages along Mt. View and Hamilton Church shall meet the Major Collector Street Plan (MCSP) requirements.
- Any proposed public roadway sections, (access and ADA) ramps, sidewalks, curb & gutter, etc. shall be constructed per NDOT detail standards and specifications.
- With the final SP submittal provide the following: Show 'Now Entering Private Drive' signage where applicable off public roads and ramps. Provide internal stop control at intersections. For reference, provide stopping sight distance (SSD) exhibits in plan set at any relevant intersections and accesses points off ROW. Provide adequate sight distance spacing at all access ramps, driveways, and public streets with on-street parking.
- All residential driveways shall meet minimum edge-to-edge spacing of 25 ft. (refer to metro code).
- Flares for shared driveways are permitted beyond ROW/property line.
- Provide adequate driveway depth (20' minimum) off proposed public alley rear-loaded units.
- Dimension all ROW pavement widths for clarity.
- Label assumed truck and bus routes around and/or through the site-internal or along ROW



## Metro Planning Commission Meeting of 5/23/24

frontage(s).

- Provide a loading/unloading, mail kiosk, plan for each aspect of the development or amenities.
- Provide any (fire and/or trash) truck turning exhibits relevant to loading/unloading activities- at intersections, alleys and general site access points.
- Provide a landscape (street tree) plan with Final SP.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Parking shall be shown per metro code.
- Coordinate with NDOT on proposed public road network.
- Comply with MCSP on all public ROW frontages.
- Per MMTA, developer shall: (A) Install an RRFB and appropriate curb ramps, detectable warning mats, crosswalk markings, and signage to the intersection of Site Access and School Driveway along Mt View Road, (B) Restripe the south leg approach lanes of the intersection of Site Access and School Driveway (School Driveway leg), and (C) Install a six foot sidewalk and six foot planting buffer (per MCSP) along the site frontage with Mt. View Rd.
- Per previous conditions from 2021SP-006-001, developer shall: (A) Contribute \$50,000 toward the intersection improvements at Mt. View Road and Hamilton Church prior to obtaining the 60th use and occupancy permit for this development, (B) the northbound approach of Mt View Road should be restriped to provide a northbound left turn deceleration lane at the Site Access. The left turn lane should include approximately 130 feet of storage and 120 feet of bay taper. The left turn lane width can be accommodated within the existing lane reduction taper and channelized striping, (C) coordinate with Metro Public Works and dedicate the necessary right-of-way along the Hamilton Church Road property frontage to allow for future construction of an eastbound left turn lane on Hamilton Church Road at Mt View Road, and (D), coordinate with Metro Public Works and dedicate the necessary right-of-way along the Mt View Road property frontage to allow for future construction of a southbound left turn lane on Mt View Road at Hamilton Church Road.
- Developer should continue to coordinate with NDOT on the implementation of off-site improvement before final SP approval.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential*	16.79	0.5 D	10 U	170	15	16

\*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential*	5.53	4.52 F	37 U	354	27	33

\*Based on two-family lots



## Metro Planning Commission Meeting of 5/23/24

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	22.18	-	92 U	973	71	95

Traffic changes between maximum: AR2A/R8 and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 45	+449	+29	+46

### METRO SCHOOL BOARD REPORT

Projected student generation existing R8 & AR2a district: 11 Elementary 5 Middle 8 High

Projected student generation proposed SP-R district: 22 Elementary 10 Middle 16 High

The proposed SP zoning is expected to generate 24 more students than the existing R8 and AR2a zoning. Students would attend Thomas A. Edison Elementary School, J.F. Kennedy Middle School, and Antioch High School. Both Thomas A. Edison Elementary and J.F. Kennedy Middle School are identified at capacity. Antioch High School is identified as over capacity. This information is based upon the 2020-2021 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 92 single-family residential lots. Short Term Rental Property (STRP) owner-occupied and not owner-occupied shall be prohibited.
2. On corrected copy, update maximum height: Height shall be limited to two stories in 38 feet.
3. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RS5 zoning district as of the date of the applicable request or application.
5. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
6. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
7. A corrected copy of the preliminary SP plan, incorporating any conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site



## **Metro Planning Commission Meeting of 5/23/24**

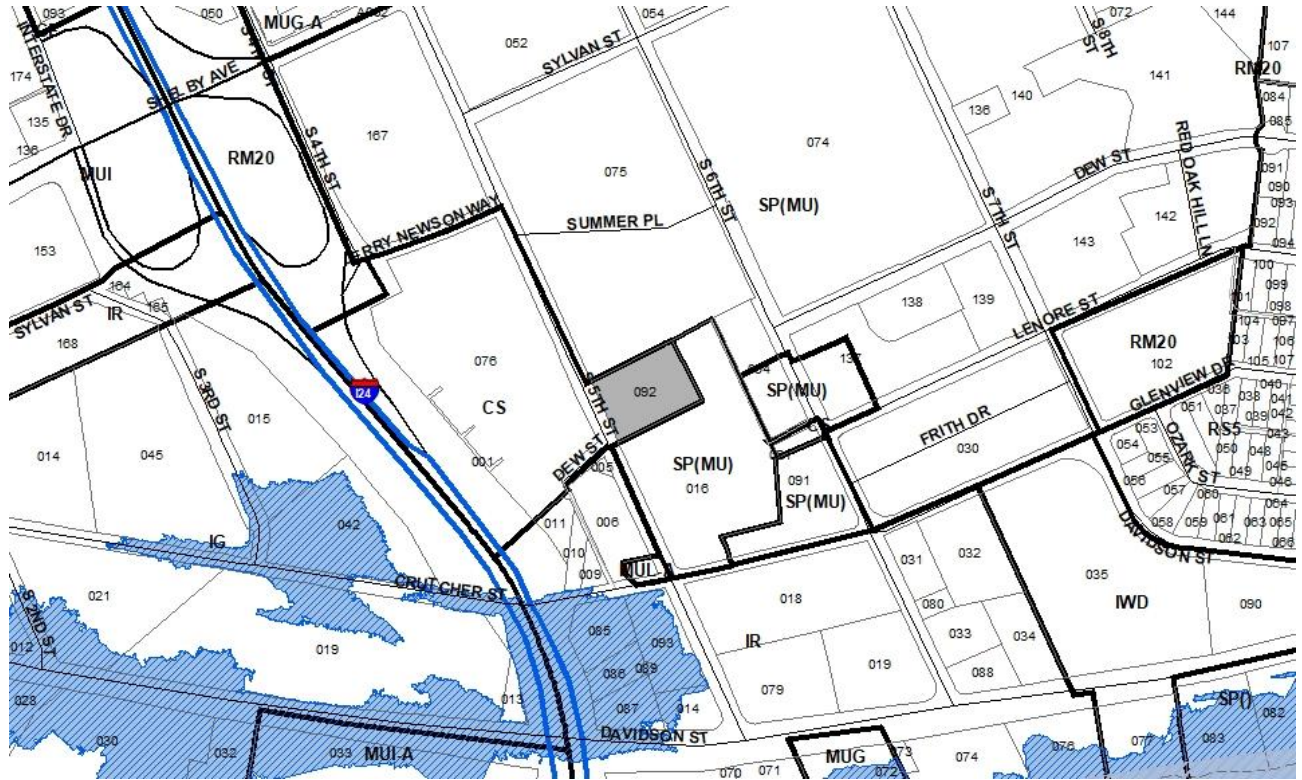
conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
10. Comply with all conditions and requirements of Metro reviewing agencies.





# Metro Planning Commission Meeting of 5/23/24



**2024SP-016-001**  
751 S. 5TH STREET  
Map 093-08, Parcel(s) 092  
05, East Nashville  
06 (Clay Capp)



**Metro Planning Commission Meeting of 5/23/24**

<b>Item #6</b>	<b>Specific Plan 2024SP-016-001</b>
<b>Project Name</b>	<b>751 S. 5<sup>th</sup> Street</b>
<b>Council District</b>	06 – Capp
<b>School District</b>	01 – Gentry
<b>Requested by</b>	Dream Capital Management LLC, applicant; Professional Services Industries, Inc., owner.

<b>Deferrals</b>	This item was deferred from the May 9, 2024, Planning Commission meeting. No public hearing was held.
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<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Defer to the June 13, 2024, Planning Commission meeting.</i>

**APPLICANT REQUEST**

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

Preliminary SP

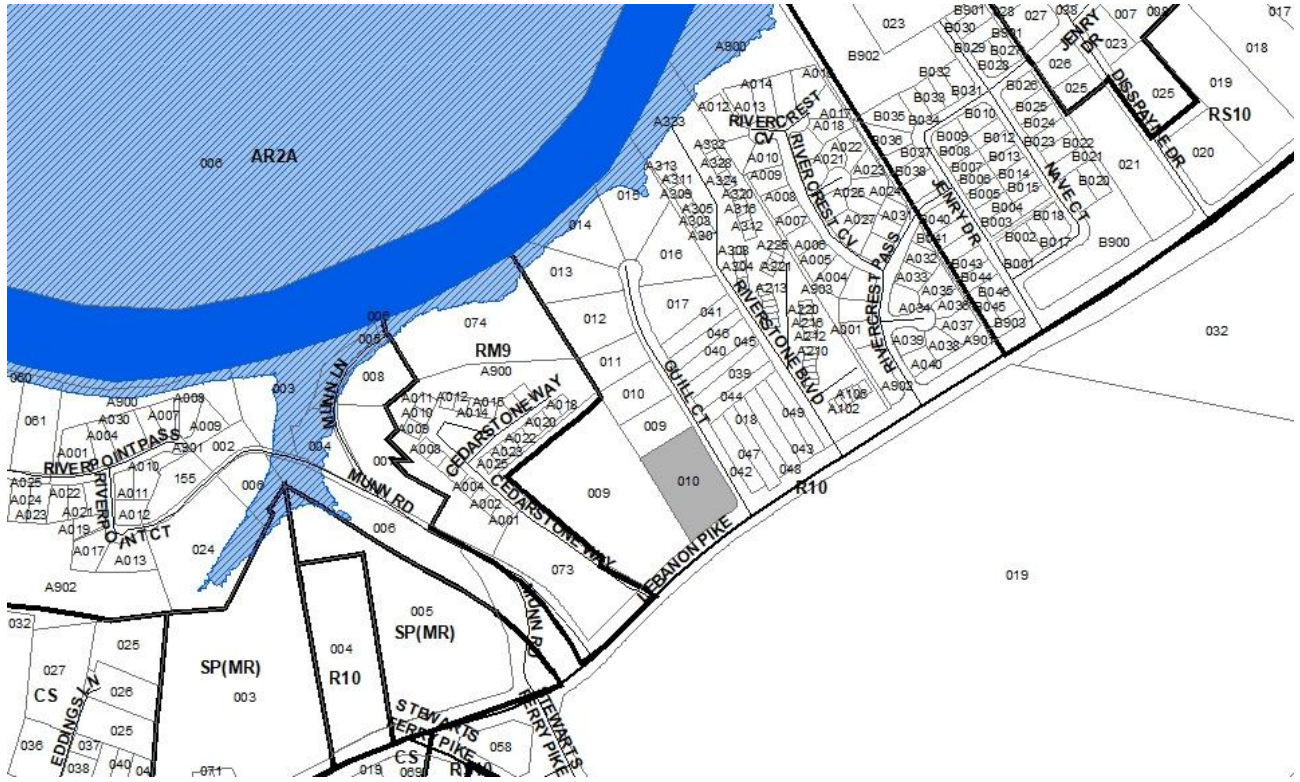
A request to rezone from Commercial Service (CS) to Specific Plan (SP) zoning for property located at 751 S. 5th Street, at the northeast corner of S. 5th Street and Dew Street (1.41 acres), to permit a mixed-use development.

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 13, 2024, Planning Commission meeting.



# Metro Planning Commission Meeting of 5/23/24



**2024S-016-001**  
RESUBDIVISION OF GULL HEIGHTS  
Map 096-02, Parcel(s) 010  
14, Donelson – Hermitage – Old Hickory  
14 (Jordan Huffman)



**Metro Planning Commission Meeting of 5/23/24**

**Item #7**

**Final Plat 2024S-016-001**

**Project Name**

**Resubdivision of Guill Heights**

**Council District**

14 – Huffman

**School District**

04 – Nabaa-McKinney

**Requested by**

Crawford & Cummings, P.C., applicant; Shady Grove Road Trust, owner.

**Deferrals**

This item was deferred at the February 8, 2024, February 22, 2024, March 28, 2024, and April 25, 2024, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**

Marton

**Staff Recommendation**

*Defer to the June 27, 2024, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Request for final plat approval to create 4 lots.**

Final Plat

A request for final plat approval to create four lots on property located at 2918 Lebanon Pike, at the northwestern corner of Lebanon Pike and Guill Court, zoned One and Two-Family Residential (R10) (1.40 acres).

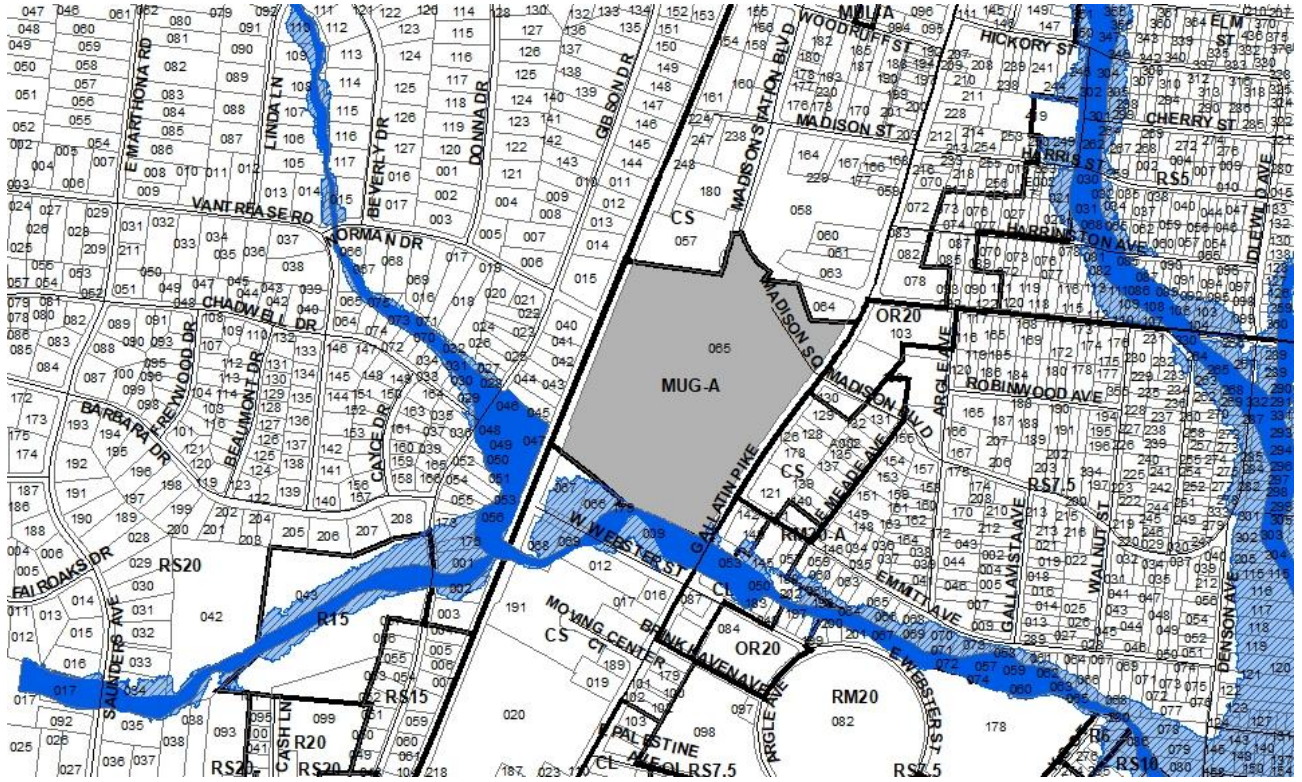
**STAFF RECOMMENDATION**

Staff recommends deferral to the June 27, 2024, Planning Commission meeting.





# Metro Planning Commission Meeting of 5/23/24



**2024S-025-001**  
**MADISON STATION**  
Map 051-04, Parcel(s) 065  
04, Madison  
09 (Tonya Hancock)



## Metro Planning Commission Meeting of 5/23/24

<b>Item #8</b>	<b>Concept Plan 2024S-025-001</b>
<b>Project Name</b>	<b>Madison Station</b>
<b>Council District</b>	09 – Hancock
<b>School District</b>	03 – Masters
<b>Requested by</b>	BCA Civil, applicant; 721 Madison Square LLC, owner.

**Deferrals** This item was deferred from the February 22, 2024, March 14, 2024, March 28, 2024, April 11, 2024, and April 25, 2024, Planning Commission meetings. No public hearing was held.

<b>Staff Reviewer</b>	Marton
<b>Staff Recommendation</b>	<i>Defer to the June 27, 2024, Planning Commission meeting.</i>

### APPLICANT REQUEST

**Request for concept plan approval to create 10 lots.**

#### Concept Plan

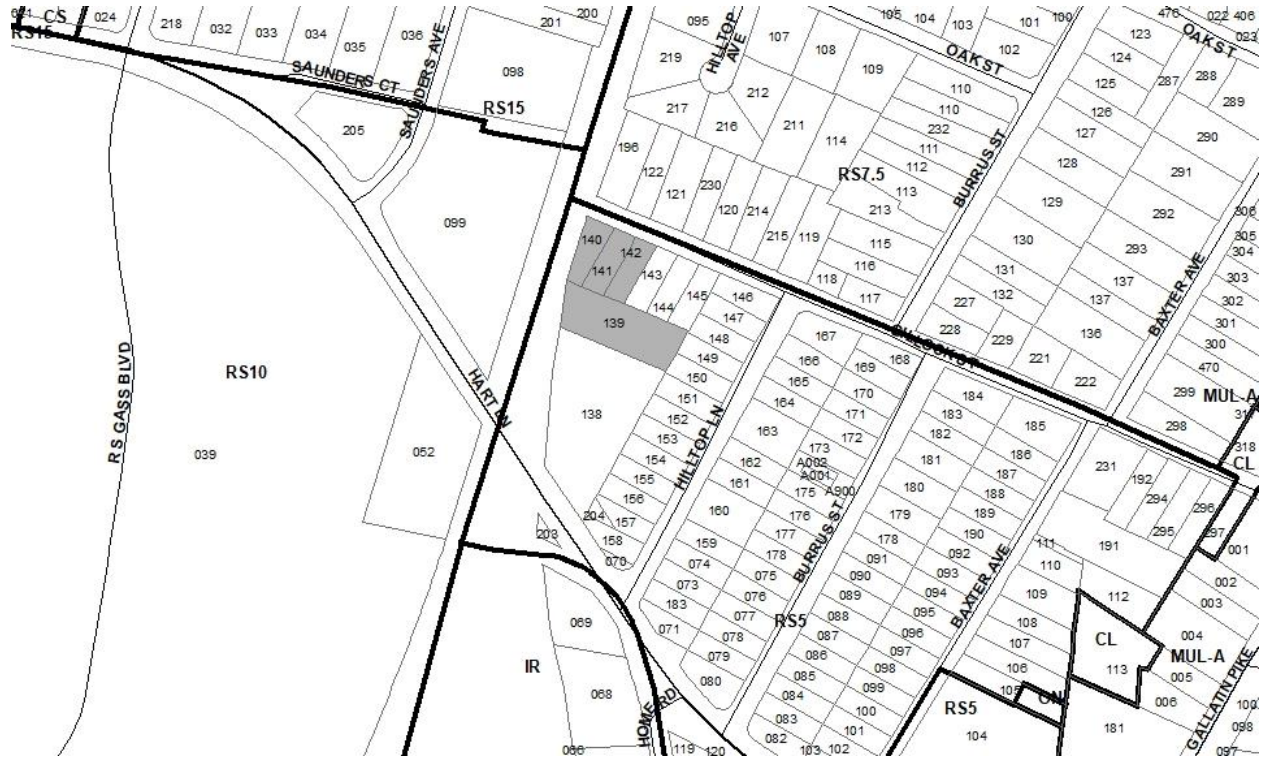
A request for concept plan approval to create ten lots on property located at 721 Madison Square, approximately 135 feet south of Neely’s Bend Road, zoned Mixed Use General-Alternative (MUG-A), and located within a Corridor Design Overlay District (31.72 acres).

### STAFF RECOMMENDATION

Staff recommends deferral to the June 27, 2024, Planning Commission meeting.



# Metro Planning Commission Meeting of 5/23/24



**2024S-031-001**  
GILLOCK STREET  
Map 061-14, Parcel(s) 139-142  
05, East Nashville  
07 (Emily Benedict)





## Metro Planning Commission Meeting of 5/23/24

<b>Item #9</b>	<b>Concept Plan 2024S-031-001</b>
<b>Project Name</b>	<b>Gillock Street</b>
<b>Council District</b>	07 – Benedict
<b>School District</b>	03 – Masters
<b>Requested by</b>	W.T. Smith Land Surveying, applicant; Turnkey Builders, LLC, owner.
<b>Deferrals</b>	This item was deferred from the March 28, 2024, April 11, 2024, and April 25, 2024, Planning Commission meetings. No public hearing was held.
<b>Staff Reviewer</b>	Shane
<b>Staff Recommendation</b>	<i>Defer to the June 13, 2024, Planning Commission meeting.</i>

**APPLICANT REQUEST**  
**Concept plan to create 5 lots.**

Concept Plan

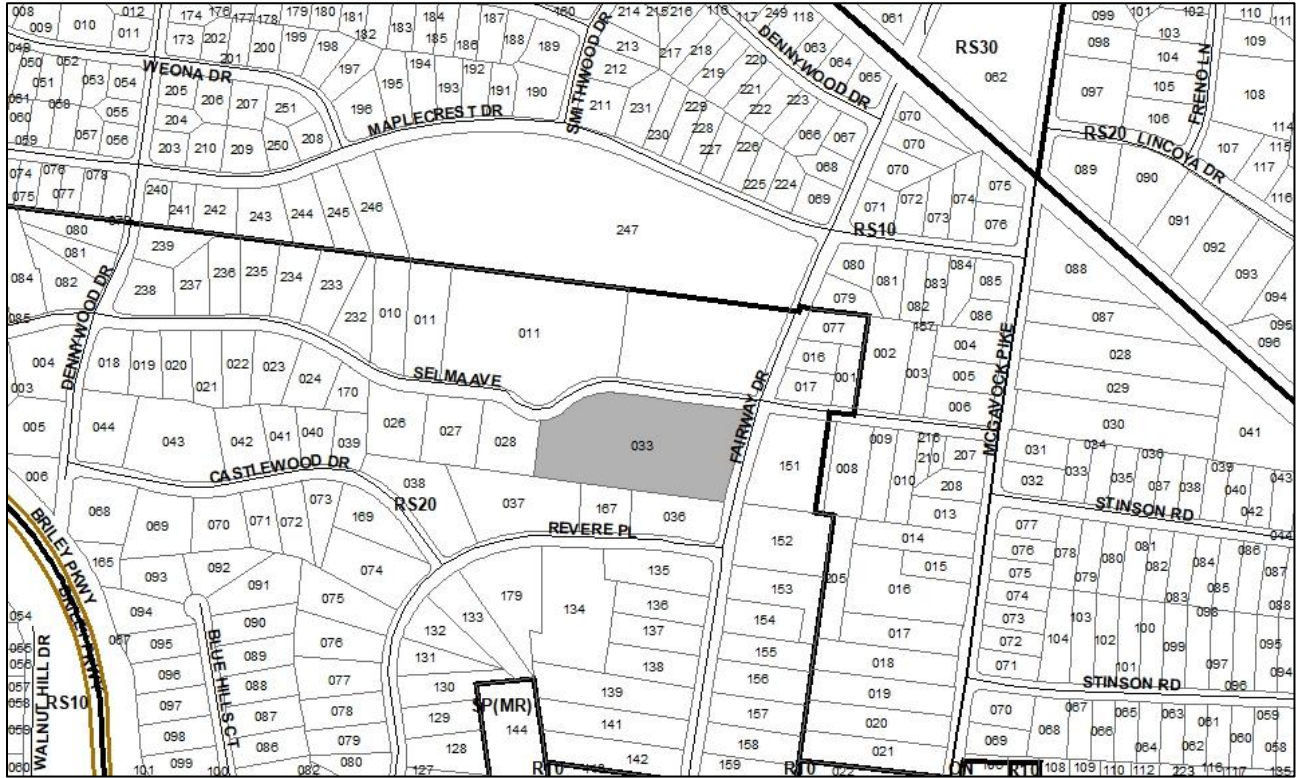
A request for concept plan approval on properties located at 714B, 716 Gillock Street and Gillock Street (unnumbered), approximately 360 feet south of Hilltop Avenue, zoned Single-Family Residential (RS5) (1.09 acres), to permit 5 lots.

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 13, 2024, Planning Commission meeting.



# Metro Planning Commission Meeting of 5/23/24



**2024S-033-001**  
BATSON SELMA  
Map 084-15, Parcel(s) 033  
14, Donelson - Hermitage - Old Hickory  
15 (Jeff Gregg)



**Metro Planning Commission Meeting of 5/23/24**

**Item #10**  
**Project Name**  
**Council District**  
**School District**  
**Requested by**

**Final Plat 2024S-033-001**  
**Batson Selma**  
15 – Gregg  
04 – Nabaa-McKinney  
Clint Elliott Survey, applicant; Donelson Heights United Methodist Church, Trustees, owner.

**Deferrals**

The item was deferred from the March 14, 2024, March 28, 2024, April 11, 2024, April 25, 2024, and May 9, 2024, Planning Commission meetings. No public hearing was held.

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

Dorlester  
*Defer to the June 27, 2024, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Request for final plat approval to create 3 lots.**

Final Plat

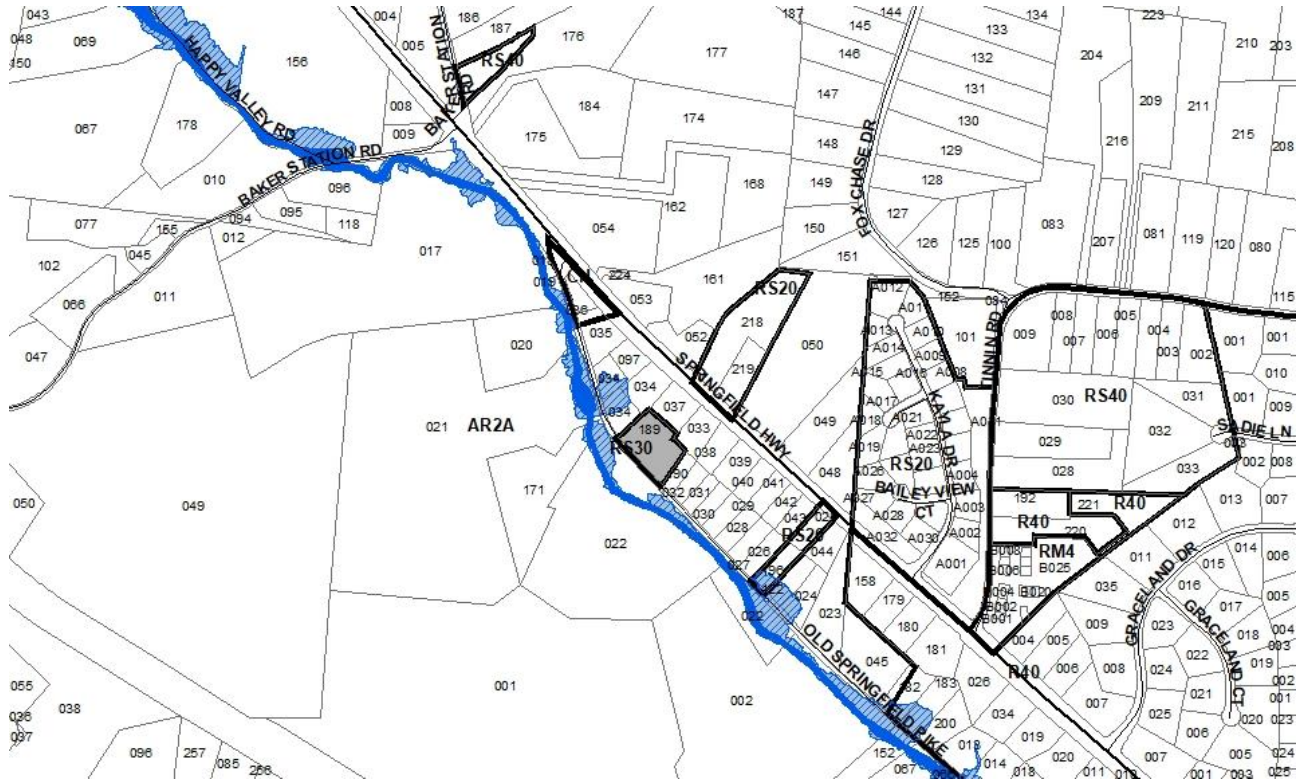
A request for final plat approval to create three lots on property located at 84 Fairway Drive, at the southwest corner of Fairway Drive and Selma Ave., zoned Single-Family Residential (RS20) (4.18 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 27, 2024, Planning Commission meeting.



# Metro Planning Commission Meeting of 5/23/24



**2024S-042-001**  
**MICHAEL ARMISTEAD PROPERTY**  
Map 007, Parcel(s) 189  
02, Parkwood – Union Hill  
10 (Jennifer Webb)



## Metro Planning Commission Meeting of 5/23/24

**Item #11**  
**Project Name**  
**Council District**  
**School District**  
**Requested by**

**Final Plat 2024S-042-001**  
**Michael Armistead Property**  
10 – Webb  
03 – Masters  
Bruce Rainey & Associates, applicant; Michael S. Armistead, owners.

**Deferrals**

This item was deferred from the April 11, 2024, and April 25, 2024, Planning Commission Meetings. No public hearing was held.

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

Marton  
*Defer to the June 27, 2024, Planning Commission Meeting.*

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**APPLICANT REQUEST**

**Request for final plat approval to create two lots.**

Final Plat

A request for final plat approval to create two lots on property located at Old Springfield Pike (unnumbered), approximately 200 feet southwest of Springfield Highway, zoned Single-Family Residential (RS30) (1.76 acres).

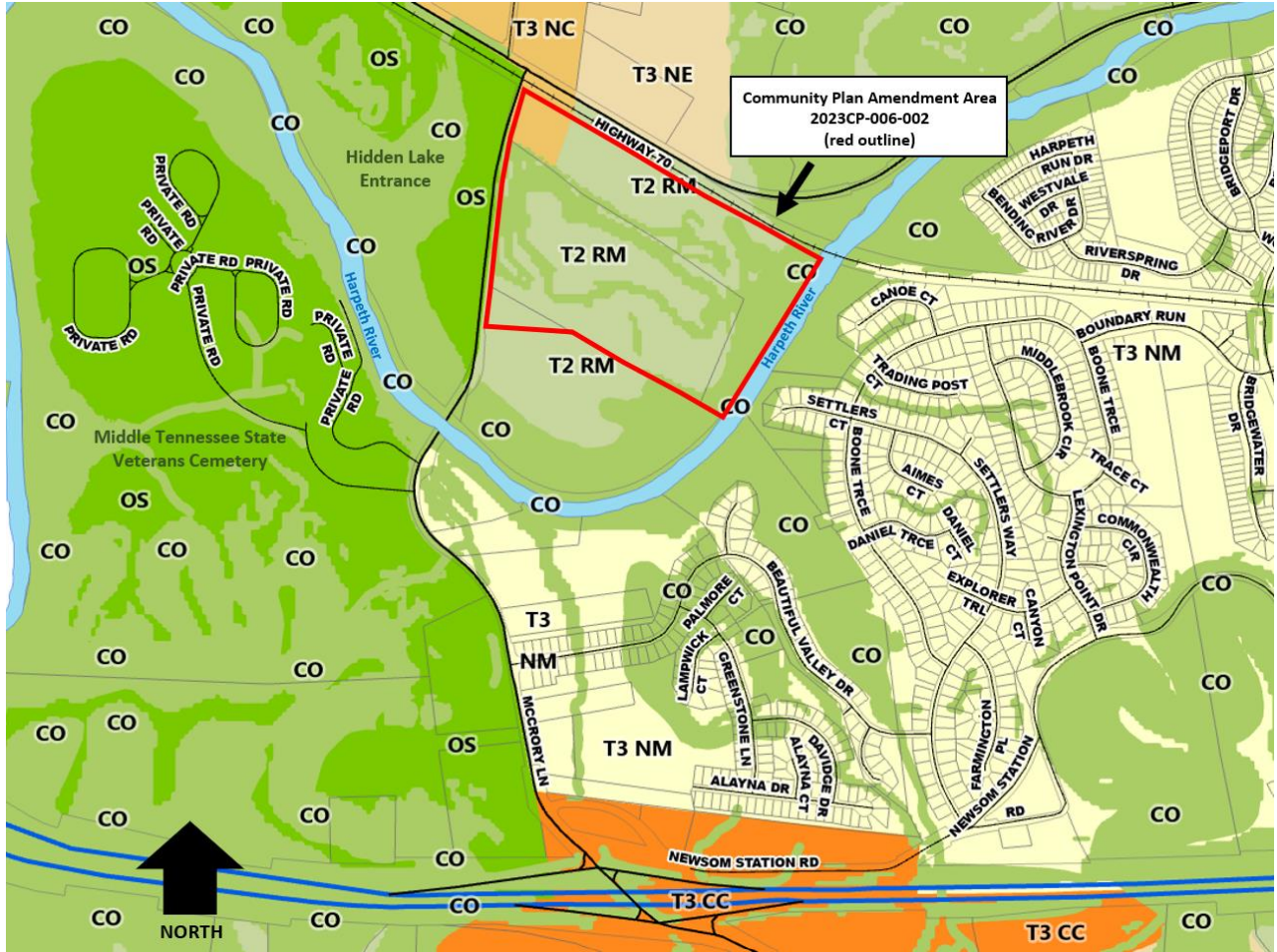
**STAFF RECOMMENDATION**

Staff recommends deferral to the June 27, 2024, Planning Commission meeting.





# Metro Planning Commission Meeting of 5/23/24



**2023CP-006-002**  
**BELLEVUE COMMUNITY PLAN AMENDMENT**  
Map 126-00, Parcel(s) 63, 64, & 564  
06, Bellevue  
35 (Jason Spain)



## Metro Planning Commission Meeting of 5/23/24

<b>Item #12a</b>	<b>Major Plan Amendment 2023CP-006-002</b>
<b>Project Name</b>	<b>Bellevue Community Plan Amendment</b>
<b>Associated Case</b>	2023SP-076-001
<b>Council District</b>	35 – Spain
<b>School District</b>	09 – Tylor
<b>Requested by</b>	Dalamar Homes, applicant; McCrory Lane Properties, LLC, owner.
<b>Staff Reviewer</b>	Barbour
<b>Staff Recommendation</b>	<i>Approve.</i>

### APPLICANT REQUEST

**Amend Bellevue Community Plan to change the policy.**

#### Major Plan Amendment

A request to amend the Bellevue Community Plan to change the policy from Rural Maintenance (T2 RM) policy to Suburban Neighborhood Evolving (T3 NE) policy, (Conservation (CO) policy and Suburban Neighborhood Center (T3 NC) will remain), for properties located at 7848 and 7856 McCrory Lane and 0 McCrory Lane (unnumbered), approximately 430 feet south of Highway 70, zoned One and Two-Family Residential (R80) (74.62 acres).

### BELLEVUE COMMUNITY PLAN

#### **Current Policy**

Rural Maintenance (T2 RM) policy is intended to maintain rural character as a permanent living choice. The policy balances maintaining the rural countryside and existing rural development patterns with new residential development.

Suburban Neighborhood Center (T3 NC) policy is intended to enhance and create suburban neighborhood centers that are compatible with suburban neighborhoods within a five-minute drive. Centers are pedestrian friendly areas, generally located at the intersections, that contain commercial, services, mixed use, residential, and institutional uses. Infrastructure and transportation networks may need to improve pedestrian, bicycle, vehicular, and transit connectivity. T3 NC policy would not change.

Conservation (CO) policy is intended to preserve, remediate, and enhance environmentally sensitive land. CO policy identifies land with sensitive environmental features, including, but not limited to, stream corridors, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. In this instance, CO policy is mainly applied to floodways and floodplains. CO policy would not change.

**Requested Policy** (Note: Conservation (CO) and Suburban Neighborhood Center (T3 NC) policy remains in place.)

Suburban Neighborhood Evolving (T3 NE) policy is intended to create and enhance suburban neighborhoods with the best qualities of classic suburban neighborhoods—greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques.





## Metro Planning Commission Meeting of 5/23/24

### BACKGROUND

The properties located at 7848 and 7856 McCrory Lane and 0 McCrory Lane (unnumbered), are farmland with areas of tree cover along with an inactive quarry. The lake that is on the quarry property is referred to as Hutton Lake by neighbors. The property was owned by the Newsom family since European settlers first arrived; the family sold it to the current owners in 2006. The property was the subject of a rezoning to residential in 2021 AR2A to R80 zoning. For the last ten years, Scuba Nashville has used the lake for scuba training/certification. The associated rezoning with the current plan amendment (2023SP-076-001) proposes to build 90 single-family lots while utilizing the lake as an amenity for the two properties at 7848 and 7856 McCrory Lane.

The adjacent property to the north (0 McCrory Lane) that fronts McCrory Lane, approximately 30 acres, is also part of the plan amendment. However, this property is not part of the associated rezoning. It was rezoned to Specific Plan (SP) in 2006 to allow 180 townhomes (2006SP-174-001). The Suburban Neighborhood Center (T3 NC) policy that is presently on the corner remains in place, while the residential policy portion is being updated to Suburban Neighborhood Evolving (T3 NE) to reflect the residential character of the previously approved SP.

The properties are bordered by the Harpeth River to the east, while additional suburban residential development (Boone Trace) is across the river. To the west, across McCrory Lane, is the Hidden Lakes State Natural Area. To the southwest across the Harpeth River is the large State of Tennessee Veterans Cemetery (290 acres).

### COMMUNITY PARTICIPATION

On September 18, 2023, Community Plans staff conducted an in-person community meeting at Bellevue Community Center located at 7638A Highway 70 South to discuss the applicant's plan amendment request. Notices were mailed to 195 property owners in a 1,300-foot buffer of the plan amendment site. Details of the community meeting were made available on the department's webpage. There were six community members present at the meeting. Staff outlined the request to change policy, and the applicant team presented their plan for the property. Following the presentation, attendees were given the opportunity to ask questions and share comments. Several questions were asked of the applicant and staff by attendees. Questions and comments mainly focused on:

- Conservation of the Harpeth River
- Public access to the greenway
- General traffic concerns

Since the community meeting was held, there have not been any letters or emails submitted to the Planning Department.

### ANALYSIS

#### Growth & Preservation Concept Map

The Growth & Preservation Concept Map (Concept Map) is a county-wide vision and tool to shape improvements in quality of life so that new development and redevelopment align with community values. According to NashvilleNext, the Concept Map for Bellevue illustrates these key concepts: strategically locating new residential development; enhancing commercial centers and corridors to



## **Metro Planning Commission Meeting of 5/23/24**

provide more desired retail and services; preserving established residential areas; protecting floodway/floodplain areas; and adding more connectivity, primarily through bikeways, greenways, multiuse paths, and transit.

The Concept Map shows the policy amendment area situated in a location designated as a “Green Network.” The Green Network on the Concept Map reflects natural and rural areas that provide natural resources ecological services, wildlife habitat, and recreation opportunities. In the Bellevue community, most of the Green Network is floodways and floodplains along the rivers, woodlands, and steep slopes, including areas of unstable soils. As the Bellevue area continues to grow, the challenge is to ensure that growth takes place in a way that minimizes negative impacts on the natural environment and Green Network.

The study area is primarily surrounded by rural and open space to the north and west and single family residential to the east and south. The area is also bordered by the Harpeth River to the east. Also, a “Tier 2 Center” is located approximately one-half mile to the south at the Interstate 40/McCrory Lane interchange. The requested policy change would allow for low density residential development in a portion of the Green Network area; however, the applicant has displayed through renderings associated with 2023SP-076-001 their intention to utilize the inactive quarry to preserve existing natural characteristics. In conclusion, sensitive natural features remain in CO policy and the Green Network.

### **Community Character Policy Application**

There are 14 Community Plans which provide the development vision and policy guidance for communities within Davidson County. The Bellevue Community Plan makes use of Community Character Policy elements to ensure those areas continue to grow consistent with the community’s vision.

The Bellevue Community Plan is mainly rural and suburban. The Community Character Policies support a variety of development and reinforce and enhance the pattern of existing neighborhoods. Per the Community Character Manual, a Suburban Neighborhood Evolving (T3 NE) policy area generally possesses the best qualities of a classic suburban neighborhood with greater housing choice, improved connectivity, creative, innovative, and environmentally sensitive development techniques. T3 NE policy is across Highway 70 to the north and Suburban Neighborhood Maintenance (T3 NM) policy is across Harpeth River to the south and east. Changing the study area’s policy to T3 NE fits within the area’s surrounding residential context and allows for additional residents surrounding the neighborhood center area.

### **Transportation and Connectivity**

The Major and Collector Street Plan (MCSP) is a comprehensive plan and implementation tool for guiding public and private investment in the major streets (arterial-boulevards, arterial-parkways, and collector-avenues) that make up the backbone of the city’s transportation system.

In the MCSP, Highway 70 and McCrory Lane are classified as Scenic Arterial-Boulevards. Scenic roads, typically Arterial-Boulevards, are streets and highways which pass through or connect areas of particular scenic significance or provide linkages between areas of historic, natural, cultural or recreational importance.



## **Metro Planning Commission Meeting of 5/23/24**

Currently, WeGo does not provides transit service to this low-density residential area.

### **Analysis Summary**

Changing the policy to T3 NE supports suburban housing options while preserving the open space and water resource created by the now inactive quarry.

### **STAFF RECOMMENDATION**

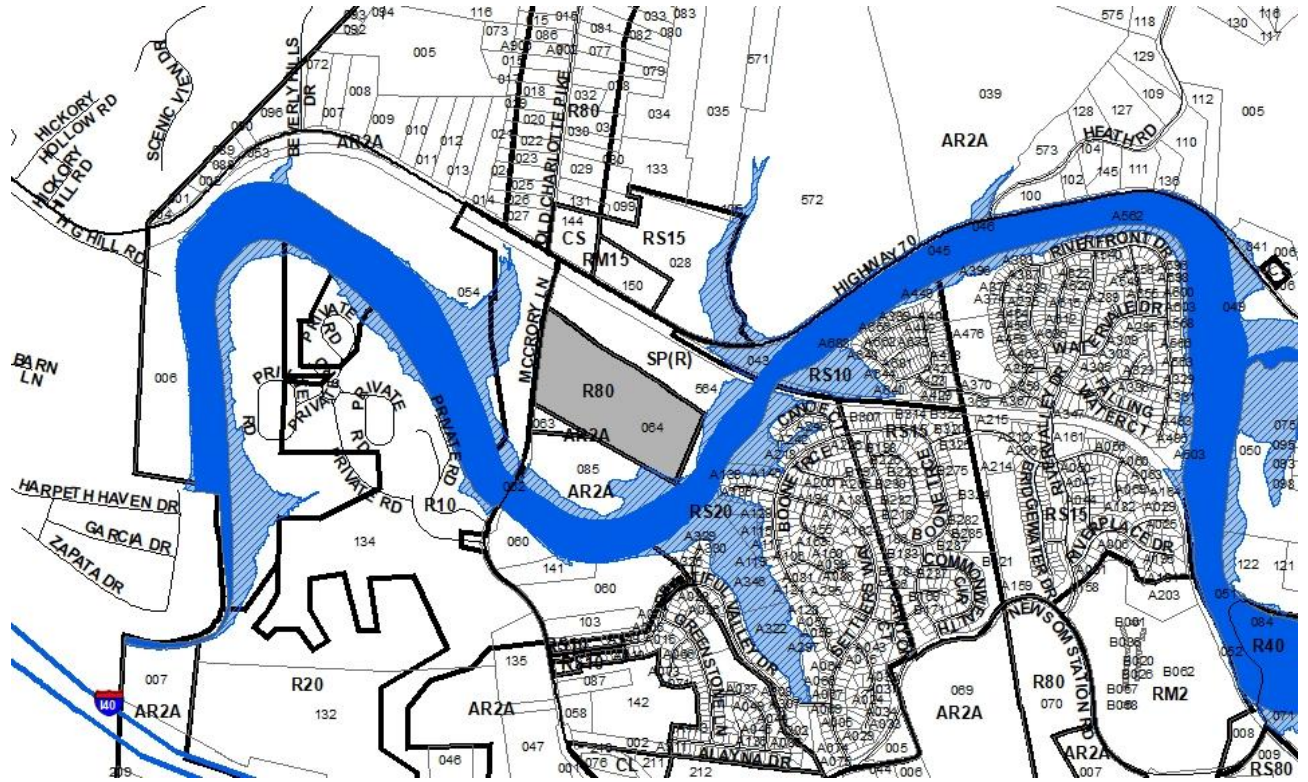
Staff recommends approval of the policy change from Rural Maintenance (T2 RM) policy to Suburban Neighborhood Evolving (T3 NE) policy while keeping in place the existing Conservation (CO) and Suburban Neighborhood Center (T3 NC) policy.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 5/23/24



**2023SP-076-001**  
THE RESERVE AT HARPETH LAKE  
Map 126, Parcel(s) 064  
06, Bellevue  
35 (Jason Spain)



## Metro Planning Commission Meeting of 5/23/24

<b>Item #12b</b>	<b>Specific Plan 2023SP-076-001</b>
<b>Project Name</b>	<b>The Reserve at Harpeth Lake</b>
<b>Associated Case</b>	2023CP-006-002
<b>Council District</b>	35 – Spain
<b>School District</b>	09 – Tylor
<b>Requested by</b>	T-Square Engineering, applicant; McCrory Lane Partners, LLC, owner.

<b>Staff Reviewer</b>	Anthony
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions if the associated plan amendment is approved. Disapprove if the associated plan amendment is not approved.</i>

### APPLICANT REQUEST

**Preliminary SP to permit 90 single-family residential lots.**

#### Preliminary SP

A request to rezone from One and Two-Family Residential (R80) to Specific Plan (SP) zoning for property located at 7848 McCrory Lane, approximately 410 feet south of Highway 70 (38.41 acres), to permit 90 single-family residential lots.

#### **Existing Zoning**

One and Two-Family Residential (R80) requires a minimum 80,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of .58 dwelling units per acre including 25 percent duplex lots. *R80 would permit a maximum of 20 lots with 5 duplex lots for a total of 25 units, based on acreage only. Metro Codes makes the final determination on duplex eligibility.*

#### **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.

### **BELLEVUE COMMUNITY PLAN**

#### *Existing Policies*

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

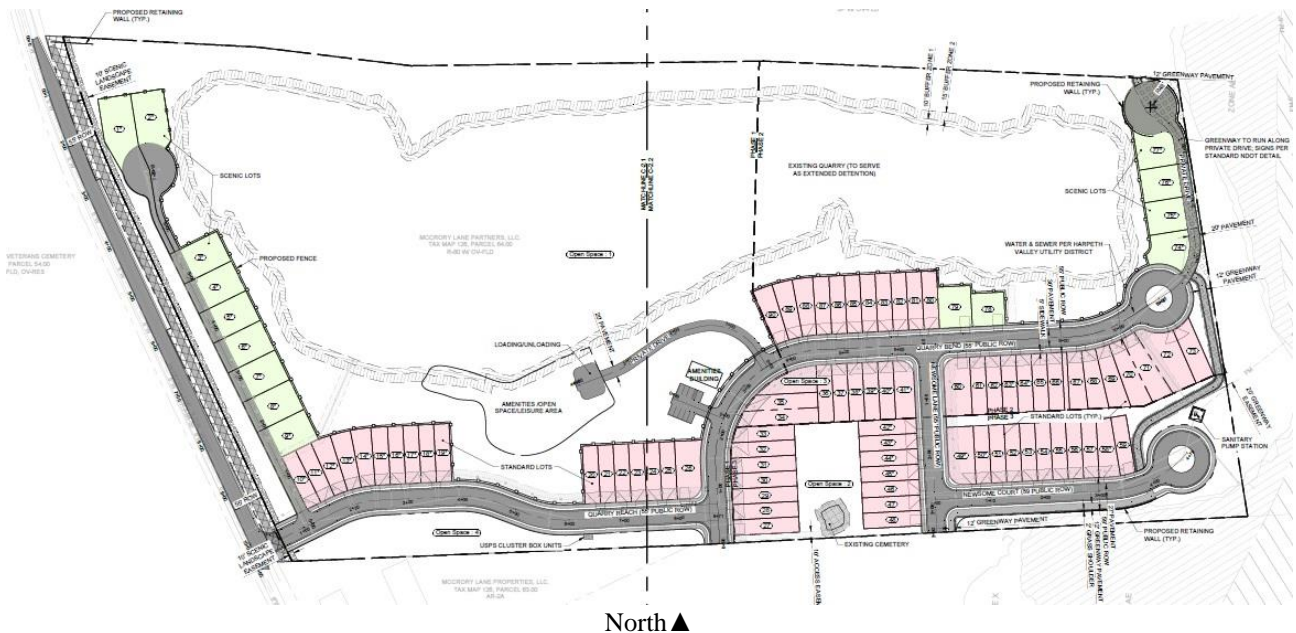


## Metro Planning Commission Meeting of 5/23/24

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed. *The Conservation policy applies to steep slopes throughout the site, some of which exceed 25 percent.*

*Proposed Policy (Note: CO policy to remain on portions of subject property)*

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 need 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.



### Proposed Preliminary SP

#### SITE CONTEXT

The subject property consists of a 38.41-acre parcel located at 7848 McCrory Lane. The property is currently vacant and is zoned R80, which permits one and two-family residential uses. A small cemetery is located on the south side of the property. Adjacent zoning districts include: SP on the north and east; AR2a on the south; and R10 and PUD on the west. The approved SP (2006SP-





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174G-06, BL2006-1297) on the property to the north and east of the subject property permits 180 multi-family residential units; however, no units have been constructed to date. Current land uses on properties adjacent to the subject property include: vacant land to the north, east, and west, and office and single-family residential to the south. The broader area around the subject property includes a mix of single-family residential, park/recreational, and commercial uses.

The subject property contains a former rock quarry. The lake formed from the former quarry occupies approximately twelve acres and is situated on the northern two-thirds of the property. Steep slopes—some in excess of 25 percent—are found along the edges of the lake and scattered throughout other portions of the site. The property is served by a single access drive from McCrory Lane; the access drive is located near the property's southern boundary.

### PLAN DETAILS

The preliminary SP application is for 90 single-family residential lots on a 38.41-acre site located at 7848 McCrory Lane. Of the 90 proposed lots, 15 are identified on the plan as *scenic lots* and have widths of approximately 60 feet. The remaining 75 lots are identified as *standard lots* and have widths of approximately 28 feet.

#### *Site Access and Roadway Improvements*

The proposed SP includes a mix of public streets and private drives. A new public street would connect to McCrory Lane near the location of the site's existing driveway. Most lots on the site would be accessed from the new public street network; exceptions are lots 1-9 and 74-77, which would be accessed from private drives. Due to the narrowness of the lots identified as *standard lots* on the site layout, these lots will be required to have shared driveways. The plan shows two future street connections to the adjacent property on the south.

The proposed SP indicates that right-of-way will be dedicated along the McCrory Lane frontage to achieve a 55-foot half right-of-way (from the centerline of the street to the property line). A twelve-foot multi-use path would be constructed between the subject property and McCrory Lane. Additionally, a ten-foot Standard A scenic landscape easement would be situated along the McCrory Lane frontage. The SP document notes that existing trees will be preserved where possible. A full landscape plan with details will be required as part of the final SP submittal.

#### *Site Amenities and Greenway*

The existing lake on the property is shown as an amenity on the proposed SP. Metro staff will work with the applicant during final SP review to ensure a plan for access with necessary easements to the amenity area. The proposed SP also includes a greenway connection along the rear (east) of the subject property. Ideally, the greenway would be located along the Harpeth River, which lies approximately 300 feet to the east. However, due to steep slopes on the property lying between the subject property and the river, the applicant and Metro Parks have agreed to relocate a portion of the greenway onto the subject property. The greenway will lie in a 20-foot easement, a portion of which will also serve as a private drive for lots 74-77. Approximately 26 acres of the site would be designated as open space; this acreage includes the quarry lake. The plan identifies a cemetery on the southern side of the site; the cemetery would be placed in open space and would be accessible via a ten-foot access easement.

#### *Bulk Standards*



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The proposed SP includes a minimum lot size of 2,940 square feet. Each lot would have a minimum street frontage of 28 feet. Maximum building height would be three stories in 50 feet. Minimum street setback would be 20 feet, while minimum side and rear setbacks would be three feet and ten feet, respectively. All other bulk standards would follow RM9-NS requirements.

### ANALYSIS

The subject property currently lies in the T2 Rural Maintenance (T2 RM) and Conservation (CO) policy areas. An accompanying application (2023CP-006-002) would amend the Bellevue Community Plan for the subject property and the adjacent properties on the north and east. The CO policy would remain in place. However, if the amendment is approved by the Planning Commission, the T2 RM policy on the site would be replaced by the T3 Suburban Neighborhood Evolving (T3 NE) policy.

#### *Consistency with the T3 NE Policy*

The T3 NE policy is intended to create and enhance neighborhoods with greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques. T3 NE areas support: moderate-density development patterns with residential and institutional uses; moderate setbacks; moderate to high levels of connectivity; and buildings oriented to streets or open spaces. A variety of residential building types are supported; these include houses, low and mid-rise townhouses, and low and mid-rise flats. Building height is generally restricted to one to three stories with additional height possible in limited circumstances.

The proposed SP generally aligns with the T3 NE policy. The proposed density is slightly over two units per acre. Massing and setbacks would be moderate and consistent. Opportunities for vehicular connectivity to the north and east are limited primarily due to topographic conditions; however, the SP proposes two new connections to the south. Pedestrian connectivity would be supported by the installation of a multi-use path along the McCrory Lane frontage; additionally, an easement for a future greenway connection is shown along the east side of the subject property.

All proposed lots would be oriented to public streets or private drives. Building elevations are not included in the preliminary SP packet; however, the proposed lots would be for individual single-family residential units, suggesting that houses would be the primary building type. Building height would be limited to three stories in 50 feet.

#### *Consistency with the CO Policy*

The CO policy applies to steep slopes mostly located along the edges of the quarry lake, though slopes are also present on other portions of the property. Site grading in the proposed SP would occur away from the quarry lake, thus limiting alterations to the steepest slopes on the site. Lots 1-19, 38-44, 49-50, and 74-77 are identified on the proposed SP as critical lots. Prior to the issuance of a building permit, a critical lot plan will be required for each critical lot; the critical lot plan will demonstrate how disturbances are to be minimized on the lot to preserve environmental features.

Because the proposed preliminary SP is consistent with the T3 NE and CO policies, staff recommends approval.



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### **FIRE MARSHAL RECOMMENDATION**

**Approve**

### **HISTORIC ZONING RECOMMENDATION**

**Approve with conditions**

- Cemetery possibly present on property. Phase I archaeological survey and/or historical research to determine if cemetery is still present.

### **GREENWAYS RECOMMENDATION**

**Approve with conditions**

- Continue working with Parks on greenway easement. Greenway detail shall be submitted with final SP.

### **STORMWATER RECOMMENDATION**

**Approve with conditions**

- Preliminary approval only. Final submittal must meet requirements of the Stormwater Management Manual.

### **HARPETH VALLEY UTILITY DISTRICT RECOMMENDATION**

**Approve**

### **NASHVILLE DOT RECOMMENDATION**

**Approve with conditions**

- Final SPs with proposed public roads will serve as the official road plan set. Therefore, include proposed public roadway construction drawings (profiles, grades, drainage, etc.). Roadway construction drawings shall comply with NDOT Subdivision Street Design Standards. Any proposed public roadway sections, (access and ADA) ramps, sidewalks, curb & gutter, etc. shall be constructed per NDOT detail standards and specifications. All private roads for this development should be called out on plans and built to NDOT road paving standards (refer to ST-252 detail).
- All retaining walls off public (and private) roadways, public sidewalks and/or public multi-use, trail paths shall be designed and stamped by a geotechnical/structural licensed PE. Stamped retaining wall designs should be submitted with the final SP (road plans). Provide pedestrian handrails along sidewalks and/or multi-use paths, if retaining walls are proposed beyond sidewalks.
- Show 'Now Entering Private Drive' signage where applicable off public roads. Provide internal stop control at intersections. Provide stopping sight distance exhibits at any relevant intersections and accesses. Provide adequate sight distance spacing at all access ramps, driveways, and public streets with on-street parking.
- All residential driveways shall meet minimum edge-to-edge spacing of 25 feet (refer to Metro code). Flared driveways are permitted beyond ROW/property line.
- Dimension ROW pavement widths for clarity.
- Label assumed truck and bus routes around and/or through the site-internal or along ROW frontage(s). Provide a loading/unloading, mail kiosk, plan for each aspect of the development or amenities. Provide any truck turning exhibits relevant to loading/unloading activities-at intersections, site access points.



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- This development is not in the Urban Services District (USD) and therefore, a private hauler will be required for site waste/recycle disposal. Add Note: A private hauler will be required for waste/recycle disposal.
- Provide protective fencing along public sidewalks, multi-use trails, open space that borders quarry or bio ponds.
- Provide a landscape plan (street tree) with final SP plans.

### TRAFFIC & PARKING RECOMMENDATION

#### Approve

Maximum Uses in Existing Zoning District: **R80**

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)	38.41	0.63 F	25 U	290	23	27

\*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	38.41	-	90 U	944	69	92

Traffic changes between maximum: **R80 and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+65	+654	+46	+65

### METRO SCHOOL BOARD REPORT

**Projected student generation existing R80 district: 3 Elementary 2 Middle 2 High**

**Projected student generation proposed SP district: 12 Elementary 6 Middle 9 High**

The proposed SP zoning district is anticipated to generate 20 more students than what would be generated under the current R80 zoning district. Students would attend Gower Elementary School, H.G. Hill Middle School, and James Lawson High School. Gower Elementary School is over capacity. H.G. Hill Middle School is exceedingly under capacity. James Lawson High School is at capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions if the associated plan amendment is approved. Staff recommends disapproval if the associated plan amendment is not approved.



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### CONDITIONS

1. Permitted uses shall be limited to 90 single-family residential lots and open space identified on the preliminary SP. Short term rental property, owner-occupied and not owner occupied, shall be prohibited.
2. Fencing height shall not exceed Codes standards. Fencing details shall be submitted with final SP. All fencing shall consist of materials and height appropriate for a scenic, environmentally sensitive site.
3. A plan for access with necessary easements to the amenity areas shall be submitted with the final SP. This plan shall include but not be limited to details on the following: vehicular and pedestrian accessibility; parking; days and hours of operation; gates; fences; and structures including storage buildings and kiosks. The applicant shall work with Metro Planning, Parks, and NDOT to ensure public accessibility and safety. If Metro Legal requests information on insurance or other matters pertaining to safety and/or liability, the applicant shall furnish such information.
4. With the final SP, identify public access easements to any greenway located on the property.
5. On corrected copy, revise purpose statement to the following: The purpose of this SP is to permit 90 single-family residential lots and open space as shown on the plan.
6. On the corrected copy, update the height standards: 3 stories in 50 feet to the highest point of the roof. Pitched roofs shall be required.
7. On corrected copy, add the following note regarding height measurement: Building height shall be measured from the average elevation (average of 4 most exterior corners) at the finished grade (final ground elevation) to the highest point of the roof.
8. On corrected copy, add the following note: Building facades shall be constructed of brick, brick veneer, stone, case stone, cementitious siding, and glass, or materials substantially similar in form and function, unless otherwise approved on detailed elevations included with the preliminary SP.
9. On corrected copy, revise Standard SP note 13 on the cover sheet to the following: The final site plan shall depict any required public sidewalks, any required grass strip or frontage zone, and the location of all existing and proposed vertical obstructions within any required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of any required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
10. On corrected copy, add the following note: Landscaping per Metro Zoning Code.
11. With final SP submittal, include approval letter from Harpeth Valley Utility District.
12. Parking requirements shall be determined with final SP and shall comply with Metro Zoning Code standards. Parking lot(s) generally shall be located in areas with slopes less than 20 percent as depicted in the preliminary SP.
13. A tree survey, tree preservation plan, and detailed landscape plan shall be submitted with the final SP. All landscaping shall comply with Metro Zoning Code standards.
14. No master permit/HPR shall be recorded prior to final SP approval.
15. Final plat may be required prior to permitting.
16. Comply with all conditions and requirements of Metro reviewing agencies.
17. 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.



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18. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM9-NS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
19. 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
20. 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.
21. 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.
22. 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.



**NO SKETCH**





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<b>Item #13</b>	<b>Subdivision 2024S-001R-001</b>
<b>Project Name</b>	<b>Subdivision Regulations Amendments</b>
<b>Council District</b>	Countywide
<b>School District</b>	Countywide
<b>Requested by</b>	Metro Planning Department
<b>Staff Reviewer</b>	Harrison
<b>Staff Recommendation</b>	<i>Approve the regulations and effective date.</i>

### **APPLICANT REQUEST**

**Amend the Subdivision Regulations.**

#### Amendment

A request to amend the Subdivision Regulations of Nashville-Davidson County, adopted on March 9, 2006, and last amended on January 21, 2021.

### **AUTHORITY**

Both the Metro Charter and Tennessee state law authorize the Commission to adopt Subdivision Regulations. As stated in Section 1-3, Purpose of the Metro Subdivision Regulations, these regulations are intended to "provide for the harmonious development of the municipality and its environs, for the coordination of streets within subdivisions with other existing or planned streets or with the plan of the municipality or of the region in which the municipality is located, for adequate open spaces for traffic, recreation, light and air, and for a distribution of population and traffic which will tend to create conditions favorable to health, safety, convenience and prosperity." (Section 13-4-303, Tennessee Code Annotated)

### **PURPOSE**

There have been multiple changes to State required language and the Metro Zoning Code since the Subdivision Regulations were last amended in 2021. On May 4, 2022, and July 1, 2022, Chapter 994 and Chapter 1128, respectively, were adopted by the State of Tennessee that requires an amendment to the Subdivision Regulations. On March 27, 2022, Metro Council approved BL2022-1121 adopting the Conservation Development standards, replacing Cluster Lot Option. On March 15, 2024, Metro Council approved BL2023-120 adopting the Compact Development standards, replacing lot averaging.

The proposed changes are amendments related to the previously mentioned State and Metro legislation that requires amendments due to their relationship with the Planning Commission and subdivisions.

### **ANALYSIS**

The change associated with Chapter 1128 requires an amendment to section 1-13 of the Subdivision Regulations related towards private property or monetary dedications to the public requiring an essential nexus proportional to the proposal associated with a property or development.

Chapter 994 requires amendments to Sections 2-1.2 and 2-4.6 of the Subdivision Regulations. The amendments within 2-1.2 amend the number of lots that are considered a minor subdivision from



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four to five lots when permitted. Section 2-4.6 amends when certain final plats may be approved by the Secretary of the Planning Commission. These include subdivisions of no more than five lots and if a concept plan was previously approved by Planning Commission, a final subdivision of no more than twenty-five lots.

BL2022-1121 requires amendments to Sections 3-1.1, 3-5.2, and 4-2.5. Amendments to Section 3-1 require subdivisions outside of T2 transects to utilize to the standards of Chapter 3, amendments to Section 3-5.2 require infill subdivisions utilizing Conservation Development standards to follow the requirements of Infill Subdivisions, and amendments to Section 4-2.5 permits subdivisions required to utilize Chapter 4, Rural Character Subdivisions, to utilize Conservation Development.

BL2023-120 requires amendments to Sections 3-1.1, 3-5.2, and 4-2.5. Amendments to Section 3-1.1 require subdivisions outside of T2 transects to utilize to the standards of Chapter 3, amendments to Section 3-5.2 require infill subdivisions utilizing Compact Development standards to follow the requirements of Infill Subdivisions, and Section 4-2.5 prohibits subdivisions required to utilize Chapter 4, Rural Character Subdivisions, from utilizing Compact Development.

### **PUBLIC OUTREACH**

Due to the nature of the proposed amendments consisting of housekeeping changes related toward State legislation or Zoning Code amendments, no stakeholder meetings or public outreach have occurred. On April 23, 2024, the draft amendments were posted on the Planning Department website.

A notice was placed in the following newspapers of general circulation advertising the May 23, 2024, Planning Commission consideration of the proposed amendment:

- *The Tennessee Ledger* on April 19, 2024, and
- *El Crucero de Tennessee* on April 26, 2024.

### **TIMING AND EXISTING APPLICATIONS**

The Planning Commission has the authority to specify the effective date of the Subdivision Regulation amendments. Approving the amendments without any timing would make them effective immediately. However, the Planning Commission could approve the amendments with an effective date.

Staff proposes that the amendments apply to those applications filed for the June 12, 2024, filing deadline and thereafter. Any cases already under review prior to the June 12, 2024, filing deadline and not deferred indefinitely would be reviewed under the regulations in place at the time of application submittal.

### **STAFF RECOMMENDATION**

Staff recommends approval of the regulations and the effective date of June 12, 2024.



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### PROPOSED AMENDMENTS

(Additions shown in underline; amendments or deletions in ~~striketrough~~):

Section 1. That Section 1-13 of the Subdivision Regulations is amended by adding the following modifications:

1-13 Fees, in-lieu contributions and other assessments, estimates or payments

1. Fees, in-lieu contributions and other assessments, estimates or payments. Fees, in-lieu contributions and other assessments, estimates or payments required by this these regulations or by the Metropolitan Government in furtherance of these regulations for single or multi-phase developments shall be determined by the fee or rate at the time of assessment or payment, whichever is later. The Metropolitan Government of Nashville & Davidson County may update fees and rates over time to reflect current standards and/or changes in market rates.
2. In exercising the powers granted to it by T.C.A.13-3-402 and T.C.A 13-4-302, the planning commission shall not require an owner of private property to dedicate real property to the public, or pay money to a public entity in an amount that is determined on an individual and discretionary basis, unless there is an essential nexus between the dedication or payment and a legitimate local government interest and the dedication or payment is roughly proportional both in nature and extent to the impact of the proposed use or development of the property. An owner of private property required to make a dedication or pay money in violation of this subsection may seek relief through a common law writ of certiorari in chancery court.

Section 2. That Section 2-1.2 of the Subdivision Regulations is amended by adding the following modifications:

2-1 General Procedures

2. Classification of Subdivisions. The Executive Director shall determine whether the application is a major subdivision, a minor subdivision, or a land partition. final site plan
  - a. Major Subdivision.
    1. A major subdivision is division of land into two or more lots that include any of the following:
      - a. A new or extended public street or street right-of-way, but not including future street alignments illustrated in a plan of resubdivision as required by Section 2-7.1.
      - b. Improvement(s) within an existing street right-of-way, other than repair or construction of sidewalk(s) or other pedestrian connections required by these regulations, fire hydrants or other types of minor improvements necessary to serve the lots being created.
      - c. The dedication of a right-of-way or easement for construction of a new public road or public utility.
      - d. Dedications, reservations, improvements, or environmental conditions that, in the opinion of the Executive Director with advice from reviewing agencies, require construction documents to be reviewed prior to final plat approval in order to insure the public health, safety, and welfare.
    2. A concept plan is required for a major subdivision.



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### b. Minor Subdivision.

1. A minor subdivision is a division of land where the conditions for major subdivision review, as set out in Section 2-1.2.a.1. are not present. Notwithstanding the provisions of Section 2-1.2.a, the Executive Director may allow a subdivision of not more than ~~four~~ five lots to be processed as a minor subdivision where an extension to an existing public street is required or an existing substandard street is required to be brought up to Public Works Department standards or the dedication of a right-of-way or easement for construction of infrastructure improvements is required provided that construction plans are approved prior to the subdivision being placed on a Planning Commission agenda.

Section 3. That Section 2-4.6 of the Subdivision Regulations is amended by adding the following modifications:

### 2-4 Final Subdivision Plat

6. Decision on Final Subdivision Plat. Upon completion of staff review, the applicable approval procedures below shall be followed.
  - a. Minor Revisions. If the Executive Director deems that the final subdivision plat shows no revisions or minor revisions to the concept and final site plans as described in Sections 2-2.6.a and 2-3.4.a, and meets all the regulatory requirements, the Executive Director is authorized to approve the final plat of subdivision on behalf of the Planning Commission. The Executive Director may direct a final plat of subdivision to the Planning Commission according to the procedures of Section 2-4.4.b. At the request of the applicant, a final plat of subdivision shall be forwarded to the Planning Commission for decision, including reversal of the decision of the Executive Director.
  - b. Major Revisions. All other revisions shall be deemed to be major revisions as described in Sections 2-2.6.b and 2-3.4.b. If the final subdivision plat contains major revisions to the approved final site plan, a revised concept plan along with the final site plan shall be submitted to the Planning Commission for approval by the applicant in accordance with the published review schedule. The procedures contained in Sections 2-2.6.b for major revisions to approved concept plan shall be followed for any major revisions at the time of final plat of subdivision.
  - c. Approval of Final Plats. Planning Commission approval shall be required for any final plat that did not require concept plan or Specific Plan District (SP), Planned Unit Development (PUD), Institutional Overlay (IO) and Urban Design Overlay (UDO) final site plan approval and any final plat that requires consideration of a variance or exception provided that:~~if the plat of subdivision divides the tract into no more than two (2) lots, then the final plat may be approved by the Secretary of the Planning Commission.~~
    1. If the plat of subdivision divides the tract into no more than five (5) lots, then the final plat may be approved by the Secretary of the Planning Commission.
    2. If the plat of subdivision divides the tract into no more than twenty-five (25) lots and the Planning Commission previously approved a concept plan, then the final plat may be approved by the Secretary of the Planning Commission.



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Section 4. That Section 3-1.1 of the Subdivision Regulations is amended by adding the following modifications:

### 3-1 General Requirements

1. General Requirements. Unless otherwise specified in these regulations, all subdivisions shall comply with the requirements of Chapter 3. Within T2 Rural Neighborhood and/or T2 Conservation policies, the requirements of Chapter 4. Rural Character Subdivisions apply. Outside of T2 Rural Neighborhood and/or T2 Conservation policies, an applicant may choose or be required to develop a Conservation Development according to the standards of Section 17.12.090 of the zoning code, Compact Development according to the standards of Section 17.12.080 of the Zoning Code, or alternative subdivisions that are more rural or urban in nature. The requirements of Chapter 4. Rural Character Subdivisions may be used to develop a rural subdivision and the requirements of Chapter 5. Walkable Subdivisions may be used for a more urban pattern of development. For any regulation not included in Chapters 4 or 5, the regulations of Chapter 3 shall apply.

Section 5. That Section 3-5.2 of the Subdivision Regulations is amended by adding the following modifications:

### 3-5 Infill Subdivisions

2. Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Maintenance, except where a Special Policy and/or a Designated Historic District exists. The following criteria shall be met to determine compatibility of proposed infill lots to surrounding parcels. For the purposes of this section, “surrounding parcels” is defined as the five R, R-A, RS, or RS-A parcels oriented to the same block face on either side of the parcel proposed for subdivision, or to the end of the same block face, whichever is less. Parcels may be excluded if used for a non-residential purpose, including but not limited to a school, park or church. Where surrounding parcels do not exist, the Planning Commission may grant an exception to the compatibility criteria by considering a larger area to evaluate general compatibility. An exception to the compatibility criteria may be granted by the Planning Commission for a SP, UDO, PUD or ~~cluster lot~~ Conservation or Compact Development subdivision by approval of the rezoning or concept plan.

Section 6. That Section 4-2.5 of the Subdivision Regulations is amended by adding the following modifications:

### 4-2 Development Standards

5. Rural Character Design. In order to preserve the desired rural character of these areas, two Character Options exist for the development of land.
  - 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 the primary roadways through the use of setbacks and building placement, existing vegetation and natural topographical features that obscure the view of development from the street.



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1. Open Alternative – Street frontage without existing vegetative or topographical screening. For the 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 block face, whichever is less. If there are no surrounding parcels, the screened alternative shall be used.
  - a. Building Setback along existing public streets. The required building setback shall be varied between lots. 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(s) proposed to be subdivided, a minimum building setback line shall be included on the proposed lots at the average setback of the abutting parcels. When one of the abutting parcels is vacant, the next developed parcel shall be used. For a corner lot, both block faces shall be used. Where the majority of the abutting parcels are not developed, the minimum building setback shall be two times the amount of lot frontage. However, in no instance shall the minimum building setback be greater than 1,000 feet.
  - b. Lot Depth along existing public streets. The minimum depth for lots along existing public streets shall be the building setback required by Section 4-2.5(a) plus 300 feet.
  - c. Lot size along existing public streets.
    1. Individual lot sizes shall vary in size to reflect the rural character.
    2. The minimum lot size is either equal to or greater than 70% of the lot size of the average size of the surrounding parcels or equal to or larger than smallest of the surrounding parcels, whichever is greater.
    3. Flag lots shall not be included in the analysis.
  - d. Lot frontage abutting existing public streets. Lot frontage is either equal to or greater than 70% of the average frontage of the surrounding parcels or equal to or greater than the smallest of the surrounding parcels, whichever is greater.
  - e. Street lights. Within the USD, street lighting shall be low intensity and shall be projected downward with illumination that shields light from being emitted upwards toward the night sky or on surrounding natural areas. Within the GSD, no private street lights are permitted.
  - f. ~~Cluster lot option~~ Conservation Development. Development through the Countryside (Open Alternative) Character Option may utilize the provisions of ~~Cluster Lot Option~~ Conservation Development (Section 17.12.090 of the Zoning Code) within the Development Footprint area, excluding lots abutting existing public streets. Smaller lot sizes may be appropriate with the application of a Specific Plan (SP) zoning district that addresses building height, architecture, landscaping, building placement and detailed grading plan.
  - g. Compact Development. Development through the Countryside (Open Alternative) Character Option shall not utilize the provisions of Compact Development (Section 17.12.080 of the Zoning Code) within the Development Footprint area.
2. Screened Alternative – Street frontage utilizing existing vegetative or topographical screening
  - a. Lot Screening. Lots shall be designed to minimize visibility from the existing roadway network. Preservation of existing tree stands, existing topography,



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- natural berms, rock outcroppings, and other features that currently provide visual screening shall be prioritized as the preferred means to minimize visibility. The concept plan/final plat shall include a landscape plan stamped by a landscape architect indicating the method to minimize the visibility from the adjacent roadway network. The Planning Commission shall determine whether the proposed screening method is sufficient to achieve the purposes of screening the development within a short (2-4 year) period and may require a bond to ensure the protection or completion of this improvement. The building envelopes shall be shown on the concept plan/final plat as a means to evaluate the effectiveness of existing and/or proposed visual screening techniques. All existing or proposed screening areas shall be designated as Conservation Land. The depth of the screened area shall be equal to the farthest building setback of primary structures on the surrounding parcels plus 300 feet. If no surrounding parcels are developed, then the screened area shall be 500 feet from the public right of way.
- b. Street lights. Within the USD, street lighting shall be low intensity and shall be projected downward with illumination that shields light from being emitted upwards toward the night sky or on surrounding natural areas. Within the GSD, no private street lights are permitted.
  - c. ~~Cluster lot option~~ Conservation Development. Development through the Countryside (Screened Alternative) Character Option may utilize the provisions of ~~Cluster Lot Option~~ Conservation Development (Section 17.12.090 of the Zoning Code) within the Development Footprint area. Smaller lot sizes may be appropriate with the application of a SP that addresses building height, architecture, landscaping, etc.
  - d. Compact Development. Development through the Countryside (Screened Alternative) Character Option shall not utilize the provisions of Compact Development (Section 17.12.080 of the Zoning Code).
  - f. Use of Lot Screening Areas. Within the area designated for lot screening, areas identified as Prime farmland soils and land in agricultural use may be used for agricultural purposes, if permitted by the base zoning.
- b. Agricultural Character Option. This option may be used at the choice of the property owner when the primary function of the subdivision is for agricultural use and a more open character is desired. A deeper building setback is required in order to maintain a rural building framework along the street. Buffers shall be provided between houses and agricultural lands to reduce the potential for conflict between residents and farming activities.
    1. Building Setback. The building setback from the front lot line shall be a minimum of 200 feet or 2 times the width of the lot along the lot frontage, whichever is greater. However, in no instance shall the minimum building setback be greater than 1,000 feet.
    2. Street lights. Within the USD, street lighting shall be low intensity and shall be projected downward with illumination that shields light from being emitted upwards toward the night sky or on surrounding natural areas. Within the GSD, no private street lights are permitted.



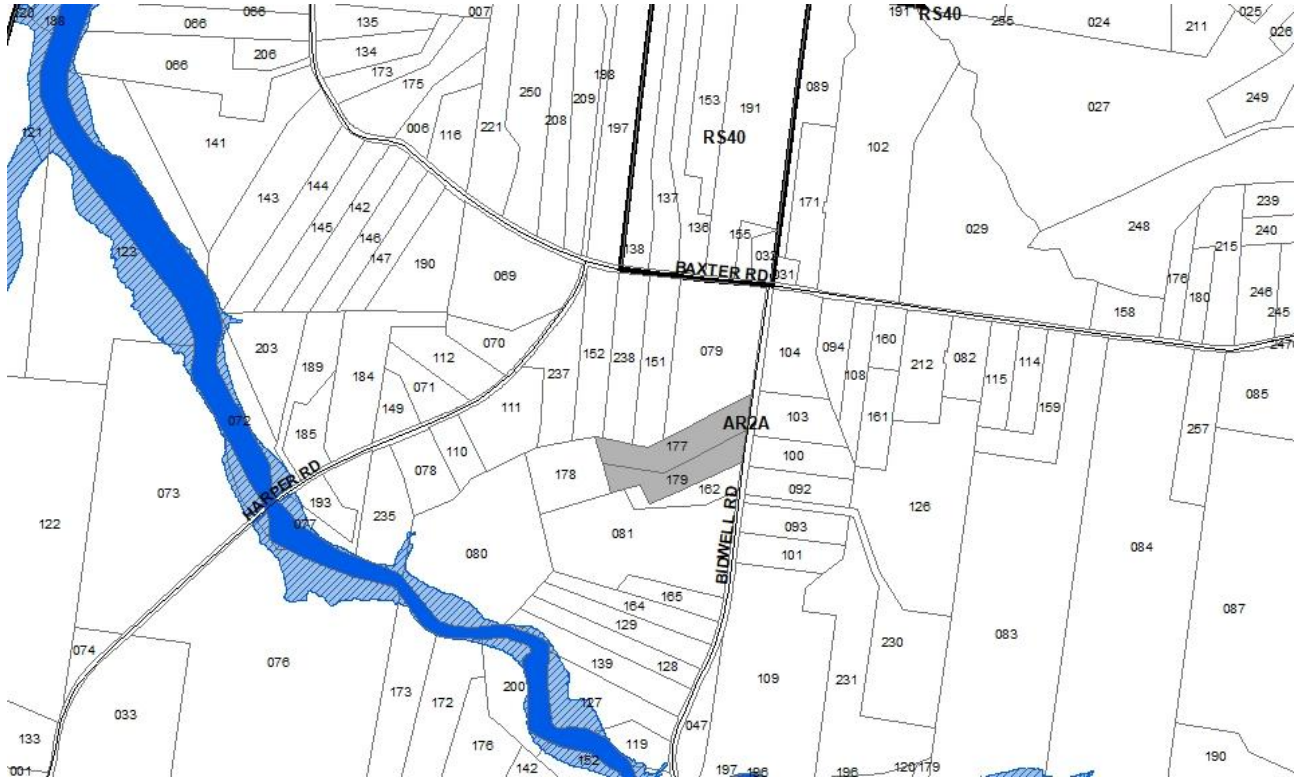


## Metro Planning Commission Meeting of 5/23/24

3. Use of Conservation Areas. Within the designated Conservation Land, areas identified as prime farmland soils and land already in agricultural use may be used for agricultural purposes, if permitted by the base zoning.
4. ~~Cluster lot option~~ Conservation Development. Development through the Agricultural Character Option may utilize the provisions of ~~Cluster Lot Option~~ Conservation Development (Code Sec 17.12.090 of the Zoning Code) provided the Development Footprint is internal to the overall subdivision and can be shown to comply with Subsection d of this Section.
5. Compact Development. Development through the Agricultural Character Option shall not utilize the provisions of Compact Development (Code Sec 17.12.80 of the Zoning Code).



# Metro Planning Commission Meeting of 5/23/24



**2024S-058-001**

**MINOR SUB PLAT OF THE FRED H. CARNEY PROPERTIES**

Map 008, Parcel(s) 177, 179

01, Joelton

01 (Joy Kimbrough)



**Metro Planning Commission Meeting of 5/23/24**

**Item #14**  
**Project Name**

**Final Plat 2024S-058-001**  
**Minor Sub Plat of the Fred H. Carney**  
**Properties**

**Council District**  
**School District**  
**Requested by**

01 – Kimbrough  
01 – Gentry  
OHM Advisors, applicant; Fred Carney, owner.

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

Marion  
*Defer to the June 13, 2024, Planning Commission meeting.*

---

**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 7645 and 7651 Bidwell Road, approximately 687 feet south of Baxter Road, zoned Agricultural/Residential (AR2a) (7.73 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 13, 2024, Planning Commission meeting.





## Metro Planning Commission Meeting of 5/23/24

<b>Item #15</b>	<b>Final Plat 2024S-069-001</b>
<b>Project Name</b>	<b>Percy Cove</b>
<b>Council District</b>	8 - Harrell
<b>School District</b>	06 – Mayes
<b>Requested by</b>	Gresham Smith, applicant; D.R. Horton Inc., owner.
<b>Staff Reviewer</b>	Konigstein
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

### APPLICANT REQUEST

**Final plat to create 86 residential lots, open space, and dedicate right-of-way.**

#### Final Plat

A request for final plat approval to create 86 lots, open space and dedicate right-of-way on properties located at 4395 and 4421 Maxwell Road and Maxwell Road (unnumbered), approximately 204 feet east of Dolly Way, zoned Specific Plan (SP) (24.62 acres).

### CASE HISTORY

On October 14, 2021, the Metro Planning Commission recommended approval of a rezoning at this site to rezone from Agricultural/Residential (AR2a) to Single-Family Residential (RS10). A substitute ordinance was subsequently filed and adopted by Metro Council to convert the rezone to a Specific Plan (SP) (BL2022-1307). The approved preliminary SP adopted by Metro Council included an overall lot layout with public streets and conditions for open space and pedestrian and vehicular networks. The Final SP was approved administratively on April 11, 2024. This plan consisted of 86 single-family lots, incorporated the Council BL conditions, and was consistent with the Council-approved plan.

### SITE DATA AND CONTEXT

**Location:** The site is on the east side of Maxwell Road, approximately 204 feet east of Dolly Way

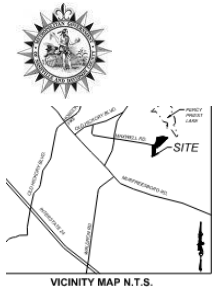
**Approximate Acreage:** 24.62 acres

### PROPOSAL DETAILS

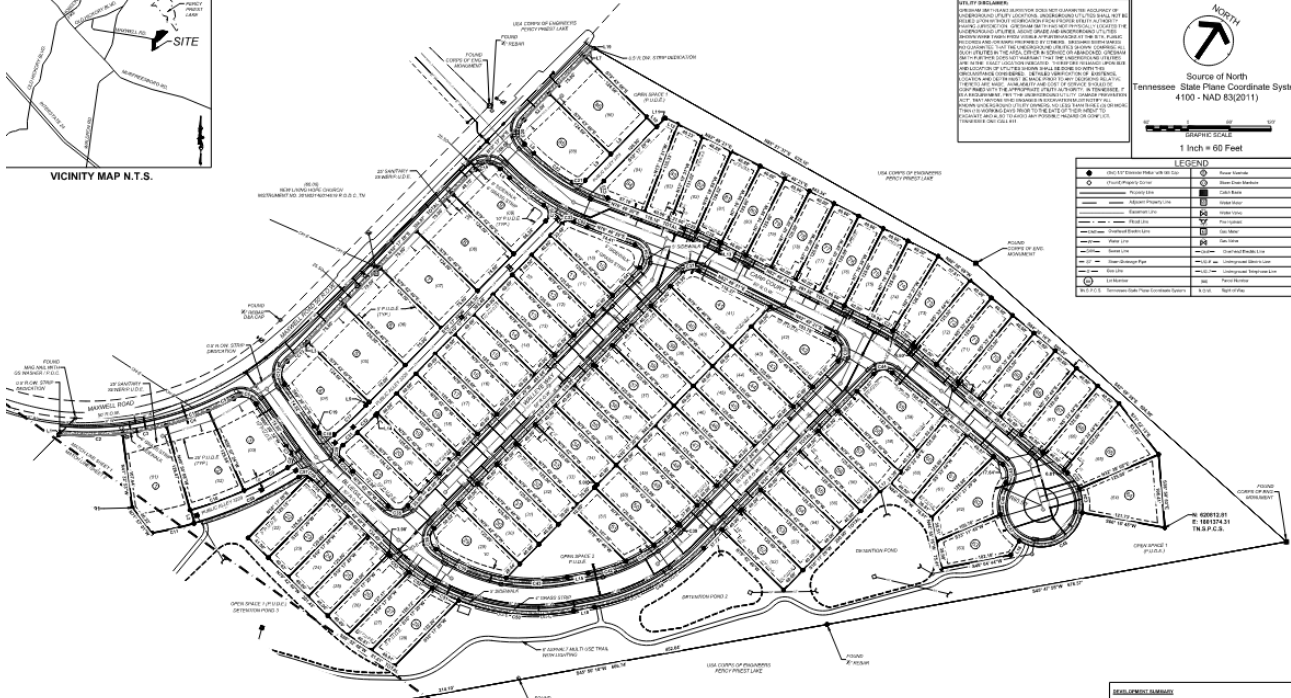
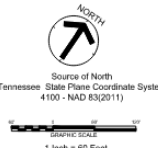
**Number of lots:** 86

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

# Metro Planning Commission Meeting of 5/23/24



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**LEGEND**

Symbol	Description
Circle with dot	Proposed Lot
Circle with cross	Proposed Street
Circle with X	Proposed Right-of-Way
Circle with dot and cross	Proposed Utility
Circle with dot and X	Proposed Floodway
Circle with dot and cross and X	Proposed Floodway and Utility
Circle with dot and cross and X and dot	Proposed Floodway, Utility, and Right-of-Way
Circle with dot and cross and X and dot and X	Proposed Floodway, Utility, Right-of-Way, and Floodway
Circle with dot and cross and X and dot and X and dot	Proposed Floodway, Utility, Right-of-Way, Floodway, and Floodway
Circle with dot and cross and X and dot and X and dot and X and dot	Proposed Floodway, Utility, Right-of-Way, Floodway, Floodway, and Floodway



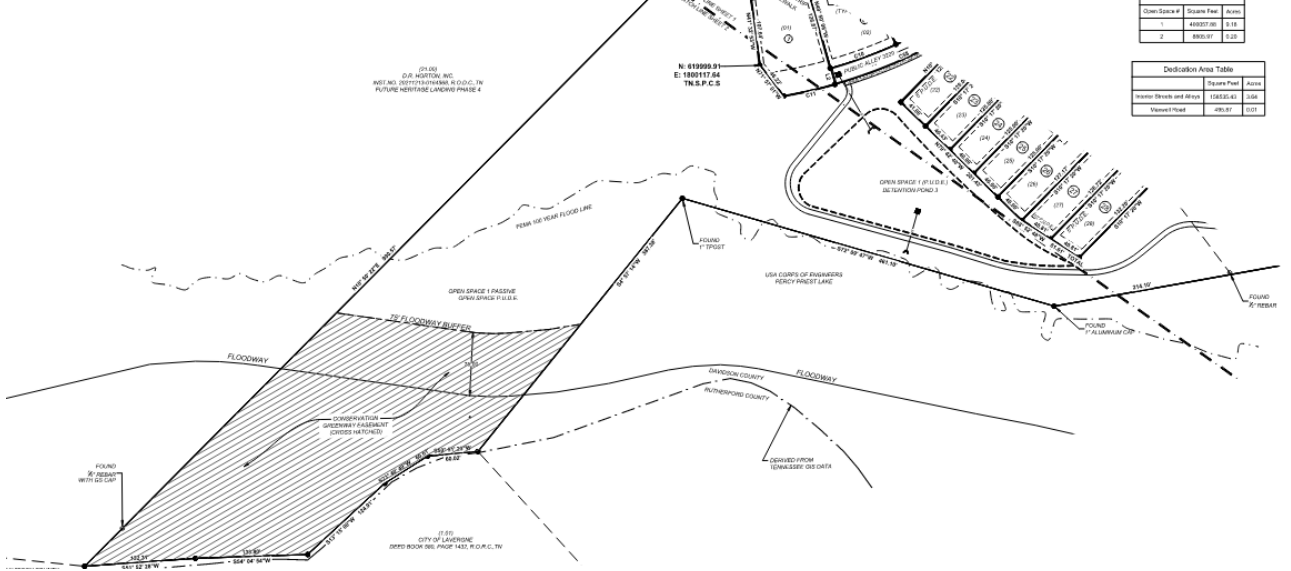
12	5000.0	0.11	73	9000.0	0.11
13	5000.0	0.11	74	9000.0	0.11
14	5000.0	0.11	75	9000.0	0.11
15	5000.0	0.11	76	9000.0	0.11
16	5000.0	0.11	77	9000.0	0.11
17	5000.0	0.11	78	9000.0	0.11
18	5000.0	0.11	79	9000.0	0.11
19	5000.0	0.11	80	9000.0	0.11
20	5000.0	0.11	81	9000.0	0.11
21	5000.0	0.11	82	9000.0	0.11
22	5000.0	0.11	83	9000.0	0.11
23	5000.0	0.11	84	9000.0	0.11
24	5000.0	0.11	85	9000.0	0.11
25	5000.0	0.11	86	9000.0	0.11
26	5000.0	0.11	87	9000.0	0.11
27	5000.0	0.11	88	9000.0	0.11
28	5000.0	0.11	89	9000.0	0.11
29	5000.0	0.11	90	9000.0	0.11
30	5000.0	0.11	91	9000.0	0.11
31	5000.0	0.11	92	9000.0	0.11
32	5000.0	0.11	93	9000.0	0.11
33	5000.0	0.11	94	9000.0	0.11
34	5000.0	0.11	95	9000.0	0.11
35	5000.0	0.11	96	9000.0	0.11
36	5000.0	0.11	97	9000.0	0.11
37	5000.0	0.11	98	9000.0	0.11
38	5000.0	0.11	99	9000.0	0.11
39	5000.0	0.11	100	9000.0	0.11

**Open Space Area Table**

Open Space #	Square Feet	Acres
1	40000.00	0.91
2	8000.00	0.18

**Dedication Area Table**

Station	Station	Station	Station	Area
Station 1	Station 2	Station 3	Station 4	Area
Station 1	Station 2	Station 3	Station 4	Area
Station 1	Station 2	Station 3	Station 4	Area



Proposed plat



## **Metro Planning Commission Meeting of 5/23/24**

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

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

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

### **APPLICABLE SUBDIVISION REGULATIONS**

Staff determined that this plat is consistent with the preliminary SP, the approved final SP, and the Subdivision Regulations.

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

#### **FIRE MARSHAL RECOMMENDATION**

**Approve**

#### **HISTORIC ZONING RECOMMENDATION**

**Approve**

#### **GREENWAYS**

**Approve with conditions**

- Approval is contingent on an easement agreement being coordinated with Metro Parks staff and recorded with the Register of Deeds for the Conservation Greenway Easement identified on the plat prior to the issuance of the first Use & Occupancy permit associated with this subdivision.

#### **STORMWATER RECOMMENDATION**

**Approve**

#### **NASHVILLE DOT RECOMMENDATION**

**Approve**

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

**Approve with conditions**

- No shared access locations shown - drives are to be at minimum 15' in width and must have 25' spacing between access locations when built in the field and meet all code minimum requirements found in 13.12.110 of the Metro Code of Ordinances. Traffic conditions to be set at the time of final site plan or building permit approval for individual lots. (Traffic studies, driveway distances, access sight triangles, etc.)





## Metro Planning Commission Meeting of 5/23/24

### WATER SERVICES RECOMMENDATION

#### Approve with conditions

- Attached is a copy of the latest revised subdivision (uploaded by Planning on April 10, 2024) on which we have noted our comments and recommend approval. Approval is contingent on construction and completion of MWS Project #'s 22SL0237 (Offsite), 22SL0238 and 22WL0112 (Offsite), 22WL0113. A bond amount of \$610,000.00 is assigned to 22SL0037 (Offsite) and 22SL0238, and an amount of \$580,000.00 is assigned to 22WL0112 (Offsite) and 22WL0113.

### STAFF RECOMMENDATION

Staff recommends approval with conditions.

### CONDITIONS

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. On the corrected copy, complete instrument number in note 17.
3. On the corrected copy, the entire trail network shall be shown within an access easement.
4. On the corrected copy, label the centerline of Maxwell Road to confirm that the minimum half of standard right-of-way dimension is provided.
5. On the corrected copy, modify note 20 to include the full map number: Map: 176-03-0-A.
6. On the corrected copy, dimension sidewalks and planting strips along Maxwell Road and Carp Court. Sidewalks and planting strips shall be consistent with the approved final site plan.
7. On the corrected copy, remove the setback diagrams from the top of page two and revise note 19: Setbacks per the approved final site plan 2022SP-073-001.
8. If the property is owned by a corporation, LLC, LLP, company, etc. letter(s) on each company's letterhead or documentation must be provided that the individual is authorized on behalf of the entity.
9. If you plan to record the final plat without constructing the required public infrastructure improvements (roads, water and sewer line extensions), then you must request a bond for those improvements. Submit a completed bond application with a check in the amount of \$750 made payable to the "Metropolitan Government" **at least three weeks** prior to when you plan to record the plat with the Metro Register of Deeds. The bond review and approval process is subject to receiving estimates from Metro departments and outside utilities for the amount that is required to be bonded. Amounts are calculated after all plat revisions have been made and approved by the Metro agencies. Contact: *the Bond Desk at 862-7202, [bond.desk@nashville.gov](mailto:bond.desk@nashville.gov).*
10. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

### RECOMMENDED ACTION

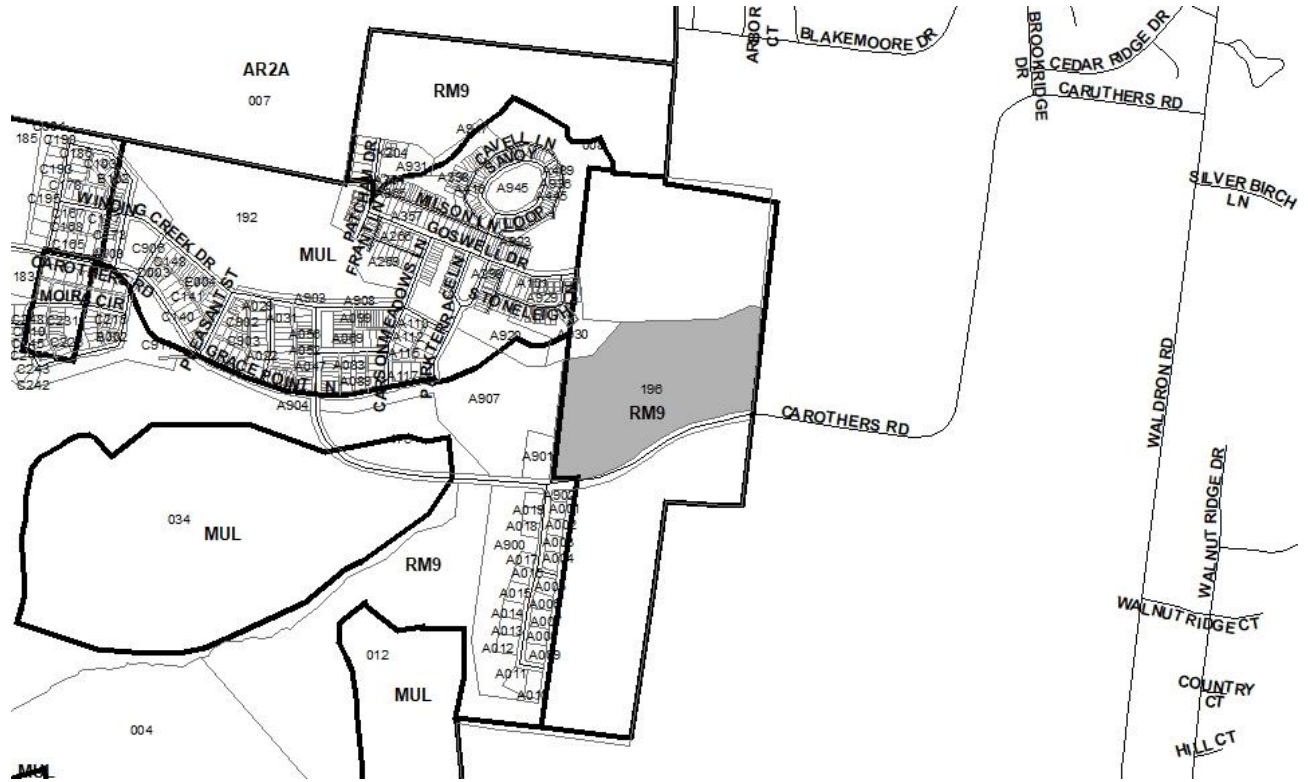
Motion to approve proposed subdivision Case No. 2024S-069-001 with conditions based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances, and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 5/23/24



**2024S-070-001**  
**CAROTHERS CROSSING**  
 Map 188, Parcel(s) 196  
 12, Southeast  
 33 (Antoinette Lee)



## Metro Planning Commission Meeting of 5/23/24

<b>Item #16</b>	<b>Final Plat 2024S-070-001</b>
<b>Project Name</b>	<b>Carothers Crossing</b>
<b>Council District</b>	33 – Lee
<b>School District</b>	02 – Elrod
<b>Requested by</b>	Anderson, Delk, Epps & Associates Inc., applicant; Regent Homes LLC, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

### APPLICANT REQUEST

**Final plat to create 55 residential lots.**

#### Final Plat

A request for final plat approval to create 55 lots, open space and dedicate right-of-way on property located at Carothers Road (unnumbered), approximately 31 feet north of Princeton Hills Drive, and within the Carothers Crossing Urban Design Overlay (UDO), zoned Multi-Family Residential (RM9) (23.23 acres).

### CASE HISTORY

The subject site is within the Carothers Crossing Urban Design Overlay (UDO). Council approved the UDO in 2006 (BL2006-1295). The UDO consists of approximately 600 acres. Several phases of development in the UDO have been approved. This is phase 5A. A final site plan for construction of this phase was previously approved.

### SITE DATA AND CONTEXT

Location: The site is located on the north side of Carothers Crossing Road.

**Approximate Acreage:** 23.2

### PROPOSAL DETAILS

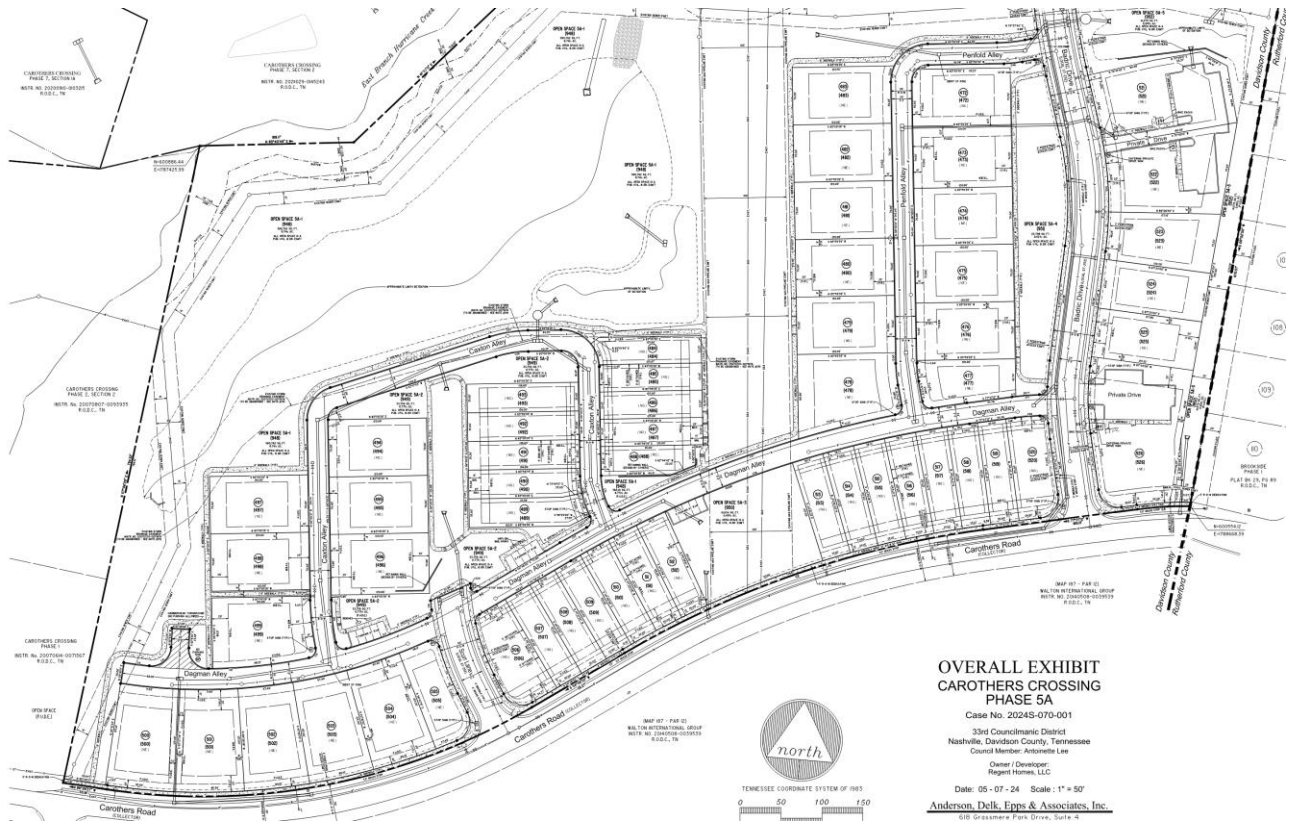
**Number of lots:** 55

**Subdivision Variances or Exceptions Requested:** None

### UPDATED FINAL PLAT RULES AND PROCEDURES

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

# Metro Planning Commission Meeting of 5/23/24



**OVERALL EXHIBIT  
CAROTHERS CROSSING  
PHASE 5A**

Case No. 2024S-070-001  
3rd Councilmanic District  
Nashville, Davidson County, Tennessee  
Council Member: Antonette Lee  
Owner / Developer:  
Regent Homes, LLC  
Date: 05-07-24 Scale: 1" = 50'  
**Anderson, Delk, Epps & Associates, Inc.**  
618 Grassmere Park Drive, Suite 2

**Proposed plat**



## **Metro Planning Commission Meeting of 5/23/24**

### **APPLICABLE SUBDIVISION REGULATIONS**

Staff previously determined that this plat is consistent with the Council approved UDO plan, the approved final site plan and the Subdivision Regulations.

### **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**

#### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

#### **CONDITIONS**

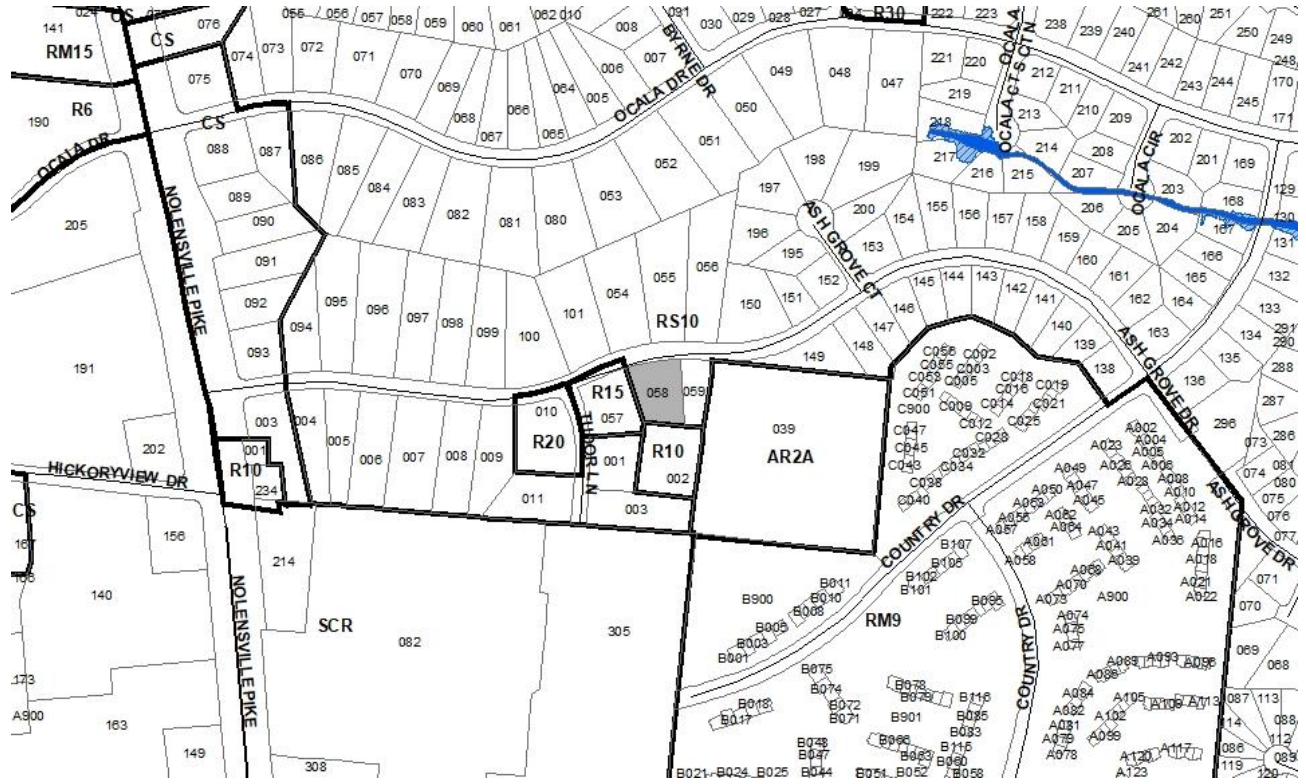
1. Comply with all conditions and requirements of Metro reviewing agencies.
2. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

#### **RECOMMENDED ACTION**

Motion to approve proposed subdivision Case No. 2024S-070-001 with conditions based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



# Metro Planning Commission Meeting of 5/23/24



**2024S-071-001**  
 RESUBDIVISION OF LOT 147 SOUTHWOOD  
 Map 162-05, Parcel(s) 058  
 12, Southeast  
 31 (John Rutherford)





## Metro Planning Commission Meeting of 5/23/24

**Item #17**

**Final Plat 2024S-071-001**

**Project Name**

**Resub of Lot 147 Southwood**

**Council District**

31 – Rutherford

**School District**

02 – Elrod

**Requested by**

Campbell, McRae & Associates Surveying Inc., applicant;  
Hamidullah & Khalida Durani, owners.

**Staff Reviewer**

Orozco

**Staff Recommendation**

*Approve with conditions, including exceptions to Section 3-5.2.d.1 for lot frontage and 3-5.2.d.2. for lot area.*

### APPLICANT REQUEST

**Request for final plat approval to create two lots.**

Final Plat

A request for final plat approval to create two lots on property located at 379 Ash Grove Drive, approximately 175 feet east of Tudor Lane, zoned Single-Family Residential (RS10) (0.52 acres).

### SITE DATA AND CONTEXT

**Location:** The site consists of one lot located midblock on the southern side of Ash Grove Drive.

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

**Approximate Acreage:** 0.526 acres or approximately 22, 924.35 square feet.

**Parcel/Site History:** This parcel was originally platted as Lot 147 in 1959 on the plan of Southwood (Book 2663, Pages 125 and 126).

**Zoning History:** The site has been zoned RS10 since 2014. It was previously zoned One and Two-Family Residential (R10). The lot is within the Airport Impact Overlay (OV-AIR).

**Existing land use and configuration:** The lot has been developed with a single-family residential land use.

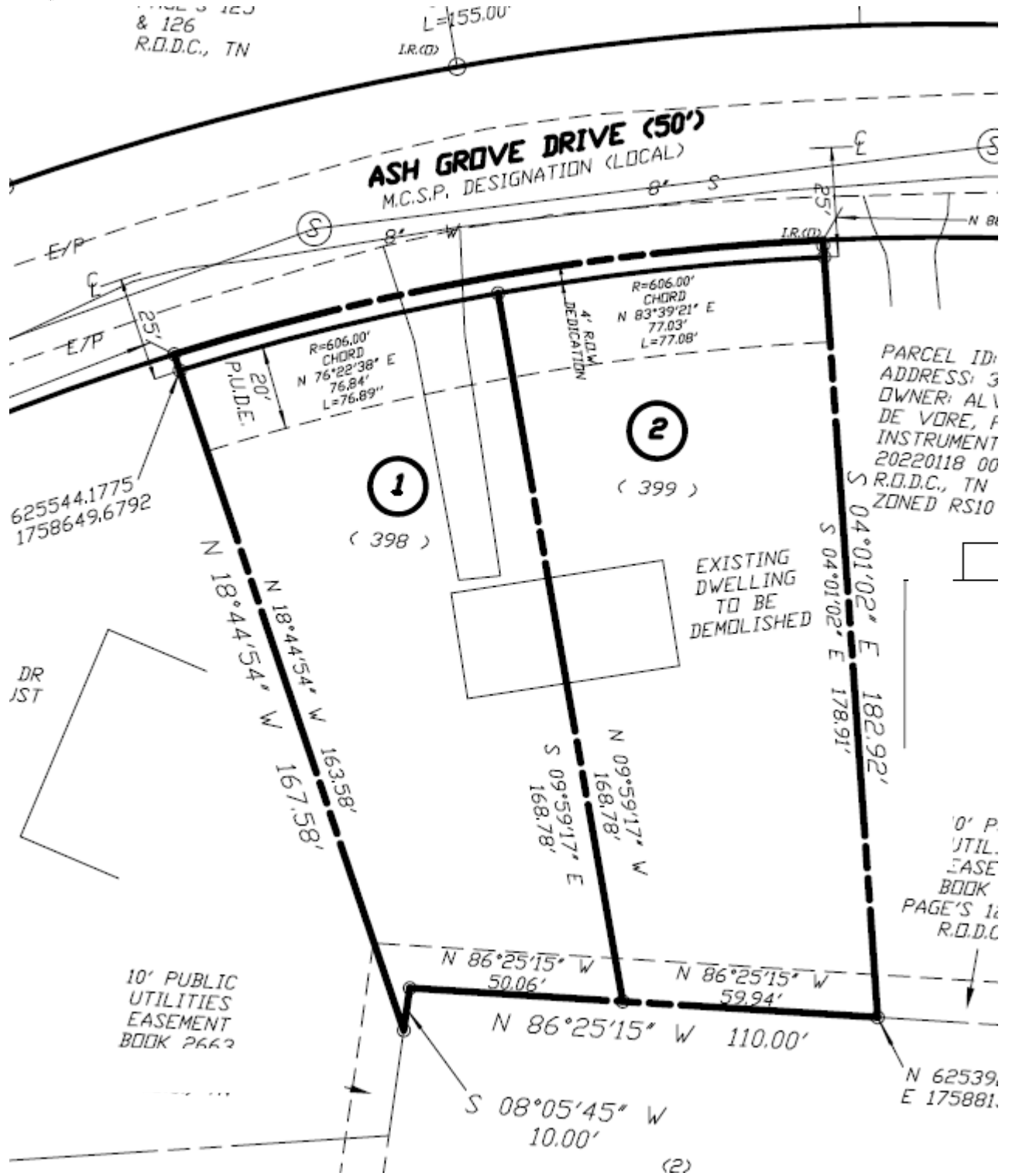
**Surrounding Land Use and Zoning:**

- North: Single-Family Residential (RS10)
- South: Utility (R10) and Single-Family Residential (RS10)
- East: Single-Family Residential (RS10) and Utility (AR2a)
- West: Single-Family Residential (R15)



# Metro Planning Commission Meeting of 5/23/24

PLATS 103  
& 126  
R.D.D.C., TN



Proposed Final Plat



## Metro Planning Commission Meeting of 5/23/24

**Zoning:** Single Family Residential (RS10)

Min. lot size: 10,000 square feet

Max. building coverage: 0.40

Min. rear setback: 20'

Min. side setback: 5'

Max. height: 3 stories

Min. street setback: Contextual per Zoning Code

### PROPOSAL DETAILS

**Number of lots:** 2

**Lot sizes:** Proposed Lot 1 is approximately 0.24 acres, or 10,441.10 square feet and proposed Lot 2 is approximately 0.27 acres or 11,865.30 square feet.

**Access:** Both lots take access from Ash Grove Drive.

**Subdivision Variances or Exceptions Requested:** Exceptions are required to Section 3-5.2.d.1 for lot frontage and Section 3-5.2.d.2. for lot area.

### APPLICABLE SUBDIVISION REGULATIONS

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

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

#### 3-1 General Requirements

The proposal meets the requirements of 3-1.

#### 3-2 Monument Requirements

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

#### 3-3 Suitability of the Land

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



## Metro Planning Commission Meeting of 5/23/24

### 3-4 Lot Requirements

The proposed lots comply with the minimum standards of the Zoning Code. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of RS10 zoning at the time of building permit. All proposed lots are greater than 10,000 square feet and have frontage on a public street, Ash Gove Drive.

### 3-5 Infill Subdivisions

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

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

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

Both lots exceed the 10,000 square foot minimum square footage requirement of the zoning district. Lot 1 is 10,441 square feet and Lot 2 is 11,865 square feet.

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

Both lots have frontage on a public street, Ash Grove Drive.

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

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

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

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

The proposed lots do not meet the frontage requirement. A compatibility analysis determined the minimum frontage for compatibility requires 91.65 feet. Lot 1 proposes 76.89 feet of frontage, Lot 2 proposes 77.08 feet of frontage.



## Metro Planning Commission Meeting of 5/23/24

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

Proposed lot areas do not meet compatibility requirements for lot area. A compatibility analysis determined the minimum area for compatibility requires 12,092 square feet. Lot 1 proposes 10,441 square feet. Lot 2 proposes 11,865 square feet.

3. Where the minimum required street setback is less than the average of the street setback of the two parcels abutting either side of the lot proposed to be subdivided, a minimum building setback line shall be included on the proposed lots at the average setback. When one of the abutting parcels is vacant, the next developed parcel shall be used. For a corner lot, both block faces shall be used;

New structures will be required to meet the contextual setback standards per the Metro Zoning Code. This will be determined at the time of building permit.

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

Both lots front onto Ash Grove Drive.

e. The current standards of all reviewing agencies are met.  
All agencies have approved or approved with conditions.

f. If the proposed subdivision meets subsections a, b, c and e of this section but fails to meet subsection d, the Planning Commission, following a public hearing in accordance with the Planning Commission Rules and Procedures, may consider whether the subdivision can provide for the harmonious development of the community by otherwise meeting the provisions of TCA 13-4-303(a). In considering whether the proposed subdivision meets this threshold, the Commission shall specifically consider the development pattern of the area, any unique geographic, topographic and environmental factors, and other relevant information. The Commission may place reasonable conditions, as outlined in Section 3-5.6, necessary to ensure that the development of the subdivision addresses any particular issues present in an infill subdivision and necessary to achieve the objectives as stated in TCA 13-4-303(a).

Compatibility for frontage and area examined one parcel to the west, and five parcels to the east. The lot at 365 Ash Grove Drive (parcel 16200003900) was exempt from compatibility due to its AR2a zoning, which is not considered a surrounding property for purposes of this analysis. Staff's evaluation of the request and the exceptions needed is outlined below.

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



## Metro Planning Commission Meeting of 5/23/24

Not applicable to this case.

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

Not applicable to this case.

### *3-5.5 Infill Subdivision Frontage*

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

Not applicable.

### *3-5.6 Reasonable Conditions*

Not applicable to this case.

### **3-6 Blocks**

Not applicable. No new blocks are being created.

### **3-7 Improvements**

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

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

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

### **3-9 Requirements for Streets**

Not applicable. No new streets are proposed.

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

Ash Grove Drive is a local street with a minimum right-of-way width of 50 feet. In order to meet half of the existing right-of-way width, a four foot dedication is needed. This is shown on the plat.

### **3-11 Inspections During Construction**

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

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

Not applicable. No new streets are proposed.

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

Not applicable. No private streets are proposed.



## Metro Planning Commission Meeting of 5/23/24

### 3-14 Drainage and Storm Sewers

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

### 3-15 Public Water Facilities

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

### 3-16 Sewerage Facilities

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

### 3-17 Underground Utilities

There are no new utilities proposed.

## PLANNING STAFF COMMENTS

With the exception for the minimum lot frontage and area requirement, the proposed lots meet the standards of the Metro Subdivision Regulations and Metro Zoning Code. Two exceptions to the Subdivision Regulations are required including an exception to the compatibility requirements for the minimum frontage requirement and minimum lot area requirement. The plat proposes to subdivide the existing parcel at 379 Ash Grove Drive into two lots. Staff finds that two proposed lots are generally consistent with the surrounding development pattern, and the compatibility requirements are impacted by the lot at 349 Ash Grove Drive (16205014900). This lot has a much larger frontage (326.17 feet) and larger area (22,651.2 square feet), whereas the other lots used in the compatibility analysis have frontages ranging from 77 feet to 90 feet and areas ranging from 10,890 square feet to 14,810 square feet. The frontage and area of the lot at 349 Ash Grove Drive deviates from the existing development pattern of surrounding properties and creates larger compatibility requirements. Lot 1 is 10,441 square feet with a proposed frontage of 76.89 feet and Lot 2 is 11,865 square feet with a proposed frontage of 77.08 feet which is in keeping with the other parcels used in the compatibility criteria.

Future development will be required to meet the standards of the Metro Zoning Code regarding setbacks, building heights, etc. Staff recommends approval with conditions based on a finding that the proposal can provide for harmonious development.

## POLICY CONSIDERATIONS

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

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to this property is T3 Suburban Neighborhood Maintenance. The intent of T3 NM policy is to maintain the general





## **Metro Planning Commission Meeting of 5/23/24**

character of suburban neighborhoods as characterized by their development pattern, building form, land use, and associated public realm. The proposed subdivision maintains the residential land use, meets the minimum standards of the zoning district, has frontage along an existing local street, and lot areas comparable to the surrounding suburban properties.

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

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

#### **FIRE MARSHAL RECOMMENDATION**

**Approve**

#### **STORMWATER RECOMMENDATION**

**Approve**

#### **NASHVILLE DOT RECOMMENDATION**

**Approve**

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

**Approve with conditions**

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

#### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

- Water & Sanitary Sewer Capacity Fees for new Lot must be paid before issuance of building permits.

#### **STAFF RECOMMENDATION**

Approve with conditions, including exceptions to Section 3-5.2.d.1. for lot frontage and to Section 3-5.2.d.2. for lot area.

#### **RECOMMENDED ACTION**

Motion to approve proposed subdivision Case No. 2024S-071-001 with conditions including an exception to 3-5.2.d.1. for lot frontage and 3-5.2.d.2. for lot area based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.

#### **CONDITIONS**

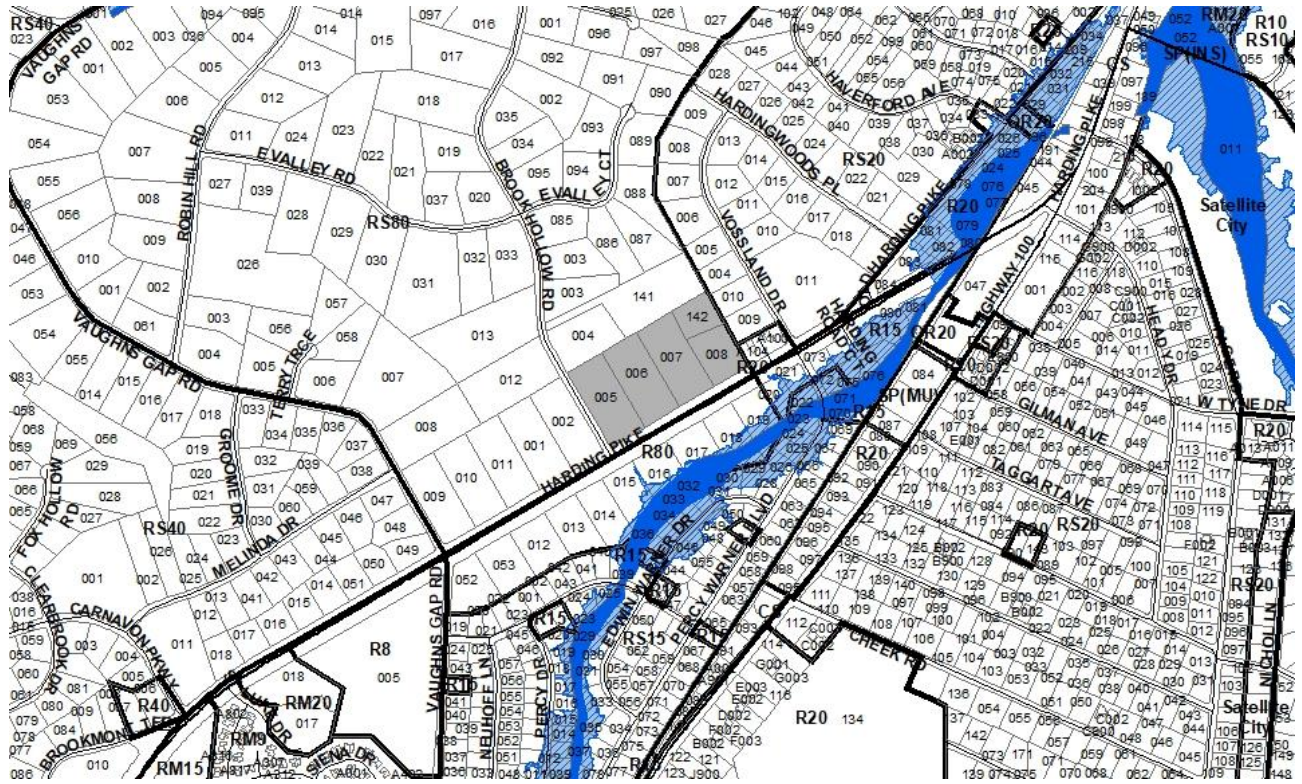
1. Comply with all conditions and requirements of Metro reviewing agencies.
2. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 5/23/24



**2024S-073-001**

**BROOK HOLLOW**

Map 129-08, Parcel(s) 005-008, 142

07, West Nashville

23 (Thom Druffel)



## Metro Planning Commission Meeting of 5/23/24

**Item #18**

**Concept Plan 2024S-073-001**

**Project Name**

**Brook Hollow**

**Council District**

23 – Druffel

**School District**

09 – Tylor

**Requested by**

BCA Civil, applicant; Michael D. Shmerling and Woodlawn Danish Properties, G.P., owners.

**Staff Reviewer**

Anthony

**Staff Recommendation**

*Defer to the June 13, 2024, Planning Commission meeting.*

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### **APPLICANT REQUEST**

**Request for concept plan approval to create 7 lots and remove reserve parcel status.**

#### Concept Plan

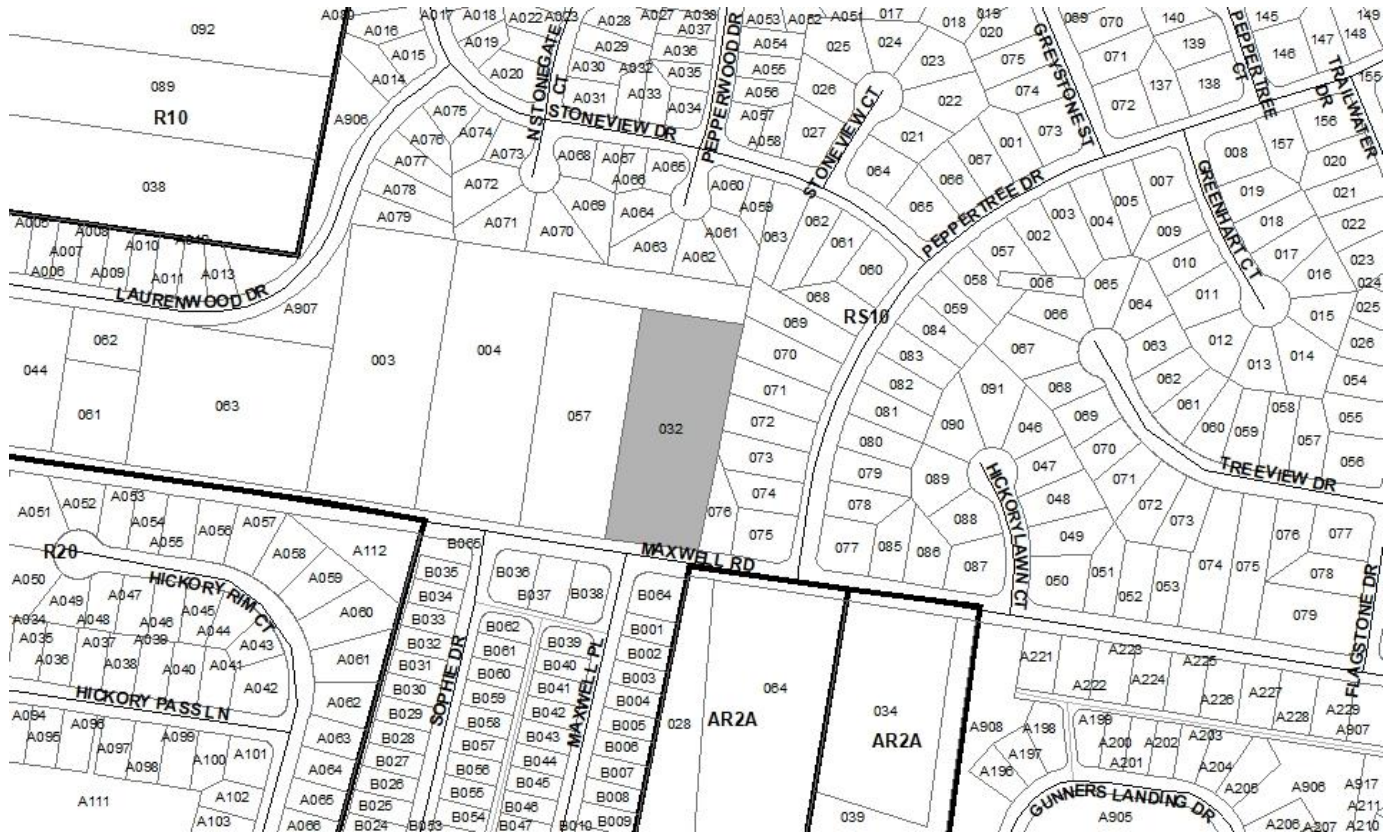
A request for concept plan approval to create seven lots and remove reserve parcel status on properties located at 6210, 6214, 6218, and 6222 Harding Pike and Highway 70 S. (unnumbered), at the northeast corner of Brook Hollow Road and Harding Pike, zoned Single-Family Residential (RS80) (13.78 acres).

### **STAFF RECOMMENDATION**

Staff recommends deferral to the June 13, 2024, Planning Commission meeting.



# Metro Planning Commission Meeting of 5/23/24



**2024Z-050PR-001**  
Map 176, Parcel(s) 032  
13, Antioch – Priest Lake  
08 (Deonte Harrell)



## Metro Planning Commission Meeting of 5/23/24

**Item #19**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2024Z-050PR-001**  
08 – Harrell  
06 – Mayes  
William & Associates Engineering Inc., applicant;  
Poonam Bery owner.

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

Garland  
*Approve.*

### **APPLICANT REQUEST**

**Zone change from RS10 to RM6-NS.**

#### Zone Change

A request to rezone from Single-Family Residential (RS10) to Multi-Family Residential No Short-Term Rental (RM6-NS) zoning for property located at 4258 Maxwell Road, approximately 15 feet north of Maxwell Place (2.11 acres).

#### **Existing Zoning**

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

#### **Proposed Zoning**

Multi-Family Residential No Short-Term Rentals (RM6-NS) is intended for single-family, duplex, and multi-family dwellings at a density of six dwelling units per acre. *RM6 would permit a maximum of 13 units. The -NS designation prohibits Short-Term Rental Property – Owner Occupied and Short-Term Rental Property - Not Owner Occupied uses from the district.*

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

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

### **ANALYSIS**

The application consists of one parcel (Map 176, Parcel 032) totaling 2.11 acres, located along the north side of Maxwell Road, and 15 feet north of Maxwell Place. The property has been zoned Single Family Residential (RS10) since 1998 and contains a single-story home. The application





## Metro Planning Commission Meeting of 5/23/24

proposes to rezone the property from RS10 to RM6-NS. The surrounding land uses are primarily Single-Family Residential. This parcel has frontage along Maxwell Road, which is classified as Collector-Avenue in the Major and Collector Street Plan (MCSP).

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. Based on acreage alone, the proposed RM6-NS zoning could allow up to thirteen units. The request is consistent with policy to increase density along corridors where additional housing types may be supported. The site is larger than surrounding properties and is located exterior of the neighborhood along a corridor instead of interior to the neighborhood, where properties have previously been subdivided and developed. Given the context of this site RM6-NS seems most appropriate for the intended density. Additionally, the -NS designation will prohibit short term rental properties (STRPs) as a permitted use, which is appropriate given the nearby residential policies. The proposed RM6-NS district increases density along a corridor and aligns with goals of T3 NE policy to provide housing.

### 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)	2.11	4.26 F	9 U	113	11	10

Maximum Uses in Proposed Zoning District: RM6-NS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	2.11	6 D	13 U	95	7	10

Traffic changes between maximum: RS10 and RM6-NS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 4	-18	-4	0

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS10 districts: 2 Elementary 1 Middle 1 High**

**Projected student generation proposed RM6-NS district: 2 Elementary 1 Middle 1 High**

The proposed RM6-NS zoning will generate no more students than the existing RS10 zoning. Students would attend Mt. View Elementary School, John F. Kennedy Middle School, and Antioch High School. Mt. View Elementary and Antioch High School are identified as at over capacity





## **Metro Planning Commission Meeting of 5/23/24**

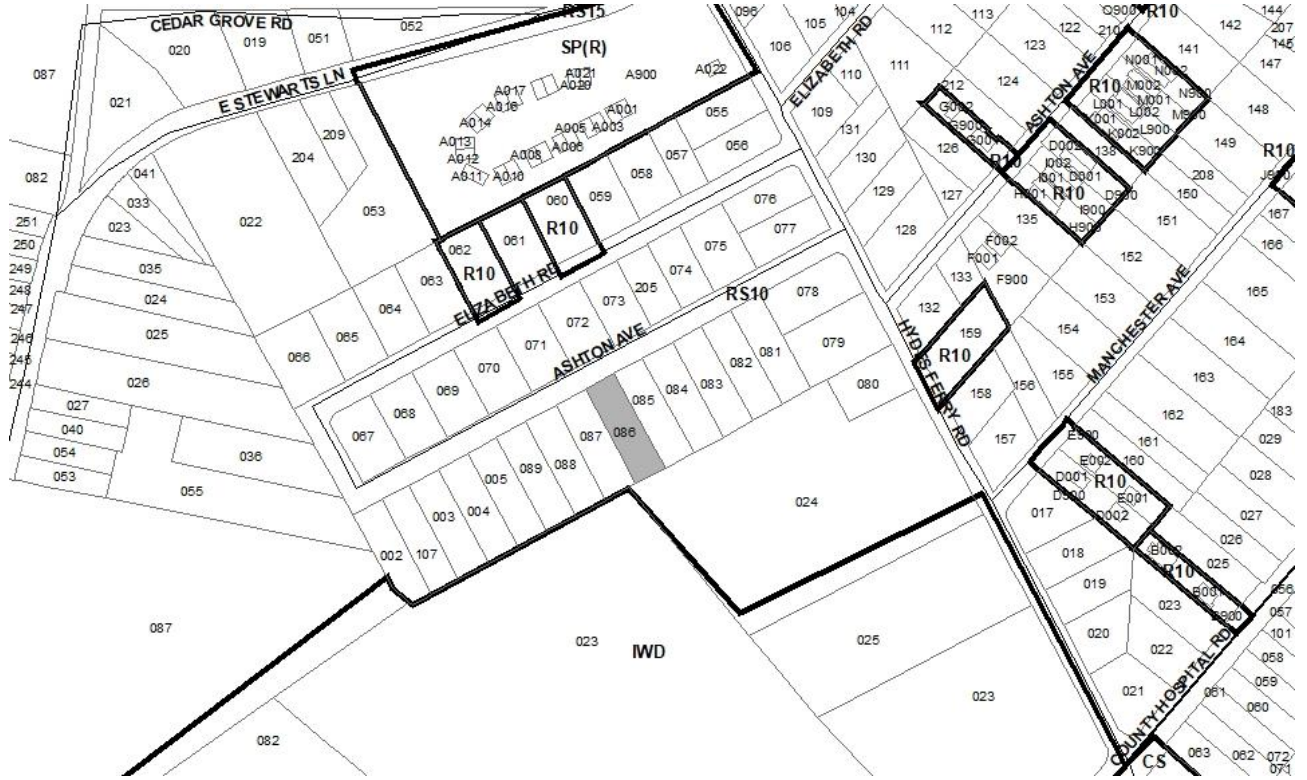
while John F. Kennedy Middle School is identified as at capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

Staff recommends approval.



# Metro Planning Commission Meeting of 5/23/24



**2024Z-052PR-001**

Map 069-16, Parcel(s) 086

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Joy Kimbrough)



## Metro Planning Commission Meeting of 5/23/24

**Item #20**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2024Z-052PR-001**  
01 - Kimbrough  
01 – Gentry  
Requested by TNVest Capital, LLC, applicant and owner.

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

Orozco  
*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 1616 Ashton Ave, approximately 540 feet west of Hydes Ferry Road (0.37 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. *Based on acreage alone, RS10 would permit one single-family lot.*

#### **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. *Based on acreage alone, R10 would permit a maximum of one duplex eligible lot for a total of two units. Duplex eligibility to be confirmed by Metro Codes.*

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

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

#### **SITE AND CONTEXT**

The subject property consists of one parcel totaling 0.37 acres located on the south side of Ashton Avenue, west of Hydes Ferry Road. The property is currently zoned Single Family Residential (RS10) and is vacant. The land uses of the surrounding properties are predominately residential including single-family, two family, and multi-family. There are some nonresidential land uses such as warehouse, office, and religious institution to the south of the subject property. Ashton Avenue



## Metro Planning Commission Meeting of 5/23/24

and Hydes Ferry Road are local streets. Surrounding properties are zoned RS10, R10, Industrial Warehousing Distribution (IWD), Industrial Restrictive (IR), and Specific Plan Zoning District (SP).

### ANALYSIS

The Suburban Neighborhood Evolving policy (T3 NE) is applied to properties along Ashton Avenue, Hydes Ferry Road, and the surrounding neighborhoods to the west, east, and north. A key intent of the T3 NE policy is to create and enhance suburban residential neighborhoods with more housing choices. While the T3 NE policy supports residential zoning districts, including the requested R10 zoning district, staff still evaluates the surrounding zoning districts, land uses, and adjacent policies when considering rezonings.

Within the last several years there have been other zone changes from RS10 to R10 in the surrounding area, including for properties to the north along Elizabeth Road. With the subject property having an area of approximately 16,000 square feet, a zone change from RS10 to R10 would introduce opportunities for additional housing without the potential to subdivide and create smaller lots along Ashton Avenue. This maintains the existing lot pattern which is supported by the T3 NE policy. The R10 zoning district would permit a moderate increase in density by creating the potential for two family housing in the area, which expands the diversity in housing choice, consistent with the intent of T3 Neighborhood Evolving Policy. Given policy guidance, existing lot size, other recent rezonings in the area, staff recommends approval.

### 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)	0.37	2.70 F	1 U	15	5	1

#### 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)	0.37	5.40 F	2 U	28	7	2

\*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
-	-	-	+1	+13	+2	+1



## **Metro Planning Commission Meeting of 5/23/24**

### **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**

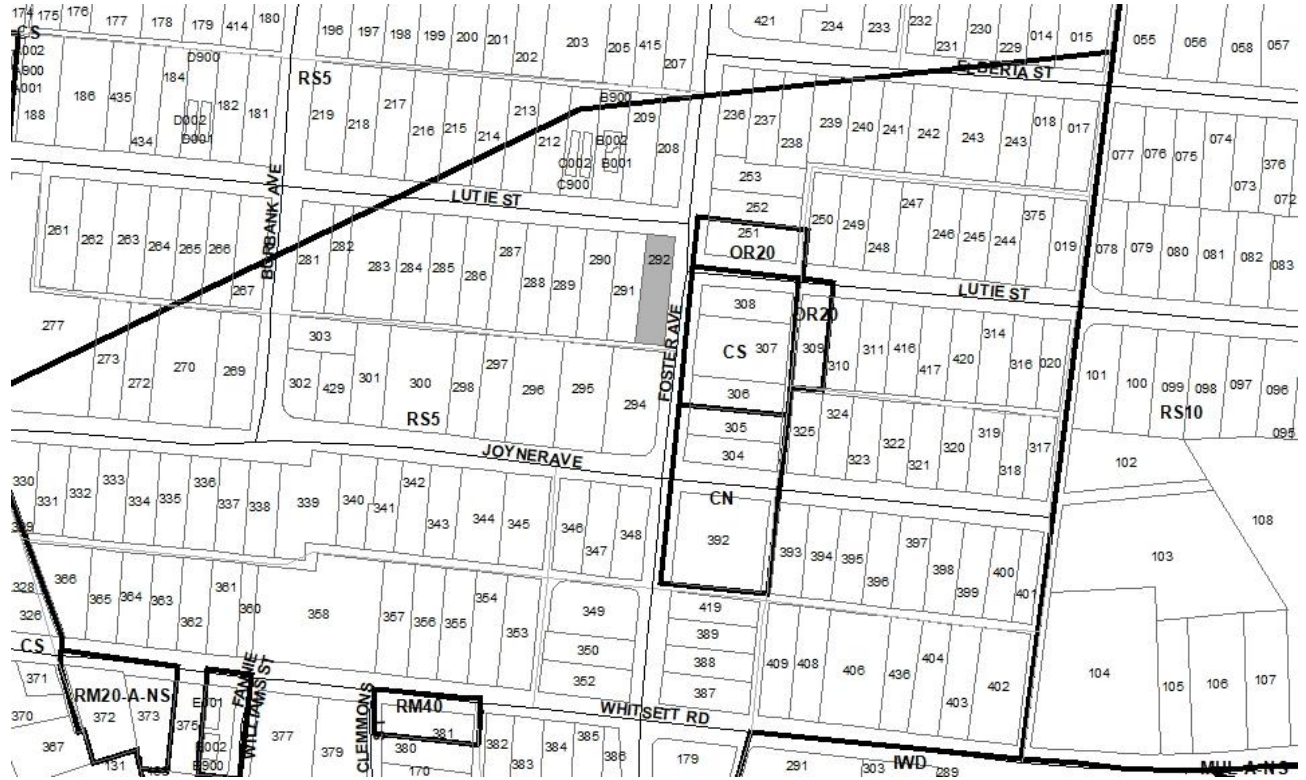
The proposed R10 zoning is not expected to generate any additional students compared to the existing RS10 zoning. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. Cumberland Elementary and Haynes Middle School have been identified as being at capacity. Whites Creek High School has been identified as exceedingly under capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

Staff recommends approval.



# Metro Planning Commission Meeting of 5/23/24



**2024Z-058PR-001**  
Map 119-05, Parcel 292  
11, South Nashville  
16 (Ginny Welsch)



## Metro Planning Commission Meeting of 5/23/24

**Item #21**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2024Z-058PR-001**  
16 - Welsch  
07 – Player  
Hafiz Yafai, applicant, and owner.

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

Marton  
*Approve.*

### **APPLICANT REQUEST**

**Zone change from RS5 to OR20-A-NS.**

#### Zone Change

A request to rezone from Single-Family Residential (RS5) to Office/Residential – No Short Term Rental (OR20-A-NS) zoning for property located at 201 Lutie Street, at the southwest corner of Foster Avenue and Lutie Street (0.2 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 one single-family residential lot.*

#### **Proposed Zoning**

Office/Residential - Alternative – No Short-Term Rental (OR20-A-NS) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. The – NS designation prohibits Short-Term Rental Property – Owner Occupied and Short-Term Rental Property – Not Owner Occupied uses from the district. *Based on acreage alone, OR20-A-NS would permit a maximum of four multi-family residential units.*

### **SOUTH NASHVILLE COMMUNITY PLAN**

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

### **ANALYSIS**

The application consists of one parcel (Map 119-05, Parcel 292) totaling 0.2 acres, located at the southwest corner of Foster Avenue and Lutie Street. The property has been zoned Single-Family Residential (RS5) since 2003 and is currently vacant. Surrounding properties are zoned Commercial Service (CS), Office/Residential (OR20), and Single-Family Residential (RS5). Surrounding land uses include single family residential, multi-family residential, office, and commercial uses.

The application proposes to rezone the property from RS5 to OR20-A-NS. The property is located within the T4 Urban Neighborhood Center (T4 NC) policy area which intends to maintain, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a 5-





## Metro Planning Commission Meeting of 5/23/24

minute walk. The T4 NC policy is supportive of a mix of uses including commercial, office, residential, and institutional. The requested OR20-A-NS would permit a maximum of four multi-family residential units on the subject property and would allow for office uses as well as some commercial uses as accessory to a principal use. The property is located at the intersection of Lutie Street and Foster Avenue, which is an Arterial Boulevard as identified by the Major Collector Street Plan. The subject site is within a 5-minute walk from the Nolensville Pike Corridor. The Alternative -A district standards would ensure that future development on the site has an urban form, consistent with the policy guidance. Additionally, the -NS designation prohibits short term rental properties (STRPs) as a permitted use, which is appropriate given the nearby residential policies. The proposed OR20-A-NS district increases density along an arterial boulevard and aligns with goals of T4 NC policy to provide combined opportunities to live, work, and shop.

### FIRE RECOMMENDATION

#### Approve

Maximum Uses in Existing Zoning District: **RS5**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.20	5 F	1 U	15	5	1

Maximum Uses in Proposed Zoning District: **OR20-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	0.10	20 D	2 U	9	1	1

Maximum Uses in Proposed Zoning District: **OR20-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.10	0.8	3,484 SF	56	7	9

Traffic changes between maximum: **RS5 and OR20-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+50	+7	+9



## **Metro Planning Commission Meeting of 5/23/24**

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing RS5 districts: 0 Elementary 0 Middle 0 High**

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

The proposed OR20-A-NS zoning is expected to generate one more student than the existing RS5 zoning. Students would attend John B. Whitsitt Elementary School, Cameron College Prep Middle School, and Glencliff High School. Cameron College Prep Middle School is identified as under capacity while John B. Whitsitt Elementary School and Glencliff High School are identified as overcapacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

Staff recommends approval.