



METROPOLITAN PLANNING COMMISSION

DRAFT MINUTES

January 09, 2025
4:00 pm Regular Meeting

700 President Ronald Reagan Way
(between Lindsley Avenue and Middleton Street)
Howard Office Building, Sonny West Conference Center (1st Floor)

MISSION STATEMENT

The Planning Commission guides growth and development as Nashville and Davidson County 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.

Commissioners Present:

Greg Adkins, Chair
Jessica Farr, Vice Chair
Asia Allen
Stewart Clifton
Leah Dundon
Edward Henley
Kathy Leslie
Dennie Marshall
Matt Smith
Councilmember Jennifer Gamble

Staff Present:

Lucy Kempf, Executive Director
Lisa Milligan, Assistant Director of Land Development
Joni Williams, Assistant Director of Urban Design
Andrea Dorlester, Land Development Manager
Tara Ladd, Legal Counsel
Abbie Rickoff, Planning Manager I
Harriet Brooks, Planning Manager I
Matt Schenk, Planner II
Celina Konigstein, Planner I
Jeremiah Commey, Planner I

Lucy Alden Kempf

Secretary and Executive Director, Metro Planning Commission

Metro Planning Department of Nashville and Davidson County

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Notice to Public

Please remember to turn off your cell phones.

Nine of the Planning Commission's ten members are appointed by the Metropolitan Council; the tenth member is the Mayor's representative. The Commission meets on the second and fourth Thursday of most months at 4:00 pm, in the Sonny West Conference Center on the ground floor of the Howard Office Building at 700 President Ronald Reagan Way. Only one meeting may be held in December. Special meetings, cancellations, and location changes are advertised on the [Planning Department's main webpage](#).

The Planning Commission makes the final decision on final site plan and subdivision applications. On all other applications, including zone changes, specific plans, overlay districts, and mandatory referrals, the Commission recommends an action to the Council, which has final authority.

Agendas and staff reports are [posted online](#) and emailed to our mailing list on the Friday afternoon before each meeting. They can also be viewed in person from 7:30 am - 4 pm at the Planning Department office in the Metro Office Building at 800 President Ronald Reagan Way. [Subscribe to the agenda mailing list](#)

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Writing to the Commission

Comments on any agenda item can be mailed, hand-delivered, faxed, or emailed to the Planning Department by 3pm on the Tuesday prior to the meeting day. Written comments can also be brought to the Planning Commission meeting and distributed during the public hearing. Please provide 15 copies of any correspondence brought to the meeting.

Mailing Address: Metro Planning Department, 800 President Ronald Reagan Way, P.O. Box 196300, Nashville, TN 37219-6300

Fax: (615) 862-7130

E-mail: planning.commissioners@nashville.gov

Speaking to the Commission

Anyone can speak before the Commission during a public hearing. A Planning Department staff member presents each case, followed by the applicant, community members opposed to the application, and community members in favor.

Community members may speak for two minutes each. Representatives of neighborhood groups or other organizations may speak for five minutes if written notice is received before the meeting. Applicants may speak for ten minutes, with the option of reserving two minutes for rebuttal after public comments are complete. Councilmembers may speak at the beginning of the meeting, after an item is presented by staff, or during the public hearing on that item, with no time limit.

If you intend to speak during a meeting, you will be asked to fill out a short "Request to Speak" form.

Items set for consent or deferral will be listed at the start of the meeting.

Meetings are conducted in accordance with the Commission's [Rules and Procedures](#).

Legal Notice

As information for our audience, if you are not satisfied with a decision made by the Planning Commission today, you may appeal the decision by petitioning for a writ of cert with the Davidson County Chancery or Circuit Court. Your appeal must be filed within 60 days of the date of the entry of the Planning Commission's decision. To ensure that your appeal is filed in a timely manner, and that all procedural requirements have been met, please be advised that you should contact independent legal counsel.



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If any accommodations are needed for individuals with disabilities who wish to be present at this meeting, please request the accommodation through hubNashville at <https://nashville.gov/hub-ADA-boards> or by calling (615) 862-5000. Requests should be made as soon as possible, but 72 hours prior to the scheduled meeting is recommended.

MEETING AGENDA

A: CALL TO ORDER

The meeting called to order at 4:04 p.m.

B: ADOPTION OF AGENDA

Ms. Dundon moved, and Mr. Marshall seconded the motion to adopt the Agenda. (10-0)

C: APPROVAL OF DECEMBER 12, 2024 MINUTES

Mr. Henley moved, and Mr. Smith seconded the motion to approve of the December 12, 2024, Minutes. (10-0)

D: RECOGNITION OF COUNCILMEMBERS

Councilmember Webb stated she has no opposition to her three projects on the agenda.

Councilmember Preptit spoke in favor of Item 32.

E: ITEMS FOR DEFERRAL / WITHDRAWAL: 2, 4, 5, 6, 7, 10, 11, 12, 13, 15, 17, 21, 23, 24, 25, 26, 28, 29, 30, 31, 40

Ms. Allen moved, and Ms. Leslie seconded the motion to approve the Items for Deferral and Withdrawal. (10-0)

F: CONSENT AGENDA ITEMS: 49

Vice Chair Farr moved, and Mr. Clifton seconded the motion to approve the Consent Agenda. (10-0)

Tentative Consent Item: Items noted below as On Consent: Tentative will be read aloud at the beginning of the meeting by a member of the Planning Staff to determine if there is opposition present. If there is opposition present, the items will be heard by the Planning Commission in the order in which they are listed on the agenda. If no opposition is present, the item will be placed on the consent agenda.

NOTICE TO THE PUBLIC: Items on the Consent Agenda will be voted on at a single time. No individual public hearing will be held, nor will the Commission debate these items unless a member of the audience or the Commission requests that the item be removed from the Consent Agenda.

G: ITEMS TO BE CONSIDERED

- 2024CP-012-001**
SOUTHEAST COMMUNITY PLAN AMENDMENT
Council District: 31 (John Rutherford)
Staff Reviewer: Andrea Barbour

A request to amend the Southeast Community Plan by changing community character policy from Urban Neighborhood Evolving (T4 NE) to Suburban Community Center (T3 CC) and Suburban Neighborhood Evolving (T3 NE) with Conservation (CO) policy to remain, for properties located at 5960 and 5966 Nolensville Pike, zoned Agricultural (AR2a) (8.09 acres), requested by Dale & Associates, applicant; Balasundaram Srinivasan and Vidyapriya Balasundaram, owners.
Staff Recommendation: Approve.

APPLICANT REQUEST
Amend the Southeast Community Plan to change the policy.

Major Plan Amendment
A request to amend the Southeast Community Plan by changing community character policy from Urban Neighborhood Evolving (T4 NE) to Suburban Community Center (T3 CC) and Suburban Neighborhood Evolving

(T3 NE) policy, with Conservation (CO) policy to remain, for properties located at 5960 and 5966 Nolensville Pike, zoned Agricultural (AR2a) (8.09 acres).

SOUTHEAST COMMUNITY PLAN

Current Policy

Urban Neighborhood Evolving (T4 NE) policy is intended to create and enhance neighborhoods to include greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques. The development pattern is moderate to high density with shallow setbacks and minimal spacing between buildings. T4 NE areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and transit.

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. CO policy will remain in place. *The CO policy applies to steep slopes located throughout the site and a stream located on the eastern portion of the site.*

Requested Policy (Note: Conservation policy remains in place.)

Suburban Community Center (T3 CC) policy is intended to create and enhance suburban community centers that serve suburban communities generally within a ten- to 20-minute drive. They are pedestrian friendly areas, generally located at prominent intersections, that contain mixed use, commercial, institutional, and residential uses.

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

BACKGROUND

The subject properties (study area), 5960 and 5966 Nolensville Pike, are in the Southeast Community Plan area. The properties are located south of Old Hickory Boulevard and are directly north of Lenox Village. Currently, each parcel in the study area contains one single family home fronting Nolensville Pike, while the remainder of the study area is mostly wooded with some open yard areas. The study area includes a total of 8.09 acres.

The general area surrounding the study area contains a variety of uses including multifamily residential, mixed-use, commercial, and single-family residential. The southeast part of Davidson County continues to grow in population, along with the adjacent counties, and recent years have seen additional mixed-use growth along the Nolensville Pike corridor. Lenox Village, a mixed-use development with an open space network and hundreds of residences, is located directly south of the study area.

The plan amendment was requested in anticipation of a future request to change the zoning from AR2a to Specific Plan (SP) zoning. Instead of developing the properties with residential uses under the current policy, the applicant wishes to develop mixed-use along the study area's frontage and an event venue on another portion of the property. The rezoning case will appear on a future Planning Commission agenda.

COMMUNITY PARTICIPATION

On December 2, 2024, Community Plans staff conducted an in-person community meeting at The Village Church (located at 7224 Old Burkitt Road, Antioch, TN 37013) to discuss the applicant's plan amendment request. Notices were mailed to 661 property owners in a 1,300-foot buffer of the plan amendment site. Details of the community meeting were made readily available on the Planning Department's webpage.

There were 26 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. No specific concerns related to the community plan amendment were raised by attendees. However, attendees raised several concerns regarding the proposed uses and site layout; discussion was primarily focused on connectivity, parking, and noise. The applicant agreed to make changes to the site layout, particularly along the northern and western sides of the site.

The community meeting lasted an hour and a half. Since the community meeting was held, the Planning Department has not received any public comments.

ANALYSIS

Planning staff analyzed the study area to determine the appropriateness of both the existing T4 NE policy and the proposed T3 CC and T3 NE policy. Staff's analysis included a review of parcel data, a field visit to the site, and an evaluation of recent policy and zoning trends in the area.

Growth & Preservation Concept Map

NashvilleNext's 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. As shown on the following image, the Concept Map classifies the western portion of the study area as *Transition or Infill*; the eastern portion is classified as *Neighborhood*. The requested policy would not change the study area's Growth and Preservation Concept Map designations area as *Transition or Infill* along the Nolensville Pike corridor and *Neighborhood* on the rear portion of the study area. *Transition or Infill* areas include moderately dense residential and small-scale offices that are appropriate along and around prominent corridors and centers to provide a harmonious connection to surrounding neighborhoods. These areas provide transitions — in building types as well as scale and form — between higher intensity uses or major thoroughfares and adjacent lower density residential neighborhoods. *Neighborhood* areas primarily include a mix of housing types and character, with smaller civic and employment areas and small neighborhood centers. *Neighborhood* areas have different contexts — rural, suburban, urban, or downtown — depending on their location. In this location, the character is suburban. Nolensville Pike is classified as a High-Capacity Transit Corridor with expected frequent transit in the future serving this area.

The study area is primarily surrounded by *Transition or Infill* to the north and the *Center* of Lenox Village to the south. The requested policy would not change the study area's designations, while supporting the Concept Map's vision for the area.

Community Character Policy Application

There are 14 Community Plans which provide the development vision and policy guidance for communities within Davidson County. The Southeast Community Plan makes use of Community Character Policy elements to ensure those areas continue to grow consistent with the community's vision. The Southeast Community Plan is mainly suburban policy along with a small portion of rural policy.

Conservation policy is present in the study area, calling attention to natural features, and will remain in place. The study area has some gentle slopes, though there are steeper slopes and a stream to the east. The elevation is highest at Nolensville Pike, around 700 feet. There is substantial tree cover on the site today, especially on the eastern half of the study area and along the northern, southern, and eastern boundaries.

The Community Character Policies support a variety of development and reinforce and enhance the pattern of existing neighborhoods. The current policy of T4 NE was placed on the study area in anticipation of an extension of Lenox Village's urban residential pattern, and it remains appropriate for the site to develop with residential uses. Staff's analysis, however, finds that the development proposal would better complement the surrounding area by changing the Transect from Urban to Suburban, being less intense while preserving and incorporating more natural features into the study area's development.

Per the Community Character Manual, a T3 CC policy area is generally intended to reshape existing centers into more intense mixed-use areas. T3 CC policy is recommended for the study area's frontage along Nolensville Pike to allow for an extension of a mix of uses but in a less intense character than what is found to the south in Lenox Village. Across Nolensville Pike is Urban Neighborhood Center (T4 NC), and to the south is Urban Community Center (T4 CC). T3 CC complements the mixed-use aspect of these policies albeit in a suburban character like the surrounding suburban residential policies.

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. T3 NE policy is recommended for the remainder of the study area to complement the area's surrounding residential context.

The recommended dividing line between T3 CC and T3 NE corresponds to the line separating *Transition or Infill* and *Neighborhood* on the Growth and Preservation Concept Map. The following image shows the recommended application of T3 CC and T3 NE policies in the study area.

Surrounding the study area are a variety of zoning districts. Adjacent to the north is One- and Two-Family residential (R20) and a Planned Unit Development (PUD). To the east and south is Residential Multifamily (RM9) and an Urban Design Overlay (UDO). To the west is One- and Two-Family residential (R15) and a PUD along with Shopping Center Neighborhood (SCN) and a Corridor Design Overlay (CDO). The applicant is working on a Specific Plan (SP) rezoning to be heard at a future Planning Commission meeting.

Transportation and Connectivity

Suburban center areas are served by high connectivity and complete streets supporting various modes of travel. 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, Nolensville Pike is classified as an arterial-boulevard, and Bradford Hills Drive to the south is classified as a collector-avenue. To the north is Barnes Road,

also classified as collector-avenue. Traffic congestion is a major concern in the area. Further, connectivity is somewhat limited, a network of local streets through various subdivisions provides additional connections between major streets. The Tennessee Department of Transportation is currently working on an expansion of Nolensville Pike to a five-lane cross section. This project—along with future transit expansions associated with Choose How You Move—should help improve congestion issues in the area.

To the south, Nolensville Pike has sidewalks through Lenox Village. However, in the section of the Nolensville Pike corridor adjacent to the study area, sidewalks and sidewalk connections are absent. Development will assist in building sidewalk infrastructure in this suburban area.

Currently, WeGo transit service is not provided in the area. The closet transit stop and service is Route 52 located 1.2 miles to the north at the intersection of Nolensville Pike and Old Hickory Boulevard. It is anticipated, however, that frequent transit service will be provided along Nolensville Pike in the future.

Analysis Summary

The proposed T3 CC and T3 NE policies are appropriate because the Suburban Transect acts as a bridge between the Rural and Urban Transect areas. In addition, these policies complement the surrounding Suburban policies and character of the areas to the north, east, and west. The Suburban Transect supports moderately intense development patterns with nature incorporated into the site design. Today, the area lacks pedestrian connectivity which could be provided with development. Transit service is anticipated in the future. T3 CC policy also supports an extension of mixed-use development found to the south. T3 NE policy supports residential uses while encouraging creative and environmentally sensitive development infill and redevelopment practices. Note that approval of the proposed policy change does not imply approval of the SP application, which is currently under review by Planning staff for consideration at an upcoming Planning Commission meeting.

STAFF RECOMMENDATION

Staff recommends approval of the community plan amendment request to change the applicable policy from Urban Neighborhood Evolving (T4 NE) to Suburban Community Center (T3 CC) and Suburban Neighborhood Evolving (T3 NE) with Conservation (CO) policy to remain in place.

Approve. (10-0)

Resolution No. RS2025-1

“BE IT RESOLVED by The Metropolitan Planning Commission that 2024CP-012-001 is approved. (10-0)

- 2. 2023Z-003TX-001**
DOWNTOWN CODE AMENDMENT
Council District: 19 (Jacob Kupin)
Staff Reviewer: Jared Islas

A request to amend Section 17.37 of the Metropolitan Code of Laws to update the Downtown Code's Bonus Height Program (BHP) and Outdoor Space standards as well as several minor housekeeping amendments.

Staff Recommendation: Defer to the February 13, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2023Z-003TX-001 to the February 13, 2025, Planning Commission meeting. (10-0)

- 3. 2024Z-022TX-001**
BL2024-594
Council District: Countywide
Staff Reviewer: Bob Leeman

A request to amend Section 17.04.060 of the Metropolitan Code, Zoning Regulations to add a definition for “bar or nightclub” and amend the definition of “beer and cigarette market” requested by Councilmembers Taylor and Ellis.

Staff Recommendation: Disapprove as submitted and approve with a substitute.

APPLICANT REQUEST

Amend the Zoning Code to add definition for “Bar or nightclub” and create a new definition for “Beer and cigarette market.”

PROPOSED AMENDMENTS TO TITLE 17

The bill as filed would amend Section 17.04.060 of the Metropolitan Code of Laws to add a definition for “Bar or nightclub” and to amend the definition of “Beer and cigarette market.”

[The changes are shown with new text underlined; existing text with a strikethrough.]

Section 17.04.060 of the Metropolitan Code is proposed to be amended by adding a definition for “Bar or nightclub” and amending the definition for “Beer and cigarette market” as follows:

“Bar or nightclub” means any establishment primarily in the business of the sale of alcoholic beverages for on-premises consumption and possessing the appropriate licenses for such and where the sale of prepared food-stuffs accounts for 49% or less of the establishment’s sales. These classes are referenced:

1. Bar or nightclub – Small: An establishment with a maximum occupancy capacity of 100 persons or fewer.
2. Bar or nightclub – Large: An establishment with a maximum occupancy capacity greater than 100 persons.

“Beer and cigarette market” means a retail establishment that advertises itself on the exterior of the premises as a tobacco and/or beer market, and whose inventory consists primarily of alcoholic beverages and tobacco products where the majority of the inventory available for purchase is alcoholic beverages with an alcoholic content of eight percent alcohol by weight or less and/or any product containing or used for consuming nicotine, cannabidiol (CBD), tetrahydrocannabinol (THC), or other similar substances.

BACKGROUND

Currently, the Zoning Code does not include a definition for “Bar or nightclub,” even though it is a use listed in the District Land Use table in the Code. The Zoning Administrator has indicated that it would be beneficial to include a definition in the Code. In 2022, there was a text amendment (2021Z-018TX-001/BL2021-922) introduced by Councilman Taylor that created a definition for “Bar or nightclub” and amended the code to add minimum distance requirements from certain uses and to require establishments to be limited to 2,500 square feet of gross floor area per establishment. This ordinance was seeking “to distinguish establishments between being classified as a restaurant or a bar/nightclub.”

Since Planning Staff was still in the beginning stages of the Independent Music Venue (IMV) study in July of 2022, staff recommended that the text amendment be deferred so that the study could be completed to better understand how the proposed text amendment may affect these venues since small independent music venues often are included in bar and nightclub establishments where live music is performed. That proposed bill was withdrawn at the end of the previous council term.

ANALYSIS

The proposal defines “Bar or nightclub,” and also includes a distinction between “small” (capacity of 100 and fewer occupancy) and “large” (capacity of greater than 100 capacity) establishments.

The Code does not include any regulations that distinguish between small or large establishments of this type and none are proposed with this amendment. Therefore, staff recommends that this portion of the proposed amendment be removed.

While the primary definition can remain, staff recommends that the following language be removed from the amendment:

“These classes are referenced:

- 1. Bar or nightclub – Small: An establishment with a maximum occupancy capacity of 100 persons or fewer.*
- 2. Bar or nightclub – Large: An establishment with a maximum occupancy capacity greater than 100 persons.”*

Staff also notes that the Zoning Administrator indicated that the Codes Department does not have the ability to track or verify the amount of food versus alcohol products sold in an establishment. However, this is likely something the State can track. Staff recommends that the definition be revised so that it can be more easily enforced.

Staff does not see any immediate issues with the amended definition for “Beer and cigarette” market, as it is addressing more recent merchandise that has become prevalent in these establishments, such as vape, CBD and THC products. The amendment also clarifies that an establishment need not sell both beer and cigarette products to be classified as such.

ZONING ADMINISTRATOR RECOMMENDATION

No exception taken.

FISCAL IMPACT RECOMMENDATION

The Codes Department anticipates the proposed amendment to be revenue neutral.

TEXT AMENDMENT REVIEW PROCESS

The Planning Commission adopted amended Rules and Procedures (Section VIII. D) on October 24, 2024, requiring zoning text amendments to go through a two-step process at the Planning Commission to allow a public hearing at the first meeting where it is considered, then a deferral of two regularly scheduled meetings (four weeks), and then final consideration at a second meeting. Since there was only one meeting in December, staff recommended this be deferred to the January 9, 2025, Planning Commission meeting. Nobody spoke at the public hearing at Planning Commission. However, the Planning Commission did discuss the item.

The ordinance was introduced on First Reading at Council on November 7, 2024, and the public hearing was deferred on December 3rd to January 21, 2025, to allow for Planning Commission consideration.

Planning staff met with Councilman Taylor on December 16, 2024, who indicated he was in support of moving forward with the recommended substitute ordinance proposed by Planning staff.

MPC RULES AND PROCEDURES

This item was deferred to the January 9, 2025, Planning Commission meeting per MPC Rules and Procedures, following a public hearing at the Planning Commission.

STAFF RECOMMENDATION

Disapprove as submitted and approve with a substitute.

SUBSTITUTE ORDINANCE NO. BL2024-594

An ordinance amending Section 17.04.060 of the Metropolitan Code, Zoning Regulations to add a definition for "~~b~~Bar or nightclub" and amend the definition of "~~b~~Beer and cigarette market" (Proposal No. 2024Z-022TX-001).

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

Section 1. That Section 17.04.060 of the Metropolitan Code is hereby amended by adding a definition for "~~b~~Bar or nightclub" in alphabetical order as follows:

"Bar or nightclub" means any establishment primarily in the business of the sale of alcoholic beverages for on-premises consumption and possessing the appropriate licenses for such ~~and where the sale of prepared food stuffs accounts for 49% or less of the establishment's sales. These classes are referenced:~~

~~1. Bar or nightclub — Small: An establishment with a maximum occupancy capacity of 100 persons or fewer.~~

~~2. Bar or nightclub — Large: An establishment with a maximum occupancy capacity greater than 100 persons.~~

Section 2. That Section 17.04.060 of the Metropolitan Code is hereby amended by deleting the definition for "~~b~~Beer and cigarette market" in its entirety and replacing it with the following:

"Beer and cigarette market" means a retail establishment where the majority of the inventory available for purchase is alcoholic beverages with an alcoholic content of eight percent alcohol by weight or less and/or any product containing or used for consuming nicotine, cannabidiol (CBD), tetrahydrocannabinol (THC), or other similar substances.

Section 3. The Metropolitan Clerk is directed to publish a notice announcing such change in a newspaper of general circulation within five days following final passage.

Section 4. This Ordinance shall take effect upon publication of above said notice announcing such change in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

Disapprove as submitted and approve with a substitute. (10-0)

Resolution No. RS2025-2

"BE IT RESOLVED by The Metropolitan Planning Commission that 2024Z-022TX-001 is disapproved as submitted and approved with a substitute. (10-0)"

4. 2023SP-086-001

THE COLLECTIVE

Council District: 10 (Jennifer Webb)

Staff Reviewer: Celina Konigstein

A request to rezone from R10 to SP zoning for property located at 244 and 252 Liberty Lane, approximately 530 feet north of Peebles Court, (3.18 acres), to permit 51 multi-family residential units, requested by Dale & Associates, applicant; Biddle Enterprises, Inc., owner.

Staff Recommendation: Defer to the February 13, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2023SP-086-001 to the February 13, 2025, Planning Commission meeting. (10-0)

5. 2024SP-003-001

BURKITT CORNER

Council District: 33 (Antoinette Lee)

Staff Reviewer: Celina Konigstein

A request to rezone from AR2A to SP zoning for properties located at 433 and 13240 Old Hickory Boulevard, at the northern corner of Old Hickory Boulevard and Burkitt Road (9.44 acres), to permit 85 multi-family residential units, requested by Dale & Associates, applicant; Paul Tune, Trustee, owner.

Staff Recommendation: Defer to the February 27, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2024SP-003-001 to the February 27, 2025, Planning Commission meeting. (10-0)

6. 2024SP-036-001

832 WEST TRINITY

Council District: 02 (Kyonzté Toombs)

Staff Reviewer: Laszlo Marton

A request to rezone from R8 to SP zoning for property located at W. Trinity Lane (unnumbered), approximately 655 feet west of McKinley Street, (1 acre), to permit 18 multi-family residential units, requested by Dale & Associates, applicant; Mc Gran, LLC, owner.

Staff Recommendation: Defer to the February 27, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2024SP-036-001 to the February 27, 2025, Planning Commission meeting. (10-0)

7. 2024SP-039-001

BRENTWOOD CHASE 3

Council District: 26 (Courtney Johnston)

Staff Reviewer: Dustin Shane

A request to rezone from R40 to SP zoning for properties located at 5633, 5637, 5639, 5645, 5651, 5661, 5665, 5655 Valley View Road, approximately 960 feet south of Old Hickory Blvd (15 acres), to permit 71 multi-family residential units, requested by Dale & Associates, applicant; various property owners.

Staff Recommendation: Defer to the February 13, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2024SP-039-001 to the February 13, 2025, Planning Commission meeting. (10-0)

8. 2024SP-043-001
1265 MCGAVOCK SP
Council District: 07 (Emily Benedict)
Staff Reviewer: Celina Konigstein

A request to rezone from RS7.5 to SP zoning for property located at 1265 McGavock Pike, at the northwest corner of McGavock Pike and Oxford Street, (0.45 acres), to permit six multi-family residential units, requested by Dale & Associates, applicant; AK Development, LLC, owner.

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

APPLICANT REQUEST

Preliminary SP to permit a multi-family residential development.

Preliminary SP

A request to rezone from Single Family Residential (RS7.5) to Specific Plan (SP) zoning for property located at 1265 McGavock Pike, at the northwest corner of McGavock Pike and Oxford Street, (0.45 acres), to permit six multi-family residential units.

Existing Zoning

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *Based on acreage alone, RS7.5 would permit a maximum of two single-family lots. This does not account for application of Metro's Subdivision Regulations.*

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.*

EAST NASHVILLE COMMUNITY PLAN

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

SITE

The approximately 0.45-acre site is classified as vacant residential land and located at the northwest corner of McGavock Pike and Oxford Street. The site has a bus stop along the McGavock Pike frontage at the intersection of McGavock Pike and Glenmeade Drive.

There are a variety of surrounding zoning districts including Single-Family Residential (RS7.5), Mixed Use Neighborhood-Alternative and Mixed Use Limited- Alternative (MUN-A and MUL-A) and One- and Two-Family Residential (R6 and R8). The subject site is located on a corner and has frontage on McGavock Pike and Oxford Street. McGavock Pike is identified as an arterial boulevard as classified by the Major and Collector Street Plan (MCSP).

PLAN DETAILS

The plan proposes six multi-family residential units. Units 1 – 4 are grouped in pairs while Units 5 and 6 are detached units. Units 1 and 2 are oriented towards McGavock Pike while units 2, 3, 5, and 6 are oriented toward Oxford Street. Unit 4 is oriented toward the shared courtyard between Units 1 – 3. The proposed units share access through a private drive from Oxford Street. All units are served with surface parking.

All units are proposed with a maximum height of two stories in 35 feet measured from the average elevation at the grade to the highest point in the roofline. A minimum of fifteen percent glazing is required on building facades fronting a street.

Sidewalk connections are provided from all units to either McGavock Pike or Oxford Street. Per the MCSP requirements, the plan shows an eight-foot sidewalk and six-foot planting strip along McGavock Pike and a five-foot sidewalk and four-foot planting strip along Oxford Street. Street trees are proposed in both planting strip areas. As shown on the site layout, a 10' type B-3 landscape buffer is proposed along the northern and western property line with a six-foot tall opaque fence.

ANALYSIS

The subject site is vacant and located within an Urban Neighborhood Maintenance (T4 NM) policy area. T4 NM policy areas are characterized by moderate to higher density residential development with an emphasis on a diverse mix of housing types and high levels of connectivity within and around a site. Policy guidance notes established T4 NM areas may have underutilized or vacant parcels that may be developed with a broader mix of housing types at a slightly greater intensity depending on the site's proximity to transit and location along a higher classification street.

The site has frontage along a higher classification street, McGavock Pike, and has access to existing mass transit with a bus stop located along the McGavock Pike frontage. Prior to the final site plan submission and with review of the final SP, discussions will take place with WeGo to determine an alternative location to relocate the bus stop off of the subject site to a new location to the east. This is further discussed in WeGo's conditions below.

While the site is within a T4 NM policy area, it abuts an Urban Neighborhood Center (T4 NC) policy to the east. The location and relationship of the site between the existing neighborhood to the west and the predominantly mixed-use zoned neighborhood center to the east provides an opportunity for a transition in land use and building form. The plan meets the policy goals of T4 NM by providing a layout consistent with the design principles identified in the policy. The proposed height of all units is two stories in 35 feet, consistent with the policy guidance of one-to-three-story tall buildings. Conceptual elevation exhibits reflecting pitched roofs and more traditional design elements were shared with staff. A condition to include those elevations on the corrected copy has been added.

The landscaping buffers provided along the northern and western property boundaries are appropriate to minimize the proposed development's visual impact on the existing surrounding neighborhood. Landscaping is also used to screen the courtyard and parking from McGavock Pike.

The subject site is suitable to serve as a transition in density and building type between a residential area and neighborhood center due to its location on a corner and along a higher classification street, proximity to transit, and its position on a policy seam.

Staff finds the proposed SP zoning district to be consistent with the guidance provided in the T4 NM policy.

FIRE MARSHAL RECOMMENDATION

Approve

WEGO RECOMMENDATION

Approve with conditions

- Please show the existing bus stop sign on Existing Conditions at Final SP.
- Please strengthen your General Plan Notes to be:
 - Development will relocate the existing McGavock Pike & Glenmeade Dr westbound bus stop to a new location near 1313 McGavock Pike. The bus stop will be an in-lane local service bench-type bus stop as per latest WeGo Design Guidelines. Developer is not required to provide any appurtenances at a new location.
 - The new bus stop will be ADA compliant and flush with existing sidewalk and curb. The bus stop waiting area will be a min 45ft x 8ft x 6in thick concrete. A new location will be determined before Final SP. A new location may be constrained by existing ROW and utilities.
 - WeGo conditions will be shown on Final SP.
 - WeGo conditions will be complete prior to any occupancy or use of the site.
 - Development will liaise and reach agreement with WeGo Robert.Johnson@Nashville.gov on all WeGo conditions prior to Final SP.

STORMWATER RECOMMENDATION

Approve with conditions

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

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

- Final construction 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: Any proposed roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT detail standards.
- Provide frontage improvements per the Major Collector street Plan (MCSP).
- Dedicate ROW to accommodate the MCSP requirements. Dimension ROW pavement widths for clarity.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility work in public ROW. (cont.) Extents to be coordinated in field with NDOT inspector.
- Additional roadway paving may be required at final to meet roadway half section and/or minimum travel lane widths of 22 ft.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- At the intersection of McGavock Pike & Oxford Street, include a stop bar striping behind the crosswalk.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.45	5.80 F	2 U	28	7	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential 3-10 (221)	0.45	-	6 U	31	3	3

Traffic changes between maximum: **R7.5 and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+3	-4	+1

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP-R district: 1 Elementary 0 Middle 0 High

The proposed SP-R zoning is expected to generate one additional student than the existing RS7.5 zoning districts. Students would attend Inglewood Elementary School, Isaac Litton Middle School, and Stratford STEM Magnet High School. Inglewood Elementary School is identified as being at capacity, while Isaac Litton Middle School and Stratford STEM Magnet High School are both identified as being 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 with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of six multi-family residential units. Short-term rental properties, owner occupied and short-term rental properties, not owner occupied, shall be prohibited.
2. On the corrected copy, modify the label pointing to the fence on the northern property line to state: "6' Tall Opaque Fence Along North Property Line".
3. On the corrected copy, update McGavock Pike ROW label on site plan to "ROW Varies".
4. On the corrected copy, label and dimension the half of standard ROW on Oxford Street.
5. On the corrected copy, label and dimension the existing half of standard ROW, proposed half of standard ROW, and ROW dedication on McGavock Pike
6. On the corrected copy, dimension and label the McGavock Pike setback from the proposed ROW line, maintaining the current placement of the units along McGavock Pike.
7. On the corrected copy, revise architectural elevations to reflect the unit locations and spacing of the preliminary SP.

8. On the corrected copy, modify the height standard on the plan to state the following: Height shall be measured from the average elevation (4 most exterior corners) at the finished grade to the top of the primary roof pitch.
9. On the corrected copy, show existing trees on existing conditions sheet and add labels for trees which are to be removed.
10. On the corrected copy, update the fallback zoning district to RM9.
11. With the final site plan, landscape screening shall be provided between Units 5 and 6 to shield parking visibility from Oxford Street.
12. With the final site plan, all mechanical units shall be located on the sides of units and be screened with additional landscaping, subject to Planning Staff review.
13. With the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
14. 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.
15. 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.
16. 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.
17. Comply with all conditions and requirements of Metro reviewing agencies.
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, as of the date of the applicable request or application.
19. 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.
20. 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.
21. No master permit/HPR shall be recorded prior to final SP approval.
22. Final plat may be required prior to permitting.

Ms. Konigstein presented the staff recommendation to approve with conditions and disapprove without all conditions.

Michael Garrigan, Dale & Associates, 516 Heather Place, spoke in favor of the application.

Chris Wright, East Nashville, spoke in favor of the application.

DJ Sullivan, Scott Avenue, spoke in favor of the application.

Matthew Bond, Golf Street, spoke in opposition to the application.

Joseph Harris, Oxford Street, spoke in opposition to the application.

May Wood Malloy, Kenmore Place, spoke in opposition to the application.

Patrick Sansone, Kenmore Place, spoke in opposition to the application.

Forest Miller, no location given, spoke in opposition to the application.

Michael Garrigan spoke in rebuttal.

Councilmember Benedict spoke in favor of the application.

Chair Adkins closed the Public Hearing.

Vice Chair Farr spoke in favor of the application and supported staff recommendations.

Mr. Clifton spoke in favor of the application.

Vice Chair Farr moved, and Mr. Marshall seconded the motion to approve with conditions and disapprove without all conditions. (10-0)

Resolution No. RS2025-3

"BE IT RESOLVED by The Metropolitan Planning Commission that 2024SP-043-001 is approved with conditions and disapproved without all conditions. (10-0)

CONDITIONS

1. Permitted uses shall be limited to a maximum of six multi-family residential units. Short-term rental properties, owner occupied and short-term rental properties, not owner occupied, shall be prohibited.
2. On the corrected copy, modify the label pointing to the fence on the northern property line to state: "6' Tall Opaque Fence Along North Property Line".
3. On the corrected copy, update McGavock Pike ROW label on site plan to "ROW Varies".
4. On the corrected copy, label and dimension the half of standard ROW on Oxford Street.
5. On the corrected copy, label and dimension the existing half of standard ROW, proposed half of standard ROW, and ROW dedication on McGavock Pike
6. On the corrected copy, dimension and label the McGavock Pike setback from the proposed ROW line, maintaining the current placement of the units along McGavock Pike.
7. On the corrected copy, revise architectural elevations to reflect the unit locations and spacing of the preliminary SP.
8. On the corrected copy, modify the height standard on the plan to state the following: Height shall be measured from the average elevation (4 most exterior corners) at the finished grade to the top of the primary roof pitch.
9. On the corrected copy, show existing trees on existing conditions sheet and add labels for trees which are to be removed.
10. On the corrected copy, update the fallback zoning district to RM9.
11. With the final site plan, landscape screening shall be provided between Units 5 and 6 to shield parking visibility from Oxford Street.
12. With the final site plan, all mechanical units shall be located on the sides of units and be screened with additional landscaping, subject to Planning Staff review.
13. With the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
14. 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.
15. 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.
16. 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.
17. Comply with all conditions and requirements of Metro reviewing agencies.
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, as of the date of the applicable request or application.
19. 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.
20. 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.
21. No master permit/HPR shall be recorded prior to final SP approval.
22. Final plat may be required prior to permitting.

9. 2024SP-044-001

215 ONE MILE

Council District: 10 (Jennifer Webb)

Staff Reviewer: Savannah Garland

A request to rezone from RS20 to SP zoning for property located at 215 One Mile Parkway, approximately 1,200 feet west of Gallatin Pike, (8.81 acres), to permit 87 multi-family residential units, requested by Dale & Associates, applicant; Galen Porter & Gary Andrews, owners.

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

APPLICANT REQUEST

Preliminary SP to permit a multi-family residential development.

Preliminary SP

A request to rezone from Single-family Residential (RS20) to Specific Plan (SP) zoning for property located at 215 One Mile Parkway, approximately 1,200 feet west of Gallatin Pike, (8.81 acres), to permit 87 multi-family residential units.

Existing Zoning

Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre. *RS20 would permit a maximum of 19 lots based on acreage only. Application of the Subdivision Regulations could result in fewer lots.*

Proposed Zoning

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

MADISON COMMUNITY PLAN

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. 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.

SITE CONTEXT AND REQUEST DETAILS

The approximately 8.81-acre site is located on the west end of One Mile Parkway, west of Slayton Drive, and approximately 1,200 feet west of Gallatin Pike. The Major and Collector Street Plan (MCSP) classifies One Mile Parkway as a collector-avenue east of the site; however, the segment that touches the site is a local street. Slayton Drive is an existing local street to the northwest that transitions to unimproved, unaccepted right-of-way where it adjoins the northwest corner of the site. There is a communications tower located on the site towards the northern end with a TVA easement shown over it. The site has frontage on One Mile Parkway with proposed private drives within the development. The property is currently vacant. The surrounding zoning districts include Single-Family Residential (RS20), Commercial Service (CS), Specific Plan (SP), and Multi-Family Residential (RM6). The surrounding land uses include single-family residential, one- and two-family residential, commercial, industrial, and community/institutional/utility.

Site Plan

The proposed SP would permit a multi-family development with 87 attached units (townhomes) on the plan. The units are proposed to be 35 feet tall in three stories. Units 1-7 are proposed to be facing open space to the north, with pedestrian access. Units 8-27 propose to have front facing facades on the west side facing open space, with pedestrian access. Units 28-87 propose to have front facing facades with pedestrian access on the courtyard sides.

This property currently has one point of access from One Mile Parkway to the site. One Mile Parkway is proposed to extend into a cul-de-sac and a 24-foot-wide private drive will extend from the south side of the cul-de-sac into the development. There are 174 covered parking stalls (2 garage spaces/unit) and 64 surface stalls being proposed, totaling 238 stalls or 2.7 stalls per unit. The required parking counts will be determined with the final SP based on final bedroom counts. It is noted on the plan that all townhomes will be sprinklered for fire safety.

Vehicular access is served by private drives with sidewalks connecting to the public sidewalk proposed along One Mile Parkway. There are two courtyards proposed in the middle of the site, with one on the north side being surrounded by Units 44-71 and one on the south side, being surrounded by Units 28-43 and 72-87. A dog park is proposed at the southwest corner of the site near units 25-27. The total amount of onsite open space is 177,705 square feet, or approximately four acres, including areas for stormwater. There are two dumpster pads shown on the plan with a six-foot screen fence. There is landscaping shown around the eastern, southern, and part of the western boundaries. There is also a stream buffer on the west side of the development where the Conservation Policy (CO) is identified.

ANALYSIS

The proposed subject site is located in the Suburban Neighborhood Evolving T3 (NE) policy area and a small portion on the west side is in the Conservation policy (CO) where a stream is present. The T3 NE policy is intended to enhance suburban neighborhoods with greater housing choice, improved connectivity, and more creative and innovative, and environmentally sensitive development techniques. The CO intent is to preserve environmentally sensitive land features through protection and remediation. The T3 NE policy supports moderate-density development patterns with residential and institutional land uses.

This site is located along the eastern edge of a T3 NE policy area, adjacent to the Suburban Neighborhood Mixed Use Corridor (T3 CM) and Civic (CI) policies to the east. To the north, properties are in the T3 NE policy, transitioning to the Suburban Neighborhood Maintenance (T3 NM) policy further north. Properties to the east of this site are located in the 04-T3-CM-01 supplemental policy area (SPA). This SPA is intended to maintain the “motor mile” as an economic resource for Madison and Davison County, allowing the expansion and creation of such uses with design guidelines not found in other areas along Gallatin Pike. The SPA includes numerous automobile-related uses such as sales of new and used cars and auto repair services. The proposed development, at approximately 9.9 units per acre, will provide a good transition between the SPA to the east, the RS20 residential uses to the west, and the approximately 18-acre SP (2021SP-031-001) apartment complex to the north.

The T3 NE policy supports buildings that are from one to three stories and oriented to the street or to an open space, which may vary and could include courtyards or other types of open space. The proposed development aligns with these policy goals by providing units that are oriented towards functional and accessible open space, such as the courtyards and dog park, with an integrated pedestrian network. T3 NE policy areas are placed in relation to corridors and centers that add value to neighborhoods by growing the housing market. The location of this site along a policy seam with Suburban Neighborhood Mixed Use Corridor (T3 CM), allows for a balanced mix of residential and commercial land uses in the area.

This proposed SP is approximately 0.32 miles from Gallatin Pike, which is classified as an arterial boulevard per the Major and Collector Street Plan (MCSP), and where a WeGo bus route is located approximately 190 feet north of One Mile Parkway near the recently developed SP (2021SP-031-001), north of the proposed site. Sidewalks were recently installed on one side of One Mile Parkway with the previously approved SP (2021SP-031-001), all the way to Gallatin Pike as well as a bike lane on one side of the street. The sidewalk and bike lane connections also continue north along Connare Drive.

The proposed improvements on this site include a complete sidewalk network to the transit shelters on Gallatin Pike, updating the crosswalks and providing ADA compliant curb ramps where missing or damaged along the nearby northern and western segments of Gallatin Pike and One Mile Parkway. The project also will construct approximately 180 feet of sidewalk and provide ADA compliant curb ramps to connect from the property frontage to the existing sidewalk on One Mile Parkway. The proposed 27-foot pavement extension of One Mile Parkway that will connect to the proposed cul-de-sac will also help with connectivity in the area.

The Conservation (CO) policy on the property is located on the western portion of the parcel due to the presence of a stream and buffer. The proposed building footprints are located outside of the stream buffer, consistent with the CO policy guidance. Public utility and drainage easements, as well as the stream buffer have been established in this area to address the existing stream on the property. This provides a natural buffer between the subject site and the adjacent T3 NE policy area to the west.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Unit count reduced. 87 townhouse units. Sprinklered with one point of access.

STORMWATER RECOMMENDATION

Approve with conditions

- Preliminary approval only. Final approval to meet requirements of stormwater management manual.

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

- Final constructions plans shall comply with the design regulations established by NDOT.

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- With the Final SP submittal, include the number of 1 bedroom, 2 bedroom, and 3 bedroom flats to confirm parking is meeting code requirements in Parking and Access table section on the cover sheet.
- Recommendations from the MMTA are to be included with the building permit plan set: a) Complete the sidewalk network to the transit shelters on Gallatin Pike. b) Refresh crosswalks and provide ADA compliant curb ramp where missing or damaged for the north and west legs of Gallatin Pike and One Mile Parkway. c) Construct approximately 180 feet of sidewalk and provide ADA compliant curb ramps to connect to the existing sidewalk from the property frontage on One Mile Parkway.

Maximum Uses in Existing Zoning District: RS20

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	8.81	1.85 F	16 U	193	16	17

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	8.81	-	87 U	472	30	39

Traffic changes between maximum: RS20 and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+279	+14	+22

METRO SCHOOL BOARD REPORT

Projected student generation existing RS20 districts: 2 Elementary 1 Middle 2 High

Projected student generation proposed SP district: 15 Elementary 6 Middle 8 High

The proposed SP zoning is expected to generate 24 additional students than the existing RS20 zoning. Students would attend Old Center Elementary School, Goodlettsville Middle School, and Hunters Lane High School. Old Center Elementary is identified as at over capacity. Goodlettsville Middle School is identified as under capacity and Hunters Lane High 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 with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to 87 multi-family residential units. Short term rental property, owner occupied, and short term rental property, not-owner occupied shall be prohibited.
2. On the corrected copy add the following height standard to the plan: Height shall be measured from the average elevation (4 most exterior corners) at the finished grade to the midpoint of the primary roof pitch or to the top of the parapet for a flat roof.
3. On the corrected copy, correct the spelling of Connare drive on page C2.0.
4. On the corrected copy, provide and label a Type B buffer along the eastern property line.

5. Units along the western and southern portions of the site shall be sufficiently screened from adjacent properties on Highland Circle. With the final SP, a detailed landscape plan shall be provided to demonstrate appropriate landscape screening, including treatments to minimize views into unit garages.
6. Right-of-way dedication areas and road improvement details shall be identified on the final site plan consistent with the applicable local and/or MCSP requirements. Any additional areas of dedication not currently identified on the preliminary SP to meet road width standards shall be provided.
7. Comply with all conditions and requirements of Metro Reviewing Agencies.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with the final site plan application.
9. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM9 zoning district of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
10. The final site plan/building permit site plan shall depict any required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within any required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of any required sidewalk. Vertical obstructions are only permitted within any required grass strip or frontage zone.
11. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
12. 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.
13. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any of any building permits.
14. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
15. Final plat may be required prior to permitting.

Approve with conditions and disapprove without all conditions. (10-0)

Resolution No. RS2025-4

"BE IT RESOLVED by The Metropolitan Planning Commission that 2024SP-044-001 is approved with conditions and disapproved without all conditions. (10-0)

CONDITIONS

1. Permitted uses shall be limited to 87 multi-family residential units. Short term rental property, owner occupied, and short term rental property, not-owner occupied shall be prohibited.
2. On the corrected copy add the following height standard to the plan: Height shall be measured from the average elevation (4 most exterior corners) at the finished grade to the midpoint of the primary roof pitch or to the top of the parapet for a flat roof.
3. On the corrected copy, correct the spelling of Connare drive on page C2.0.
4. On the corrected copy, provide and label a Type B buffer along the eastern property line.
5. Units along the western and southern portions of the site shall be sufficiently screened from adjacent properties on Highland Circle. With the final SP, a detailed landscape plan shall be provided to demonstrate appropriate landscape screening, including treatments to minimize views into unit garages.
6. Right-of-way dedication areas and road improvement details shall be identified on the final site plan consistent with the applicable local and/or MCSP requirements. Any additional areas of dedication not currently identified on the preliminary SP to meet road width standards shall be provided.
7. Comply with all conditions and requirements of Metro Reviewing Agencies.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with the final site plan application.
9. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM9 zoning district of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
10. The final site plan/building permit site plan shall depict any required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within any required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of any required sidewalk. Vertical obstructions are only permitted within any required grass strip or frontage zone.
11. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
12. 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.

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

14. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.

15. Final plat may be required prior to permitting.

10. 2024SP-048-001
4222 & 4278 CENTRAL PIKE
 Council District: 12 (Erin Evans)
 Staff Reviewer: Laszlo Marton

A request to rezone from RS15 to SP zoning for properties located at 4222, 4226 and 4278 Central Pike (30.14 acres), approximately 765 feet east of South New Hope Road, to permit a mixed-use development, requested by Dewey Engineering, applicant; Frank Batson Homes, Inc., owner.

Staff Recommendation: Defer to the February 27, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2024SP-048-001 to the February 27, 2025, Planning Commission meeting. (10-0)

11. 2024SP-049-001
5642 VALLEY VIEW SP
 Council District: 04 (Mike Cortese)
 Staff Reviewer: Dustin Shane

A request to rezone from R40 to SP zoning for property located at 5642 Valley View Road, approximately 425 feet west of Cloverland Drive (1.45 ac), to permit six detached multi-family residential units, requested by Dale & Associates, applicant; Vincent & Sarah Biegel, owners.

Staff Recommendation: Defer to the February 13, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2024SP-049-001 to the February 13, 2025, Planning Commission meeting. (10-0)

12. 2024SP-057-001
2908 12TH AVE. S.
 Council District: 18 (Tom Cash)
 Staff Reviewer: Matt Schenk

A request to rezone from CS to SP zoning for property located at 2908 12th Avenue South, at the northeast corner of Kirkwood Avenue and 12th Avenue South, (0.33 acres), to permit non-residential uses, requested by Centric Architecture, applicant; 2908 12th S. Partners, LLC, owner.

Staff Recommendation: Defer to the February 13, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2024SP-057-001 to the February 13, 2025, Planning Commission meeting. (10-0)

13. 2024SP-060-001

1609 4TH AVE. N.

Council District: 19 (Jacob Kupin)

Staff Reviewer: Matt Schenk

A request to rezone from R6-A to SP zoning for property located at 1609 4th Avenue North, approximately 182 feet north of Hume Street, (0.53 acres), to permit 21 multi-family residential units, requested by Catalyst Design Group, applicant; M & J Partnership owner.

Staff Recommendation: Defer to the February 13, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2024SP-060-001 to the February 13, 2025, Planning Commission meeting. (10-0)

14. 2024SP-063-001

866 YOUNGS LN

Council District: 02 (Kyonzté Toombs)

Staff Reviewer: Celina Konigstein

A request to rezone from R8 to SP zoning for property located at 866 Youngs Lane, approximately 430 feet southeast of Roy Street, (7.96 acres), to permit 159 multi-family residential units, requested by Fulmer Lucas Engineering, applicant; Nicholas Holt Jr., Richard Holt and Mary Sykes, owners.

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

APPLICANT REQUEST

Preliminary SP to permit a multi-family residential development.

Preliminary SP

A request to rezone from One and Two-Family Residential (R8) to Specific Plan (SP) zoning for property located at 866 Youngs Lane, approximately 430 feet southeast of Roy Street, (7.96 acres), to permit 159 multi-family residential units.

Existing Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 43 lots with 10 duplex lots for a total of 53 units, based on acreage alone. Application of the Subdivision Regulations may result in fewer units at this site. Duplex eligibility will be determined by the Metro Codes Department.*

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.

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

T4 Urban Mixed Use Corridor (T4 CM) is intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

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

Supplemental Policy

This site is located within the Haynes Trinity Small Area Plan portion of the Bordeaux-Whites Creek-Haynes Trinity Community Plan area. The intent of the supplemental policy is to create and enhance neighborhoods with greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques.

SITE

The application consists of one parcel totaling 7.96 acres in size located approximately 415 feet east of Roy Street and adjacent to the Cumberland River. Several structures exist on the site, and it is classified as a single-family residential use. Surrounding uses also include single-family residential, multi-family residential, a church, and vacant land. The abutting parcels to the west are zoned R8. On the adjacent parcel to the east, there is a council approved preliminary SP (2023SP-062-001) for 20 multi-family residential units on approximately 4.22 acres. Further to the east is another preliminary SP (2021SP-077-001) approved for 21 multi-family residential units on approximately 4.07 acres.

PLAN DETAILS

The plan is regulatory in nature and proposes a maximum of 159 units across 7.96 acres. Due to the presence of floodplain on the parcel, the developable area is reduced to approximately five acres. The developable area as shown on the plans is the only area where development will be permitted to occur. The developable area and the fallback zoning governing the site is based on the RM20-A zoning district. As the proposed plan is regulatory, additional standards to provide guidance for future development are outlined in the plan including orientation, height, and some design standards. Structures are proposed to be fronting the public street or a shared common area. A requirement for unit orientation along Youngs Lane is included in the standards to ensure that future development is oriented to the corridor. All units are proposed to have a maximum height of three stories in 45 feet measured from the average finished grade to the top of the roofline. A minimum of twenty percent glazing is required on all building facades fronting a street. Surface parking is prohibited between Youngs Lane and the proposed units.

The plan proposes a greenway trailhead and greenway easement that connects Youngs Lane to the Cumberland River. The requirements of the Major and Collector Street Plan (MCSP) are proposed along Youngs Lane, a collector avenue as classified by the MCSP, and are met through right-of-way dedication and required improvements that include a four-foot wide planting strip, eight-foot wide sidewalk and four-foot wide frontage zone. A fifteen-foot landscape buffer is proposed along the western property line to buffer the existing development to the west.

The existing context along Youngs Lane street varies. To the west of the subject property are several parcels developed under R8 zoning. To the east of the subject parcel, aside from some small out parcels, the next property is zoned SP for multi-family residential development. This proposed development will need to provide a transition along the street from the lower density residential uses to the planned multi-family to the east. One way for the proposed development to accomplish this is through a stair step setback pattern. Staff has proposed a setback of 40 feet along the western frontage of Youngs Lane to be gradually reduced to no more than 25 feet along the eastern frontage of Youngs Lane.

ANALYSIS

The subject site is located within an Urban Mixed Use Corridor (T4 CM) policy area. T4 CM policy areas are intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor. Commercial uses are preferred at intersections with residential uses between intersections. As this site is between intersections, multifamily residential buildings are preferred. This is consistent with the development type proposed.

The plan meets the policy goals by providing standards consistent with the design principles identified in the policy. The proposed height of all units is three stories in 45 feet, consistent with the policy guidance of three-to-five-story tall buildings. The landscaping buffers provided along the western property boundaries are appropriate to minimize the proposed development's visual impact on the less densely developed adjacent parcels.

The subject parcel is one of the larger parcels in the area and therefore can likely support a greater level of density. With the entire site being 7.96 acres and 159 units proposed, the density across the site is about 20 units per acre. However, due to the environmentally sensitive features on the site, the development footprint is reduced to exclude these areas leading to the development being concentrated on a smaller area. With the exclusion of environmentally sensitive features and the area reserves for a future greenway, the concentrated development is appropriate as it is less likely to disturb the environmental features. Staff finds that limiting the developable area on the property to be outside of the floodplain and area reserves for a future greenway is consistent with the goals of CO policy to avoid the disturbance of sensitive environmental features.

The Haynes Trinity Supplemental Policy is also present on this site. This supplemental policy provides guidance on providing a stronger road network through increased connectivity when possible. The supplemental policy does not identify any future street connections on the subject property. Opportunities for cross access to adjacent parcels is also constrained due to a number of factors including the environmentally sensitive features on this site, future greenway location, and developed parcels to the west.

Staff finds the proposed SP zoning district to be consistent with the guidance provided in the T4 CM and CO policies and therefore recommends approval with conditions and disapproval without all conditions.

FIRE RECOMMENDATION**Approve with conditions**

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

METRO HISTORIC RECOMMENDATION**Approve with conditions**

- Property contains a prehistoric cemetery. A Phase I archaeological survey is recommended.

STORMWATER RECOMMENDATION**Approve with conditions**

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

WATER SERVICES RECOMMENDATION**Approve with conditions**

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

GREENWAYS RECOMMENDATION**Approve with conditions**

- Details and specifications of the trailhead to be determined with final site plan application.
- Conservation Greenway Easement to provide minimum of 25' of clearance around the identified gravesite's 10' setback requirements of TCA 46-8-103.
- The Conservation Greenway Easement Agreement must be approved by Metro Parks Board and Metro Council be dedicated and memorialized in a Metro Parks' Conservation Greenway Easement Agreement with two exhibits: a legal description and a boundary survey of the easement, that all must be provided to Metro Parks prior to final site plan approval.

WEGO RECOMMENDATION**Approve****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: Any proposed roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT detail standards.
- Provide frontage improvements per the Major Collector street Plan (MCSP). Dedicate ROW to accommodate the MCSP requirements. Dimension ROW pavement widths for clarity.
- Access off ROW should meet metro code requirements. Any access off ROW should meet AASHTO standards for stopping sight distance. Provide a reference SSD exhibit with final, if existing road topography and/or curvature warrants a need.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility and/or road widening work in public ROW. Coordinate w/ NDOT traffic and/or roads, prior to final submittal, if needed.

TRAFFIC AND PARKING RECOMMENDATION**Approve with conditions**

- This development is to have one primary access point and if necessary a secondary gated emergency access. The access location(s) will be worked out prior to Final SP submittal.
- Parking is to be provided per metro code.
- The applicant shall comply with the MCSP requirements along the frontage of Youngs lane.
- Per review of the MMTA, at the intersection of W Trinity Lane and Baptists World Center Drive/Whites Creek Pike, the applicant shall coordinate with NDOT on converting the Eastbound and Westbound left turn phases to protected only movements to improve the overall operations of the signalized intersection.
- The applicant shall re-stripe the approaches and the intersection of Young's lane and Alice Street. The extents of the re-striping will be worked out at Final SP.
- Comply with NDOT Roads conditions.
- The applicant's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	7.96	5.76 F	53 U	580	43	55

*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)	-	-	159 U	865	54	69

Traffic changes between maximum: **R8 and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+285	+11	+14

METRO SCHOOL BOARD REPORT

Projected student generation existing R8 district: **6 Elementary 3 Middle 4 High**

Projected student generation proposed SP-R district: **43 Elementary 15 Middle 17 High**

The proposed SP-R zoning is expected to generate 62 additional students than the existing R8 zoning district. Students would attend Alex Green Elementary School, Haynes Middle School, and Whites Creek High School. Alex Green Elementary School is identified as being over capacity, Haynes Middle School is identified as being at capacity while Whites Creek High School is identified as being 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 with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 159 multi-family residential units. Short term rental properties, owner occupied and short-term rental properties, not owner occupied, shall be prohibited.
2. On the corrected copy, the setback note on page 4 shall be replaced with the following, "The required front setbacks shall establish an appropriate transition from the existing residential structures located on adjacent property (902 C Young Lane) to the west, to the proposed residential units for the property located at 840 Youngs Lane (2023SP-062-001). The required front setback shall be measured from the boundary of the developable footprint (which is measured after the right-of-way dedication is accommodated). For the westernmost unit, block of units, or structure, the setback shall be 40 feet. The subsequent or adjacent units located to the east may reduce the required setback by 10 percent for each unit, block of units, or structure, not to be reduced to a value of less than 25 feet. This transition is meant to establish a stair step pattern to accomplish an appropriate transition across the property frontage from the west to the east."
3. On the corrected copy, update the exhibit and regulatory table to reflect the setback language above.
4. On the corrected copy, add the following standard: Grading will only occur in the area noted as the developable footprint and as necessary to construct the greenway to meet Metro Parks standards.
5. On the corrected copy, update Note 1 under Architectural Standards to remove the second sentence.
6. On the corrected copy, update the ISR to 0.7 to align with the fallback zoning district.
7. On the corrected copy, remove Note 1 under Access and Parking on page 5.
8. On the corrected copy, update Note 1 under Architectural Standards on page 5: Proposed structures shall either front toward the public street or shall front toward shared common areas and/or designated open space, if no public street frontage.
9. On the corrected copy, remove the last sentence from Note 11 under Landscape Standards on page 5.
10. 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.
11. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and outlined on the preliminary SP for review and approval.

12. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
13. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
14. Comply with all conditions and requirements of Metro reviewing agencies.
15. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM20-A zoning district, as of the date of the applicable request or application.
16. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
17. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
18. No master permit/HPR shall be recorded prior to final SP approval.
19. Final plat may be required prior to permitting.

Approve with conditions and disapprove without all conditions. (10-0)

Resolution No. RS2025-5

"BE IT RESOLVED by The Metropolitan Planning Commission that 2024SP-063-001 is approved with conditions and disapproved without all conditions. (10-0)

CONDITIONS

1. Permitted uses shall be limited to a maximum of 159 multi-family residential units. Short term rental properties, owner occupied and short-term rental properties, not owner occupied, shall be prohibited.
2. On the corrected copy, the setback note on page 4 shall be replaced with the following, "The required front setbacks shall establish an appropriate transition from the existing residential structures located on adjacent property (902 C Young Lane) to the west, to the proposed residential units for the property located at 840 Youngs Lane (2023SP-062-001). The required front setback shall be measured from the boundary of the developable footprint (which is measured after the right-of-way dedication is accommodated). For the westernmost unit, block of units, or structure, the setback shall be 40 feet. The subsequent or adjacent units located to the east may reduce the required setback by 10 percent for each unit, block of units, or structure, not to be reduced to a value of less than 25 feet. This transition is meant to establish a stair step pattern to accomplish an appropriate transition across the property frontage from the west to the east."
3. On the corrected copy, update the exhibit and regulatory table to reflect the setback language above.
4. On the corrected copy, add the following standard: Grading will only occur in the area noted as the developable footprint and as necessary to construct the greenway to meet Metro Parks standards.
5. On the corrected copy, update Note 1 under Architectural Standards to remove the second sentence.
6. On the corrected copy, update the ISR to 0.7 to align with the fallback zoning district.
7. On the corrected copy, remove Note 1 under Access and Parking on page 5.
8. On the corrected copy, update Note 1 under Architectural Standards on page 5: Proposed structures shall either front toward the public street or shall front toward shared common areas and/or designated open space, if no public street frontage.
9. On the corrected copy, remove the last sentence from Note 11 under Landscape Standards on page 5.
10. 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.
11. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and outlined on the preliminary SP for review and approval.
12. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
13. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
14. Comply with all conditions and requirements of Metro reviewing agencies.
15. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM20-A zoning district, as of the date of the applicable request or application.
16. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
17. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor

area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
18. No master permit/HPR shall be recorded prior to final SP approval.
19. Final plat may be required prior to permitting.

15. 2022S-220-001

3862 HUTSON AVENUE

Council District: 05 (Sean Parker)

Staff Reviewer: Dustin Shane

A request for concept plan approval to create 15 residential cluster lots on properties located at 3862 Hutson Avenue, approximately 777 feet northeast of Ben Allen Road, zoned RS15, (6.32 acres), requested by 615 Design Group, applicant; 3862 Hutson, LLC, owner.

Staff Recommendation: Defer to the February 13, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2022S-220-001 to the February 13, 2025, Planning Commission meeting. (10-0)

16. 2024S-134-001

102 SCENIC VIEW ROAD

Council District: 11 (Jeff Eslick)

Staff Reviewer: Celina Konigstein

A request for concept plan approval to create ten lots on property located at 102 Scenic View Road, approximately 185 feet northwest of Rayon Drive, zoned RS10 (4.05 acres), requested by Dale & Associates, applicant; Lucky Lands, LLC, owner.

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 102 Scenic View Road, approximately 185 feet northwest of Rayon Drive, zoned Single-Family Residential (RS10) (4.05 acres).

SITE DATA AND CONTEXT

Location: The site has frontage along Scenic View Road, approximately 185 feet northwest of Rayon Drive.

Street Type: The site has frontage on Scenic View Road, which is a local street. The plan proposes a new public local street extending southwest from Scenic View Road, ending in a turnaround.

Approximate Acreage: 4.05 acres or approximately 176,418 square feet.

Parcel/Site History: This site is comprised of one parcel created in 1963.

Zoning History: The site is zoned Single-Family Residential (RS10). It has been zoned RS10 since 2018. Prior to being zoned RS10 it was zoned R10.

Existing land use: The site has a single-family residential use.

Surrounding land use and zoning:

- North: Single-Family Residential (RS10) and One and Two-Family Residential (R10)
- South: Single-Family Residential (RS5) and One and Two-Family Residential (R6)/Planned Unit Development Overlay
- East: Single-Family Residential (RS5)
- West: One and Two-Family Residential (R15)

Zoning: Single-Family Residential (RS10)

- Min. lot size: 10,000 sq. ft.
- Min. building coverage: 0.40
- Min. rear setback: 20'
- Min. side setback: 5'
- Min. street setback: 20' or Contextual per Zoning Code

- Max. height: 3 stories

PROPOSAL DETAILS

Number of lots: 10

Subdivision Variances or Exceptions Requested: None

Lot sizes: Lots range from 10,009 to 11,827 square feet in size.

Access: The site draws access from Scenic View Road with a proposed local street. All lots are to be accessed from the proposed new local street. No driveway access onto Scenic View Road is permitted.

Open space: Two open spaces are proposed. One open space is located north of Lot 1 between the lot and Scenic View Road. A condition of approval is added that this area be identified as open space. The second open space area is proposed at the rear of the subdivision, southwest of the new street, that will contain stormwater mitigation features.

Subdivision Variances or Exceptions Requested: None

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 Urban transect, the conventional regulations found in Chapter 3 are utilized.

3-1 General Requirements

Staff finds that all standards are met.

3-2 Monument Requirements

Monuments will be placed on property corners or referenced to property lines consistent with the requirements of the subdivision regulations.

3-3 Suitability of the Land

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

Staff finds that the land is suitable for development, as there is only a small portion of the site with floodplain that is located along the western boundary.

3-4 Lot Requirements

All proposed lots comply with the minimum lot size, 10,000 square feet, of the RS10 zoning district in 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 have frontage on the new public local street.

3-5 Infill Subdivisions

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

Not applicable. No lots are proposed fronting on an existing street.

3-6 Blocks

All proposed block lengths meet the distance requirements as established in the subdivision regulations.

3-7 Improvements

Construction plans for any required public or private improvements (stormwater facilities, water and sewer, public roads, etc.) will be reviewed with the final site plan.

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

Sidewalks are required in association with new streets. The proposed subdivision includes new public streets. The proposed concept plan indicates sidewalks will be provided consistent with the local street standard for the proposed new public street.

3-9 Requirements for Streets

The application proposes one new local street perpendicular to and drawing access from Scenic View Road. The new road is a cul-de-sac. Public street requirements are reviewed by Nashville DOT. Metro Fire and NDOT have reviewed the concept plan and found it to be in compliance with the standards of this section subject to several conditions. Those conditions are listed in the recommendations from all agencies section below.

3-10 Requirements for Dedication, Reservations, or Improvements

The application proposes one local street with a right-of-way width of 51 feet of right-of-way per NDOT requirements. Right-of-way and easements for this project will be dedicated with the final plat.

3-11 Inspections During Construction

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

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

NDOT will require the review and approval of streets with the submittal of the final site plan. Street names for new streets will be reserved at that time.

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

Not applicable to this case. The concept plan does not propose any new private streets.

3-14 Drainage and Storm Sewers

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

3-15 Public Water Facilities

Metro Water Services has reviewed the proposed concept plan for water and has recommended approval with conditions.

3-16 Sewerage Facilities

Metro Water Services has reviewed the proposed concept plan for sewer and has recommended approval with conditions.

3-17 Underground Utilities

Utilities are required to be located underground whenever a new street is proposed. All utilities for the proposed subdivision will be located underground.

PLANNING STAFF COMMENTS

The proposed subdivision meets the standards of the Metro Subdivision Regulations for a major subdivision and the standards of the Metro Zoning Code. Future development will be required to meet the standards of the Metro Zoning Code regarding setbacks, building heights, etc.

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

The Community Character Manual (CCM) policy applied to the site is Suburban Neighborhood Maintenance (T3 NM). T3 NM is intended to maintain the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T3 NM areas have an established development pattern consisting of low- to moderate-density residential development and institutional

land uses. Lot sizes within the broader policy can vary, and zoning districts ranging from RS7.5 up to R40 are supported depending on context. The proposed development pattern is consistent with the surrounding mix of lot sizes, particularly across Scenic View Drive where many lots are smaller with residential uses.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

METRO HISTORIC RECOMMENDATION

Approve

- Phase I archaeological survey recommended.

STORMWATER RECOMMENDATION

Approve with conditions

- Preliminary approval only. Final submittal shall meet all requirements from Stormwater Management Manual.

NASHVILLE DOT ROADS RECOMMENDATION

Approve with conditions

- NDOT generally approves of the concept drawing. Any plan resubmittals, addendums, or updates will need a cursory review to ensure overall adherence to NDOT Subdivision Street Design Standards and Specifications.
- There is to be no vertical obstructions (poles, signs, guys, etc.) within the designated sidewalk area. On road construction plans identify all poles/ vertical utilities to be removed/relocated out of sidewalk, C&G, or pavement areas.
- Establish an access from proposed road to parcel 04405006000 drive/ parking pad once road is constructed. Prior to building permit approvals this road must be constructed to binder with ability to access this lot before existing drive on Scenic View Road is closed.
- All driveway requirements within the metro code, in effect at the time of approval, are to be followed. Contractor may make field adjustments within parameters of code and NDOT Department regulations. See code section 13.12.110 and 13.12.200.
- Build out new residential concrete driveway ramp per NDOT ST-322 specifications.
- Confirm with the USPS postmaster on requirements of postal deliveries (individual residential, cluster box, commercial delivery, etc.). <https://about.usps.com/handbooks/po632/welcome.htm>.
- Vehicles must be out of roadway travel lanes when accessing multi-box kiosks.
- The developer's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Concept Plan 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.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. On the corrected copy, identify the area between Lot 1 and Scenic View Road as Open Space. On corrected copy, provide total acreage for each open space and label spaces as "Open Space 1" and "Open Space 2".
2. On corrected copy, remove the note "The architecture for Lot 1...newly proposed right of way".
3. On corrected copy, remove the height standard in the "Site Criteria" section.
4. On corrected copy, add the following note under Access Drives proposed "All lots are to be accessed from proposed new local street. No driveway access onto Scenic View Road is permitted."
5. With the final site plan, an access easement and drive shall be permitted on the eastern side of the public road to provide access to parcel 04405006000. If a drive is not warranted, only an access easement will need to be provided. If the existing access to parcel 060 is removed as a result of the local road, an easement and drive will need to be provided from the subject property to this adjacent parcel to provide access. The final location will be determined with the final site plan.
6. With the final site plan, additional landscaping shall be provided in the open space between Lot 1 and Scenic View Drive, to be reviewed and approved by Metro Planning.

7. Pursuant to 2-2.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.
8. Pursuant to 2-2.5.f of the Metro Subdivision Regulations, the approval of a concept plan shall be effective for four years from the date of Planning Commission approval to the recording of the final plat or a phase of the plat as described in Section 2-2.5.g.

RECOMMENDED ACTION

Motion to approve with conditions proposed subdivision Case No. 2024S-134-001 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.

Mr. Smith moved, and Mr. Henley seconded the motion to place Item 16 back on to the Consent Agenda. (10-0)

Resolution No. RS2025-6

"BE IT RESOLVED by The Metropolitan Planning Commission that 2024S-134-001 is approved with conditions. (10-0)

CONDITIONS

1. On the corrected copy, identify the area between Lot 1 and Scenic View Road as Open Space. On corrected copy, provide total acreage for each open space and label spaces as "Open Space 1" and "Open Space 2".
2. On corrected copy, remove the note "The architecture for Lot 1...newly proposed right of way".
3. On corrected copy, remove the height standard in the "Site Criteria" section.
4. On corrected copy, add the following note under Access Drives proposed "All lots are to be accessed from proposed new local street. No driveway access onto Scenic View Road is permitted."
5. With the final site plan, an access easement and drive shall be permitted on the eastern side of the public road to provide access to parcel 04405006000. If a drive is not warranted, only an access easement will need to be provided. If the existing access to parcel 060 is removed as a result of the local road, an easement and drive will need to be provided from the subject property to this adjacent parcel to provide access. The final location will be determined with the final site plan.
6. With the final site plan, additional landscaping shall be provided in the open space between Lot 1 and Scenic View Drive, to be reviewed and approved by Metro Planning.
7. Pursuant to 2-2.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.
8. Pursuant to 2-2.5.f of the Metro Subdivision Regulations, the approval of a concept plan shall be effective for four years from the date of Planning Commission approval to the recording of the final plat or a phase of the plat as described in Section 2-2.5.g.

17. 2024S-139-001 SHULAR CLARKSVILLE HIGHWAY Council District: 01 (Joy Kimbrough) Staff Reviewer: Laszlo Marton

A request for concept plan approval to create 82 residential lots utilizing the compact development standards on properties located at Dry Ford Road (unnumbered), Clarksville Pike (unnumbered) and Buena Vista Pike (unnumbered), approximately 575 feet south of Lloyd Road, zoned RS15 (40.21 acres) and located in the Whites Creek at Lloyd Road Urban Design Overlay District, requested by Fulmer Lucas Engineering, applicant; Shular Tennessee Holding Company, LLC, owner.

Staff Recommendation: Defer to the February 13, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2024S-139-001 to the February 13, 2025, Planning Commission meeting. (10-0)

18. 2024S-142-001
CANE RIDGE FARMS SOUTH
Council District: 33 (Antoinette Lee)
Staff Reviewer: Celina Konigstein

A request for concept plan approval to create 15 lots utilizing conservation development standards on property located at Cane Ridge Road (unnumbered), at the current terminus of Camille Drive, zoned RS10 (12.02 acres), requested by Dale & Associates, applicant; Drapac Group 46, LLC, owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Request for concept plan approval to create 15 lots.

Concept Plan

A request for concept plan approval to create 15 lots utilizing conservation development standards on property located at Cane Ridge Road (unnumbered), at the current terminus of Camille Drive, zoned Single-Family Residential (RS10) (12.02 acres).

SITE DATA AND CONTEXT

Location: The site consists of one property at the terminus of Camille Drive and Chaumont Drive.

Street Type: The site has frontage on Chaumont Drive and Camille Drive, both classified as local streets. The site plan proposes an extension of Chaumont Drive, terminating into a cul-de-sac and the replacement of a temporary turnaround at the terminus of Camille Drive with a formal cul-de-sac.

Approximate Acreage: 12.02 acres or approximately 523,591.2 square feet.

Parcel/Site History: This site was originally part of larger 175-acre parcel created by deed in 1957 (Book 2650, Page 451). Since 1957, that parcel has been divided multiple times and the current 12.02-acre site was established in 2023 by deed (DB-20230131 0007154).

Zoning History: The site is zoned Single-Family Residential (RS10). It has been zoned RS10 since 2006. Prior to being zoned RS10 it was zoned AR2a.

Existing land use: The site is vacant and heavily forested and there is a stream that runs through the site.

Surrounding land use and zoning:

- North: Single-Family Residential (RS10)
- South: Single-Family Residential (RS10) and Agricultural/Residential (AR2a)
- East: Agricultural/Residential (AR2a)
- West: Specific Plan (SP)

Zoning: Single-Family Residential (RS10)

- Min. lot size: 10,000 sq. ft.
- Min. building coverage: 0.40
- Min. rear setback: 20'
- Min. side setback: 5'
- Min. street setback: 20' or Contextual per Zoning Code
- Max. height: 3 stories

PROPOSAL DETAILS

Number of lots: 15

Lot sizes: The proposed lot sizes vary from 8,521 square feet to 10,913 square feet. The plan utilizes the Conservation Development standards to permit lot size flexibility in exchange for protection of natural areas present on the site. The Conservation Development Standards (17.12.090) allows subdivision to reduce lots in size from the minimum required by the base zoning district by equivalent percentage of the site that is to remain natural open space. The site is 12.02 acres (523,591 square feet), while the plan proposes 1.77 acres (77,125 square feet) of natural open space, resulting in allowable lot size reduction of 14.8%. This reduction would result in a minimum lot size of 8,250 square feet. All proposed lots exceed the minimum lot size.

Access: The plan proposes an eastern extension of Chaumont Drive as well as a permanent turnaround of Camille Drive to the north.

Subdivision Variances or Exceptions Requested: None.

Conservation Development Standards (17.12.090)

A.Purpose and Intent. Conservation development is a set of standards that shall be utilized in the design of subdivisions as provided in this section. The purpose of these standards is to:

1.Preserve unique or sensitive natural resources such as steep slopes; hillsides; streams, wetlands, floodways, and floodplains; problem soils; archaeological resources; and native forests or unique vegetation through the creation of natural open space.

2.Encourage the creation of lots on less environmentally sensitive areas of the site.

3.Provide flexibility in design of subdivisions within existing zoning districts to promote environmental resource protection.

B.Applicability. Subdivisions proposed in the R/R-A and RS/RS-A zoning districts that meet both of the following standards shall utilize the provisions of this section.

1.Minimum Site Area. The minimum site area of no less than ten times the minimum lot area for the base zoning district as established by Table 17.12.020A. For example, in the R10 district the minimum area for the subdivision would be one hundred thousand square feet. (Ten thousand square feet minimum lot size times ten).

Complies. The site is zoned RS10 which would require a minimum area of 100,000 square feet. The proposed site has a total area (523,593 SF) which meets the minimum site area.

2.Minimum Natural Area. A minimum of ten percent of the site contains any, or a combination of, the following:

a.Areas shown on FEMA maps as part of the 100-year floodplain or identified in local studies as confirmed by Metro Stormwater;

b.All perennial and intermittent streams, floodways, and associated buffers, as determined by Metro Stormwater or the State;

c.Areas of natural slopes of twenty percent or greater of at least ten thousand square foot contiguous area;

d.Areas containing problem soils as established by Section 17.28.050; wetlands, as determined by metro stormwater;

e.Known habitat for federally or state listed or proposed rare, threatened, or endangered species;

f.Areas containing a protected Cedar Glade plant species as established by Section 17.28.060;

g.Archaeological or historic sites, cemeteries, and burial grounds; or

h.Protected, heritage and historic and specimen trees, as defined by Section 17.40.450 of the Metro Zoning Code.

More than 10 percent of the site contains features described in part B. The total site is 12.02 acres, approximately 523,593 square feet and a minimum of 10 percent of the site, or 52,359.3 square feet, would need to contain natural features. The stream and stream buffers identified on the plan encompass an area of 77,125 square feet, greater than the minimum 10 percent required.

C.Maximum Lot Yield. The determination of the maximum lot yield shall be based on assigning twenty percent of the gross acreage of the site to open space and infrastructure. The remaining eighty percent of the gross acreage shall be divided by the minimum lot size of the base zoning district to determine the maximum yield. Yield shall not be based on the minimum lot size as described in Section D Lot Size Flexibility.

The total site area is 12.02 acres. Eighty percent of the gross acreage of the site is 9.62 acres. The maximum lot yield is 41 lots based on a minimum of 10,000 square feet for an RS10 residential lot. A total of 15 lots are proposed, which does not exceed the maximum lot yield.

D.Conservation and Design Flexibility. In order to accomplish the purposes of this section, flexibility in lot sizes may be proposed in exchange for protection of the natural areas present on the site in natural open space according to the following standards:

The proposal sets aside approximately 14.8% of the 12.02-acre site for undisturbed natural area (1.77 acres). The plan reduces the minimum lot size from 10,000 square feet to 8,250 square feet (17.12.090.d.4).

E.Natural Open Space. Open space provided for the purposes of protecting natural areas and in exchange for flexibility of design, as described above, shall be called natural open space and subject to the standards below.

These standards are not applicable to common areas or open spaces that may be provided for other purposes.

Natural areas on the site include areas of stream flood ways and associated stream buffers. Protected natural open space comprising approximately 1.77 acres (shown as Natural Open Space on the plans) is identified on the eastern portion of the site encompassing the stream buffers.

F.Application Requirements

The submitted application contains all the necessary information for a Conservation Development including a site plan, a site analysis map that identifies natural areas, and a preliminary grading plan that demonstrates the limits of disturbance and overall impacts to natural areas.

APPLICABLE SUBDIVISION REGULATIONS

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

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

3-1 General Requirements

This subdivision is required to meet on standards of Chapter 3. Staff finds that all standards are met.

3-2 Monument Requirements

Does not apply to concept plans. Monuments will be set after final plat approval.

3-3 Suitability of the Land

The site includes natural areas as defined by the Conservation Development Standards in the zoning code. The standards are intended to address the environmental factors. This site is heavily wooded with streams that run centrally from the north to south of the property. The plan does not propose any building within the stream or the associated stream buffers; therefore, staff finds that the land is suitable for development consistent with this section.

3-4 Lot Requirements

All lots comply with the minimum standards of the zoning code and the conservation subdivision requirements. Lots are required to have frontage onto a public street or, where permitted, onto a private street, or onto a common open space. Lots that front onto a common open space shall have a pedestrian connection from the front of each residential unit to the sidewalk and shall have vehicular access from an abutting public or private alley, or a shared driveway easement. All proposed lots front onto the proposed public streets and at the time of the development plan will be reviewed for sidewalk connections.

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.

This is not an infill subdivision, so this section is not applicable to this case.

3-6 Blocks

The existing length of Chaumont Drive is approximately 309 feet and the proposed extension to the eastern cul-de-sac is 521 feet. This will result in a total block length of approximately 830 feet. Camille Drive, which is set to terminate into a cul-de-sac at the northern border, has a block length of approximately 970 feet. The addition of the cul-de-sac would extend the block length by approximately 85 feet, for a total of 1,055 feet. The subdivision regulations indicate that block lengths in residential areas shall not exceed 1,200 feet. Both blocks are under the 1,200-foot requirement.

3-7 Improvements

Construction plans for any required public or private improvements (stormwater facilities, water and sewer, public roads, etc.) will be reviewed with the final site plan.

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

The proposed subdivision includes new public streets, an extension of Chaumont Drive to the southeast that terminates in a cul-de-sac, and the extension of Camille Drive into a cul-de-sac on the northern portion of the site. Both streets currently include temporary turnarounds that will be removed with the construction of the cul-de-sacs. Sidewalks are shown along the frontages of all newly proposed streets.

Staff evaluated the limits of disturbance of a potential street connection between Camille Drive and the proposed extension of Chaumont Drive. Due to the nature of the application being a conservation subdivision, minimal disturbance of natural features on the site is preferred. As an alternative to a street connection, staff instead asked for a sidewalk connection between the proposed subdivision and proposed cul-de-sac of Camille Drive, resulting in less disturbance to environmentally sensitive features.

3-9 Requirements for Streets

The proposed subdivision includes a street extension and two cul-de-sacs. NDOT has reviewed and recommended approval with conditions. New public streets are to comply with ASSHTO and the NDOT Subdivision Street Design Standards and Specifications.

3-10 Requirements for Dedication, Reservations, or Improvements

Right-of-way and easements for this project will be dedicated with final plat.

3-11 Inspections During Construction

This section is applicable at the time of construction, which will occur during the installation of infrastructure once construction plans have been approved.

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

NDOT will require the review and approval of streets with the submittal of the final site plan. Street names for new streets will be reviewed at that time.

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

Not applicable. No private streets are proposed.

3-14 Drainage and Storm Sewers

Drainage and storm sewer requirements are reviewed by Metro Stormwater. Stormwater recommends approval with conditions.

3-15 Public Water Facilities

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

3-16 Sewerage Facilities

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

3-17 Underground Utilities

Utilities are required to be located underground whenever a new street is proposed. The utility plan will be reviewed in more detail with the submittal of construction plans.

PLANNING STAFF COMMENTS – SUBDIVISION REGULATIONS

Staff finds the proposed subdivision consistent with the intent of Chapter 3 of the Subdivision Regulations and the standards of the Metro Zoning Code. Additionally, the Subdivision meets all of the standards of a Conservation Development and achieves the purpose of creating lots on less environmentally sensitive areas of the site through flexibility in the lot sizes and design of subdivisions.

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

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to the entirety of this property is T3 NE (Suburban Neighborhood Evolving). The goal of the T3 NE Policy is to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate density development patterns. Appropriate land uses in the T3 NE policy include residential, community gardens and open spaces, and institutional uses.

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. Lot sizes within the broader policy can vary. The proposed development pattern is consistent with the surrounding mix of lot sizes, where many lots are smaller with residential uses.

According to the T3 Suburban Neighborhood Evolving policy, density is secondary to the form of development; however, these areas are meant to be moderate density with smaller lots and a more diverse mix of housing types than are typically found in T3 Suburban Neighborhood Maintenance areas.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT ROADS RECOMMENDATION

Approve with conditions

- Plans sealed 12/17/2024 are marked approval /w conditions - See below comments and markup of plan set attached in Cityworks under 'NDOT approval 2024S-142-001'.
- Ensure smooth connections to existing sidewalk, C&G, and pavement.
- All driveway requirements within the metro code, in effect at the time of approval, are to be followed. Contractor may make field adjustments within parameters of code and NDOT Department regulations. See code section 13.12.110 and 13.12.200.
- Confirm with the USPS postmaster on requirements of postal deliveries (individual residential, cluster box, commercial delivery, etc.). <https://about.usps.com/handbooks/po632/welcome.htm>. Vehicles must be out of roadway travel lanes when accessing kiosks.
- [On final construction plan] Provide elevations of retaining wall. Fall protection may be required for public safety near public walk.
- [On final construction plan] Provide road horizontal curve data and vertical curve profile per AASHTO standards.
- [On Plat] Provide a 3' pedestrian easement from back of walk. All slopes from back of walk are to be at maximum of a 3:1 slope.
- Bond will be required for public infrastructure prior to recording plat.
- Plat is not to be recorded until new roads have been constructed to binder layer.
- Subdivision concept plans generally conform to NDOT standards. Final road construction drawings are to comply with the Subdivision Street Design Standards and Specifications.

NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

Approve

- See roads approval.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public and/or private Water and Sanitary Sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans. Submittal of an availability study is required before the Final SP can be reviewed. Once this study has been submitted, the applicant will need to address any outstanding issues brought forth by the results of this study. The required capacity fees must also be paid prior to Final Site Plan/SP approval, a minimum of 30% of capacity & 100% of DAPARC fees must be paid in order to receive approval.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. On the corrected copy, modify the label pointing to the stream and stream buffer areas from "Natural Open Space" to "Preserved Natural Open Space". Include boundary around the natural open space areas.
2. On the corrected copy, add "Open Space" labels to all other open space areas on the site.
3. The clearing, grading, and disturbance of natural open space shall be prohibited, unless otherwise identified in the concept plan. Minor changes may be allowed during review of the final based on engineering and construction plans. However, if the amount of open space is reduced, the lots may need to increase in size per the requirements of the Conservation Development standards.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. 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.
6. Pursuant to 2-2.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.
7. Pursuant to 2-2.5.f of the Metro Subdivision Regulations, the approval of a concept plan shall be effective for four years from the date of Planning Commission approval to the recording of the final plat or a phase of the plat as described in Section 2-2.5.g.

RECOMMENDED ACTION

Motion to approve with conditions proposed subdivision Case No. 2024S-142-001 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.

Approve with conditions. (10-0)

Resolution No. RS2025-7

"BE IT RESOLVED by The Metropolitan Planning Commission that 2024S-142-001 is approved with conditions. (10-0)

CONDITIONS

1. On the corrected copy, modify the label pointing to the stream and stream buffer areas from "Natural Open Space" to "Preserved Natural Open Space". Include boundary around the natural open space areas.
2. On the corrected copy, add "Open Space" labels to all other open space areas on the site.
3. The clearing, grading, and disturbance of natural open space shall be prohibited, unless otherwise identified in the concept plan. Minor changes may be allowed during review of the final based on engineering and construction plans. However, if the amount of open space is reduced, the lots may need to increase in size per the requirements of the Conservation Development standards.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. 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.
6. Pursuant to 2-2.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.
7. Pursuant to 2-2.5.f of the Metro Subdivision Regulations, the approval of a concept plan shall be effective for four years from the date of Planning Commission approval to the recording of the final plat or a phase of the plat as described in Section 2-2.5.g.

19. 2024S-186-001

CHANDLER RESERVE PHASE 5

Council District: 11 (Jeff Eslick)

Staff Reviewer: Dustin Shane

A request for final plat approval to create 39 residential cluster lots and open space on a portion of property located at Chandler Road (unnumbered) and Hidden Hill Drive (unnumbered), approximately 530 feet east of Debbie Drive, zoned R10 (16.31 acres), requested by Wilson & Associates, P.C., applicant; Meritage Homes of Tennessee Inc., owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Request for final plat approval to create 39 lots.

Final plat

A request for final plat approval to create 39 residential cluster lots and open space on a portion of property located at Chandler Road (unnumbered) and Hidden Hill Drive (unnumbered), approximately 530 feet east of Debbie Drive, zoned One- and Two-Family Residential (R10) (16.31 acres).

CASE HISTORY

The site is located on vacant residential land bordering the county line in Hermitage. The site has been zoned R10 since 1974. A concept plan for an area of 107.95 acres, including the subject property, was approved for 253 residential cluster lots at the December 10, 2020, Planning Commission meeting (Case No. 2020S-207-001). A final site plan has been approved (Case No. 2020S-207-002).

The proposed Phase 5 final plat application includes 39 lots, one new public road, the extension of one existing public road, and one open space parcel and is consistent with the concept plan and final development plan.

SITE DATA AND CONTEXT

Location: The site is located at the current terminus of Mahala Drive.

Approximate Acreage: 16.31 acres or approximately 710,464 square feet.

PROPOSAL DETAILS

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

Number of lots: 39

Subdivision Variances or Exceptions Requested: None

UPDATED FINAL PLAT RULES AND PROCEDURES

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

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

APPLICABLE SUBDIVISION REGULATIONS

Staff previously determined that all requirements of the Subdivision Regulations applicable to this site had been met during review of the MPC-approved preliminary/concept plan. The proposed plat is consistent with the MPC-approved preliminary/concept plan and all requirements of Chapter 3. No changes have been made to the policy present at this site.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT ROADS RECOMMENDATION

Approve with conditions

- Bond will be required for public infrastructure prior to recording plat.
- Plat is not to be recorded until new roads have been constructed to binder layer.

NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

Approve

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Attached is a copy of the above-referenced subdivision (uploaded by Planning on October 30, 2024) on which we have noted our comments and recommend approval. Approval is contingent on construction and completion of MWS Project #'s 21SL0013 and 21WL0008. A bond amount of \$390,000.00 is assigned to 21SL0013, and an amount of \$180,000.00 is assigned to 21WL0008.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. If the final plat will be recorded without first constructing the required public infrastructure improvements (roads, water, and sewer line extensions), then the applicant shall request a bond for those improvements. Submit a completed bond application with a check in the amount of \$750 made payable to the "Metropolitan Government" at least three weeks prior to when the plat will be recorded with the Metro Register of Deeds. The bond review and approval process is subject to receiving estimates from Metro departments and outside utilities for the amount that is required to be bonded. Amounts are calculated after all plat revisions have been made and approved by the Metro agencies. Contact the Bond Desk at 615-862-7202 or bond.desk@nashville.gov.

2. Comply with all conditions and requirements of Metro reviewing agencies.
3. On the corrected copy, change the reference within the Surveyor's Certificate from Note 7 to Note 8.
4. On the corrected copy, change the purpose note to read, "39 residential cluster lots."
5. After approval, submit the corrected mylar or vellum copy of the plat reflecting all Conditions of Approval, with name printed under signatures and dates from property owner(s) and surveyor, one paper copy, a CD with the electronic copy of the plat (.dwg) saved on it, and recordation fee, to Planning.
6. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2024S-186-001 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.

Approve with conditions. (10-0)

Resolution No. RS2025-8

"BE IT RESOLVED by The Metropolitan Planning Commission that 2024S-186-001 is approved with conditions. (10-0)

CONDITIONS

1. If the final plat will be recorded without first constructing the required public infrastructure improvements (roads, water, and sewer line extensions), then the applicant shall request a bond for those improvements. Submit a completed bond application with a check in the amount of \$750 made payable to the "Metropolitan Government" at least three weeks prior to when the plat will be recorded with the Metro Register of Deeds. The bond review and approval process is subject to receiving estimates from Metro departments and outside utilities for the amount that is required to be bonded. Amounts are calculated after all plat revisions have been made and approved by the Metro agencies. Contact the Bond Desk at 615-862-7202 or bond.desk@nashville.gov.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. On the corrected copy, change the reference within the Surveyor's Certificate from Note 7 to Note 8.
4. On the corrected copy, change the purpose note to read, "39 residential cluster lots."
5. After approval, submit the corrected mylar or vellum copy of the plat reflecting all Conditions of Approval, with name printed under signatures and dates from property owner(s) and surveyor, one paper copy, a CD with the electronic copy of the plat (.dwg) saved on it, and recordation fee, to Planning.
6. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

20. 2024S-187-001 CHANDLER RESERVE PHASE 6 Council District: 11 (Jeff Eslick) Staff Reviewer: Dustin Shane

A request for final plat approval to create 54 residential cluster lots and open spaces on a portion of property located at Chandler Road (unnumbered) and Hidden Hill Drive (unnumbered), approximately 530 feet east of Debbie Drive, zoned R10 (11.92 acres), requested by Wilson & Associates, P.C., applicant; Meritage Homes of Tennessee Inc., owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Request for final plat approval to create 54 lots.

Final plat

A request for final plat approval to create 54 residential cluster lots and open spaces on a portion of property located at Chandler Road (unnumbered) and Hidden Hill Drive (unnumbered), approximately 530 feet east of Debbie Drive, zoned One- and Two-Family Residential (R10) (11.92 acres).

CASE HISTORY

The site is located on vacant residential land bordering the county line in Hermitage. The site has been zoned R10 since 1974. A concept plan for an area of 107.95 acres, including the subject property, was approved for 253 residential cluster lots at the December 10, 2020, Planning Commission meeting (Case No. 2020S-207-001). A final site plan has been approved (Case No. 2020S-207-002).

The proposed Phase 6 final plat application includes 54 lots, one new public road, the extension of one existing public road, and two open space parcels and is consistent with the concept plan and final development plan.

SITE DATA AND CONTEXT

Location: The site is located at the current terminus of Flora Grove.

Approximate Acreage: 11.92 acres or approximately 519,235 square feet.

PROPOSAL DETAILS

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

Number of lots: 54

Subdivision Variances or Exceptions Requested: None

UPDATED FINAL PLAT RULES AND PROCEDURES

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

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

APPLICABLE SUBDIVISION REGULATIONS

Staff previously determined that all requirements of the Subdivision Regulations applicable to this site had been met during review of the MPC-approved preliminary/concept plan. The proposed plat is consistent with the MPC-approved preliminary/concept plan and all requirements of Chapter 3. No changes have been made to the policy present at this site.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT ROADS RECOMMENDATION

Approve with conditions

- Bond will be required for public infrastructure prior to recording plat.
- Plat is not to be recorded until new roads have been constructed to binder layer.

NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

Approve

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Attached is a copy of the above-referenced subdivision (uploaded by Planning on October 30, 2024) on which we have noted our comments and recommend approval. Approval is contingent on construction and completion of MWS Project #'s 21SL0014 and 21WL0009. A bond amount of \$260,000.00 is assigned to 21SL0014, and an amount of \$210,000.00 is assigned to 21WL0009.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. If the final plat will be recorded without first constructing the required public infrastructure improvements (roads, water, and sewer line extensions), then the applicant shall request a bond for those improvements. Submit a completed bond application with a check in the amount of \$750 made payable to the "Metropolitan Government" at least three weeks prior to when the plat will be recorded with the Metro Register of Deeds. The bond review and approval process is subject to receiving estimates from Metro departments and outside utilities for the amount that is required to be bonded. Amounts are calculated after all plat revisions have been made and approved by the Metro agencies. Contact the Bond Desk at 615-862-7202 or bond.desk@nashville.gov.
2. On the corrected copy, fill in the instrument number for the adjacent recorded Chandler Subdivision Phase 3.
3. On the corrected copy, change the reference within the Surveyor's Certificate from Note 7 to Note 8.
4. On the corrected copy, change the purpose note to read, "54 residential cluster lots."
5. Comply with all conditions and requirements of Metro reviewing agencies.
6. After approval, submit the corrected mylar or vellum copy of the plat reflecting all Conditions of Approval, with name printed under signatures and dates from property owner(s) and surveyor, one paper copy, a CD with the electronic copy of the plat (.dwg) saved on it, and recordation fee, to Planning.
7. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2024S-187-001 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.

Approve with conditions. (10-0)

Resolution No. RS2025-9

"BE IT RESOLVED by The Metropolitan Planning Commission that 2024S-187-001 is approved with conditions. (10-0)

CONDITIONS

1. If the final plat will be recorded without first constructing the required public infrastructure improvements (roads, water, and sewer line extensions), then the applicant shall request a bond for those improvements. Submit a completed bond application with a check in the amount of \$750 made payable to the "Metropolitan Government" at least three weeks prior to when the plat will be recorded with the Metro Register of Deeds. The bond review and approval process is subject to receiving estimates from Metro departments and outside utilities for the amount that is required to be bonded. Amounts are calculated after all plat revisions have been made and approved by the Metro agencies. Contact the Bond Desk at 615-862-7202 or bond.desk@nashville.gov.
2. On the corrected copy, fill in the instrument number for the adjacent recorded Chandler Subdivision Phase 3.
3. On the corrected copy, change the reference within the Surveyor's Certificate from Note 7 to Note 8.
4. On the corrected copy, change the purpose note to read, "54 residential cluster lots."
5. Comply with all conditions and requirements of Metro reviewing agencies.
6. After approval, submit the corrected mylar or vellum copy of the plat reflecting all Conditions of Approval, with name printed under signatures and dates from property owner(s) and surveyor, one paper copy, a CD with the electronic copy of the plat (.dwg) saved on it, and recordation fee, to Planning.
7. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

21. 2024DTC-014-002

600 4TH AVENUE SOUTH

Council District: 19 (Jacob Kupin)

Staff Reviewer: Emily Lange

A request for overall height modification approval to permit a 24-story mixed-use development on properties located at 600 and 616 4th Avenue South, at the southeast corner of Lea Avenue and 4th Avenue South, zoned DTC (0.91 acres), and within the Rutledge Hill Redevelopment District, requested by Pinnacle 4TH and Lea, LLC, applicant and owner.

Staff Recommendation: Defer to the February 13, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2024DTC-014-002 to the February 13, 2025, Planning Commission meeting. (10-0)

22. 2024Z-051PR-001

Council District: 10 (Jennifer Webb)
Staff Reviewer: Laszlo Marton

A request to rezone from IR to RS3.75 zoning for properties located at Plum Street (unnumbered), 1318 and 1320 Plum Street, and Atlantic Avenue (unnumbered), 400, 407, 409, 411, 413, 415, and 417 Atlantic Avenue, at the north and south corner of First Street and Atlantic Ave. (0.8 acres), requested by Wright Deals GP, applicants; Tracey Garrett, Property Pilots LLC, James and Wanda Gamble, and Gamble ET UX, owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from IR to RS3.75.

Zone Change

A request to rezone from Industrial Restrictive (IR) to Single-Family Residential (RS3.75) zoning for properties located at Plum Street (unnumbered), 1318 and 1320 Plum Street, Atlantic Avenue (unnumbered), and 400, 407, 409, 411, 413, 415, and 417 Atlantic Avenue, at the north and south corners of First Street and Atlantic Avenue (0.8 acres).

Existing Zoning

Industrial Restrictive (IR) is intended for a wide range of light manufacturing uses at moderate intensities within enclosed structures.

Proposed Zoning

Single-Family Residential (RS3.75) requires a minimum 3,750 square foot lot and is intended for single-family dwellings at a density of 9.87 dwelling units per acre. *Based on the combined acreage, RS3.75 would permit a maximum of nine single-family lots. Parcel configuration and compliance with the Subdivision Regulations may result in fewer lots.*

MADISON COMMUNITY PLAN

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

ANALYSIS

The application consists of eleven parcels totaling 0.8 acres, located along Plum Street and Atlantic Avenue. The properties have been zoned Industrial Restrictive (IR) since 1974. Surrounding properties are zoned IR and Single-Family Residential (RS3.75) while the surrounding land uses are single-family residential, church, mineral processing, and warehouse distribution.

The application proposes to rezone the properties from IR to RS3.75. The properties are located within the T4 Urban Neighborhood Evolving (T4 NE) policy area. At the December 12, 2024, Planning Commission meeting, a community plan amendment (2024CP-004-001) was approved to change the community character policy on the subject properties and additional surrounding properties from District Industrial (D IN) to T4 NE. The T4 NE policy is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle, and vehicular connectivity and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings.

Staff finds that rezoning the properties along Plum Street and Atlantic Avenue to a residential zoning district such as RS3.75 would more closely align them with the goals of the T4 NE Policy than the existing Industrial Restrictive (IR) zoning. The proposed RS3.75 zoning is consistent with the T4 NE Policy as the policy supports higher densities, smaller lot sizes, and a mixture of housing types. The bulk regulations for the RS3.75 zoning district reinforce the goals of the policy for shallow setbacks and minimal spacing as they require a minimum lot size of 3,750 square feet and a minimum side setback of three feet. As several properties along Plum Street and Atlantic Avenue have existing residential uses, rezoning the subject properties would provide continuity of uses and allow for residential development at a similar scale.

RS3.75 districts should have good access to either arterial or collector streets. The subject properties have nearby access to Myatt Drive, which is identified as an arterial boulevard in the Major and Collector Street Plan and are also located adjacent to a higher intensity policy area in the T3 Suburban Mixed Use Corridor policy area to the north. For these reasons, staff recommends approval of RS3.75.

FIRE RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.80	0.6 F	20,908 SF	79	4	4

Maximum Uses in Proposed Zoning District: **RS3.75**

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)	0.80	11.25 F	9 U	113	11	10

Traffic changes between maximum: **IR and RS3.75**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+34	+7	+3

METRO SCHOOL BOARD REPORT

Projected student generation existing IR districts: 0 Elementary 0 Middle 0 High

Projected student generation proposed RS3.75 district: 1 Elementary 1 Middle 1 High

The proposed RS3.75 zoning is expected to generate three additional students than the existing IR zoning. Students would attend Gateway Elementary School, Goodlettsville Middle School, and Hunters Lane High School. Gateway Elementary is identified as overcapacity, Goodlettsville Middle School is identified as under capacity, and Hunter Lane High 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.

Approve. (10-0)

Resolution No. RS2025-10

"BE IT RESOLVED by The Metropolitan Planning Commission that 2024Z-051PR-001 is approved. (10-0)

23. 2024Z-069PR-001

Council District: 24 (Brenda Gadd)

Staff Reviewer: Celina Konigstein

A request to rezone from RS7.5 to R6-A zoning for property located at 5011 Wyoming Avenue, at the southeast corner of 51st Avenue North and Wyoming Avenue (0.19 acres), requested by Marketplace Title and Escrow LLC, applicant; May Boyce Revocable Living Trust, owner.

Staff Recommendation: Defer to the February 13, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2024Z-069PR-001 to the February 13, 2025, Planning Commission meeting. (10-0)

24. 2024Z-125PR-001

Council District: 02 (Kyonzté Toombs)
Staff Reviewer: Madalyn Welch

A request to rezone from R6 to RM20-A-NS zoning for properties located at W. Trinity Lane (unnumbered) and Lincoln Street (unnumbered), at the northeast corner of Brownlo Street and W. Trinity Lane (0.6 acres), requested by Swain Property Solutions LLC., applicant and owners.

Staff Recommendation: Defer to the February 27, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2024Z-125PR-001 to the February 27, 2025, Planning Commission meeting. (10-0)

25. 2024CP-004-002

MADISON COMMUNITY PLAN AMENDMENT

Council District: 09 (Tonya Hancock)
Staff Reviewer: Cory Clark

A request to amend the Madison Community Plan, by changing community character policy from Rural Neighborhood Center (T2 NC) to Rural Maintenance (T2 RM), with Conservation (CO) policy to remain, for properties located along Neelys Bend Road and Hudson Road, zoned CN, RS40, and SP (4.2 acres), requested by Metro Planning Department, applicant; various owners.

Staff Recommendation: Approve.

The Metropolitan Planning Commission deferred 2024CP-004-002 to the February 13, 2025, Planning Commission meeting. (10-0)

26. 2022SP-030-003

930 MCFERRIN AVE

Council District: 05 (Sean Parker)
Staff Reviewer: Savannah Garland

A request to amend a Specific Plan and rezone from RS5 to SP on properties located at 930 McFerrin Avenue, 907 W. Eastland Avenue, and 905 W. Eastland Avenue, approximately 175 feet south of Seymour Avenue and located within the Greenwood Neighborhood Conservation Overlay District, zoned SP and RS5 (2.79 acres) to permit two additional multi-family residential units, requested by Barge Civil Associates, applicant; Richmond Bend LLC, and Rebecca and James Gains, owners.

Staff Recommendation: Defer to the February 13, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2022SP-030-003 to the February 13, 2025, Planning Commission meeting. (10-0)

27. 2023SP-050-001

2116 SCOTT SP

Council District: 07 (Emily Benedict)
Staff Reviewer: Celina Konigstein

A request to rezone from R6 to SP zoning for property located at 2116 Scott Avenue, approximately 350 feet south of Otay Street, (0.88 acres), to permit 10 multi-family residential units, requested by Dale & Associates, applicant; Evan Maschmeyer, owner.

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

APPLICANT REQUEST

Preliminary SP to permit a multi-family residential development.

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan (SP) zoning for property located at 2116 Scott Avenue, approximately 350 feet south of Otay Street, (0.88 acres), to permit 10 multi-family residential units.

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre, including 25 percent duplex lots. *Based on acreage alone, R6 could permit a maximum of six lots with one duplex lot for a possible total of seven units. This does not account for Metro's Subdivision Regulations and 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.*

EAST NASHVILLE COMMUNITY PLAN

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

SITE

The approximately 0.88-acre site is located on the western side of Scott Avenue, 350 feet south of Otay Street. The surrounding zoning district is one and two-family residential (R6) and surrounding land uses are predominantly residential with a religious institution directly to the north. The subject site has frontage on Scott Avenue, a collector avenue as classified by the Major and Collector Street Plan (MCSP). Gallatin Pike, an arterial boulevard, is located approximately one mile to the west.

PLAN DETAILS

The plan proposes ten multi-family units in a total of five structures. Units 1 and 2 along Scott Avenue are detached units, while the remainder of the units are grouped two or three to a structure. The proposed units share access via a private drive from Scott Avenue. All units are rear-loaded, and five additional parking spots are provided internal to the site. Units 1 and 2 are oriented towards Scott Avenue and have a minimum 20-foot street setback. Units 3-10 are oriented toward an internal open space.

Units 1 and 2 along Scott Avenue are proposed with larger footprints while the remainder of the infill units to the rear of the site have smaller footprints and are proposed to be two and one-half stories. Units 1 and 2 are proposed with a maximum height of two stories in 35 feet measured from the average elevation at finished grade to the midpoint of the roof or to the parapet for a flat roof. Units 3-10 are proposed with a maximum height of two and a half stories in 35 feet with the same height standard as units 1 and 2. A minimum of one principal entrance and fifteen percent glazing is required on building facades fronting a street or open space. A condition has been added that all units have pitched roofs and be a maximum of 35 feet across the entire site.

Sidewalk connections are provided internally and from all units to Scott Avenue. The plan also proposes a six-foot sidewalk and six-foot planting strip along Scott Avenue, consistent with the Major and Collector Street Plan (MCSP) requirements. Tree density shall meet the minimum requirements of the zoning code. A bioretention pond is proposed on the northwestern portion of the site. As shown on the landscape plan, a 20-foot Type B landscape buffer is proposed along the western property line and a 5-foot Type B landscape buffer is proposed along the northern property line. A modified Type B landscape buffer is shown on the southern property line with a minimum width of three feet.

ANALYSIS

The subject site is located within an Urban Neighborhood Maintenance (T4 NM) policy area. T4 NM policy areas are characterized by moderate to higher density residential development with an emphasis on a diverse mix of housing types and high levels of connectivity within and around a site.

The plan meets the policy goals by providing a layout consistent with the design principles identified in the policy. The proposed height of all units is 35 feet with either two or two- and one-half stories, measured from average elevation at finished grade to the midpoint of the roof. The height being at two or two-and-one-half stories across the site is consistent with the policy guidance of one- to three-story tall buildings.

Additionally, Units 1 and 2 are proposed to have a larger floor area and are detached to be reflective of the surrounding neighborhood and existing development on the eastern side of Scott Avenue of a predominantly single-family form. A six-foot opaque fence is also shown between Units 1 and 2 to screen mechanical units and the garage for Unit 4 from view on Scott Avenue.

The open space provided in the middle of the site is consistent with policy guidance that new developments provide accessible and functional open space. The landscaping buffers provided along the northern, western, and southern property boundaries are appropriate to minimize the proposed development's visual impact on the existing surrounding neighborhood.

While the subject site is located mid-block in a Neighborhood Maintenance area, it fronts Scott Avenue, a collector avenue as identified by the Major and Collector Street Plan (MCSP), it is larger than most parcels in the area, and is bounded by a church to the north, where the pattern is more varied than on the east side of the street. There is not a consistent lot size or pattern along this portion of Scott Avenue between Otay Street and Cahal Avenue. Immediately to the north of the site there is a large lot with a church use and to the south of this site there is a small subdivision accessed by a public road that terminates in a cul-de-sac with lots fronting the cul-de-sac. The irregular lot pattern offers an opportunity for modestly higher intensity infill supported by the T4 NM policy.

Given the context and standards proposed in the plan, staff finds the proposed SP zoning district to be consistent with the guidance provided in the T4 NM policy at this location.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- With the final: Callout the following per NDOT ST- detail sections: public roadway sections, public alleys, access ramps, sidewalks, curb & gutter. All ramps and crossings shall be ADA compliant for peds.
- All ROW frontages shall adhere to the Major Collector Street Plan (MCSP). Dedicate ROW along frontages to accommodate MCSP requirements. Provide call outs on final site plan for MCSP requirements.
- Show 'Now Entering Private Drive' signage where applicable off public roads into site. Provide internal stop control at private or public intersections.
- Where there may be potential vehicular or pedestrian sight distance issues, provide stopping sight distance exhibits at any relevant intersections and accesses. Provide adequate sight distance spacing at all access ramps and public streets with on-street parking.
- Dimension ROW pavement widths for clarity.
- Provide a loading/unloading and waste plan for each aspect/phase of the total development.
- Provide any truck turning movements relevant to loading/unloading waste plan activities.
- Note: A private hauler will be required for site waste/recycle disposal.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- With the final SP submittal, include the cross access easement details/number in the plans.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two- Family Residential* (210)	0.88	9.08 F	7 U	90	9	8

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	0.88	-	10 U	53	4	5

Traffic changes between maximum: **R6 and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-37	-5	-3

METRO SCHOOL BOARD REPORT

Projected student generation existing R6 district: 1 Elementary 0 Middle 0 High

Projected student generation proposed SP-R district: 1 Elementary 1 Middle 1 High

The proposed SP-R zoning is expected to generate two additional students than the existing R6 zoning district. Students would attend Inglewood Elementary School, Isaac Litton Middle School, and Stratford STEM Magnet High School. Inglewood Elementary School is identified as being at capacity, while Isaac Litton Middle School and Stratford STEM Magnet High School are both identified as being 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 with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of ten multi-family residential units. Short term rental properties, owner occupied and short-term rental properties, not owner occupied, shall be prohibited.
2. On the corrected copy, update the purpose note to state the following: "The purpose of this SP is to receive preliminary approval to permit the development of a 10 Unit Multi-Family Residential Development as shown. Short term rental properties, owner occupied and short term rental properties, not owner occupied, shall be prohibited."
3. On the corrected copy, revise the use to 10 units under the Development Summary.
4. On the corrected copy, revise the street setback to 20' from proposed ROW after dedication in the Development Summary and on the site layout plans. On the corrected copy, modify the height standard to state the following: "Maximum height shall be measured from the average elevation at finished grade (4 most exterior corners) to the midpoint of the primary roof pitch."
5. On the corrected copy, update the height standards to include the following: Units interior to the site shall not exceed heights of the units along Scott Avenue. Units along Scott Avenue shall have pitched roofs. Units identified with a half-story shall include pitched roofs.
6. On the corrected copy, add a note under Standard SP Notes stating the following: "Half story shall be defined by the Contextual Overlay District Standards per Section 17.36.470 of the Metro Code."
7. With the final SP, a tree survey shall be provided to determine the location of existing trees located around the periphery of the site. Tree protection measures consistent with the Metro Code requirements shall be provided for any trees located along shared boundary that are determined to be offsite. Adjustments to layout may be needed to ensure adequate tree protection.
8. With the final SP, all mechanical units shall be located on the sides of units, outside of the required landscape buffers and areas of tree protection and be screened with additional landscaping, subject to Planning Staff review.
9. With the final SP, provide additional landscaping to minimize views from Scott Avenue into the Unit 4 garage.
10. With the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
11. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
12. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
13. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
14. Comply with all conditions and requirements of Metro reviewing agencies.
15. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM9, as of the date of the applicable request or application.

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

Ms. Konigstein presented the staff recommendation to approve with conditions and disapprove without all conditions.

Scott Morton, Smith Gee Studio, spoke in favor of the application.

Michael Garrigan, Dale & Associates, 516 Heather Place, spoke in favor of the application.

Chris Wright, South 10th Street, spoke in favor of the application.

DJ Sullivan, Scott Avenue, spoke in favor of the application.

Robert Ray, Scott Avenue, spoke in opposition to the application.

Forest Miller, East Nashville, spoke in opposition to the application.

Francis Taylor, Scott Avenue, spoke in opposition to the application.

Phil Klopke, Chase Street, spoke in opposition to the application.

Eda Marie Simpson, East Nashville, spoke in opposition to the application.

Scott Morton spoke in rebuttal.

Councilmember Benedict spoke in favor of the application.

Chair Adkins closed the Public Hearing.

Mr. Marshall spoke about the importance of serving the community as a whole. He indicated he was in support of staff recommendation.

Ms. Dundon asked staff how they go about recommending approval for an SP in terms of maintaining the general character of a neighborhood.

Ms. Milligan described how they addressed this SP with keeping the neighborhood character by looking at the spacing and height of the units, in addition to tucking the attached units behind the detached units where the area is characterized by detached.

Vice Chair Farr provided support to the community concerns. She asked if there were opportunities to improve the mobility on the side streets.

Councilmember Benedict pointed out that NDOT proposed an alley to approve traffic flow, but the neighbors were adamantly against it, and NDOT approved the plan as is.

Vice Chair Farr spoke in favor of this plan providing important housing for this area.

Mr. Marshall moved, and Ms. Dundon seconded the motion to approve with conditions and disapprove without all conditions. (10-0)

Resolution No. RS2025-11

"BE IT RESOLVED by The Metropolitan Planning Commission that 2023SP-050-001 is approved with conditions and disapproved without all conditions. (10-0)

CONDITIONS

1. Permitted uses shall be limited to a maximum of ten multi-family residential units. Short term rental properties, owner occupied and short-term rental properties, not owner occupied, shall be prohibited.

2. On the corrected copy, update the purpose note to state the following: "The purpose of this SP is to receive preliminary approval to permit the development of a 10 Unit Multi-Family Residential Development as shown. Short term rental properties, owner occupied and short term rental properties, not owner occupied, shall be prohibited."
3. On the corrected copy, revise the use to 10 units under the Development Summary.
4. On the corrected copy, revise the street setback to 20' from proposed ROW after dedication in the Development Summary and on the site layout plans. On the corrected copy, modify the height standard to state the following: "Maximum height shall be measured from the average elevation at finished grade (4 most exterior corners) to the midpoint of the primary roof pitch."
5. On the corrected copy, update the height standards to include the following: Units interior to the site shall not exceed heights of the units along Scott Avenue. Units along Scott Avenue shall have pitched roofs. Units identified with a half-story shall include pitched roofs.
6. On the corrected copy, add a note under Standard SP Notes stating the following: "Half story shall be defined by the Contextual Overlay District Standards per Section 17.36.470 of the Metro Code."
7. With the final SP, a tree survey shall be provided to determine the location of existing trees located around the periphery of the site. Tree protection measures consistent with the Metro Code requirements shall be provided for any trees located along shared boundary that are determined to be offsite. Adjustments to layout may be needed to ensure adequate tree protection.
8. With the final SP, all mechanical units shall be located on the sides of units, outside of the required landscape buffers and areas of tree protection and be screened with additional landscaping, subject to Planning Staff review.
9. With the final SP, provide additional landscaping to minimize views from Scott Avenue into the Unit 4 garage.
10. With the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
11. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
12. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
13. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
14. Comply with all conditions and requirements of Metro reviewing agencies.
15. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM9, as of the date of the applicable request or application.
16. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
17. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
18. No master permit/HPR shall be recorded prior to final SP approval.
19. Final plat may be required prior to permitting.

28. **2024SP-055-001**

VERITAS CORNER SP

Council District: 16 (Ginny Welsch)

Staff Reviewer: Dustin Shane

A request to rezone from RS7.5 to SP zoning for properties located at 516, 518 and 520 Veritas Street, at the northwest corner of Veritas Street and Saindon Street (0.52 acres), to permit 20 multi-family residential units, requested by Dale & Associates, applicant; Lex and Company and Lex & Co., LLC, owners.

Staff Recommendation: Defer to the February 13, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2024SP-055-001 to the February 13, 2025, Planning Commission meeting. (10-0)

29. 2025SP-002-001

WALTON PARK

Council District: 05 (Sean Parker)

Staff Reviewer: Laszlo Marton

A request to rezone from RS10 to SP zoning for properties located at 3304, 3306, 3308, 3312 Walton Lane and Walton Lane (unnumbered), approximately 278 feet west of Slate Drive (3.56 acres), to permit 78 multi-family residential units, requested by Alfred Benesch & Company, applicant; Percy Dodson & Mary Harbut, Michael Jenkins & Arnithea Benson, Michael & Vivian Jenkins, and Legacy South, LLC, owners.

Staff Recommendation: Defer to the February 13, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2025SP-002-001 to the February 13, 2025, Planning Commission meeting. (10-0)

30. 2025SP-006-001

BRIARWOOD TOWNHOME SP

Council District: 05 (Sean Parker)

Staff Reviewer: Dustin Shane

A request to rezone from RS10 and RS7.5 to SP zoning for properties located at 2819, 2821, 2823 Jones Avenue and Jones Avenue (unnumbered), approximately 43 feet south of Hart Lane (8.27 acres), to permit 84 multi-family residential units, requested by CSDG, applicant; Teresa Roberts, Sherry Moss, and Nashville Real Estate Investments, LLC, owners.

Staff Recommendation: Defer to the February 13, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2025SP-006-001 to the February 13, 2025, Planning Commission meeting. (10-0)

31. 2025SP-007-001

13905 OLD HICKORY BOULEVARD

Council District: 31 (John Rutherford)

Staff Reviewer: Matt Schenk

A request to rezone from AR2A to SP zoning for properties located at 13905 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), approximately 1,440 feet west of Whittemore Lane (66.72 acres), to permit 381 multi-family residential units, requested by Dale & Associates, applicant; Mike & Patsy & David Pence ET AL, owners.

Staff Recommendation: Defer to the February 13, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2025SP-007-001 to the February 13, 2025, Planning Commission meeting. (10-0)

32. 2023S-151-001

FINAL PLAT SOUTH PORTION OF LOT 20 PLAN OF GLEN ECHO

Council District: 25 (Jeff Preptit)

Staff Reviewer: Laszlo Marton

A request for final plat approval to create one lot on property located at 3603 Belmont Blvd, approximately 305 feet southwest of Graybar Lane, zoned R30 (0.69 acres), requested by Smith Land Surveying, applicant; Magi Takla & Michael Isaac, owners.

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

APPLICANT REQUEST

Request for final plat approval to create one lot.

Final Plat

A request for final plat approval to create one lot on property located at 3603 Belmont Blvd, approximately 305 feet southwest of Graybar Lane, zoned One and Two-Family Residential (R30) (0.69 acres).

SITE DATA AND CONTEXT

Location: The site consists of one property located along the west side of Belmont Boulevard.

Street Type: The site has frontage on Belmont Boulevard. The Major and Collector Street Plan (MCSP) classifies this portion of Belmont Boulevard as a Collector Avenue.

Approximate Acreage: 0.69 acres or approximately 30,028 square feet.

Parcel/Site History: The site consists of one property. The property at 3603 Belmont Boulevard was created by deed in 2023.

Zoning History: The property was recently rezoned to R30 in July 2024. The previous zoning district was R40.

Existing Land Use: The property at 3603 Belmont Boulevard currently contains a single-family land use.

Surrounding Land Use and Zoning:

- North: Single Family Residential/R40
- South: Walter Stokes Middle School/R10
- East: Single Family Residential/R10
- West: Single Family Residential/RS40

Zoning: One and Two-Family Residential (R30)

Min. lot size: 30,000 square feet

Max. building coverage: 0.30

Min. rear setback: 20'

Min. side setback: 15'

Max. height: 3 stories

Min. street setback: Contextual or 40' along a collector, per Zoning Code

PROPOSAL DETAILS

Number of lots: 1

Lot sizes: Proposed Lot 1 has a lot size of 30,028 square feet.

Access: The property is accessed by an existing driveway that enters off Belmont Boulevard.

Subdivision Variances or Exceptions Requested: An exception is required for the compatibility criteria for Lot 1, as the lot does not meet the requirement for minimum lot size and lot frontage.

APPLICABLE SUBDIVISION REGULATIONS

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

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

3-1 General Requirements

The proposal meets the requirements of 3-1.

3-2 Monument Requirements

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

3-3 Suitability of the Land

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

3-4 Lot Requirements

Lot 1 complies with the minimum standards of the zoning code. The lot exceeds the minimum lot size of the R30 zoning district. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of R30 zoning at the time of building permit. Lot 1 is currently accessed by Belmont Boulevard, a public street, via an existing drive.

3-5 Infill Subdivisions

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

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

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

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

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

Complies. The proposed lot has frontage along a public street.

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

The T3 NM policy that applies to the site does not specifically identify an appropriate density; however, the policy supports the underlying R30 zoning district and its prescribed density.

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

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

Lots 1 has frontage onto Belmont Boulevard. The proposed Lot 1 has a frontage width of 100 feet. The required frontage per compatibility standards for surrounding parcels along Belmont Boulevard is 105 feet. Per Section 3-5.2, in cases where lots do not meet the required minimum lot frontage, the Planning Commission may grant an exception to the compatibility requirement by considering a larger area to evaluate general compatibility. More information is provided in the Variance/Exceptions Analysis section below.

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

Lot 1 has a proposed area of 30,028 square feet or 0.69 acres. The required lot size per compatibility standards for surrounding parcels is 31,895 square feet or 0.73 acres. Per Section 3-5.2, in cases where lots do not meet the required minimum lot size, the Planning Commission may grant an exception to the compatibility requirement by considering a larger area to evaluate general compatibility. More information is provided in the Variance/Exceptions Analysis section below.

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

New homes will be required to meet the contextual setback, or the 40-foot setback required for collector streets, whichever is greater, per the Metro Zoning Code.

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

Proposed Lot 1 is oriented to Belmont Boulevard which is in keeping with the lot orientation of surrounding parcels.

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

All agencies have recommended approval or approval with conditions.

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

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

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

Variances/Exceptions Analysis

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

Lot Frontage

The parcels used for evaluating compatibility include Belmont Boulevard (unnumbered) (Map: 117-12, Parcel 193) and 3601 Belmont Boulevard (Map: 117-12, Parcel 157). When evaluating a larger area to analyze lot frontage, staff considered the parcels along the adjacent blocks of Grandview Drive and Graybar Lane, as well as additional parcels along Belmont Boulevard. Graybar Lane contains three consecutive properties nearest to the intersection with Belmont Boulevard where the lot frontages are equal to 100 feet. Additionally, a property on the opposite block face of Belmont Boulevard, as well as the property directly to the north have a frontage of 100 feet which is equal to the frontage proposed for Lot 1. The larger area includes smaller properties along Grandview Drive with frontages that range between 50 and 125 feet. Therefore, the requested lot frontage width for Lot 1 is similar to its immediate neighbors, and the larger area contains a pattern of lots with frontages that are even narrower than what is being requested.

While the parcels that were used for compatibility along Belmont Boulevard required a slightly wider frontage of 105 feet, the analysis only included the two parcels to the north. Widening the scope of surrounding parcels indicates that the proposed Lot 1 has a comparable frontage to other parcels in the larger area.

Lot Size

When evaluating a larger area to analyze lot frontage, staff considered the same parcels as mentioned in the analysis for lot frontage above. While the subject site is proposing a lot size of 30,028 square feet, neighboring properties along Graybar have lot sizes of approximately 20,000 square feet, and the property to the east on the opposite block face at 3606 Belmont Boulevard, has a lot size of 29,142 square feet. Looking at the larger area, lot sizes vary from block to block but most fall within the range of 25,000 to 45,000 square feet.

Widening the scope of surrounding parcels indicates that the proposed Lot 1 has a comparable lot size to other parcels in the larger area.

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

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

Not applicable to this case.

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

Not applicable to this case.

3-5.5 Infill Subdivision Frontage

Not applicable to this case.

3-5.6 Reasonable Conditions

Not applicable to this case.

3-6 Blocks

Not applicable. No new blocks are being created.

3-7 Improvements

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

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

For subdivisions, sidewalks are not required along existing streets. Per a recent court case, the section of the Zoning Code that requires sidewalks along existing streets has been voided, however the plan provides the necessary right-of-way dedication per the MCSP for Shute Lane.

3-9 Requirements for Streets

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

3-10 Requirements for Dedication, Reservations, or Improvements

Belmont Boulevard is classified by the MCSP as a Collector Avenue. The plat does not propose to dedicate any right-of-way as the standard half right-of-way per the MCSP is already being met.

3-11 Inspections During Construction

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

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

Not applicable. No new streets are proposed.

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

Not applicable. No private streets are proposed.

3-14 Drainage and Storm Sewers

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

3-15 Public Water Facilities

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

3-16 Sewerage Facilities

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

3-17 Underground Utilities

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

PLANNING STAFF COMMENTS – SUBDIVISION REGULATIONS

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

POLICY CONSIDERATIONS

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

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

According to the T3 NM policy, density is secondary to the form of development; however, these areas are meant to be low- to moderate-density. Since T3 NM policy is applied to predominantly developed neighborhoods whose character is intended to be maintained, the appropriate density is determined by the existing character of each individual neighborhood in terms of its mix of housing types, setbacks, spacing between buildings, and block structure.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve

STAFF RECOMMENDATION

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

CONDITIONS

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

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2024S-151-001 with conditions including an exception to Section 3-5.2 for lot frontage and lot size based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all the staff recommended conditions.

Approve with conditions, including an exception to Section 3-5.2 for lot frontage and lot size. (10-0)

Resolution No. RS2025-12

"BE IT RESOLVED by The Metropolitan Planning Commission that 2023S-151-001 is approved with conditions, including an exception to Section 3-5.2 for lot frontage and lot size. (10-0)

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.

33. 2024S-178-001

OAKWOOD COMMONS

Council District: 05 (Sean Parker)

Staff Reviewer: Matt Schenk

A request for concept plan approval to create six lots on property located at Bethwood Drive (unnumbered) and Bethwood Drive (unnumbered), approximately 1,068 feet east of Oakwood Drive, zoned RS7.5 (1.63 acres), requested by Dale & Associates, applicant; Upside, LLC, owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Request for concept plan approval to create 6 lots.

Concept Plan

A request for concept plan approval to create six lots on a portion of property located at Bethwood Drive (unnumbered) and Bethwood Drive (unnumbered), approximately 1,068 feet east of Oakwood Drive, zoned Single-Family Residential (RS7.5) (1.63 acres).

SITE DATA AND CONTEXT

Location: The site is located at the current terminus of Bethwood Drive and consists of a smaller parcel to the west and a portion of a larger parcel to the east, adjacent to Ellington Parkway.

Street Type: Bethwood Drive, a local street, will be extended to provide access to the street-fronting lots.

Approximate Acreage: 1.63 acres.

Parcel/Site History: The site consists of two parcels. Parcel 18 was created by deed in 1971 and Parcel 101 was created by deed in 2023.

Zoning History: The smaller parcel (018) has been zoned Single-Family Residential (RS7.5), since 1998. The larger parcel (101) is split zoned RS7.5 and SP, Specific Plan, and has been zoned as such since 2024. The portion included in the proposed subdivision is zoned RS7.5.

Existing land use and configuration: The parcels are currently vacant.

Surrounding land use and zoning:

- North: One and Two-Family Residential (R10)
- South: Single-Family Residential (RS7.5) and Specific Plan (SP)
- East: Ellington Parkway
- West: Single-Family Residential (RS7.5) and One and-Two Family Residential (R10)

Zoning: Single-Family Residential (RS7.5)

Min. lot size: 7,500 square feet

Max. building coverage: 0.45

Min. rear setback: 20'

Min. side setback: 5'

Max. height: 3 stories

Min. street setback: Contextual per Zoning Code

PROPOSAL DETAILS

Number of Lots: 6 lots

Lot sizes: Lot sizes vary from 7,538 square feet to 9,321 square feet.

Access: The plan proposes to extend Bethwood Drive, providing frontage along a public roadway for Lots 1-4. A private drive within a shared access easement is located off Bethwood Drive, between Lots 1 and 2, for access to Lots 5 and 6. Pedestrian access is provided to Lots 5 and 6 by a sidewalk, connecting these lots to Bethwood Drive. The portion of Bethwood Drive that will be extended will connect to a planned roadway extension through the neighboring SP-zoned portion to the south.

Subdivision Variances or Exceptions Requested: None.

APPLICABLE SUBDIVISION REGULATIONS

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

Prior versions of Subdivision Regulations for Nashville and Davidson County contained a uniform set of standards that were applied Metro-wide. This did not take into account the diverse character that exists across the County. In order to achieve harmonious development within the diversity of development patterns that exist in Nashville and Davidson County, the Planning Commission has adopted the current Subdivision Regulations. The Subdivision Regulations incorporate the General Plan policies by including rules or standards for each specific transect. This allows policies of the General Plan to be followed through application of the varying Subdivision Regulations to reflect the unique characteristics found in the different transects. The site is within the Urban Neighborhood Evolving (T4 NE) policy. For T4 NE, the conventional regulations found in Chapter 3 are utilized.

3-1 General Requirements

This subdivision is required to meet the standards of Chapter 3. Staff finds that all standards are met.

3-2 Monument Requirements

This requirement does not apply to concept plans. Monuments will be set after final plat approval.

3-3 Suitability of the Land

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

3-4 Lot Requirements

The proposed lots meet the standards of the Zoning Code. All lots meet the minimum lot size of 7,500 square feet, as required by the RS7.5 zoning district. Lots are required to have frontage onto a public street or, where permitted, onto a private street, or onto a common open space. Lots that front onto a common open space shall have a pedestrian connection from the front of each residential unit to the sidewalk and shall have vehicular access from an abutting public or private alley, or a shared driveway easement. Lots 1-4 have frontage onto the extension of Bethwood Drive. Lots 5 and 6 front onto common open space and are accessed via a private vehicular drive within a proposed shared access easement. A sidewalk is provided from the front of Lots 5 and 6 to the public street extension, which will be improved with sidewalks.

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.

Not applicable for this case.

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

Not applicable to this case as the lots are not being proposed along an existing street.

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

Not applicable to this case.

3-5.5 Infill Subdivision Frontage

Not applicable to this case.

3-5.6 Reasonable Conditions

Not applicable to this case.

3-6 Blocks

The proposed extension of Bethwood Drive would bring the block length of the roadway to approximately 1,060 feet from the nearest existing block. The subdivision regulations indicate that block lengths in residential areas shall not exceed 1,200 feet. The proposed roadway would provide a connection to a planned roadway extension through the neighboring SP zoned portion to the south.

3-7 Improvements

Construction plans for any required public or private improvements (stormwater facilities, water and sewer, public roads, etc.) will be reviewed with the final site plan.

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

The proposed subdivision includes an extension of Bethwood Drive. Sidewalks are provided along both sides of the proposed roadway extension.

3-9 Requirements for Streets

The proposed subdivision includes an extension of Bethwood Drive. This street meets the minimum requirements for a public street.

3-10 Requirements for Dedication, Reservations, or Improvements

Right-of-way and easements for this project will be dedicated with final 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

NDOT will require the review and approval of streets with the submittal of the final site plan. Street names for new streets will be reserved at that time.

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

Not applicable. No private streets are proposed.

3-14 Drainage and Storm Sewers

Drainage and storm sewer requirements are reviewed by Metro Stormwater.

3-15 Public Water Facilities

Metro Water Services has reviewed this proposed concept plan for water and has recommended approval with conditions.

3-16 Sewerage Facilities

Metro Water Services has reviewed this proposed concept plan for sewer and has recommended approval with conditions.

3-17 Underground Utilities

Utilities are required to be located underground whenever a new street is proposed. The concept plan notes all new utilities will be placed underground as required.

PLANNING STAFF COMMENTS

Staff finds that the proposed concept plan meets the standards of the Metro Subdivision Regulations and Metro Zoning Code.

POLICY CONSIDERATIONS

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

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to the entirety of this property is T4 NE (Neighborhood Evolving). The goal of the T4 NE Policy is to maintain suburban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. The policy states that these areas will have higher densities and or smaller lot sizes, with a broader range and integrated mixture of housing types, providing housing choice, than some surrounding urban neighborhoods. Staff finds that the proposed concept plan is consistent with the T4 NE policy by providing a moderate to higher density residential pattern with smaller lot sizes, creating a more diverse mix of housing choices.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve with Conditions

- Fire department access roads shall comply with the current adopted fire code.
- Buildings greater than 30' in height shall meet aerial apparatus access requirements.
- Any building/unit that is unable to meet the aerial apparatus access requirements shall be limited to a maximum of 30' in height.
- Required fire flow shall be determined using NFPA 1 and any local amendment, based on gross square footage of each structure.

STORMWATER RECOMMENDATION

Approve with Conditions

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Ensure /w planning lots 5 and 6 meet subdivision regulations.

- All driveway requirements within the metro code, in effect at the time of approval, are to be followed. Contractor may make field adjustments within parameters of code and NDOT Department regulations. See code section 13.12.110 and 13.12.200
- Road is to be constructed to binder prior to any building permit, to the project bounds, if not constructed previously by neighboring SP zoned project.

TRAFFIC AND PARKING RECOMMENDATION

Approve

- All driveway requirements within the metro code, in effect at the time of approval, are to be followed.
- Contractor may make field adjustments within parameters of code and NDOT Department regulations. See code section 13.12.110 and 13.12.200

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Concept Plan 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.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2024S-178-001 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.

CONDITIONS

1. On the corrected copy, update the SP number on the existing conditions sheet to be 2016SP-040-003.
2. On the corrected copy, update Note 16 under General Concept Plans note to remove “unless specifically called out on the concept plan” language in the setbacks note.
3. On the corrected copy, identify the zoning boundary between RS7.5 and SP.
4. On the corrected copy, extend the required pedestrian connections to the front of Lots 5 and 6 from the pedestrian sidewalk located within the open space.
5. On the corrected copy, extend the shared access easement across the rear of Lot 6.
6. Pursuant to 2-2.5.f of the Metro Subdivision Regulations, the approval a of concept plan shall be effective for four years from the date of Planning Commission approval to the recording of the final plat or a phase of the plat as described in Section 2-2.5.g.
7. Comply with all conditions and requirements of Metro reviewing agencies.
8. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Approve with conditions. (10-0)

Resolution No. RS2025-13

“BE IT RESOLVED by The Metropolitan Planning Commission that 2024S-178-001 is approved with conditions. (10-0)

CONDITIONS

1. On the corrected copy, update the SP number on the existing conditions sheet to be 2016SP-040-003.
2. On the corrected copy, update Note 16 under General Concept Plans note to remove “unless specifically called out on the concept plan” language in the setbacks note.
3. On the corrected copy, identify the zoning boundary between RS7.5 and SP.
4. On the corrected copy, extend the required pedestrian connections to the front of Lots 5 and 6 from the pedestrian sidewalk located within the open space.
5. On the corrected copy, extend the shared access easement across the rear of Lot 6.
6. Pursuant to 2-2.5.f of the Metro Subdivision Regulations, the approval a of concept plan shall be effective for four years from the date of Planning Commission approval to the recording of the final plat or a phase of the plat as described in Section 2-2.5.g.
7. Comply with all conditions and requirements of Metro reviewing agencies.

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

34. 2024S-184-001

1245 KENMORE PLACE

Council District: 07 (Emily Benedict)

Staff Reviewer: Celina Konigstein

A request for concept plan approval to create six lots and dedicate right-of-way on property located at 1245 Kenmore Place, approximately 270 feet south of Kirkland Avenue, zoned RS3.75 and RS7.5 (1.2 acres), requested by Dale & Associates, applicant; Dale Ferguson ET UX, owners.

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

APPLICANT REQUEST

Request for concept plan approval to create six lots.

Concept Plan

A request for concept plan approval to create six lots and dedicate right-of-way on property located at 1245 Kenmore Place, approximately 270 feet south of Kirkland Avenue, zoned Single-Family Residential (RS3.75 and RS7.5) (1.2 acres).

SITE DATA AND CONTEXT

Location: The site has frontage along Kenmore Place, 270 feet south of Kirkland Avenue.

Street Type: The site has frontage on Kenmore Place, which is a local street. The plan proposes the extension of Love Joy Court to the west on the northern portion of the site.

Approximate Acreage: 1.2 acres or approximately 52,272 square feet.

Parcel/Site History: This site is comprised of one lot created in 1907.

Zoning History: The site is split zoned Single-Family Residential (RS7.5 and RS3.75). The portion of the site that is RS7.5 has been zoned RS7.5 since 1998, while the RS3.75 portion has been zoned RS3.75 since 2024.

Existing land use: The site has a single-family residential use.

Surrounding land use and zoning:

- North: Single-Family Residential (RS7.5)
- South: Single-Family Residential (RS7.5)
- East: Single-Family Residential (RS3.75 and RS7.5)
- West: Single-Family Residential (RS7.5)

Zoning: Single-Family Residential (R3.75)

- Min. lot size: 3,750 sq. ft.
- Min. building coverage: 0.60
- Min. rear setback: 20'
- Min. side setback: 3'
- Min. street setback: 20' or Contextual per Zoning Code
- Max. height: 3 stories

Zoning: Single-Family Residential (RS7.5)

- Min. lot size: 7,500 sq. ft.
- Min. building coverage: 0.45
- Min. rear setback: 20'
- Min. side setback: 5'
- Min. street setback: 20' or Contextual per Zoning Code
- Max. height: 3 stories

PROPOSAL DETAILS

Number of lots: 6

Lot sizes: Lots range from 4,307 to 9,679 square feet in size.

Access: Lots 1 and 2 draw access from Kenmore Place while Lots 3 – 6 draw access from an extension of Love Joy Court.

Subdivision Variances or Exceptions Requested: An exception is required for lot area and lot frontage.

APPLICABLE SUBDIVISION REGULATIONS

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

Prior versions of Subdivision Regulations for Nashville and Davidson County contained a uniform set of standards that were applied Metro-wide. This did not take into account the diverse character that exists across the County. In order to achieve harmonious development within the diversity of development patterns that exist in Nashville and Davidson County, the Planning Commission has adopted the current Subdivision Regulations. The Subdivision Regulations incorporate the General Plan policies by including rules or standards for each specific transect. This allows policies of the General Plan to be followed through application of the varying Subdivision Regulations to reflect the unique characteristics found in the different transects. The site is located within the Urban Neighborhood Maintenance (T4 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 T4 Urban transect, the conventional regulations found in Chapter 3 are utilized.

3-1 General Requirements

Staff finds that all standards are met.

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.

3-3 Suitability of the Land

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

3-4 Lot Requirements

The proposed lots comply with the minimum standards of the Zoning Code. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of RS3.75 and RS7.5 zoning at the time of building permit. All proposed lots meet the minimum zoning district standards in place, either RS3.75 or RS7.5 and have frontage on a public street, either Kenmore Place or the public ROW extension of Love Joy Court.

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.

Only Lots 1 and 2 are subject to compatibility as they are on an existing street. Both lots exceed the minimum square footage requirement of their respective zoning districts. Lots 1 and 2 have RS7.5 zoning and are 9,679 square feet and 9,644 square feet respectively.

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.

Only Lots 1 and 2 are subject to compatibility as they are on an existing street. Both Lots 1 and 2 have frontage on a public street, Kenmore Place.

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

The T4 NM policy that applies to this site does not specifically identify an appropriate density; however, the policy supports the underlying RS3.75 and RS7.5 zoning districts and their prescribed density.

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

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

Proposed Lots 1 and 2 do not meet the minimum frontage requirement of 61.3 feet. Lot 1 proposes a frontage of 50.03 feet and Lot 2 proposes a frontage of 49.78 feet.

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

Proposed Lots 1 and 2 do not meet the minimum lot size requirement of 0.49 acres or 21,698 square feet. Lot 1 proposes an area of 9,679 square feet and Lot 2 proposes an area of 9,644 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.

4. Orientation of the proposed lots shall be consistent with the surrounding parcels.

For a corner lot, both block faces shall be evaluated.

Proposed Lots 1 and 2 are oriented toward Kenmore Place, consistent with the existing development patterns on both streets.

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

All agencies have recommended approval or approval with conditions.

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

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

Variances/Exceptions Analysis

This request requires exceptions from Section 3-5.2 pertaining to lot frontage and lot size. In looking at the development pattern of the area, the subject parcel is located midblock along Kenmore Place, with much larger properties located to the west where there is a less established pattern. When compatibility was conducted using the five lots on either side of the subject parcel, the lots to the west along Kenmore Place increased the minimum lot size and frontage required for Lots 1 and 2. The proposed lots are more in keeping with the established pattern to the east. The average lot frontage of the lots to the east along is 66 feet and lot size of 12,894 square feet. Additionally, the two lots immediately adjacent to the east have frontages of approximately 50 feet and lot sizes of approximately 10,000 square feet, in line with the proposed frontage and areas of Lots 1 and 2.

The proposed concept plan has lots more consistent with the lot pattern and lot frontage to the east and is continuing this pattern westward. The proposed Lots 1 and 2 along Kenmore Place are visually compatible in terms of frontage with the existing lots to the east. The lots will also have shared access due to their frontage being less than 50 feet for each lot, per the Subdivision Requirements, providing for driveway spacing that is consistent with the existing pattern to the east. New homes will be required to meet the contextual setback or the 20-foot minimum street setback, whichever is greater, per the Metro Zoning Code. The concept plan reflects the anticipated contextual setbacks that would apply along Kenmore Place and Love Joy Court.

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

Not applicable to this case.

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

Not applicable to this case.

3-5.5 Infill Subdivision Frontage

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

A shared drive is proposed to serve Lots 1 and 2.

3-5.6 Reasonable Conditions

Not applicable to this case.

3-6 Blocks

Not applicable. No new blocks are being created.

3-7 Improvements

Construction plans for any required public or private improvements (stormwater facilities, water and sewer, public roads, etc.) will be reviewed with the final site plan.

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

Sidewalks are required in association with new streets. The proposed subdivision includes new public streets. The proposed concept plan indicates sidewalks will be provided consistent with the local street standard for the proposed new public street.

3-9 Requirements for Streets

The application proposes an extension of Love Joy Court to the west. Public street requirements are reviewed by Nashville DOT. Metro Fire and NDOT have reviewed the concept plan and found it to be in compliance with the standards of this section subject to several conditions. Those conditions are listed in the recommendations from all agencies section below.

3-10 Requirements for Dedication, Reservations, or Improvements

The application proposes an extension of a local street with a right-of-way width of 46 feet per NDOT requirements. Right-of-way and easements for this project will be dedicated with the final plat.

3-11 Inspections During Construction

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

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

NDOT will require the review and approval of streets with the submittal of the final site plan. Street names for new streets will be reserved at that time.

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

Not applicable to this case. The concept plan does not propose any new private streets.

3-14 Drainage and Storm Sewers

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

3-15 Public Water Facilities

Metro Water Services has reviewed the proposed concept plan for water and has recommended approval with conditions.

3-16 Sewerage Facilities

Metro Water Services has reviewed the proposed concept plan for sewer and has recommended approval with conditions.

3-17 Underground Utilities

Utilities are required to be located underground whenever a new street is proposed. All utilities for the proposed subdivision will be located underground.

PLANNING STAFF COMMENTS

With the exception for minimum lot frontage and lot area of the proposed Lots 1 and 2, the proposed lots meet the standards of the Metro Subdivision Regulations and Metro Zoning Code. Future development will be required to meet the standards of the Metro Zoning Code in regard to setback, building heights, etc. Staff recommends approval with conditions based on a finding that the proposal can provide for harmonious development based on the development pattern of the area.

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

The Community Character Manual (CCM) policy applied to the site is Urban Neighborhood Maintenance (T4 NM). T4 NM is intended to maintain the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T4 NM areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity. Lot sizes within the broader policy area can vary, and zoning districts ranging from RS3.75 up to RM20-A are supported depending on context. The proposed development pattern is consistent with the surrounding mix of lot sizes.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT ROADS RECOMMENDATION

Approve with conditions

- Subdivision concept plans generally conform to NDOT standards. Final road construction drawings are to comply with the Subdivision Street Design Standards and Specifications.
- All driveway requirements within the metro code, in effect at the time of approval, are to be followed. Contractor may make field adjustments within parameters of code and NDOT Department regulations. See code section 13.12.110 and 13.12.200.
- Provide a 5' overlapping connection to existing walk.
- [Show on final] Provide 4' separation from lot line before beginning access for drive.
- [Show on final] Maximum allowable drive access width is to be at the most 40% of the lot frontage with the public street. 20' drive width exceeds this.
- [Show on final] Provide 25' separation between drives. Show neighboring parcel drive locations to confirm this.
- [Show on final] Show connection to existing sidewalk and curb line in detail.

NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Concept Plan 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.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. On the corrected copy, dimension the half-of-standard ROW width along Kenmore Place.
2. On the corrected copy, modify the setback note in the Site Criteria section to state the following regarding street setbacks: "Street setbacks: 20' minimum or contextual, whichever is greater, per the Metro Zoning Code."
3. Pursuant to 2-2.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.

4. Pursuant to 2-2.5.f of the Metro Subdivision Regulations, the approval of a concept plan shall be effective for four years from the date of Planning Commission approval to the recording of the final plat or a phase of the plat as described in Section 2-2.5.g.

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2024S-184-001 with conditions including an exception to Section 3-5.2 lot frontage and lot size 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.

Approve with conditions, including an exception to Section 3-5.2 for lot frontage and lot size. (10-0)

Resolution No. RS2025-14

"BE IT RESOLVED by The Metropolitan Planning Commission that 2024S-184-001 is approved with conditions, including an exception to Section 3-5.2 for lot frontage and lot size. (10-0)

CONDITIONS

1. On the corrected copy, dimension the half-of-standard ROW width along Kenmore Place.
2. On the corrected copy, modify the setback note in the Site Criteria section to state the following regarding street setbacks: "Street setbacks: 20' minimum or contextual, whichever is greater, per the Metro Zoning Code."
3. Pursuant to 2-2.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.
4. Pursuant to 2-2.5.f of the Metro Subdivision Regulations, the approval of a concept plan shall be effective for four years from the date of Planning Commission approval to the recording of the final plat or a phase of the plat as described in Section 2-2.5.g.

35. 2025S-007-001

OVERLOOK AT AARON'S CRESS PHASE 2

Council District: 12 (Erin Evans)

Staff Reviewer: Madalyn Welch

A request for final plat approval to create 44 lots on property located at Kemp Drive (unnumbered), approximately 534 feet east of Bournemouth Lane, zoned SP, (8.02 acres), requested by Dale & Associates, applicant; Beazer Homes, LLC, owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Request for final plat approval to create 44 lots.

Final plat

A request for final plat approval to create 44 lots on property located at Kemp Drive (unnumbered), approximately 534 feet east of Bournemouth Lane, zoned Specific Plan (SP) (8.02 acres).

CASE HISTORY

The site is located within a Specific Plan zoning district (Case No. 2019SP-031-001). The preliminary plan, named 4307 Central Pike, was granted approval by Metro Council in 2019 for a mixed use development. The final site plan for this phase (Case No. 2019SP-031-003) received administrative approval for 44 single-family lots, in July 2024. The proposed plat includes 44 lots with public roads that will tie into the adjacent phase of Aaron's Cress subdivision to the south

SITE DATA AND CONTEXT

Location: The site is located 534 feet east of Bournemouth Lane.

Approximate Acreage: 8.02 acres or approximately 349,541 square feet.

PROPOSAL DETAILS

Number of lots: 44

Subdivision Variances or Exceptions Requested: None.

UPDATED FINAL PLAT RULES AND PROCEDURES

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

plan approval. Prior to this change, staff was delegated authority to approve final plats that created no more than 2 lots, if certain criteria are met, and all final plats for subdivisions that received preliminary/concept plan approval.

The subject site received preliminary approval in 2019 and final site plan approval in 2024. Approval by the MPC is now required because the plat contains more than 25 lots, requiring consideration by the MPC per amended TCA Sections 13-3-402 and 13-4-302 under Public Chapter 994.

APPLICABLE SUBDIVISION REGULATIONS

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

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Bond will be required for public infrastructure prior to recording plat.
- Plat is not to be recorded until new roads have been constructed to binder layer.

TRAFFIC AND PARKING RECOMMENDATION

Approve

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Attached is a copy of the above-referenced subdivision (uploaded by Planning on December 20, 2024) on which we have noted our comments and recommend approval.
- Approval is contingent on construction and completion of MWS Project #'s 22SL0289 and 22WL0140.
- A bond amount of \$180,000.00 is assigned to 22SL0289, and an amount of \$200,000 is assigned to 22WL0140.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

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

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2025S-007-001 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.

Approve with conditions. (10-0)

Resolution No. RS2025-15

"BE IT RESOLVED by The Metropolitan Planning Commission that 2025S-007-001 is approved with conditions. (10-0)

CONDITIONS

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

36. 38-79P-006

RIVERGATE MALL IN-N-OUT BURGER

Council District: 10 (Jennifer Webb)

Staff Reviewer: Dustin Shane

A request to revise the preliminary plan and for final site plan approval for a Planned Unit Development Overlay District on property located at 1000 Rivergate Parkway, at the northeast corner of Cude Lane and Gallatin Pike, zoned SCR (2.58 acres), to permit a fast-food restaurant, IN-N-OUT Burger, applicant; Dillard TN. Operating LTD. Partnership, owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Revise preliminary PUD and final site plan.

PUD Revision and Final

A request to revise the preliminary plan and for final site plan approval for a Planned Unit Development Overlay District on property located at 1000 Rivergate Parkway, at the northeast corner of Cude Lane and Gallatin Pike, zoned Shopping Center Regional (SCR) (2.58 acres), to permit a fast-food restaurant.

Existing Zoning

Shopping Center Regional (SCR) is intended for high intensity retail, office, and consumer service uses for a regional market area.

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

PUD HISTORY

The preliminary PUD, which includes more properties beyond the subject property, was first approved by Council in 1979 for retail and restaurant uses with a total floor area in excess of 700,000 square feet and over 4,000 parking spaces. It has been revised and amended numerous times, with a 1986 amendment adding 293,692 square feet of commercial retail space. With the most recent substantive alteration of the PUD in 2018, the Planning Commission approved the expansion of an existing restaurant on the adjacent parcel to the northeast (Case No. 38-79P-003). The two subsequent cases related to the PUD were to permit an online pick-up service area for the Target store within the PUD (38-79P-004), and to cancel a portion of the PUD containing a parking lot area so it could be utilized by the recently opened BJ's within the adjacent city of Goodlettsville (38-79P-005). The revision proposed by this plan represents a 0.34 percent increase in floor area (from 1,137,066 square feet to 1,140,926 square feet), which does not increase the total square footage within the PUD by more than 10 percent.

SITE CONTEXT AND PLAN DETAILS

The subject property is located at 1000 Rivergate Parkway, opposite Cude Lane and Shepherd Hills Drive across Gallatin Pike. Adjacent zoning is Commercial Planned Unit Development (PUD) Shopping Center Regional (SCR) to the north, west, and east of the site north of Gallatin Pike and Commercial Service (CS) across Gallatin Pike to the south. Adjacent land uses consist of an enclosed mall, fast food, and strip shopping centers. The subject property is currently developed with a parking lot.

Site Plan

The site plan consists of a 3,887-square foot fast food restaurant and appurtenant parking. The building is located on the western edge of the site and wrapped by a two-lane drive-through (with the outer lane acting as a bypass lane). Outdoor seating is found to the north and east of the structure. Access is drawn from the mall parking lot to the north with two lanes of ingress and two lanes of egress and Rivergate Drive (a private drive) to the east, where a right-out-only curb cut is shown. Landscaping is shown per Metro Code for the parking area. The required improvements along Gallatin Pike are not shown because the approval has been conditioned by NDOT on a contribution from the developer sufficient to cover the costs of NDOT's planned cross-section for the road, which is currently under construction along other portions. A pedestrian path and sidewalk are shown from the entrance of the building down to the existing bus stop on Gallatin Pike, which is shown as paved and improved with the plan. A total of 123 parking spaces is shown, exceeding the minimum required by Code. Taking into account the parking spaces removed by the recent cancellation of a portion of the PUD (Case No. 38-79P-005) and the parking configuration shown by this application, excess parking in the PUD as a whole after this revision will total 142 spaces.

ANALYSIS

Section 17.40.120.G permits the Planning Commission to approve "minor modifications" under certain conditions. Staff finds that the request is consistent with and meets all of the criteria of Section 17.40.120.G, which is provided below for review.

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

- 1.The planned unit development (PUD) shall be recognized by this title according to the master development plan and its associated conditions specified in the PUD ordinance last approved by the metropolitan council prior to the effective date of the ordinance codified in this title.
2. The planning commission may consider and approve minor modifications to a previously approved planned unit development subject to the following limitations. All other modifications shall be considered by the planning commission as an amendment to the previously approved planned unit development and shall be referred back to the council for approval according to the procedures of Section 17.40.120(A)(5). That portion of a planned unit development master plan being amended by the council shall adhere to all provisions of this code:
 - a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
 - b. The boundary of the planned unit development overlay district is not expanded;
 - c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);
 - d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;
 - e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;
 - f. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;
 - g. There is no change from a PUD approved exclusively for single-family units to another residential structure type;
 - h. The total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council;
 - i. If originally limited to office activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
 - j. If originally limited to office, retail and other general commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to include industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.

k. If originally limited to commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.

l. In the determination of the commission, the nature of the change will have no greater adverse impact on those environmentally sensitive features identified in Chapter 17.28 of this code than would have occurred had the development proceeded in conformance with the previous approval.

m. In the judgment of the commission, the planned unit development or portion thereof to be modified does not meet the criteria for inactivity of Section 17.40.120.H.4.a.

As proposed, the revision is consistent with the Council approved plan. The plan does not increase the floor area more than ten percent above what was approved by Council and, per Section 17.40.120.G.2.h as referenced above, can be approved by the Metro Planning Commission as a revision to the Preliminary PUD. The revision does not propose a use not permitted in the PUD. The request does not expand the boundary of the PUD, nor does it include any new access points. Staff recommends approval with conditions since the plan meets the criteria to be approved as a minor modification by the Metro Planning Commission.

FIRE MARSHAL RECOMMENDATION

Approve

WEGO PUBLIC TRANSIT RECOMMENDATION

Approve with conditions

- Developer shall provide a sidewalk connection from site to existing (at the time of development construction) bus stop on Gallatin Pike.
- Developer's financial contribution to NDOT includes contribution toward transit facilities.
- Development must coordinate and reach agreement about sidewalk and transit facilities with NDOT Gallatin Complete Streets project and WeGo Robert.Johnson@Nashville.gov prior to Building Permit issue.
- Sidewalk connections must be completed prior to any occupancy and use of the site.

STORMWATER RECOMMENDATION

Approve with conditions

- Comments from SWGR must be fully addressed prior to building permit issuance.

WATER SERVICES RECOMMENDATION

Approved with conditions

- 38-79P-006
As public sanitary sewer line construction plans have been approved, Metro Project No 24SL0028, IN-N-OUT Burger, 1000 Rivergate Pkwy, and match the latest PUD plan revision (uploaded by Planning on 12/03/2024), MWS recommends approval with respect to sanitary sewer, on the following condition:
 - Approval does not apply to private sanitary sewer service line design. Plans must be submitted and approved through a separate review process with Metro Water- Development Services before the private sanitary sewer service line construction may begin. Water provided by the MSUD.

MADISON SUBURBAN UTILITY DISTRICT

Approved with conditions

- See letter dated August 5, 2024.

NASHVILLE DOT ROADS RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- The MMTA has been received and reviewed. The development mitigation will be a contribution of \$300,000 to go towards sidewalks and pedestrian infrastructure on Gallatin Pike, as agreed to via email on 11/21/24. Coordinate with NDOT on making this contribution prior to U&O.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. The total square footage of this PUD revision is 3,887 square feet.
2. On the corrected copy, change the purpose note on Sheet C0.0 to read: "The purpose of this application is to revise the Preliminary Planned Unit Development (PUD) and receive Final Site Plan approval for a 3,887-square foot fast food restaurant."
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
5. 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.
6. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.
7. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.

Approve with conditions, including updated conditions in memo. (10-0)

Resolution No. RS2025-16

"BE IT RESOLVED by The Metropolitan Planning Commission that 38-79P-006 is approved with conditions, including updated conditions in memo. (10-0)

CONDITIONS

1. The total square footage of this PUD revision is 3,887 square feet.
2. On the corrected copy, change the purpose note on Sheet C0.0 to read: "The purpose of this application is to revise the Preliminary Planned Unit Development (PUD) and receive Final Site Plan approval for a 3,887-square foot fast food restaurant."
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
5. 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.
6. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.
7. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.

37. 2017UD-005-010

BL2024-642

RIVER NORTH URBAN DESIGN OVERLAY AMENDMENT

Council District: 19 (Jacob Kupin)

Staff Reviewer: Eric Hammer

A request to amend Title 17 of the Metropolitan Code of Laws, the Zoning Ordinance of the Metropolitan Government of Nashville and Davidson County, by amending the River North Urban Design Overlay District for various properties located on Cowan Street, Waterside Drive, Oldham Street, North 1st Street, River North Boulevard, Spring Street, and Cowan Court (165.21 acres) to update urban design standards related to structured parking and building materials.

Staff Recommendation: Approve.

APPLICANT REQUEST

Amend the Zoning Code to update urban design standards within the River North Urban Design Overlay (UDO).

Zone Change

A request to amend Title 17 of the Metropolitan Code of Laws, the Zoning Ordinance of the Metropolitan Government of Nashville and Davidson County, by amending the River North Urban Design Overlay District for various properties located on Cowan Street, Waterside Drive, Oldham Street, North 1st Street, River North Boulevard, Spring Street, and Cowan Court (165.21 acres) to update urban design standards related to structured parking and building materials.

BACKGROUND

The River North UDO was created in 2018 by BL2017-932 to produce more predictable design outcomes by establishing form-based standards on 165.21 acres of land to the immediate east of the Cumberland River. These standards were largely based on those of the Downtown Code (DTC). Since 2017, the DTC has been amended several times to increase urban design quality, whereas the River North UDO has not been amended since its creation.

Per the conditions of approval of the UDO, the standards of the UDO do not apply to properties zoned IG until such time as those properties are rezoned to a more appropriate zoning district. This amendment does not alter that condition of approval.

PROPOSED AMENDMENTS TO TITLE 17

The bill as filed would amend the River North Urban Design Overlay to add four standards related to structured parking, including a maximum ratio of parking façade to habitable space façade, new façade treatment standards specific to garages, more specific cladding alternatives, and regulation on architectural lighting relating to the screening.

Parking Structure Height Regulation

The ratio of parking garage and base height to the overall building height is an important aspect of the visual appeal and balance of a structure. This amendment proposes a maximum ratio of one level of screened or lined parking garage per three levels of habitable space. This standard regulates to ensure that buildings have reasonable proportions and are not dominated by structured parking. This regulation does not include underground parking in any part of the ratio.

Parking Garage Façade Treatment

The proposed amendment creates three alternative paths to compliance for structured parking: placing parking underground, lining structured parking with active uses, or using high quality garage cladding. Understanding that the River North UDO area has varied stormwater issues, underground parking is encouraged, but not required and all three options are available to allow developers to respond to the site conditions.

Parking Garage Cladding

If the cladding alternative path to compliance is selected, the proposal creates three options: screening, solid wall, and innovative design. The screening option generally involves a dynamic pattern of perforations, elements placed as angled panels, or louvers strategically arranged to blend functionality with aesthetic appeal. Screening regulations include maximum gap sizes and a minimum percentage of opaqueness. The solid wall option generally consists of a solid façade that mirrors the architectural expression of the rest of the building, while screening the elements inside. The innovative design option allows for incorporation of unconventional features that complement both the design of the building and the surrounding area while introducing new typologies of materials, scale, or style. These solutions may be approved by Planning Staff administratively during the review process.

Parking Garage Lighting

Property within the UDO is already governed by the regulations regarding outdoor lighting contained within section 17.28.100. The amendment proposes to build upon those requirements by setting additional limits on aggressive lighting placement and positioning, specifically those that may have an adverse impact on nearby residential developments and the interstate highway, which is directly adjacent to many affected parcels.

ANALYSIS

The current UDO does have standards regarding structured parking; however, they rely heavily on nonspecific language, particularly the current design standard, which simply states that “façade treatments shall integrate or complement the architectural characteristics of the habitable portion of the building and the surrounding built context.” The amendment proposes a more legible and predictable regulatory framework for evaluating the design of structured parking.

The Planning Department has conducted community engagement with all landowners within the UDO who are eligible to utilize the UDO and made some adjustments based on feedback.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. The Structured Height Regulation shall not apply to buildings nine stories or fewer, where parking is fully located behind upper-level habitable liners.
2. The conditions of BL2017-932 shall remain applicable.

Approve with conditions, including conditions in memo. (10-0)

Resolution No. RS2025-17

"BE IT RESOLVED by The Metropolitan Planning Commission that 2017UD-005-010 is approved with conditions, including conditions in memo. (10-0)

CONDITIONS

1. The Structured Height Regulation shall not apply to buildings nine stories or fewer, where parking is fully located behind upper-level habitable liners.
2. The conditions of BL2017-932 shall remain applicable.

38. 2024Z-098PR-001

Council District: 21 (Brandon Taylor)
Staff Reviewer: Celina Konigstein

A request to rezone from RS5 to R6-A zoning for property located at 1615 11th Ave North, approximately 250 feet northwest of Cockrill Street and located within a Detached Accessory Dwelling Unit Overlay District (0.17 acres), requested by Kenneth W. Lee, applicant and owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 1615 11th Ave North, approximately 250 feet northwest of Cockrill Street and located within a Detached Accessory Dwelling Unit Overlay District (0.17 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. *RS5 would permit a maximum of one single-family lot.*

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

Proposed Zoning

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

NORTH NASHVILLE PLAN

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

account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

ANALYSIS

The application consists of one, approximately 0.17-acre parcel, located at 1615 11th Avenue North. The parcel has been zoned Single Family Residential (RS5) since 1998 and contains a single-story single-family residential use. The surrounding parcels are zoned Single-Family Residential (RS5) and are also within the DADU Overlay. Land uses of the surrounding parcels include predominantly single-family residential and vacant uses. The subject parcel has frontage along 11th Avenue North, which is classified as a local street. To the rear of the site is an improved alley, Alley #539.

The site is located within an Urban Neighborhood Evolving (T4 NE) policy area, which intends to create and enhance urban residential neighborhoods that provide more housing choices and moderate to high density development patterns. The proposed Alternative (-A) district standards would ensure that future development on the site has an urban form, consistent with the policy guidance. The parcel is located mid-block; however, there is an improved alley to the rear of the site that would be required to be utilized to access the site to meet the Alternative standards. Due to these factors, the proposed R6-A district provides a modest increase in density and aligns with the goals of the T4 NE policy.

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)	0.17	8.71 F	1 U	15	5	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.17	7.26 F	2 U	28	7	2

*Based on two-family lots

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

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

METRO SCHOOL BOARD REPORT

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

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

The proposed R6-A zoning is not expected to generate any additional students beyond the existing RS5 zoning. Students would attend Robert Churchwell Elementary School, John Early Middle School, and Pearl-Cohn High School. Robert Churchwell Elementary School is identified as under capacity, while John Early Middle School and Pearl-Cohn High School are identified as exceedingly under capacity. This information is based on the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.

Approve. (10-0)

Resolution No. RS2025-18

"BE IT RESOLVED by The Metropolitan Planning Commission that 2024Z-098PR-001 is approved. (10-0)

39. 2025Z-001PR-001

Council District: 16 (Ginny Welsch)
Staff Reviewer: Jeremiah Commey

A request to rezone from RS5 to RM20-A-NS zoning for properties located at 100 and 102 Lutie Street, approximately 168 feet south of Elberta Street (0.36 acres), requested by Anthonio Tucker, applicant and owner.

Staff Recommendation: Disapprove RM20-A-NS and Approve RM15-A-NS.

APPLICANT REQUEST

Zone change from RS5 to RM20-A-NS.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential-Alternative-No Short Term Rental (RM20-A-NS) zoning for properties located at 100 and 102 Lutie Street, approximately 168 feet south of Elberta Street (0.36 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 three single family lots. Application of Metro's Subdivision Regulations may result in fewer units at this site.*

Proposed Zoning

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

SOUTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The application consists of two parcels (Map 119-06, Parcel 019,375) totaling 0.36 acres, located along Lutie Street, and 168 feet south of Elberta Street. The property has been zoned Single-Family Residential (RS5) since 2004. The property is currently vacant. The application proposes to rezone the property from RS5 to RM20-A-NS. The surrounding land uses are primarily single-family with some two-family residential land uses in the immediate surrounding area. The site is located just to the east of an arterial boulevard, Foster Avenue, with some commercial and office land uses on the east side of Foster Avenue. The subject property has frontage along both Lutie Street and Miller Street. There is also access via an improved alley at the rear of the property.

The property is located within the Urban Neighborhood Evolving (T4 NE) policy area. This policy area supports higher densities and/or smaller lot sizes, with a broader range and integrated mixture of housing types. However, the property is also located along the policy seam of two lower intensity policy areas: Suburban Neighborhood Maintenance (T3 NM) to the east and Urban Neighborhood Maintenance (T4 NM) to the north, therefore the policy on the subject site is intended to serve as a transition to the adjacent policy areas.

Based on acreage alone, the proposed RM20-A-NS zoning could allow up to seven units. While the policy is generally supportive of higher density residential development in relation to corridors and centers, the subject properties are not immediately adjacent to the Foster Avenue corridor and do not border a center policy area.

Land uses in this area transition from higher densities in the T4 Neighborhood Center policy to the west to lower densities in the T4 Neighborhood Maintenance policy to the north, and T3 Neighborhood Maintenance policy to the east. RM20-A-NS is on the higher end of densities that the T4 NE policy supports, and staff finds that a less intense multi-family zoning district, such as RM15-A-NS, would provide a more appropriate transition in intensity as

the land uses transition from the Foster Avenue Corridor to the East. RM15-A-NS could allow for a maximum of five units.

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)	0.36	8.71 F	3 U	41	7	3

Maximum Uses in Proposed Zoning District: **RM20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential	0.36	20 D	7 U	36	3	3

Traffic changes between maximum: **RS5 and RM20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-5	-4	0

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed RM20-A-NS district: 1 Elementary 0 Middle 1 High

The proposed RM20-A-NS zoning is expected to generate two more students than the existing RS5 zoning. Students would attend John B. Whitsitt Elementary School, Cameron College Preparatory Middle School, and Glenclyff High School. John B. Whitsitt Elementary and Glenclyff High School are identified as overcapacity while Cameron College Prep Middle school is identified as under capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends disapproval of RM20-A-NS and approval of RM15-A-NS.

Mr. Commey presented the staff recommendation to disapprove RM20-A-NS and approve RM 15-A-NS.

The applicant, no name provided, was present and handed out documents to the Commissioners. He did not speak.

Jennnifer Root, Lutie Street, spoke in opposition to the application.

Chair Adkins closed the Public Hearing.

Mr. Clifton asked staff why RM15 is better than RM20 and if Ms. Root would still be against it with that change.

Ms. Dorlester explained scaling back to RM15 would allow five units and 35 feet tall, which would be more in keeping with the character of the homes in the neighborhood.

Mr. Clifton asked if this was discussed with the applicant.

Ms. Dorlester responded in the affirmative. She stated the applicant was not willing to change his request and staff moved forward with their recommendation.

Councilmember Gamble asked if either RM20 or RM15 fit the policy.

Ms. Milligan advised a range of zoning districts is appropriate in all of the policies. She explained why staff felt a more slight increase and holding the heights down were appropriate, given its adjacency to the neighborhood maintenance areas, and being along the seam of those policies.

Councilmember Gamble asked if there was a reason why the applicant was not interested in amending the request.

Ms. Milligan referred to the document the applicant earlier handed out.

Ms. Dundon moved, and Vice Chair Farr seconded the motion to disapprove RM20-A-NS and approve RM15-A-NS. (10-0)

Resolution No. RS2025-19

"BE IT RESOLVED by The Metropolitan Planning Commission that 2025Z-001PR-001 is disapproved for RM20-A-NS and approved for RM15-A-NS. (10-0)

40. 2025Z-005PR-001

Council District: 04 (Mike Cortese)
Staff Reviewer: Jeremiah Commey

A request to rezone from AR2A to RM20-A zoning for properties located at 6355 Nolensville Pike and Nolensville Pike (unnumbered), approximately 139 feet north of Holt Road (13.72 acres) and located within the Corridor Design Overlay, requested by Fulmer Lucas Engineering, applicant; Eleanor Dyer and Amon & Anna Ringemann, owners.

Staff Recommendation: Defer to the February 13, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2025Z-005PR-001 to the February 13, 2025, Planning Commission meeting. (10-0)

41. 2025Z-006PR-001

Council District: 16 (Ginny Welsch)
Staff Reviewer: Dustin Shane

A request to rezone from RS10 to OR20-A-NS zoning for property located at 2826 Hartford Drive, at the northeast corner of Thompson Lane and Hartford Drive (1.04 acres), requested by Compass RE, applicant; Charles Walker, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS10 to OR20-A-NS.

Zone Change

A request to rezone from Single-Family Residential (RS10) to Office/Residential-Alternative-No Short Term Rental (OR20-A-NS) zoning for property located at 2826 Hartford Drive, at the northeast corner of Thompson Lane and Hartford Drive (1.04 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. *RS10 could permit a maximum of four lots. Application of Metro's Subdivision Regulations may result in fewer units at this site.*

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. *OR20-A-NS could permit a maximum of 21 units. The -NS designation prohibits Short-Term Rental Property – Owner Occupied and Short-Term Rental Property - Not Owner Occupied uses from the district.*

SOUTH NASHVILLE COMMUNITY PLAN

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

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

ANALYSIS

The application consists of one parcel (Map 119-10, Parcel 175) totaling 1.04 acres in size located at the northeastern corner of Thompson Lane and Hartford Drive, approximately one-half mile west of the Interstate 24 interchange. The property contains a single-family home built in 1946. Surrounding uses include single-family residential, vacant commercial land, an automobile service station, and a small office building, variously zoned Single-Family Residential (RS10), Specific Plan (SP), Office Limited (OL), Commercial Service (CS), Commercial Limited (CL), and Office/Residential (OR20). The TR policy acts as a transitional buffer between the Suburban Neighborhood Maintenance (T3 NM) policy areas to the north and south and the Urban Community Center (T4 CC) and Urban Mixed-Use Neighborhood (T4 MU) policies to the west. The majority of the site is within the Transition policy, but a small portion in the rear is under Conservation policy because of the presence of steeper slopes.

The application proposes to rezone the property from RS10 to OR20-A-NS. The requested zoning is supported by the TR Transition policy. According to the Community Character Manual, TR areas "serve a limited function of providing transitions in scale, intensity, and use at locations between high-intensity and low-intensity policy categories or development. The predominant uses in TR areas are small-scale offices and moderate to high density residential in various building types ... Housing in TR areas can include a mix of building types and is especially appropriate for 'missing middle' housing such as plex houses, house courts, and multifamily housing with small to medium-sized footprints." The proposed zoning allows for office uses and multifamily residential uses, which would increase housing choice in the area. The standards for building placement, parking, and access included in the -A district designation would also improve the relationship of any future development to the street, creating a more walkable neighborhood consistent with the goals of the TR policy and NashvilleNext as a whole. Finally, the -NS designation prohibits short-term rental property, thus ensuring that any future units built will be used for needed housing.

The OR20-A-NS zoning district is also appropriate for the area and policy given its location along a major arterial that already features parcels zoned OR20 and that is half a mile from an interstate interchange. Added intensity at this location will meet the policy goal of providing a buffer between this busy stretch of Thompson Lane and the suburban neighborhood to the north.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	1.04	4.36 F	4 U	54	8	5

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)	0.52	20 D	10 U	53	4	5

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)	0.52	0.8	18,121 SF	202	43	23

Traffic changes between maximum: **RS10 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
-	-	-	-	+201	+39	+23

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 district: 1 Elementary 0 Middle 0 High

Projected student generation proposed OR20–A–NS district: 3 Elementary 1 Middle 2 High

The proposed OR20-A-NS zoning could generate up to five more students than the existing RS10 zoning. Students would attend John B. Whitsitt Elementary School, Cameron College Preparatory School, and Glenclyff High School. John B. Whitsitt Elementary School and Glenclyff High School are identified as being over capacity while Cameron College Preparatory School is identified as being 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.

Approve. (10-0)

Resolution No. RS2025-20

"BE IT RESOLVED by The Metropolitan Planning Commission that 2025Z-006PR-001 is approved. (10-0)

42. 2025Z-007PR-001

Council District: 01 (Joy Kimbrough)

Staff Reviewer: Celina Konigstein

A request to rezone from RS10 to RM9-A-NS zoning for property located at 1704 County Hospital Road, approximately 100 feet northeast of Hydes Ferry Road (0.34 acres), requested by C&H Properties, LLC, applicant; Les Lazarus, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS10 to RM9-A-NS.

Zone Change

A request to rezone from Single-Family Residential (RS10) to Multi-Family Residential – Alternative – No Short Term Rental (RM9-A-NS) zoning for property located at 1704 County Hospital Road, approximately 100 feet northeast of Hydes Ferry Road (0.34 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 one single-family lot.*

Proposed Zoning

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

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially 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 totaling 0.34 acres, located along the eastern side of County Hospital Road. The property has been zoned Single Family Residential (RS10) since 1998 and contains a single-family home. Surrounding properties are zoned Commercial Service (CS), Single-Family Residential (RS10), and One and Two-family Residential (R10) while the land uses of the surrounding properties are single-family residential, two-family residential, commercial, and industrial.

The application proposes to rezone the property from RS10 to RM9-A-NS. The property is located within the T3 Suburban Neighborhood Evolving (T3 NE) policy area, which intends to create and enhance suburban residential neighborhoods. The T3 NE policy supports a broader mix of housing types with higher densities to provide for housing choice. Based on acreage alone, the proposed RM9-A-NS zoning could allow up to three units, which is a moderate increase in intensity from the existing RS10 district which would permit a maximum of one unit on one lot.

The property is located near the intersection of Hydes Ferry Road and County Hospital Road. County Hospital Road is classified as an arterial boulevard by the Major and Collector Street Plan (MCSP). Additionally, the site is within a five-minute walk to bus stops served by WeGo Route 77 at the intersection of Hydes Ferry Road and County Hospital Road. The policy supports allowing for higher density residential uses in relation to transit corridors and centers.

The subject parcel is uniquely situated within a T3 NE policy area, which supports residential zoning districts; however, it abuts two Commercial Service (CS) zoned parcels within the same policy area. The abutting CS parcels have been zoned CS since 1974, have frontage on Hydes Ferry Road and County Hospital Road and support a wide array of permitted land uses given the CS zoning district. To the west of Hydes Ferry Road is a mix of CS and IWD zoning within a District Industrial policy. A rezoning on the subject parcel would allow for a transition between industrial and commercial uses west of Hydes Ferry Road, commercial uses on the parcels abutting the subject parcel, and the single-family and two-family uses to the east and closer to the middle of the block.

The Alternative designation promotes an urban form while the -NS designation prohibits both types of short-term rentals, non-owner occupied, and owner occupied. Some of the specific Alternative standards that would apply at this site would include the construction of sidewalks per the MCSP, a primary entrance to the building along the building façade within the build-to zone, and minimum glazing requirements which would encourage a façade that interacts with the public realm. The prohibition of short-term rentals would promote permanent housing in an evolving policy area. The proposed RM9-A-NS district increases density modestly and aligns with goals of T3 NE policy and NashvilleNext to provide a mixture of housing choices near transit corridors and higher classification of streets.

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)	0.34	4.36 F	1 U	15	5	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	0.34	9 D	3 U	15	1	2

Traffic changes between maximum: **RS10 and RM9-A-NS**

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

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed RM9-A-NS district: 1 Elementary 0 Middle 0 High

The proposed RM9-A-NS zoning is expected to generate one additional student than the existing RS10 zoning. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. Cumberland Elementary and Haynes Middle School are identified as at capacity, while Whites Creek High School is 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.

Approve. (10-0)

Resolution No. RS2025-21

"BE IT RESOLVED by The Metropolitan Planning Commission that 2025Z-007PR-001 is approved. (10-0)

43. 2025Z-008PR-001

Council District: 01 (Joy Kimbrough)

Staff Reviewer: Laszlo Marton

A request to rezone from RS10 to R10 zoning for property located at 1809 County Hospital Road, approximately 254 feet east of Manchester Avenue (0.51 acres), requested by Marcus Kurth, applicant; Blue Mountain Investment Group, LLC, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS10 to R10.

Zone Change

A request to rezone from Single Family Residential (RS10) to One and Two-Family Residential (R10) zoning for property located at 1809 County Hospital Road, approximately 254 feet east of Manchester Avenue (0.51 acres).

Existing Zoning

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

Proposed Zoning

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

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.

ANALYSIS

The application consists of one parcel (Map 069-16, Parcel 181) totaling 0.51 acres, located on the west side of County Hospital Road. The property has been zoned Single Family Residential (RS10) since 1998 and contains one home. Surrounding properties are zoned RS10 and R10, while surrounding uses include single family residential, one and two-family residential, and religious institution. The property directly to the north within the Civic Policy is a Metro owned property and includes an electric system.

The application proposes to rezone the property from RS10 to R10. The site is located within the T3 Suburban Neighborhood Evolving (T3 NE) policy area. T3 NE areas are intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate density development patterns. Based on acreage alone, the proposed R10 zoning could allow up to two duplex lots for a total of four units, which is a moderate increase in intensity from the existing RS10 district which could permit a maximum of two units. The property is within a five-minute walk to a bus stop served by WeGo Route 77 at the intersection of County Hospital Road and Doak Avenue. The T3 NE policy supports allowing for higher density residential uses in relation to transit corridors and centers. Additionally, County Hospital Road is identified as an arterial boulevard in the Major and Collector Street Plan, which makes it an appropriate location for an increase intensity. Staff notes that within the last two years, several properties along County Hospital Road and Manchester Avenue have been rezoned to R10, consistent with the T3 NE policy. The proposed R10 district increases density modestly and aligns with goals of the T3 NE policy and NashvilleNext to provide a mixture of housing choices near transit corridors.

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)	0.51	4.36 F	2 U	28	7	2

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)	0.51	7.26 F	4 U	54	8	5

*Based on two-family lots

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

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

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed R10 district: 1 Elementary 0 Middle 0 High

The proposed R10 zoning is expected to generate one more additional student than the existing RS10 zoning district. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. Cumberland Elementary School and Haynes Middle School are identified as at capacity while Whites Creek High School is 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.

Approve. (10-0)

Resolution No. RS2025-22

"BE IT RESOLVED by The Metropolitan Planning Commission that 2025Z-008PR-001 is approved. (10-0)

44. 2025Z-009PR-001

Council District: 16 (Ginny Welsch)

Staff Reviewer: Savannah Garland

A request to rezone from IWD to ORI zoning for properties located at 502 Lester Avenue and 406 Woodycrest Avenue, at the northeast corner of Woodycrest Avenue and Lester Avenue (5.58 acres), requested by Catalyst Design Group, applicant; Trevecca Nazarene University, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from IWD to ORI.

Zone Change

A request to rezone from Industrial Warehousing/Distribution (IWD) to Office/Residential Intensive (ORI) zoning for properties located at 502 Lester Avenue and 406 Woodycrest Avenue, at the northeast corner of Woodycrest Avenue and Lester Avenue (5.58 acres).

Existing Zoning

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

Proposed Zoning

Office/Residential Intensive (ORI) is intended for high intensity office and/or multi-family uses with limited retail opportunities.

SOUTH NASHVILLE COMMUNITY PLAN

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

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

ANALYSIS

The application consists of two parcels totaling 5.58 acres, located along the north side of Woodycrest Avenue at the corner of Woodycrest and Lester Avenue. These properties have been zoned Industrial Warehousing/Distribution (IWD) since 1998 and the Jackson Center for Music and Workshop Arts building resides on these properties. The properties are located within the District Major Institutional (D MI) policy, which intends to maintain, enhance, and create districts where major institutional uses are predominant. The subject site is on the policy edge of District Industrial (D IN) to the east and south and the Urban Mixed Use Neighborhood (T4 MU) to the west. The subject parcels are on the southern outskirts of the Trevecca Nazarene University campus. The land use for the subject site is one and two family residential and auto parking.

These two parcels are part of the Trevecca Nazarene University campus. The surrounding land uses are primarily industrial, institutional, commercial, and one and two family residential. The subject parcels have frontage on Woodycrest Avenue and Lester Avenue. Woodycrest Avenue is identified as a collector avenue by the Major and Collector Street Plan (MCSP) and Lester Avenue is a private street. The surrounding zoning includes the Office Residential Intensive (ORI) zoned land to the north and west of the subject site, and Industrial Warehousing/Distribution (IWD) and Industrial Restrictive (IR) zoning, to the south across Woodycrest Avenue. To the southwest of the subject site is a property zoned SP (2020SP-048-001), approved for 204 multi-family residential units.

The D MI policy areas are dominated by major institutional activities, often in a campus setting. The D MI policy supports various activities according to the primary use and may include a range of residential uses, offices, and small-scale convenience services. The D MI policy is applied in this area due to the Trevecca Nazarene University campus. The proposed ORI zoning could permit high intensity office uses that would be compatible with high-density residential uses. Residential uses in D MI policy areas generally take the form of dormitories or short-term housing that is higher density. ORI is supported by the D MI policy given that it is a part of the Trevecca Nazarene University campus. The D MI policy guidance states that it is applicable to areas that are zoned institutional, mixed use, or office, where the primary land uses are institutional and office, or that are envisioned to become institutional and office.

The proposed ORI zoning district would bring the parcels into compliance with the university's campus character and the D MI policy use. The height permitted by the requested zoning district allows up to three stories maximum. Buildings west and north of the subject site range from four to eight stories tall. Additionally, the Conservation (CO) policy on the south side of the subject site fronting Woodycrest Avenue is mapped to identify land with sensitive environmental features including a stream.

Staff finds that the ORI rezoning request is consistent with the goals of the D MI and CO policies because it is in a campus setting and ORI may include a range of services, such as residential, office, and small-scale convenience services. The requested rezoning would also harmonize with the rest of the university campus.

Maximum Uses in Existing Zoning District: IWD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	5.58	0.8	194,452 SF	353	33	37

Maximum Uses in Proposed Zoning District: ORI

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	2.79	3.0	364,597 SF	3,721	370	389

Maximum Uses in Proposed Zoning District: ORI

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	2.79	3.0	365 U	1,988	122	154

Traffic changes between maximum: IWD and ORI

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+5,356	+459	+506

METRO SCHOOL BOARD REPORT

Given the mix of uses permitted by the ORI zoning district, the number of residential units ultimately built on this site may vary and an assumption as to the impact on schools at this point is premature. Students would attend John B. Whitsitt Elementary School, Cameron College Preparatory Middle School, and Glencliff High School. John B. Whitsitt Elementary is identified as overcapacity, Cameron College Preparatory Middle School as under capacity, and Glencliff High School is 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.

Resolution No. RS2025-23

"BE IT RESOLVED by The Metropolitan Planning Commission that 2025Z-009PR-001 is approved. (10-0)

45. Belle Meade Highlands Design and Mobility Study and Implementation Plan

TECHNICAL STUDY

The *Belle Meade Highlands Design and Mobility Study Implementation Plan*, ("implementation plan" or "plan", attachment 4) is a technical report outlining a recommended solution and providing a phased strategy to ultimately eliminate the need for overflow parking and a continuous parking agreement between Cheekwood and Metro Parks Board. This implementation plan includes topics related to the Memorandum of Understanding ("parking agreement" or "MOU") between Metro Parks Board and Cheekwood, expiring March 2025. Staff recommends that the Commission adopt the study.

Additionally, staff recommends that the Commission find a public interest in the establishment of new State Route 100 (SR 100) access, consistent with its General Plan duties under Tennessee Law and the Charter of the Metropolitan Government of Nashville and Davidson County. Such access reinforces a vision for SR 100 as a scenic corridor and organizing feature, supports the cultural and parks uses in the area, and balances those uses with adjacent residential character and needs. Staff recommends that the Commission advise appropriate entities to immediately evaluate the placement and function of the SR 100 access to include:

- The Nashville Department of Transportation and Multimodal Infrastructure ("NDOT") should evaluate the current alignment alternatives outlined in the implementation plan - and any additional alternatives it deems appropriate – including the preferred concept herein. In consultation with TDOT, Metro Parks, Cheekwood and other stakeholders, NDOT should provide a final recommendation for the specific location, planning and phasing to implement the new access at a level of technical detail appropriate to support a final determination. NDOT's evaluation should balance feasibility, economic and public policy factors, including relevant regulatory schemes, Metro's mobility plan, and the protection and enhancement of natural and historic features.
- In consultation with NDOT, the Metro Parks should oversee an evaluation of whether SR 100 supports long-term Metro Parks' purposes for its programming and meets its goals for equitable access to parks. As demand generated by use of the Percy Warner Park golf course lot was found to contribute significantly to daily traffic volumes, direct SR 100 access may support future parks program of these areas and protect neighborhood streets. In addition, staff recommends Metro Parks determine the future program uses for the West and East Lots (Figure 1), which will no longer be subject to agreements with Cheekwood following implementation of this plan. Overall, new access should promote and enhance multimodal access according to Metro Parks' equitable access standards, including thoughtful alignment with the biking trails, and protect the neighborhood from vehicular traffic.
- Metro encourages Cheekwood—in consultation with NDOT—to independently evaluate SR 100 access to support its programming. The level of traffic impact to neighborhood streets due to Cheekwood's activities far exceeds standards for local streets. A peer review of over 15 similar cultural institutions revealed that all had access to an arterial road. If Cheekwood's visitor and programs numbers are to remain at current levels, it should make investments in access to support those activities.

NDOT should submit a final report to the Parks Board, Mayor's Office, and Metro Council and its appropriate committess, including assessment of public benefits, estimates for capital improvements, and policy considerations regarding the SR 100 access by August 2025.

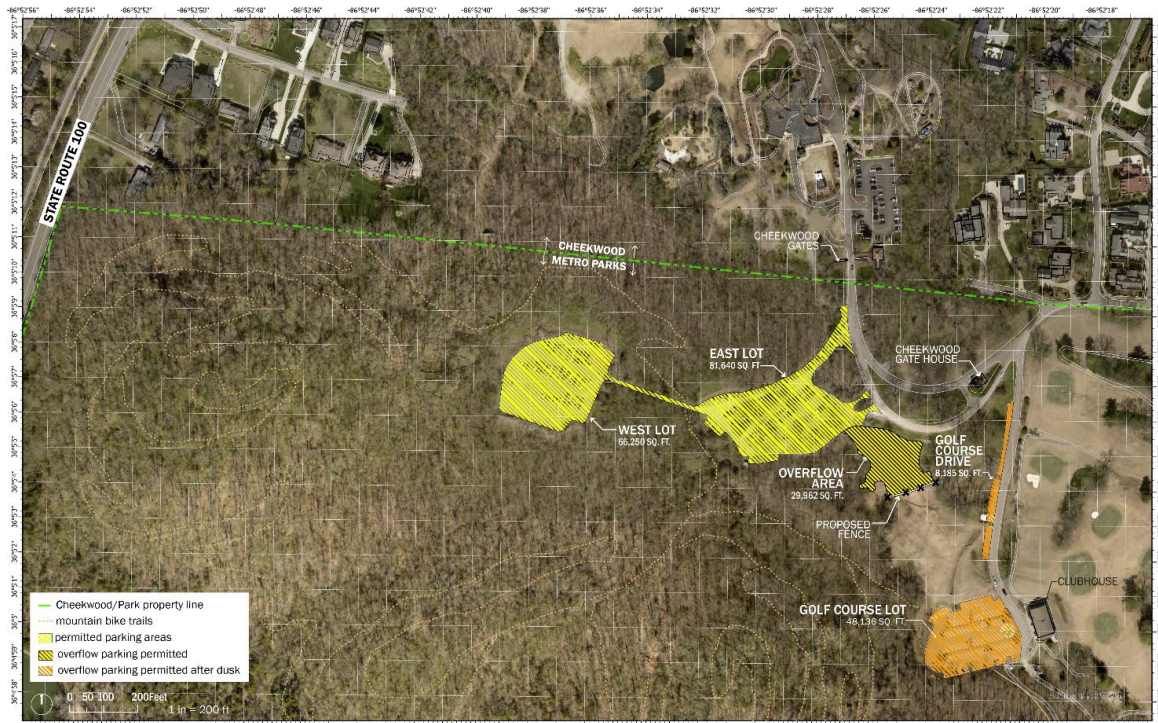


Figure 1: Map depicting current parking agreement between Cheekwood and Metro Parks

BACKGROUND

The Belle Meade Highlands neighborhood (“neighborhood”)—bounded by the city of Belle Meade to the north and east, Percy Warner Park (“park”) to the south, and State Route 100 (SR 100) to the west—is primarily residential and includes commercial and office properties along the SR 100 corridor (Figure 1). The neighborhood is characterized by its pastoral character of rolling hills and is known for two historically and culturally significant landmarks¹: Percy and Edwin Warner Parks—Metro’s most popular parks²—and Cheekwood Estate and Gardens—one of Nashville’s most beloved and visited attractions.³

History

Prior to its disbursal in 1906, this entire geographic area was part of the 5,400-acre Belle Meade plantation. In 1927, Luke Lea and his wife Percie Warner Lea deeded 817-acres of Belle Meade plantation land to Metro Parks for \$1.00 to build a public park in honor of his father-in-law, Percy Warner. In 1929, Leslie Cheek bought 100-acres immediately north and bordering the park and hired the landscape architect Bryant Fleming to design a country estate, completed in 1932. In the 1930s, the Cheek family secured approval from Metro Parks to utilize park land adjacent to Cheekwood for an entrance drive. In 1959, fifty-five acres of the Cheek property were deeded for the creation of a botanical and art museum. Cheekwood Botanical Gardens opened in 1960.

In the decades since, the area surrounding these two sites has evolved from undeveloped agricultural land to an established residential neighborhood. Today, Cheekwood is “landlocked”—that is, without direct access to an arterial road.

¹ Cheekwood and Warner Park are both listed on the [National Register of Historic Places](#).

² Friends of Warner Parks estimates that the Warner Parks accommodated over 1.5 visitors annually during 2022-2023. <https://warnerparks.org/wp-content/uploads/2023/12/2022-2023-Annual-Report-Friends-of-Warner-Parks.pdf>

³ Cheekwood reported 392,000 visitors in 2023 via their [2023 Community Impact Report](#).

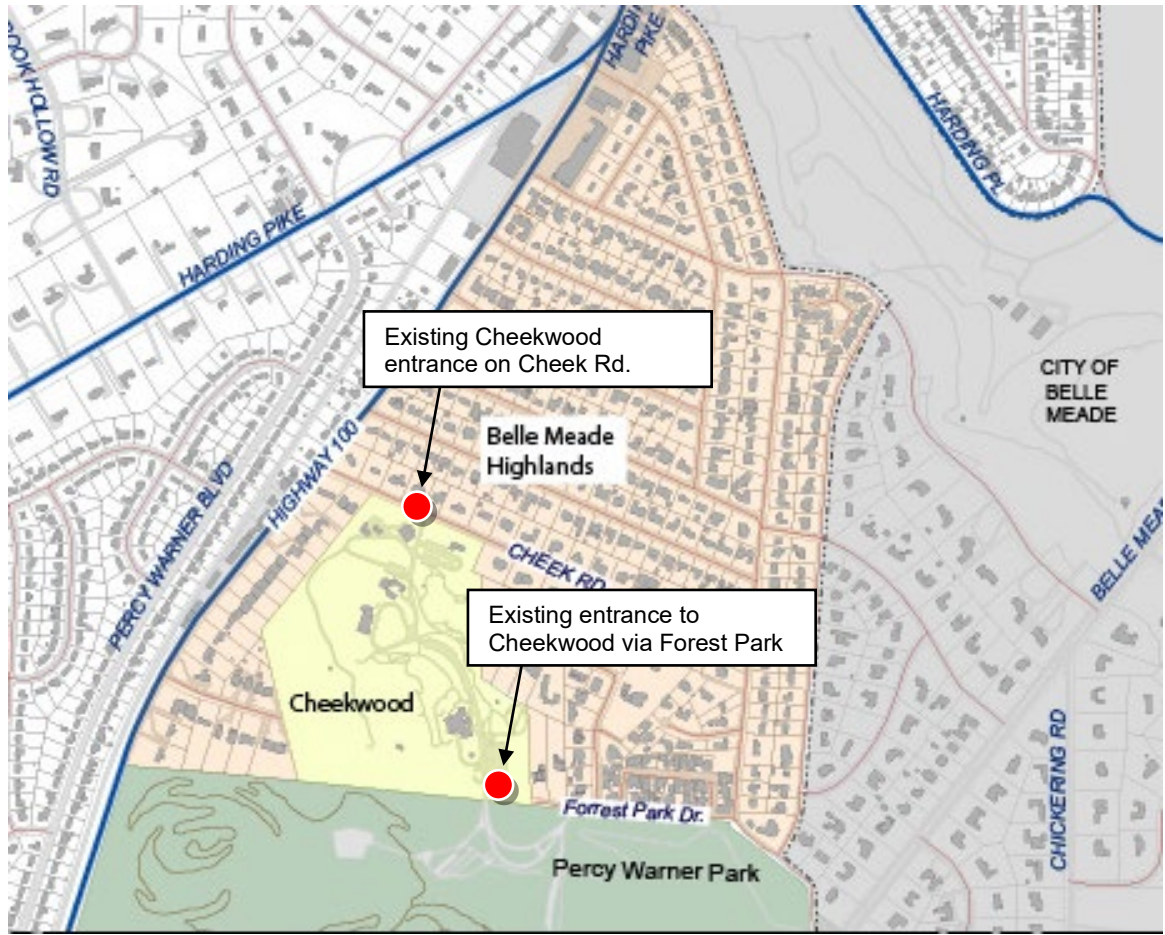


Figure 2

In 1981, Metro Parks entered a 5-year joint agreement with Cheekwood designating an area of overflow parking for Cheekwood (Attachment 1). This agreement was renewed in various forms over the next three decades. In 2010, Cheekwood's popularity, and increasing reliance on the overflow parking area, began to rise. In 2015, a five-year agreement was reached that allowed for the continued use of the overflow parking area ("East Lot") as well as the adjacent slash dump ("West Lot") (Attachment 2; Figure 1). In exchange, Cheekwood agreed to pay a monthly fee while it worked to develop a permanent parking solution that would not rely on the use of park land.

The agreement has been extended several times. In the intervening years, Cheekwood's visitor demand has increased dramatically alongside Nashville's tourism boom. Concurrently, use of Percy Warner Park—and specifically the park's golf course parking lot—has also increased substantially. While Cheekwood's local traffic impact outweighs that of the park, the traffic generated by these two attractions, individually and combined, far exceeds recommended volumes for neighborhood streets, causing unsustainable conditions, safety concerns and frustration for residents (Figure 3).

Existing Neighborhood Traffic Volumes

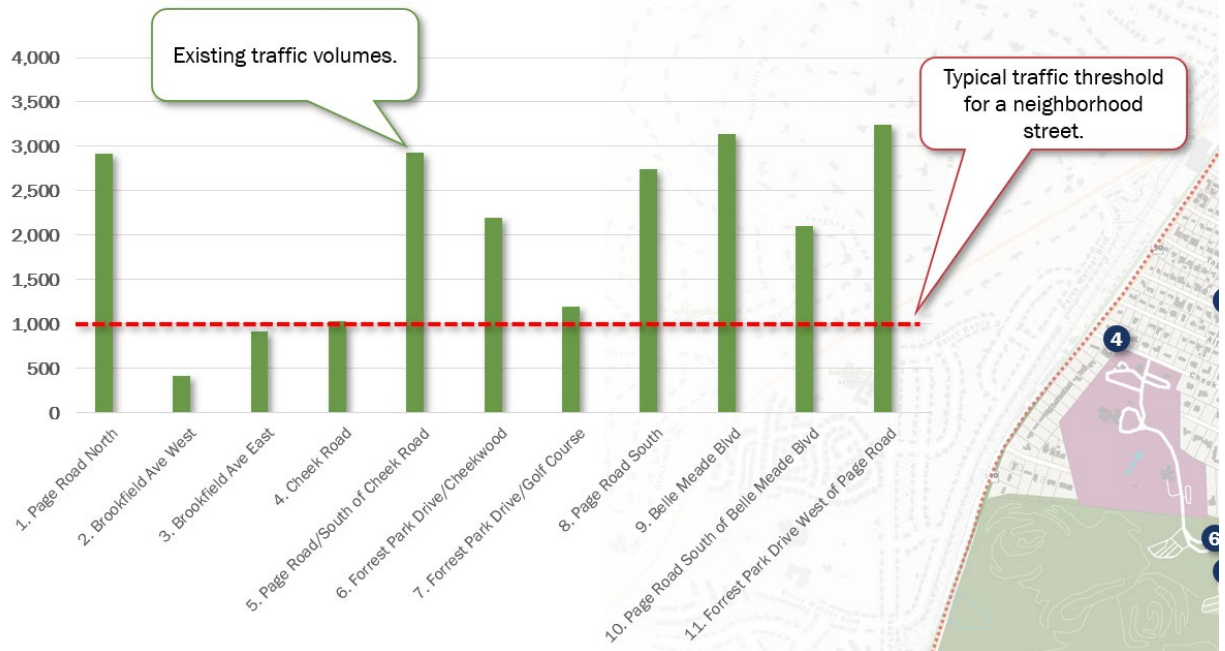


Figure 3 Traffic within the Belle Meade Highlands neighborhood far exceed recommended threshold of 1,000 cars per day for local streets.

In 2022, Cheekwood presented plans to Metro Parks Board for a permanent, underground parking garage on Cheekwood's land and was met with resistance from adjacent neighbors who were opposed to the idea of a parking structure, potential noise resulting from its construction, including blasting into the hillside and the continuation or increase of traffic in the neighborhood.

In January 2023, Metro Planning was commissioned by then Mayor Cooper's administration to convene a working group of stakeholders to address these issues, and resources were allocated for a technical study. In March of 2023, Metro Planning hired a consultant team led by Kimley-Horn to perform a technical analysis and provide objective, data-driven recommendations, with a focus on placemaking, access management, pedestrian/bike safety, and transportation demand management (TDM).

The implementation plan, submitted here for adoption, is a distillation of that study and focuses on the recommendations pertaining to the current parking agreement, expiring March 2025.

IMPLEMENTATION PLAN SUMMARY

Overview: Two Operative Scales

The implementation plan (Attachment 4) acknowledges two, interdependent scales of work that clarify the problems and opportunities, and inform recommendations for this area:

1. a site-specific scale consideration of the geographic challenges related to Cheekwood's "landlocked" position; legal and operational constraints associated with the current parking agreement; and the negative effects on the surrounding neighborhood and landscape; and,

2. a broader, corridor scale opportunity to integrate the extraordinary cultural, natural, and historic resources of Southwest Nashville through a reorientation towards SR 100 as a multi-modal scenic parkway.

Objective and Recommendations

The plan's overarching objective is to eliminate the need for overflow parking on park land via a parking agreement between Cheekwood and Metro Parks Board through a phased approach and to establish new access to SR 100. To achieve this, there are four integrated recommendations that should begin implementation concurrently:

1. Parking: Metro Parks Board and Cheekwood should engage in a new MOU in March 2025 that includes a phased approach with progressive performance benchmarks for Cheekwood to transition its parking off Metro Park land.

2. Access: NDOT, Metro Parks, and Cheekwood should each undertake an independent analysis of a preferred solution for access to SR 100 to allow visitors to the park and Cheekwood new direct access from an arterial road.

3. Scenic SR 100: NDOT should analyze the benefits, feasibility, and implications of reorienting SR 100 as a multimodal, scenic parkway to improve safety, access, and quality of life along the corridor.

4. Transportation Demand Management: Cheekwood should begin implementing transportation demand management and operational strategies—e.g. a pre-paid and tiered parking policy, shuttle service during popular events, and incentives for transit or rideshare—immediately to reduce the burden of its vehicular demand on the neighborhood and the park.

Recommendation 1: Parking

To demonstrate compliance with the proposed recommendations for the 2025 MOU, Cheekwood shall execute the provisions and submit the documentation outlined in the tables below to Metro by the appropriate deadline. This includes a provision that Cheekwood submit quarterly reports to Metro demonstrating its progress towards the semi-annual benchmarks.

Prerequisites for 2025 MOU

	DATE	CATEGORY	PROVISION	DOCUMENTATION
	Pre-Requirements for 2025 MOU <i>(implement prior to March 2025)</i>	D&C	<ul style="list-style-type: none"> Execute contract for design and engineering services for parking facility. Commence procurement for key consultants (transportation, environmental, and geotechnical engineers; landscape architects, et cetera). 	<ul style="list-style-type: none"> Redacted, signed contract, or invoice. Progress report of key consultant procurement
		CP	<ul style="list-style-type: none"> Initiate development of a capital campaign and financial plan. Initiate fundraising. 	<ul style="list-style-type: none"> Submit financial/fundraising plan for the parking capital project. Add parking donation request to Support page on website. Redacted, signed contracts
		TDM	Initiate development of a pre-paid parking program on park property with a tiered policy for managing access during regular and peak event times. (Refer to Implementation Plan for more details on parking strategies.)	Document certifying that the program is in place. Updates should include data that reflect how the program is working for guests, members, and special event parking. The Parks Board may impose more detailed requirements if the program is not being managed successfully.
		A	Conduct initial, independent analysis of SR 100 access feasibility for Cheekwood's purposes (to be compared with NDOT and Metro Parks concurrent work).	Submit to NDOT for its review and comment, a summary memo of initial analysis of the preferred SR 100 access. Send a copy to the Parks Board.

2025 MOU Benchmark Provisions (March 2025-Feb. 2026)

- Metro Planning ("MPC"), in conjunction with Metro Parks staff, shall supply the Metro Parks Board with an updated map and geographic coordinates pertaining to a revised Memorandum of Understanding ("MOU") Parking Agreement for overflow parking for Year One.
- Cheekwood shall provide a Schedule of Performance (SOP) for Year One Tasks and Milestones to be included in an MOU.
- Metro will coordinate with internal and external stakeholders and consultants, monitor progress, and verify completion of all required milestones.

2025 MOU PROVISIONS AND BENCHMARKS

DATE	CATEGORY	PROVISION	DOCUMENTATION
JUNE (+3 mos.)	SUBMIT QUARTERLY PROGRESS REPORT FOR MARCH-JUNE 2025		
SEPT (+6 mos.)	D&C	<ul style="list-style-type: none"> Complete 30% Design Development (design and cost estimates) documents. Complete appropriate environmental impact and geotechnical studies. Initiate procurement process for construction contractor team. 	<ul style="list-style-type: none"> 30% DD set Geotechnical report
	A	Coordinate with NDOT on SR 100 access analysis. NDOT to submit comments on initial design review & required modifications.	Memo
	CP	Present an update on project funding plan.	Summary of fundraising progress. Specific fundraising goals to be included in Milestone Schedule.
	MO&C	<ul style="list-style-type: none"> Conduct meeting on 2025 vendor delivery policy. Establish neighborhood liaison & begin regular mailings to neighbors to communicate progress. Present project progress (design, fundraising, milestone schedule status) at Metro Parks Board Sept meeting. 	<ul style="list-style-type: none"> Agenda and attendee list from vendor delivery policy meeting Name of neighborhood liaison Presentation slides
	TDM	<ul style="list-style-type: none"> Develop interim on-site or remote parking strategy for the construction period. Conduct study of Uber/Lyft drop-off options at Cheek Rd. 	<ul style="list-style-type: none"> Summary of interim parking strategy Recommendations from Ride Share study
DEC (+9 mos.)	SUBMIT QUARTERLY PROGRESS REPORT FOR SEPT-DEC 2025		

Year Two Recommendations (2026 and forward)

- Documentation shall be submitted to Metro for verification of completion of all required milestones in compliance with the MOU.
- Achievement of all Year One provisions shall be verified and documented by Metro prior to a second MOU.
- Planning staff recommends Metro Parks establish another MOU in 2026 only if all provisions of the 2025 MOU are verified and documented by Metro.
- This new MOU should accommodate the duration of construction.
- The 2026 parking agreement will include the West Lot if Metro determines that Cheekwood has demonstrated the following:
 - a) a good faith effort to implement TDM policies through its quarterly updates and/or has commenced construction of the parking facility by March 2026,
 - b) diligent pursuit of completion of the new parking facility,
 - c) and the continued need for overflow parking in this area.
- If determined appropriate by NDOT's access analysis, Cheekwood and Metro may coordinate improvements to SR 100 through a participation agreement. That agreement may produce additional conditions subject to review by Metro Parks.
- Metro will, in good faith, consider and recommend time extensions for milestones in cases where unforeseen conditions or complications have delayed otherwise timely and legitimate progress towards objectives.

2026 MOU PROVISIONS AND BENCHMARKS

DATE	CATEGORY	PROVISION	DOCUMENTATION
MARCH (+12 mos.)	D&C	complete 90% construction documents	90% CD set
	CP	<ul style="list-style-type: none"> Full execution of loan agreement and promissory note Fundraising progress 	<ul style="list-style-type: none"> Promissory note (redacted) Report of fundraising progress
	MO&C	<ul style="list-style-type: none"> Present project progress to Metro Parks Board at their March 2026 meeting Construction timeline 	<ul style="list-style-type: none"> Presentations slides 2025 project progress report with estimated construction timeline
	TDM	<ul style="list-style-type: none"> Present interim parking strategy while the on-site parking is under construction Implement ride share recommendations from study 	Summary report of ride share implementation and interim parking
	A	Coordinate with NDOT implementation of SR 100 access solution	Memo
JUNE 2026 (+15 mos.)	SUBMIT QUARTERLY PROGRESS REPORT FOR MARCH-JUNE 2026		
SEPT 2026 (+18 mos.)	D&C	<ul style="list-style-type: none"> 100% Construction Documents Application for grading permits submitted. 	<ul style="list-style-type: none"> CD set Grading permit application
	MO&C	Present project progress to Metro Parks Board at their Sept. 2026 meeting	Presentations slides
DEC 2026 (+21 mos.)	SUBMIT QUARTERLY PROGRESS REPORT FOR SEPT-DEC 2026		
Mar. 2027 (+24 mos.)	D&C	60% construction	Verification of 60% construction
	MO&C	Present project progress to Metro Parks Board at their Sept 2027 meeting	Presentations slides
JUNE 2027 (+27 mos.)	SUBMIT QUARTERLY PROGRESS REPORT FOR JUNE-SEPT 2027		
SEPT 2027 (+30 mos.)	A	Coordinate with NDOT on SR 100 access implementation	Memo
	D&C	<ul style="list-style-type: none"> 99% construction complete Apply for use & occupancy permit 	Occupancy permit application
	MO&C	Present project progress to Metro Parks Board at their March 2028 meeting	Presentations slides
DEC 2027 (+33 mos.)	SUBMIT QUARTERLY PROGRESS REPORT FOR JUNE-SEPT 2027		

Recommendation 2: Access

As the trajectories of both population growth and tourism in Davidson County continue to increase, staff recommends taking proactive measures—such as the provision of SR 100 access for both Cheekwood and the park—that will prevent future conflicts between neighborhoods and significant tourist and recreational sites. Therefore, concurrently, the plan recommends four independent actions from NDOT, Metro Parks, and Cheekwood to be completed by August 2025, as follows:

A. NDOT should utilize the work completed in this study to conduct further technical analysis to a) determine the feasibility and benefits of a new intersection on SR 100 near the northern portion of the Percy Warner Park property. Depending on placement and function, such access may be independent or could be utilized by both Cheekwood and Percy Warner Park visitors; and b) recommend optimal alignment for vehicular access terminating at the entrance to Cheekwood (Figure 3). Metro Parks, in coordination with NDOT, should evaluate the potential benefit to park users of a new SR 100 intersection and vehicular access as described above, according to Metro Parks' mission to "sustainably and equitably provide everyone in Nashville with an inviting network of parks and greenways that offer health, wellness and quality of life through recreation, conservation and community."

Data and analysis conducted during the study—like the traffic counts taken at the golf course parking lot before and after the course reopened in August 2024—suggest that direct access to SR 100 would benefit park users by providing a more direct route into the park. Recent investment in facilities in the northern section of Percy Warner

Park—the golf course, golf course pavilion and parking lot, and the mountain bike trails—has been a boon to Southwest Davidson County and successful in increasing park visitor numbers, especially since the COVID-19 pandemic, but also impacts the neighborhoods adjacent to the park. Staff recommends parks evaluate SR 100 support of future program uses for the Western lot and adjacent areas currently subject to agreements with Cheekwood. If the Board determines that the Western lot is to remain a parking area, or if it evolves to another use that continues to require vehicular access, then SR 100 access to support those parks purposes should be evaluated as part of NDOT's work.

B. Cheekwood should undertake an independent analysis to determine how a new SR 100 access will support with the objective of transitioning its parking off Percy Warner Park and decreasing its traffic burden on the Belle Meade Highlands neighborhood. Data collection during the study determined that impacts to the neighborhood from Cheekwood's activities far exceed standards appropriate for neighborhood streets.

C. At the conclusion of technical work above, NDOT should submit recommendations to the Parks Board, Mayor's Office, and Metro Council, including assessment of public benefit, estimates for capital improvements, and policy considerations regarding the SR 100 access.

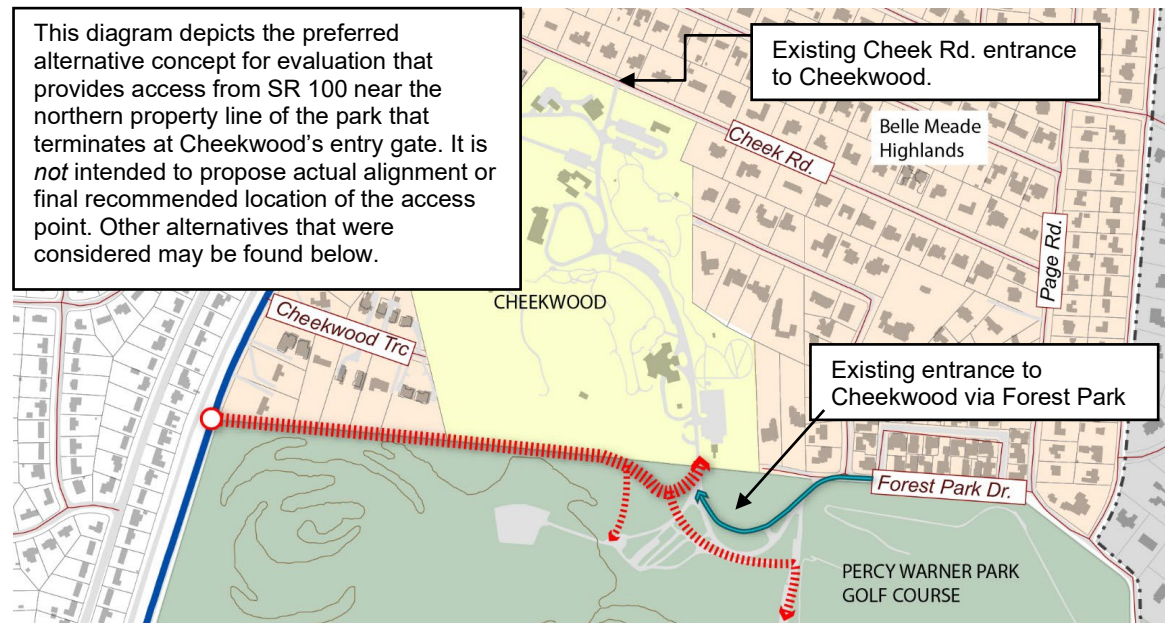


Figure 4 Diagram of potential SR 100 access point for further analysis. Final location and alignment should be determined by NDOT in implementation.

Recommendation 3: SR 100 Corridor

Building on recommendations from *Plan to Play*, *Nashville Next*, *Access Nashville*, *Choose How You Move*, and the Belle Meade Highlands study, Metro should undertake further technical analysis, administered by NDOT (in partnership with Metro Parks and Planning), to develop a comprehensive vision for the SR 100 corridor as a scenic, multimodal parkway in southwest Davidson County linking significant cultural, commercial, and recreational sites (Figure 5). The SR 100 Scenic Parkway map (attachment 3) can be used as a starting point for this work, focusing on improvements to the bicycle and pedestrian infrastructure at critical points along the corridor.

PWP golf course lot contributes significant traffic volumes in the neighborhood.

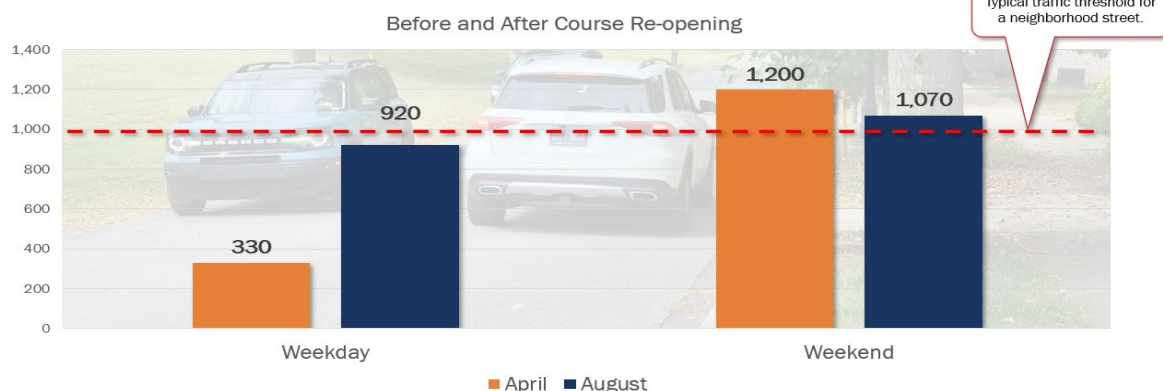


Figure 6 Traffic counts were conducted on weekdays and weekends at two points during the study. This confirmed that the Percy Warner golf course lot--utilized by golfers, mountain bikers, and trail users--contributes significantly to traffic volumes in the neighborhood.

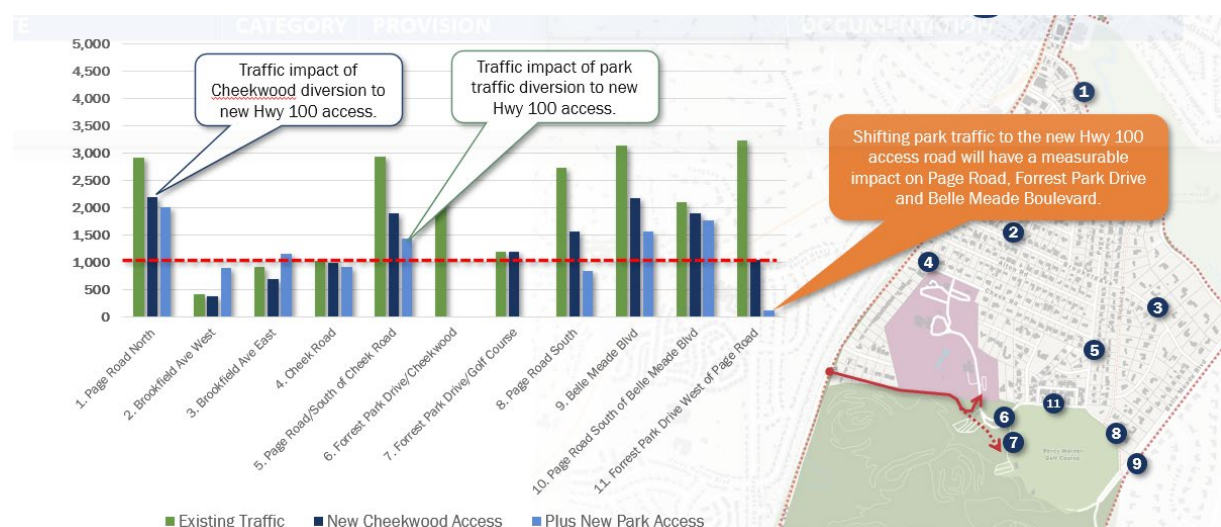


Figure 7: Rerouting Cheekwood and PWP golf course lot traffic out of the neighborhood would result in a significant reduction of traffic on Page Road, Forrest Park Dr., and Belle Meade Blvd.

After baseline conditions were established confirming the unsustainable traffic patterns in the neighborhood, the consultant team began a comprehensive peer review study of over fifteen cultural institutions comparable to Cheekwood to understand best practices for managing traffic and parking. Two findings from that work were significant:

1. Every cultural institution except Cheekwood is directly connected to an arterial corridor or highway. This confirmed the team's assessment that achieving direct access to SR 100 is critical.
2. Most other institutions utilize one or more transportation demand management techniques to reduce traffic volumes and mitigate peaks.

Finally, the team explored every conceivable scenario that could attain parking on Cheekwood's property and achieve a vehicular connection to SR 100 (Figures 8 and 9). These scenarios were then analyzed according to factors such as topography, technical feasibility, legal constraints, landscape preservation, community character, and the desire to not "shift the burden" onto another group of residents. This methodical exploration resulted in the recommended scenario for access proposed in the implementation plan. NDOT should independently evaluate the alternatives, including the preferred alternative concept, through a technical analysis and stakeholder engagement. Of note, during its initial evaluation, Kimley Horn identified an alternative further south into the park, as reflected in the technical report. Its primary advantage was that it was more feasible from a topographical standpoint, but it was determined that park uses could likely be accommodated by the general location of Alternative A in Figure 8 (and in Figure 4), with less impact to the park, therefore Planning staff dismissed the further south scenario.

Hwy 100 Access Options in Context

- A. Northern Edge of Park Property
- B. Cheekwood Terrace
- C. Hwy 100 Parcels Option 2
- D. Hwy 100 Parcels Option 1
- E. Cheek Rd.

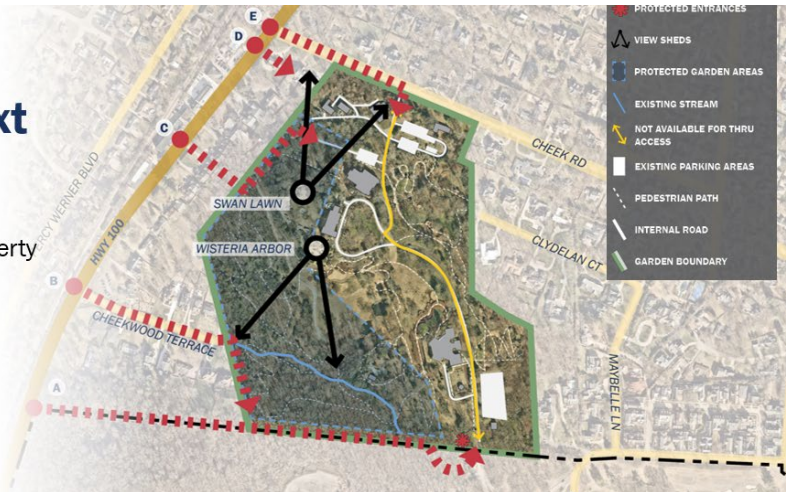


Figure 8 Scenarios explored for access to SR 100.

parking scenarios

analysis considerations

- physical constraints
- preservation of neighborhood character
- improvement in neighborhood traffic
- preservation of historically significant entrance
- Hwy 100 access



Figure 9 The team explored how parking could be achieved without use of the park.

ANALYSIS

Five fundamental factors, listed below, are critical to understanding and analyzing the final recommendations presented in the implementation plan.

1. Cheekwood and Percy Warner Park are both significant cultural and historical landscapes worthy of protection, preservation, and consideration.

This necessitates that the plan honor and take into consideration historically significant elements of Cheekwood's landscape—such as important viewsheds and arrival through the front entry gate. It also means that recommendations should effectuate removal of Cheekwood's overflow parking from Percy Warner Park, and that access from Hwy 100 should seek to minimally affect the park.

The implementation plan recommends a path that successfully balances preservation of both properties and achieves the objectives of the study.

2. Cheekwood's overflow parking must be moved off Metro Park property to ensure conformity with Metro's mission for its public parks and to reduce unsustainable impacts on the park's land.

3. Cheekwood may construct parking on its property, so long as it complies with Metro Code.

The placement of the parking must comply with landscaped buffers, setbacks, height restrictions, stormwater regulations, and other applicable requirements pursuant to Metro Code.

To significantly reduce traffic volumes in the neighborhood and improve safety, the implementation plan recommends that any parking facility Cheekwood proposes on its property correspond with new primary access from SR 100, not Forrest Park Drive.

By pairing parking on Cheekwood's property with primary access from SR 100, the implementation plan achieves

its objective of reducing the burden of Cheekwood's traffic on the neighborhood and removing its parking from Percy Warner Park.

4. State law empowers the Metro Planning Commission to manage growth through the establishment of the general plan, including the placement of new streets and intersections.⁴

The crux of this planning problem is the inherent tension between the missions of two of Nashville's most beloved landmarks – and the attendant benefits and operational challenges of such resources - with the character and safety of the surrounding neighborhood. By recommending a reorientation of Cheekwood's primary entry and the provision of a new park entrance via SR 100, the implementation plan establishes a release valve for the neighborhood and relief from the traffic burden generated by these two sites. Additionally, the establishment of this new access is a proactive measure intended to ensure both entities can continue to support their respective missions.

5. Metro Planning Commission can adopt technical studies and recommend that implementation departments—such as NDOT or Metro Parks—act upon them.

The successful achievement of this work is dependent on NDOT, Metro Parks, and Cheekwood following through with the recommendations contained in the implementation plan.

Through the adoption of the study, Metro Planning Commission establishes that this is the recommended course of action to achieve the objectives of the planning work.

ENGAGEMENT & FEEDBACK

Given the sensitive nature of the project, the project team engaged extensively throughout the planning process with other Metro departments, stakeholders such as Friends of Warner Parks and Cheekwood, the City of Belle Meade, and community members. In addition to several community meetings—each with over 150 attendees—the team held monthly Metro departmental work sessions and monthly Neighborhood Stakeholder sessions. It also hosted dozens of one-on-one meetings with stakeholders, Metro Legal, Parks Board members, and elected leadership throughout the course of the project.

The team offered several ways for stakeholders and community members to provide feedback on the work, including participatory visioning meetings; dynamic, online maps; online and paper surveys; emails; and in-person question and answer sessions. Further documentation of engagement and feedback will be provided in the forthcoming final report.

STAFF RECOMMENDATION

Staff recommends the Commission take the following actions:

- adopt the *Belle Meade Highlands Design and Mobility Study Implementation Plan*, including proposed recommendations, conditions, and progressive performance benchmarks, for any new parking agreements between Cheekwood and Metro Parks (attachment 4),
- direct Staff to coordinate with applicable bodies including Metro Parks Board, Metro Parks Staff, NDOT, the City of Belle Meade, and Cheekwood to effectuate the recommendations and provisions of the implementation plan; and
- find a public interest in the establishment of new State Route 100 (SR 100) access near the northern portion of the Percy Warner Park property.

⁴ TN Code § 13-4-104 (2021) establishes Metro Planning Commission with the authority to approve new public utilities as follows: “Whenever the commission shall have adopted the plan of the municipality or any part thereof, then and thenceforth no street, park or other public way, ground, place or space, no public building or structure, or no public utility, whether publicly or privately owned, shall be constructed or authorized in the municipality until and unless the location and extent thereof shall have been submitted to and approved by the planning commission.”

Ms. Milligan gave a break down on technical studies and the processes.

Ms. Brooks presented the Belle Meade Highlands Design and Mobility Study and Implementation Plan.

Ms. Kempf clarified the recommendation regarding the Highway 100 Access.

Ronald Roberts, Board Chair for Cheekwood, spoke in favor of the Plan.

Virginia Lazenby, Page Road, member of Cheekwood Board of Trustees, spoke in favor of the Plan.

Jane McCloud, Brookfield Avenue, President and CEO of Cheekwood, spoke in favor of the Plan.

Heather Edy, Metro Nashville Public Schools, spoke in favor of the Plan.

Andrea Arnold, Nashville Convention and Visitors Corporation, spoke in favor of the Plan.

Arelia Vasquez, Nashville, spoke in favor of the Plan.

Mimi Vaughn, Board Chair, President and CEO of Genesco, Inc. and member of Cheekwood Board of Directors, spoke in favor of the Plan.

Cameron Wells, Market President for Truist and member of Cheekwood Board of Directors, spoke in favor of the Plan.

Male, no name given, spoke in favor of the Highway 100 Access but was cautious of running a street through the park.

Caitlyn Mooney, Nashville, expressed concern of losing mountain biking trails in Percy Warner Park.

Beau Tyler, Board Chair of Friends of Warner Parks, spoke in favor of parts of the Plan, and expressed concern about any option of a Highway 100 access road that potentially routes through the Warner parks.

Adam Williford, Page Road, spoke in favor of the Plan.

Tom Tidwell, Nashville, brought attention to the deed of the land his grandfather gifted the City of Nashville for the establishment of Percy Warner Park, and reminded the Commission that the deed has restrictions that the land can only be used as a public park.

Virginia Bloodworth, Forest Park Drive, spoke in favor of the Plan.

David Clay, Highway 100, spoke in opposition to the Plan.

Keith Walker, Highway 100, spoke in opposition to the Plan.

Audi Vidal, Hillwood, spoke in opposition to the Plan.

John Cooper, Holland & Knight LLP, spoke in favor of the Plan.

Chair Adkins closed the Public Hearing.

Chair Adkins thanked Commissioner Henley for his extra work with the Metro Parks Board.

Mr. Henley recognized the many different perspectives and the challenges that impact a lot of people.

Vice Chair Farr asked about the timing of the criteria that gets put in place with the MOU. She thought it would be hard for Cheekwood to make a decision on the parking moving forward, not having some direction on the road access. Ms. Farr asked how that gets reconciled.

Ms. Kempf responded they wanted to focus on the parking and make sure it was addressed immediately. She explained that eventually they need to line up, but parking needs to go independently.

Ms. Brooks showed the MOU Recommendations presentation screen, which indicates the parking roadmap, and talked about the conversations with NDOT and Cheekwood regarding the considerations of this type of project.

Ms. Kempf noted new access is a heavily regulated activity by NDOT, TDOT and Highway 100. She stressed in all locations, new access is about safety and integrating those accesses with other functions, reducing vehicular conflicts and protecting environmental features and historic preservations.

Ms. Dundon thought the need to keep open spaces was critical and wanted to see that they prioritize limited impacts on both Cheekwood and the parks as they go through the changes, as needed. She asked about the deed restriction and the impact on land to make for parking space.

Ms. Kempf explained their understanding of the deed restricted areas with respect to parking and parks. She stated from a Parks policy perspective, Parks seeks to be able to control the land under its jurisdiction.

Tom Cross, Deputy Director of Law, further explained the deed restrictions and issues.

Ms. Dundon asked how to address the access issue if the park is not in agreement with the road.

Ms. Kempf described their recommendation for Parks evaluation and NDOT's determination for shared or independent access points. She asked Mr. Cross if they can condemn land for Cheekwood alone.

Mr. Cross answered in the negative.

Ms. Kempf asked if Cheekwood can condemn land on its own.

Mr. Cross answered in the affirmative.

Mr. Clifton asked if they are being asked to vote on a course of action that makes a statement that the Highway 100 access is the way they are going.

Ms. Kempf responded they are being asked to vote on the recommendation that there needs to be an access point on Highway 100 and directing NDOT to pursue further detailed analysis about where and how many access points and how it functions.

Mr. Smith indicated he is in support but felt the mountain biking community should be looped in some way.

Councilmember Gamble felt confident with the plan knowing that Mr. Henley and staff will take the concerns into consideration and work towards a solution.

Ms. Leslie asked if she was correct in understanding Highway 100 was the road for the access point, but the location to the parking lot is still undetermined.

Ms. Kempf stated they are asking for policy direction to do more work and explained what NDOT's evaluation entails, and the additional steps and processes need to effectuate that.

Vice Chair Farr stressed the need to prioritize some element of shared access.

Ms. Kempf advised they can refine the recommendation to say to prioritize shared access if it is the will of the Commission.

Mr. Henley moved, and Vice Chair Farr seconded the motion to adopt the Belle Meade Highlands Design and Mobility Study Implementation Plan and prioritize investigation of shared access to Highway 100. (10-0)

Resolution No. RS2025-24

"BE IT RESOLVED by The Metropolitan Planning Commission approve recommended actions and direct Staff to prioritize investigation of shared access to Highway 100.

H: OTHER BUSINESS

- 46. Historic Zoning Commission Report
- 47. Board of Parks and Recreation Report
- 48. Executive Committee Report
- 49. Accept the Director's Report and Approve Administrative Items

Resolution No. RS2025-25

"BE IT RESOLVED by The Metropolitan Planning Commission that the director's report is approved. (10-0)

- 50. Legislative Update

I: MPC CALENDAR OF UPCOMING EVENTS

February 13, 2025

MPC Meeting

4 pm, 700 President Ronald Reagan Way, Howard Office Building, Sonny West Conference Center

February 27, 2025

MPC Meeting

4 pm, 700 President Ronald Reagan Way, Howard Office Building, Sonny West Conference Center

March 13, 2025

MPC Meeting

4 pm, 700 President Ronald Reagan Way, Howard Office Building, Sonny West Conference Center

J: ADJOURNMENT

The meeting adjourned at 8:56 p.m.