

Metropolitan Planning Commission



Staff Reports

February 13, 2025



Metro Planning Commission Meeting of 02/13/2025

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



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2024CP-004-002

MADISON COMMUNITY PLAN AMENDMENT

Map 063-00, Parcel(s) 003

Map 063-01, Parcel(s) 019

Map 063-01-0-A, Parcel(s) 001, 002, 900

04, Madison

09 (Tonya Hancock)



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Item #1**Project Name****Council District****School District****Requested by****Minor Plan Amendment 2024CP-004-002****Madison Community Plan Amendment**

09 – Hancock

03 – Masters

Metro Planning Department, applicant; various owners.

Deferrals

This case was deferred from the January 9, 2025, Planning Commission meeting. No public hearing was held.

Staff Reviewer

Clark

Staff Recommendation*Approve.*

APPLICANT REQUEST**Amend the Madison Community Plan to change community character policy.**Minor Plan Amendment

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 Commercial Neighborhood (CN), Single-Family Residential (RS40), and Specific Plan (SP) (3.97 acres).

MADISON COMMUNITY PLAN**Current Policy**

Rural Neighborhood Center (T2 NC) is intended to maintain, enhance, and create rural centers that provide services and a mixture of uses for surrounding rural areas. T2 NC policy is generally applied at the intersection of two prominent rural arterial boulevards where there is a small concentration of land that is zoned, used, or intended to be used for low-intensity commercial and mixed uses, all of which will serve rural neighborhoods and communities within a ten-minute drive.

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

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

Rural Maintenance (T2 RM) is intended to maintain the general character of rural neighborhoods as characterized by their development pattern, varying setbacks, building form, and land uses. T2 RM policy is applied to land that is zoned rural residential, land whose primary use is rural residential, or land that is envisioned to remain primarily rural residential. This policy is also applied when there is an expressed interest in maintaining the predominant, existing developed and undeveloped



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condition and that condition is believed to be stable and sustainable over time, which in this case is rural residential.

BACKGROUND

The community plan amendment area (site) is in the Madison Community Plan, in the Neelys Bend area, and consists of five parcels totaling 3.97 acres. The site is situated along the east and west sides of Neelys Bend Road, near the intersection of Neelys Bend Road and Hudson Road. Land uses within the site include residential units, a small warehouse building, and a church. The property owners of 1500, 1510, and 1520 Neelys Bend Road, located north of properties within the proposed amendment boundary on the west side of Neelys Bend Road, asked to retain the current T2 NC policy. The proposed policy amendment does not include these properties.

This community plan amendment was initiated by the Metro Planning Department at the request of the District Councilmember to bring the site in alignment with the T2 RM community character policy that surrounds the site.

COMMUNITY PARTICIPATION

As part of the community plan amendment review process, Planning staff determined that the proposed community plan amendment qualified as a minor amendment. No community meeting was required. The District Councilmember discussed the policy change with the community at a community meeting and in her monthly newsletter for two months.

ANALYSIS

In determining the appropriateness of amending the Madison Community Plan to change the community character policy, an analysis was conducted based on the following factors:

NashvilleNext Growth and Preservation Concept Map

The Growth & Preservation Concept Map (Concept Map) is a county-wide vision and tool to shape improvements in quality of life so that new development and redevelopment align with community values. As shown in the following image, the Concept Map classifies the site as a *Neighborhood*.

Neighborhoods are primarily residential areas that provide a mix of housing types and whose character will vary depending on the context (rural, suburban, urban, or downtown) of their location. Neighborhoods in the Madison Community Plan area have a predominant suburban character and tend to be auto oriented. Over time, these areas are envisioned to become more walkable and serviced by enhanced transportation options. If the proposed Community Plan amendment is approved, a future Concept Map update will reflect a change for the subject site to *Green Network* to match the surrounding rural residential area.



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Growth and Preservation Concept Map

Community Character Policy Application

Nashville-Davidson County is divided into 14 Community Plan areas which provide history and context along with community-specific issues, strategies, and visions of how different places in the community could change over time. Community Plans implement the Growth & Preservation Concept Map's vision property-by-property. The site lies within the Madison Community Plan area, which has a variety of urban, suburban, and rural character areas. The site is in the T2 Rural Transect category and has Rural Neighborhood Center (T2 NC) policy applied to its entirety. This policy application designated the site to serve as a neighborhood center providing services and daily needs to nearby residents. Such development has never materialized, and the site has remained T2 NC. Most of the area surrounding the site has Rural Maintenance (T2 RM) policy applied to it. Changing the policy to T2 RM will make the policy on this site consistent with that in the broader area.



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Mobility and Connectivity

The Major & Collector Street Plan (MCSP) is a comprehensive plan and implementation tool used to address the needs of bicyclists, pedestrians, public transit users, and vehicular users by guiding public and private investment of the roadway infrastructure in Nashville and Davidson County. The subject site is situated along Neelys Bend Road, a collector-avenue designed to accommodate low to medium volumes of vehicular traffic. Portions of the site are also located along Hudson Road, a local roadway. There are presently no sidewalks or bicycle lanes near the site. The nearest public transit line (WeGo route #76) is located approximately one mile north of the site at the intersection of Cheyenne Boulevard and Neelys Bend Road. The WeGo #76 bus route links to the WeGo #56 bus route, which provides access to connections into Downtown Nashville, East Nashville, and North Nashville. The mobility network is consistent with the character of rural networks in other areas.

Analysis Summary

The existing T2 NC policy called for an area of services that has not materialized. The proposed T2 RM policy would support greater consistency with the existing land use and development patterns found throughout the broader area. Further, T2 RM policy will help the site maintain its rural residential character.

STAFF RECOMMENDATION

Staff recommends approval of the community plan amendment request to change the community character policy from Rural Neighborhood Center (T2 NC) to Rural Neighborhood Maintenance (T2 RM) with Conservation (CO) policy to remain.



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NO SKETCH



Metro Planning Commission Meeting of 02/13/2025

Item #2**Project Name****Council District****School District****Requested by****Text Amendment 2023Z-003TX-001****Downtown Code Amendment**

19 – Kupin

05 – Buggs

Metropolitan Nashville Planning Department, applicant.

Deferrals

This item was deferred at the June 8, 2023, June 22, 2023, October 26, 2023, June 27, 2024, October 24, 2024, and January 9, 2025, Planning Commission meetings. No public hearings were held.

MPC Rules and Procedures

This item will automatically be deferred to the March 13, 2025, Planning Commission meeting per MPC Rules and Procedures following a public hearing at the February 13, 2025, meeting.

Staff Reviewer

Islas

Staff Recommendation

Approve.

APPLICANT REQUEST (TEXT AMENDMENT)

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

PROPOSAL

This proposed amendment (Appendix A) to the Downtown Code ("DTC"), described hereinafter, puts forth a menu of incentives and public benefits that respond to current public and private needs. The amendment represents a culmination of nearly two years of stakeholder engagement, internal and external analysis, and an effort to modernize the voluntary DTC Bonus Height Program ("BHP") and other related sections – all of which were last updated fifteen years ago.

To provide flexibility to property owners, this amendment will be implemented over a twelve-month transition period¹ – beginning on the Council Bill's effective date. The transition period will allow projects to utilize either the 2010 BHP or the 2025 BHP for those twelve months.

¹ To allow for DTC development proposals currently in later design phases to advance as planned, projects shall be able to utilize either the 2010 BHP or the 2025 BHP for a period of one year, following the Council Bill's effective date, subject to the following:

- This choice shall not be construed as a right in perpetuity to not conform with any future alterations to the DTC.
- Projects proposing to use the 2010 BHP shall submit for Concept Plan approval within six months of the effective date, and the project shall certify its bonus height with the Planning Commission within one year of the effective date.
- Projects that have earned and certified transferrable entitlements pursuant to the 2010 BHP shall be permitted to retain, use, and transfer those entitlements, provided, however, that projects that have certified bonus height under the 2010 BHP but have not constructed during the development vesting periods provided by state statute (and as provided for by the Metropolitan Government in RS2014-1330), such projects shall forfeit any entitlements earned, including transferrable entitlements. If those projects do subsequently proceed, they will need to apply for bonus height again under the 2025 BHP, or under the 2010 BHP if they meet the grace period deadlines described above.
- Mixing and matching between the 2010 BHP and 2025 BHP is not allowed, including, but not limited to, mixing individual bonus options, and utilizing any changes in the bonus height maximums for the property.



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BACKGROUND

Existing Zoning

Downtown Code (DTC) is a zoning district intended for a broad range of residential and non-residential activities associated with an economically healthy, socially vibrant, and sustainable downtown. The DTC's Bonus Height Program (BHP) was adopted as part of the original DTC, approved in 2010. The BHP is a voluntary program that allows property owners to earn height beyond a site's maximum base height by providing specific, pre-determined public benefits. Today, there are nine bonus options available for projects to earn bonus height. By including any combination of these bonus options within a development plan, a proposal can yield a corresponding amount of bonus height. When adopted in 2010, these bonus options reflected the identity and needs of Downtown Nashville ("Downtown") at the time as a central business and entertainment district, alongside emerging residential neighborhoods.

Additionally, the DTC's current outdoor space standards were also approved as part of the original legislation in 2010. The section is organized around individual open space types (greens, squares, plazas, courts, pocket parks, and playgrounds) – each with their own unique regulations. Over the ensuing fifteen years, as downtown has continued to grow and evolve as a collection of neighborhoods, it is increasingly evident that the incentives offered as part of the original BHP and the outdoor space standards are outdated, and in need of an update.

Existing Policy

The properties within the DTC are within Downtown Core (T6 DC), Downtown Neighborhood (T6 DN), Downtown Second and Broadway (T6 SB), Downtown Capitol (T6 CP), Urban Community Center (T4 CC), Urban Neighborhood Center (T4 NC), Urban Neighborhood Evolving (T4 NE), Urban Mixed-use Corridor (T4 CM), Civic (CI), Open Space (OS), and Conservation (CO) policy areas. The proposed amendment is consistent with these policies.

PROCESS

Work Sessions and Early Engagement

Throughout 2021 and 2022, the number of development proposals in the DTC increased significantly – particularly projects seeking additional entitlements through the BHP and/or the Overall Height Modification ("OHM") process. There were more applications for these programs annually than all previous years combined.

At Metropolitan Planning Commission ("MPC") work sessions in 2021 and 2022, Metropolitan Nashville Planning Department ("Planning") staff presented updates on the DTC's development activity. Commissioners directed staff to consider changes to downtown opportunities, but not at the expense of the design quality and public benefits that had been secured through the BHP and OHM programs. Following these work sessions, Planning staff determined that updating the BHP and establishing a set of design guidelines for downtown were critical to the future success of DTC zoning.

On March 7, 2023, Planning staff presented commissioners with an overview of the BHP's patterns and trends since 2010, as well as preliminary thoughts on a future amendment to the program². Staff

² [March 2023 - Planning Commission Work Session Presentation](#)

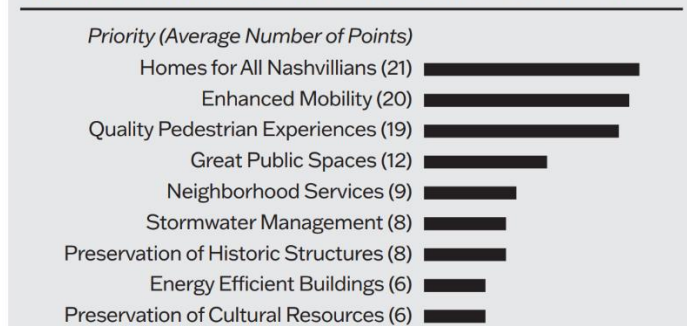


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found that parking related bonus options (including, Underground Parking, Upper-Level Garage Liner, and Public Parking) made up for 89% of all bonus height earned through the program to date. Commissioners discussed the role of the BHP – agreeing that parking bonuses had been overutilized at the expense of other bonuses (such as Historic Preservation, Open Space, and Civil Support Space). They also discussed how residential uses, and services that support those uses, should be explored as future bonuses within the program. Commissioners directed staff to further explore updates to the BHP that would align incentives with present-day priorities, and to reflect goals outlined in Nashville Next and the Downtown Community Plan – both of which had been updated after the adoption of the original BHP.

In April 2023, Planning staff released a survey to gauge stakeholders' current and future priorities related to Downtown development. The survey was open from April 4, 2023, to May 5, 2023. Respondents were asked to allocate 100 points across various priorities according to their view of the relative importance of each. In total, there were 118 respondents. The survey's results are summarized in Figure 1, below.

FIGURE 1. PRIORITIES FOR DOWNTOWN'S BUILT FORM



May 2023 Draft

On May 8, 2023, Planning staff published a first draft of the proposed amendment to the DTC Bonus Height Program. This draft included both refreshed and new bonuses that better aligned with Downtown's current and future priorities – as observed by staff in DTC applications and supported by the April 2023 public survey. This draft also introduced new components to the BHP, including:

- Prerequisite Requirements: standards that must first be met before being able to earn bonus height.
- Elevated Design: a series of strategies that all BHP projects must demonstrate.

This early BHP draft did not include updated calibrations (i.e. how much bonus height would be awarded by providing the public benefit) or other entitlements-related content (i.e. updates to the Bonus Height Chart).

Updates to the DTC's general standards related to Outdoor Space also needed a refresh to align with proposed changes to the open space bonus option. Therefore, this draft also included a placeholder for changes to the DTC's Outdoor Space section, which would be forthcoming in the next draft. Additionally, two minor housekeeping amendments were also proposed in this draft, including:



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- Adjusting language around the DTC's Overall Height Modification (OHM) process to specify that applicants must exhaust their efforts to use the BHP prior to being considered for an OHM determination letter – rather than simply “making reasonable efforts.”
- Adding language around electric vehicle (EV) parking spaces so that when provided, these spaces meet industry standards.

Following the release of the draft, Planning staff spent several weeks gathering stakeholder feedback³ – through online surveys, a public open house⁴, and one-on-one discussions. The most common points of feedback on this draft included:

- Some of the newly proposed Bonus Options and Prerequisite Requirements may be hard to achieve and enforce.
- The impacts of the proposal are difficult to assess without seeing details on multipliers and individual bonus caps.
- The development community voiced concern regarding how the BHP amendment would impact current and future market conditions.

To understand these concerns, Planning staff worked with external stakeholders (including the Nashville Downtown Partnership and members of the development community) in the summer of 2023 to scope a market study that would consider how changes to the BHP might impact market conditions and recommend appropriate multipliers for each of the proposed bonus options. In the fall of 2023, staff worked through the department's indefinite deliverables indefinite quantities (“IDIQ”) contract to bring on consultants, HR&A Advisors and Gensler, to provide objective, data-driven recommendations for the subsequent draft of the BHP amendment.

Downtown Market Study and Entitlements Analysis

Beginning in January 2024, HR&A and Gensler (“consultants”) supported Planning staff in the evaluation of potential updates to the BHP, with an aim to optimize provision of public benefits and enable appropriate growth in Downtown. The first phase of the study consisted of a market analysis that assessed key trends across residential, office, retail, and hospitality sectors in Downtown, and projected the demand for each use. The conclusions from this analysis guided the second phase of the study, which evaluated the financial impacts of the benefits incentivized by the existing BHP and its proposed amendment. The last phase of the study identified alternate scenarios for modifying the existing DTC and BHP, and the associated impacts on growth within Downtown.

Planning staff and the consultants engaged with external stakeholders throughout the market study process. During the first phase of the study, the consultants met one-on-one or in roundtable discussions with local developers, real estate brokers, and leaders of various organizations (such as the Nashville Downtown Partnership, ULI Nashville, and NAIOP Nashville). In June 2024, during phase two, the consultants and Planning staff hosted additional roundtable discussions with members of both ULI and NAIOP to go over the analysis and findings to date.

³ [Summer 2023 - BHP First Draft Engagement Summary](#)

⁴ [May 2023 - Public Open House Presentation](#)



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In August 2024, Planning's consultants provided a set of recommended changes to the BHP that maximized public benefits delivery and Downtown growth. These recommendations included an updated BHP menu, bonus calibrations, and updates to the Bonus Height Chart. Planning staff shared these draft recommendations in roundtable discussions with ULI and NAIOP members in September 2024.

Following these stakeholder discussions, final changes were made to the market study report and recommendations. The study's executive summary⁵ was published online in October 2024 alongside the revised draft of the BHP amendment.

A notable recommendation from the market study was that Metro explore an attainable housing DTC bonus option through a more robust attainable housing program to facilitate achieving affordability goals⁶. At that time, Planning staff began exploring how voluntary attainable housing incentives could be integrated into the Metropolitan Code of Ordinances at a broader scale. Planning staff determined that the in-process BHP amendment should advance as a "phase one" update to the DTC's incentive offerings, and that at the conclusion of work regarding countywide attainable housing incentives, the BHP should be amended once again to include these incentives as a "phase two" update. This work is scheduled to kick-off in early 2025 as a joint effort between the department's Housing staff and Design Studio staff.

October 2024 Draft

On October 7, 2024, Planning staff published a second draft of the proposed amendment. This draft included changes to the BHP, Outdoor Space section, and several minor housekeeping amendments. The revisions were primarily influenced by stakeholder engagement conducted in Summer 2023, staff analysis, and the findings, analysis, and recommendations of the market study. Changes from the previous draft (May 2023) are outlined in Appendix B.

Planning staff sought feedback on this updated draft over 60 days across a multitude of platforms, including online surveys, a public open house⁷, and several one-on-one discussions with developers, architects, landscape architects, and civil engineers. The most common points of feedback on this draft, included:

- The amount of Earned Bonus Height for fulfillment of Baseline Requirements and any non-spatial Bonus Option should scale with the size of the proposed building's footprint, rather than a fixed amount of square feet.
- Underground parking should be a Bonus Option rather than a Baseline Requirement to offset related costs.
- There should be a relief valve for projects that physically cannot meet the Baseline Requirements due to unique and specific site conditions.
- Maximum Height and Bonus Height Maximums should be increased.

⁵ [Fall 2024 - Downtown Nashville Market Study and Entitlements Analysis Executive Summary](#)

⁶ During the Market Study process, the Tennessee General Assembly passed HB 2623/SB 2496 – authorizing local jurisdictions to create a voluntary attainable housing incentive program. Prior to this bill, Davidson County was prohibited from offering incentives of this nature.

⁷ [October 2024 - Public Open House Presentation](#)



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December 2024 Draft

On December 23, 2024, Planning staff published a third draft of the proposed amendment. This draft incorporated feedback received in the 60+ days following the publication of the previous draft (October 2024). Changes from that draft are outlined in Appendix B.

February 2025 Draft

Alongside the publication of this report, Planning staff published the final draft of the proposed amendment to the DTC. This draft incorporates feedback received in the 30+ days following the publication of the previous draft (December 2024). Changes from that draft are included in Appendix B.

ANALYSIS OF FINAL DRAFT

The final draft of the proposed amendment to the DTC (Appendix A) represents a culmination of nearly two years of stakeholder engagement, internal and external analysis, and an effort to modernize the voluntary DTC Bonus Height Program and other related sections – all of which were last updated fifteen years ago. The final draft puts forth a menu of incentives and public benefits that respond to current public and private needs.

Baseline Requirements		
Green Building Certification	Green building certification helps ensure the longevity of Downtown Nashville's building stock by requiring sustainable design, construction, and operational practices that reduce carbon, water, energy, and waste. By establishing baseline sustainability targets for new development, Downtown Nashville will become more future-focused and ecologically friendly.	Receives medium incentive.
Upper-Level Garage Liner Building	The Downtown Code does not require any vehicular parking; however, vehicular parking spaces may be provided up to the maximum number prescribed in Chapter 17.20, Article II of the Metropolitan Code of Ordinances. Reducing the visual and physical impacts of vehicular parking by locating upper-level structured parking behind liner buildings, enhances Downtown Nashville's pedestrian experience and architectural design quality.	
Active and Sustainable Transportation	Downtown Nashville's recent growth has brought unprecedented amounts of single occupancy vehicle trips, traffic congestion, and air pollution. By integrating active and sustainable transportation modes in new development, traffic congestion will be reduced and moving around Downtown will become easier.	
Bonus Options		
Elevated Green Building Certification	Green building certification helps ensure the longevity of Downtown Nashville's building stock by requiring sustainable design, construction, and operational practices that reduce carbon, water, energy, and waste.	Receives medium incentive.



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	New development that achieves certification above the Baseline Requirement shall be eligible for this bonus.	
Preservation	The preservation and/or re-use of Downtown Nashville's historic or otherwise culturally significant structures and sites is critical to maintaining the history and identity of our city.	Receives high incentive.
Privately-Owned Public Spaces (POPS)	A vibrant public outdoor space network is essential to a functional and livable Downtown Nashville. These spaces improve quality of life by promoting mental and physical health and providing a sense of community and social cohesion. Furthermore, public outdoor spaces provide opportunities for built-in resiliency through quality design.	Receives high incentive.
Neighborhood Support Space	Downtown Nashville is made up of several distinct neighborhoods, with thousands of residents. Complete neighborhoods are places where residents' daily needs can be met. Spaces for services, amenities, or businesses that contribute to these needs are important to ensuring Downtown Nashville's neighborhoods are complete.	Receives medium incentive.
Reduction of Vehicular Parking	Already the most walkable, bike-friendly, and transit-focused part of the city, Downtown Nashville does not require vehicular parking spaces by code. Parking maximums exist to limit the number of parking spaces that new development can include. The reduction of vehicular parking spaces within a Downtown Nashville development further supports our shared mobility goals – encouraging pedestrian activity, bicycling, and transit ridership.	Receives medium incentive.
Underground Parking	The DTC does not require any vehicular parking; however, vehicular parking spaces may be provided up to the maximum number prescribed in Chapter 17.20, Article II of the Metropolitan Code of Ordinances. Reducing the visual and physical impacts of vehicular parking by locating the majority or all vehicular parking underground, enhances Downtown Nashville's pedestrian experience and architectural design.	Receives low incentive.

Informed by recommendations from a comprehensive market study and entitlements analysis, the recalibration of Bonus Options within the program aligns public priorities with the highest incentives for developers seeking additional height. The removal of overutilized, low-priority Bonus Options complements these recalibrations to ensure that a wider variety of benefits may be provided.

Staff has worked closely with the design and development communities to ensure the options are buildable and feasible. At the request of the development community, the "Underground Parking Bonus Option" remains available. However, the incentive to use it has been decreased to encourage the use of multiple bonus options.



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“Maximum Height” and “Bonus Height Maximums” have also largely remained the same⁸. This, in part, is due to Planning staff’s intentions to keep options open for “phase two” of this process – which would see the inclusion of a voluntary attainable housing incentive.

To provide flexibility to property owners in this time of change, the updates to the Downtown Code, proposed as part of this amendment, will be implemented over a twelve-month transition period⁹ – beginning on the Council Bill’s effective date.

⁸ Bonus Height Maximums in the Gulch South and Lafayette DTC Subdistricts have increased, based on recommendations from the Downtown Market Study and Entitlements Analysis. See “October 2024 Draft” for more.

⁹ To allow for DTC development proposals currently in later design phases to advance as planned, projects shall be able to utilize either the 2010 BHP or the 2025 BHP for a period of one year, following the Council Bill’s effective date, subject to the following:

- This choice shall not be construed as a right in perpetuity to not conform with any future alterations to the DTC.
- Projects proposing to use the 2010 BHP shall submit for Concept Plan approval within six months of the effective date, and the project shall certify its bonus height with the Planning Commission within one year of the effective date.
- Projects that have earned and certified transferrable entitlements pursuant to the 2010 BHP shall be permitted to retain, use, and transfer those entitlements, provided, however, that projects that have certified bonus height under the 2010 BHP but have not constructed during the development vesting periods provided by state statute (and as provided for by the Metropolitan Government in RS2014-1330), such projects shall forfeit any entitlements earned, including transferrable entitlements. If those projects do subsequently proceed, they will need to apply for bonus height again under the 2025 BHP, or under the 2010 BHP if they meet the grace period deadlines described above.
- Mixing and matching between the 2010 BHP and 2025 BHP is not allowed, including, but not limited to, mixing individual bonus options, and utilizing any changes in the bonus height maximums for the property.



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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.

MPC RULES AND PROCEDURES

This item will automatically be deferred to the March 13, 2025, Planning Commission meeting per MPC Rules and Procedures following a public hearing at the February 13, 2025, meeting.

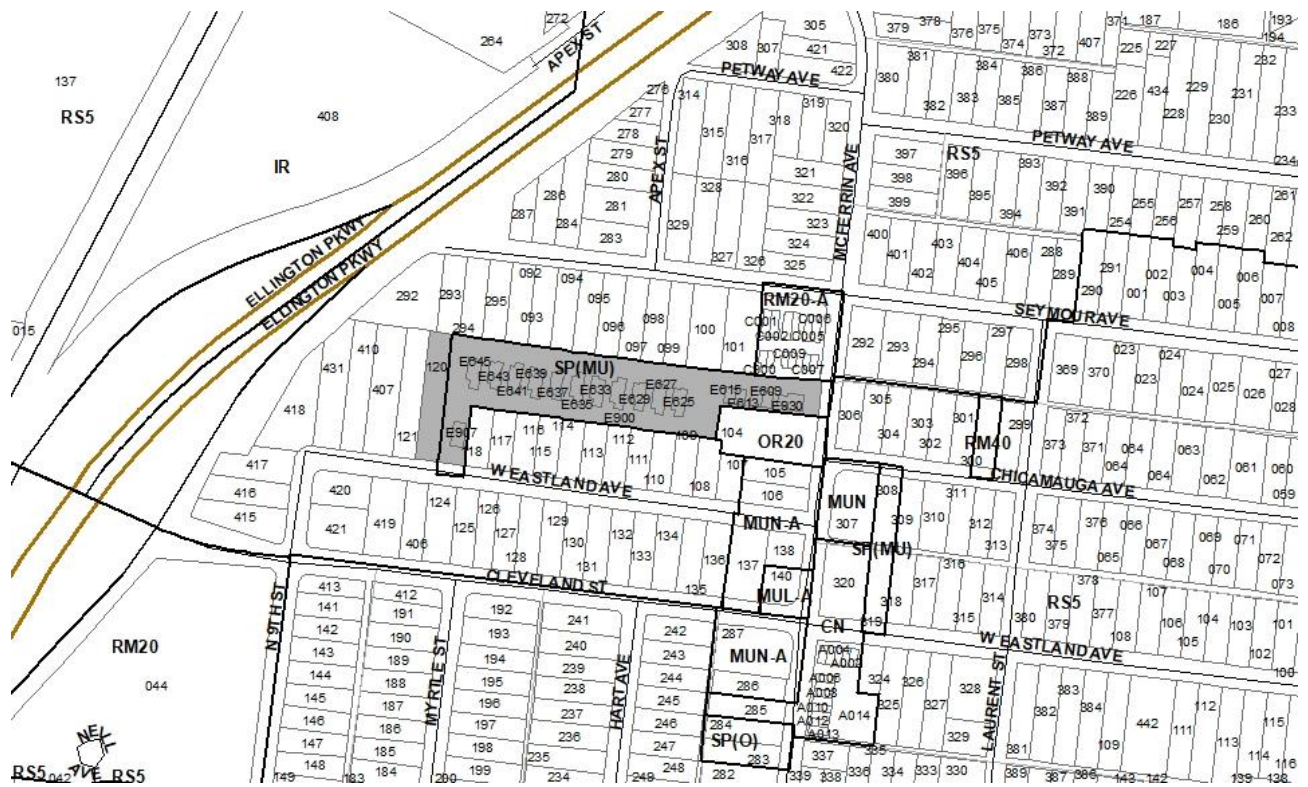
STAFF RECOMMENDATION

Staff recommends approval.

Note: The text of the proposed amendment (Appendix A) and revision logs (Appendix B) are separate documents from this staff report.



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2022SP-030-003

930 MCFERRIN AVENUE (AMENDMENT)

Map 082-08, Parcel(s) 120

Map 082-08-0-E, Parcel(s) 609, 611, 613, 615,

625, 627, 629, 631, 633, 635, 637, 639, 641,

643, 645, 900, 907, 930

05, East Nashville

05 (Sean Parker)



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Item #3

Project Name

Council District

School District

Requested by

Specific Plan 2022SP-030-003

930 McFerrin Avenue (Amendment)

05 – Parker

01 – Taylor

Barge Civil Associates, applicant; Richmond Bend LLC, Rebecca and James Gains, and O.I.C Richmond Bend, owners.

Deferrals

This item was deferred at the January 9, 2025, Planning Commission meeting. No public hearing was held.

Staff Reviewer

Garland

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Amend a Specific Plan and rezone from RS5 to SP.

Amend SP and rezone

A request to amend a Specific Plan (SP) and rezone from Single-Family Residential (RS5) to SP on properties located at 905 W. Eastland Avenue and McFerrin Avenue (unnumbered) approximately 175 feet south of Seymour Avenue and located within the Greenwood Neighborhood Conservation Overlay District and the Detached Accessory Dwelling Unit (DADU) Overlay District, zoned SP and RS5 (2.79 acres) to permit two additional multi-family residential units.

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of two single-family lots on the 0.3-acres that is zoned RS5. This does not account for application of Metro's Subdivision regulations.*

Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition to office and/or commercial uses. *The existing SP permits a mixed-use development with different residential unit types and nonresidential uses.*

Neighborhood Conservation Overlay District (NHC) is applied to geographical areas which possess a significant concentration, linkage or continuity of sites, buildings, structures or objects which are united by past events or aesthetically by plan or physical development. *The site is located within the Greenwood Neighborhood Conservation Overlay District.*

Detached Accessory Dwelling Unit (DADU) Overlay would permit a detached, self-sufficient dwelling unit accessory to a principal structure. The overlay would permit DADUs subject to existing standards for detached accessory dwelling units in Section 17.16.030.G of the Zoning



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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.

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.

SITE CONTEXT AND PLAN DETAILS

The 930 McFerrin SP was approved in 2022 (2022SP-030-001) to permit a mixed-use development on approximately 2.42 acres, located along McFerrin Avenue and the north side of W. Eastland Avenue. The scope of this request is to add 0.3 acres to the SP to permit two additional multi-family residential units. The portion being added to the request comprises one parcel, currently zoned RS5, and within the DADU overlay, located adjacent to the current western boundary of the SP.

The proposed 0.3 acres is on the west side of the already approved SP with frontage along W. Eastland Avenue and on the east side of the one-way private drive. McFerrin Avenue is classified as a Collector Avenue in the Major and Collector Street Plan (MCSP) and W. Eastland Avenue is a local street. The surrounding properties are zoned RS5, Office Residential (OR20), Mixed-Use Neighborhood Alternative (MUN-A), and Multi-Family Alternative (RM20-A). The surrounding land uses are vacant land, one- and two-family residential uses, single-family residential uses, and commercial. This site is located within the Greenwood Neighborhood Conservation Zoning Overlay and this project has been reviewed by the Metro Historic Zoning Commission (MHZC).

The currently approved SP permits a mixture of uses in a variety of building types, including four live/work units, a mixed-use building with non-residential uses on the ground floor and one multi-family residential unit stacked above, and 12 detached multi-family residential units, for a total of 17 units. The proposed amendment would add two additional multi-family residential units on the property that is being added to the SP boundary, located at 905 W. Eastland Avenue.

The two additional multi-family residential units, identified as units 13 and 14 on the plan, would increase the total unit count from 17 to 19 units. Unit 13 is proposed as a house with a detached accessory building in the rear and Unit 14 is proposed as a bungalow. The maximum height is proposed at 2 stories in 30 feet for Unit 13, and 1.5 stories in 24 feet for Unit 14, consistent with the approved units located to the east. There are 1.5 parking spaces provided per new unit for a total of three spaces. Parking is not permitted within the one-way private drive. Unit 14 will address the street and have pedestrian access to match that of unit 12, to the east.



Metro Planning Commission Meeting of 02/13/2025

The property being added to the SP is located at 905 W. Eastland Avenue, comprised of approximately 0.3 acres. This lot is currently zoned RS5 with an existing single-family home that is to be removed along with an existing concrete driveway. The proposed SP extension to include this parcel is to accommodate the two proposed units. Unit 14 will be facing W. Eastland Avenue and Unit 13 will be facing the private drive.

ANALYSIS

The original SP (2022SP-030-001) was approved for live/work units with residential and nonresidential space, with the nonresidential uses located in the TR (Transition) policy along McFerrin Avenue and detached multi-family units on the remainder of the SP in the T4 Urban Neighborhood Maintenance (T4 NM) policy area. The 0.3 acres included in the SP amendment are located in the T4 NM policy. The proposed plan is consistent with the policy guidance for T4 NM, which supports infill development with a broader mix of housing types that provide an appropriate transition to blend the new development into the surrounding neighborhood.

The plan proposes two additional detached multi-family residential units. Unit 14 is proposed to have a massing that reflects the existing residential character along W. Eastland Avenue. Unit 13 is proposed to have an accessory building which is consistent with the approved Units 1-11, to the east. The 5-foot setback and planted buffer with the 6-foot opaque fence is extended around Units 13 and 14, in keeping with the requirements of the current SP to buffer this development from adjacent properties to the west. Setbacks and parking on the proposal are consistent with the previously approved SP. The plan includes architectural standards, in addition to the elevations, that will provide for a high-quality urban development that is consistent with the previously approved SP. This plan proposes to improve W. Eastland Avenue to include 2.5' curb and gutter, 4' grass buffer, and 5' sidewalk. These improvements are consistent with the policy goals of connectivity and complete street networks.

On December 18th, 2024, the Metro Historic Zoning Commission reviewed the request and recommended approval with conditions. With those conditions met, Historic staff finds that the project meets the design guidelines for new construction in the Greenwood Neighborhood Conservation Zoning Overlay.

METRO HISTORIC ZONING COMMISSION RECOMMENDATION

Approve with conditions

- The front setback of 903 West Eastland Avenue is shown on the site plan so that the front setback for West Eastland Avenue unit can be reviewed; and
- The application returns to MHZC for review of materials, the rhythm and proportions of window and doors, utilities, and other details if the amended SP rezoning application is approved.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire department access roads shall comply with the current adopted fire code at the time of construction. Fire Department access roads shall have an unobstructed clear width of 20'. Where a fire hydrant is located on a fire apparatus access road the minimum width shall be



Metro Planning Commission Meeting of 02/13/2025

26' exclusive of shoulders. Aerial Fire Apparatus access shall be provided for any structure 30 feet or greater in height. Fire lane signage shall be provided in accordance with the adopted fire codes. 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

METRO WATER SERVICES RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT.
- Final design and improvements may vary based on actual field conditions. Callout the following per NDOT ST- detail sections: access and ADA ramps, sidewalks, curb & gutter.
- All ROW frontages shall adhere to the Major Collector Street Plan (MCSP). 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. 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. Extents to be coordinated in field with NDOT inspector.

TRAFFIC & PARKING RECOMMENDATION

Approve



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Maximum Uses in Existing Zoning District: RS5

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.3	8.712 D	2 U	28	7	2

Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	-	-	12 U	148	13	13

Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 1-2 (220)	-	-	4 U	29	3	3

Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	-	-	3,300 SF	125	3	13

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	-	-	14 U	170	15	16

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 1-2 (220)	-	-	4 U	29	3	3

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	-	-	3,300 SF	125	3	13



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Traffic changes between maximum: RS5/SP and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-6	-5	+1

METRO SCHOOL BOARD REPORT

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

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

The proposed SP zoning is not expected to generate any more students than what is typically generated under the existing RS5 zoning. Students would attend Hattie Cotton Elementary School, Jere Baxter Middle School, and Maplewood High School. Hattie Cotton Elementary is identified as at under capacity, Jere Baxter Middle School and Maplewood High School are 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 two multi-family residential units in the amendment area on Parcel (120) in addition to the uses previously approved in BL2022-1397. Short term rental property, owner occupied and short-term rental property, not-owner occupied shall be prohibited for the entire development.
2. No changes or increase in units are approved on the remainder of the site (approximately 2.42 acres) as shown on the original SP approval other than those changes shown and/or listed in the SP amendment.
3. On the corrected copy, rename “Additional Site Summary” to “SP Amendment Site Summary” on Sheet 4 of the plan set.
4. The 6’ tall opaque fence along the western property boundary shall step down to a maximum of 4’ in height at the front setback of Unit 14.
5. No vehicle parking shall be permitted on the one-way private drive.
6. The Preliminary SP plan amendment is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
7. The final site plan shall label all internal driveways as “Private Driveways.” A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
8. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
9. Comply with all conditions and requirements of Metro reviewing agencies.
10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9-A zoning district as of the date of the applicable request or application.



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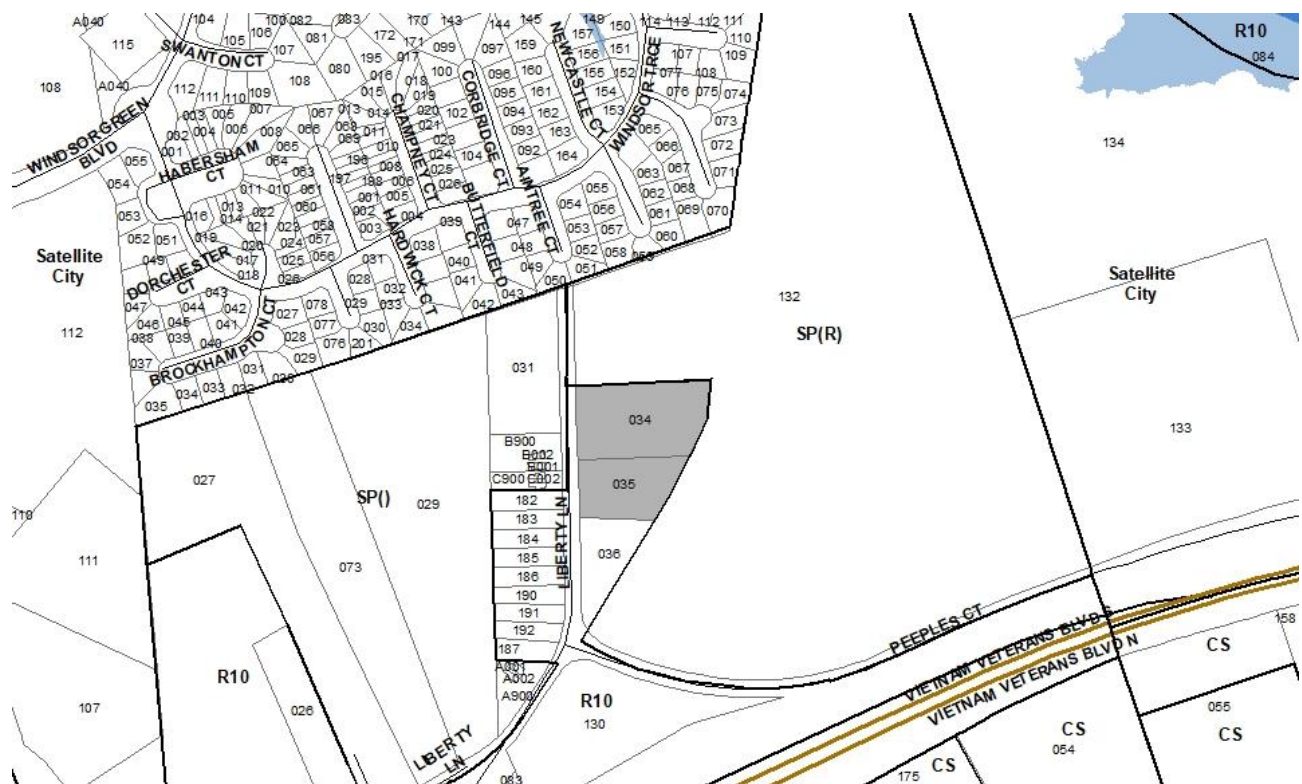
11. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
12. No Master permit/HPR shall be recorded prior to final SP approval.
13. Final plat may be required prior to permitting.
14. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 02/13/2025



2023SP-086-001

THE COLLECTIVE

Map 026 Parcel(s) 034, 035

04, Madison

10 (Jennifer Webb)



Metro Planning Commission Meeting of 02/13/2025

Item #4

Project Name

Council District

School District

Requested by

Specific Plan 2023SP-086-001

The Collective

10 – Webb

03 – Masters

Dale & Associates, applicant; Biddle Enterprises, Inc. and Brad and Debra Lytle, owners.

Deferrals

This item was deferred at the January 9, 2025, Planning Commission meeting. No public hearing was held.

Staff Reviewer

Konigstein

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Preliminary SP to permit a multi-family residential development.

Preliminary SP

A request to rezone from One and Two-Family Residential (R10) to Specific Plan (SP) zoning for properties located at 244 and 252 Liberty Lane, approximately 530 feet north of Peeples Court, (3.18 acres), to permit 51 multi-family residential units.

Existing Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 could permit a maximum of 13 lots with three duplex lots for a possible total of 16 units, based on acreage only. 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 two residential building types.*

MADISON COMMUNITY PLAN

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

SITE

The approximately 3.2-acre site is located on the eastern side of Liberty Lane, 530 feet north of

[illegible]

Goodlettsville. The site has frontage onto Liberty Lane, a local street. Liberty Lane connects to Gallatin Pike about a half mile to the south, bypassing under Vietnam Veterans Boulevard and an associated off-ramp. Each of the subject parcels currently contains a single-family residence.

32



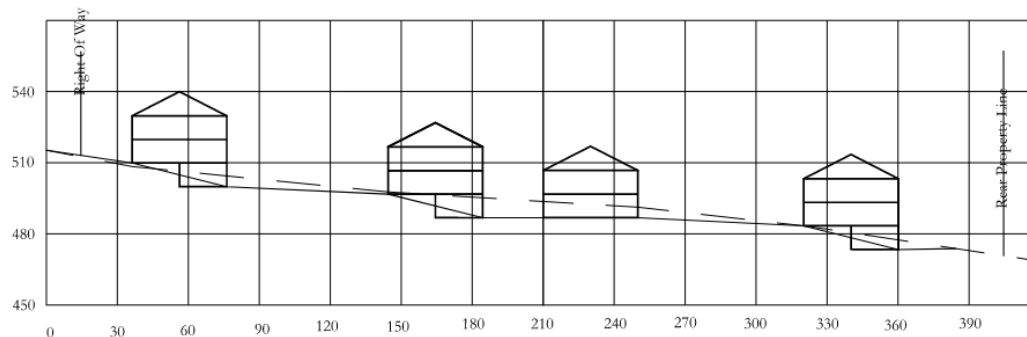
Metro Planning Commission Meeting of 02/13/2025

districts is located south of Vietnam Veterans Boulevard and on Gallatin Pike.

PLAN DETAILS

The plan proposes 51 multi-family units with duplexes along Liberty Lane and townhouses interior to the site. The proposed units share access through a private drive from Liberty Lane. Duplex units along Liberty Lane are rear loaded while the rest of the units internal to the site are surface parked. Townhomes are oriented toward surface parking. Additionally, there is a clubhouse and amenity center on the eastern portion of the site. Interior buildings step down with the grade to minimize their appearance from Liberty Lane. Short term rentals, owner occupied and non-owner occupied are permitted.

The height of units fronting on Liberty Lane are two stories in 32 feet facing Liberty Lane and three stories in 40 feet along the interior drive. These units contain rear loaded garages. Internal to the site, all units are oriented toward internal drives and have heights of two stories in 32 feet. The second and fourth rows of townhouses from Liberty Lane have a third story in the rear to minimize grading on the site.



Site Profile

Height is measured from the average elevation at the finished grade to the midpoint of the primary roof pitch or top of the parapet for a flat roof. Proposed elevations are included for both unit types as well as a cross section. A minimum of one principal entrance and twenty-five percent glazing is required on building facades fronting a street.

Sidewalk connections are provided internally and from all units to Liberty Lane. The plan also shows a five-foot sidewalk and four-foot planting strip along Liberty Lane. Stormwater areas are proposed on the northeast portion of the site. Twenty-foot Type C landscape buffers are provided along the northern, eastern, and southern boundaries.

ANALYSIS

Staff finds the proposed zoning to be consistent with the intent of the District Employment Center (D EC) policy to include medium-density residential land uses to support the economic activity that is planned for the surrounding area. This site is on a policy seam and borders T3 Suburban Neighborhood Evolving (T3 NE) policy to the east. Within this D EC policy there are commercial, office, and industrial uses as well as residential uses. As noted in policy guidance, residential uses are secondary and supportive to the primary function of these areas having a concentrated amount of employment opportunities.



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Residential uses on this site are appropriate and provide a transition from the adjacent T3 NE policy to the east and the greater intensity D EC policy to the west. Additionally, there are SPs to the west and east both permitting varying degrees of multi-family residential uses. The proposed SP would add to the residential housing stock supporting the nearby employment opportunities.

The plan meets the policy goals by providing a layout consistent with the design principles identified in the policy. Buildings are oriented towards Liberty Lane or internal drives with surface parking screened from view from Liberty Lane. The landscaping buffers provided along the northern, eastern, and southern property boundaries are appropriate to minimize the proposed development's visual impact on the proposed SP to the east and existing residential neighborhoods to the north.

The ability to create a public street network in this area is limited. However, there is an NDOT condition to construct sidewalks from the property frontage to the intersection of Liberty Lane and Peeples Court to enhance pedestrian connectivity.

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

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.

HISTORIC RECOMMENDATION

Approve with conditions

- Historic Dismukes/Grizzard Dry Stack Stone Wall marks the southwestern/western boundary with parcel 02600013200 (0 Peeples Ct, "Ava Madison"). To preserve and protect the historic wall, recommend 20ft buffer (i.e., landscaping/existing vegetation and limit of disturbance) along this section of the property boundary (approximately 255ft length).
- Southeastern/eastern boundary of subject parcel; wall is along western boundary of adjacent parcel
- Show historic Dismukes/Grizzard Dry Stack Stone Wall on existing conditions sheet.

STORMWATER RECOMMENDATION

Approve with conditions

- Preliminary approval only. Ensure final submittal meets all requirements of Stormwater Management Manual and all stormwater control measures are outside of easements.

WATER SERVICES RECOMMENDATION

Approve with conditions

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



Metro Planning Commission Meeting of 02/13/2025

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% Sanitary Sewer 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. 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.
- Dedication of ROW shall be required along frontage to accommodate street half section (pavement, curb & gutter, grass strip, sidewalks) for Liberty Lane.
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility and/or road widening work in public ROW. (cont.) Extents to be coordinated in field with NDOT inspector.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- At the time the first Final SP is approved, the developer will be responsible for providing compliant sidewalks along the property frontage and connecting to the intersection of Liberty Lane & Peeples Ct.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two- Family Residential* (210)	3.18	5.29 F	16 U	193	16	17

*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 1-2 (220)	3.18	-	51 U	276	18	23



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+83	+2	+6

METRO SCHOOL BOARD REPORT

Projected student generation existing R10 district: 3 Elementary 1 Middle 1 High

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

The proposed SP-R zoning is expected to generate 12 additional students than the existing R10 zoning district. Students would attend Goodlettsville Elementary School, Goodlettsville Middle School, and Hunters Lane High School. Goodlettsville Elementary School and Goodlettsville Middle School are identified as being under capacity, while Hunters Lane High School is identified as being 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 a maximum of 51 multi-family residential units.
2. On the corrected copy, dimension internal sidewalks.
3. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
4. 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.
5. 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.
6. 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.
7. Comply with all conditions and requirements of Metro reviewing agencies.
8. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM15-A, as of the date of the applicable request or application.
9. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
10. 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



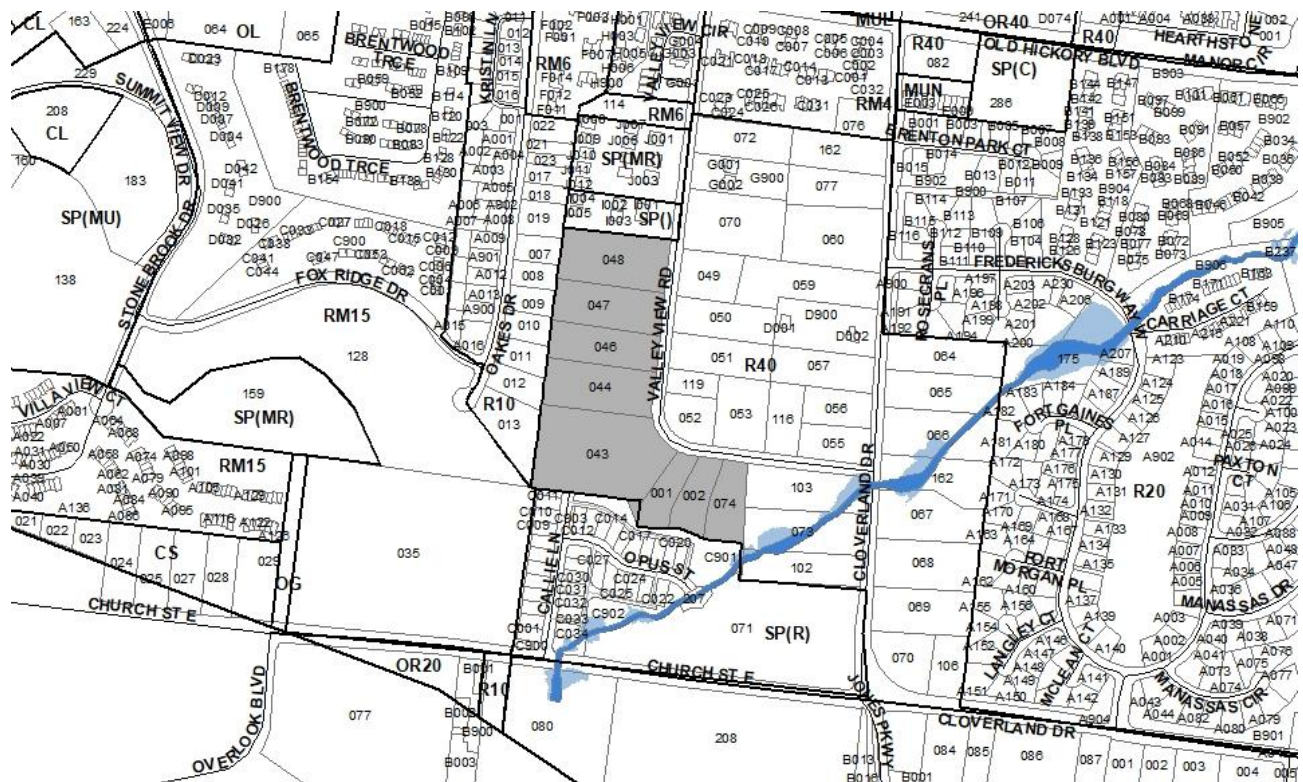
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through this enacting ordinance, or add vehicular access points not currently present or approved.

11. No master permit/HPR shall be recorded prior to final SP approval.
12. Final plat may be required prior to permitting.



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2024SP-039-001

BRENTWOOD CHASE 3

Map 171, Parcel(s) 043-044, 046-048, 074

Map 171-02, Parcel(s) 01-02

12, Southeast

26 (Courtney Johnston)



Metro Planning Commission Meeting of 02/13/2025

Item #5**Project Name****Council District****School District****Requested by****Specific Plan 2024SP-039-001****Brentwood Chase 3**

26 - Johnston

08 – Block

Dale & Associates, applicant; various property owners.

Deferrals

This item was deferred at the November 14, 2024, and January 9, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Shane

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST**Zone change from R40 to SP.****Zone Change**

A request to rezone from One- and Two-Family Residential (R40) to Specific Plan (SP) zoning for properties located at 5633, 5637, 5639, 5645, 5651, 5661, 5665, and 5655 Valley View Road, approximately 960 feet south of Old Hickory Blvd (15 acres), to permit 71 multi-family residential units.

Existing Zoning

One- and Two-Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 1.16 dwelling units per acre including 25 percent duplex lots. *Based on acreage alone, R40 would permit a maximum of sixteen lots, with four duplex lots for a total of twenty units. Compliance with the Metro Subdivision Regulations may result in fewer lots. Duplex eligibility to be confirmed by Metro Codes.*

Proposed Zoning

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

SOUTHEAST COMMUNITY PLAN

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

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5



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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 PLAN DETAILS

The property, which is currently developed with seven single-family homes on eight parcels, is located along a residential local street in the Brentwood Gardens neighborhood. The adjacent uses to the east are single- and two-family residential, zoned One- and Two-Family Residential (R40), while to the west are single-family residential uses zoned One- and Two-Family Residential (R10). There are single-family uses zoned Specific Plan (SP) to the south. The site is located approximately 956 feet south of Old Hickory Boulevard and is along the same street as the previous Brentwood Chase SPs to the north, which together permit 17 multi-family residential units. A stream runs along the northern property line and curves to the south before crossing the western property line.

The application proposes a Specific Plan zoning district that permits 71 detached multi-family residential units. The site plan consists of seven private streets extending from Valley View Road into the site. The northernmost private street winds around the rear of the site and connects with four of the others, ending in a loop drive enclosing open space and four units. Units front the private drives and are accessed by individual driveways. Three units take direct access from Valley View Road and feature longer driveways off that public ROW, and two units are shown north of the stream at the northern end of the site, with a drive that crosses the stream. Larger units are found closer to Valley View Road, and the SP defines minimum home size requirements based on location within the site. The private streets within the southeastern portion of the site are not connected to the loop drive to the northwest and the 14 units on that portion are accessed solely from Valley View Road. Some parking will be met with head-in parking along private drives, but the majority of the parking, which will be provided per Code, will consist of garage parking. A note requires each unit to feature a two-car garage.

The plan indicates that a combination of existing vegetation and Type B buffer yards will be used to meet Code-required screening along the western and northern property lines. Stormwater features are proposed to be located along Valley View Road between the ROW and the first row of units. This is the lowest lying part of the site, and the increased buffer between the ROW and the units helps the setbacks within the SP match the context of the existing neighborhood. Height as well is context sensitive, being limited to two stories in 35 feet. Valley View Road will be upgraded to reflect NDOT's standard local street cross section.



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Proposed Site Plan

ANALYSIS

The site is located within T3 Neighborhood Maintenance (T3 NM) policy. T3 NM is intended to maintain the general character of developed suburban residential neighborhoods. The subject property's surrounding neighborhood has an established development pattern with low to moderate density, moderate to deep building setbacks, and includes one-story single-family homes, as well as multi-family residential townhomes closer to Old Hickory Boulevard.

The plan calls for a modest increase in density on the site. The requested density of approximately five units per acre is in line with the fallback zoning, RM6. The Brentwood Chase SPs to the north feature RM4 fallback zoning, indicating a similar level of intensity to the current proposal. The units that front Valley View Drive respect the existing deep setbacks within the neighborhood while the homes at the rear provide an opportunity for a mixture of housing types on the site. The plan limits the heights of the units to two stories and 35 feet, which will retain the existing character of one- and two-story homes along Valley View Road.

The plan shows some cross connectivity between areas of the site, thus potentially funneling the increased traffic to fewer outlets onto Valley View Road. However, the plan shows ten curb cuts onto Valley View Road (seven private drives and three driveways). It is a condition of approval that four of the private drive accesses onto Valley View Road be eliminated, leaving one at the northern end of the site, one near the central portion, and one at the southeastern corner. This will reduce



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curb cuts and traffic conflicts along Valley View Road and create a more orderly and predictable flow of traffic, thereby increasing pedestrian safety.

The plan also shows two units accessed by a stream crossing in the northwestern corner of the site. The location and orientation of these units bear little relationship to the rest of the site plan, and the crossing would disrupt a sensitive environmental feature. It is also a condition of approval that these units be removed from the site plan.

With the exception of the issues highlighted above, the proposed plan is generally consistent with the T3 NM policy. The proposed design provides appropriate transitions in building type, massing, and orientation that blend the development into the surrounding neighborhoods. For these reasons, staff recommends approval with conditions and disapproval without all conditions.

FIRE RECOMMENDATION

Approved

- Revised plans 01/23/25. Approved with conditions. Dead-end fire apparatus access roads in excess of 150 feet shall be provided with an approved fire apparatus turnaround. All points of the building shall be within 500 feet of a fire hydrant when measured via approved fire apparatus access route. All buildings/developments are required to meet the fire-flow requirements listed in the adopted fire code prior to construction.

STORMWATER RECOMMENDATION

Approved with conditions

- Preliminary review only. Final submittal to meet requirements of the Stormwater management manual.
- Note 9 under stormwater notes to change to RCP at end of note, not CMP.

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 ROADS RECOMMENDATION

Approved with conditions

Comply w/ NDOT traffic and the following prelim SP conditions of approval:

- There are to be only 3 curb cut/access drives allowed into this development along Valley View Road. Revise site plan accordingly, prior to final submittal.
- Ensure there are not any sidewalk gaps that will exist between this development and Old Hickory Blvd. If parcel 16000011400 is not part of Brentwood Chase and is not being redeveloped, this phase of development shall construct the sidewalk within the public ROW



Metro Planning Commission Meeting of 02/13/2025

(appears to have sufficient width to construct), along this parcel to provide an ADA compliant, full connection to OHB. Show or call out this connection being made by this phase of development on the Final SP plans. Design will be shown on building permit plan submittal.

- Park per code.
- Coordinate w/ Planning on requirement for connection to South subdivision.
- Provide half section along ROW Valley View frontage, per ST-252.
- Coordinate w/ Planning on Major Collector Street Plan requirements along ROW frontage. Reference MCSP.
- General road comments are as follows: 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 on final plans, per NDOT detail standards.

NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- There are to be only 3 curb cut/access drives allowed into this development along Valley View Road. Adjust site plan accordingly.
- Ensure no sidewalk gaps will exist between this development and Old Hickory Blvd. If parcel 16000011400 is not part of Brentwood Chase and is not being redeveloped, this phase of development shall construct sidewalk within the public ROW (appears to have sufficient width to construct), along this parcel to provide an ADA compliant, full connection to OHB. Show or call out this connection being made by this phase of development on the Final SP plans. Design will be shown on building permit plan submittal.
- Park per code.

Maximum Uses in Existing Zoning District: **R40**

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)	11.26	1.12 F	12 U	148	13	13

*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)	11.26	-	71 U	385	24	31



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Traffic changes between maximum: **R40 and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+237	+11	+18

METRO SCHOOL BOARD REPORT

Projected student generation existing R40 district: 2 Elementary 1 Middle 2 High

Projected student generation proposed SP district: 11 Elementary 5 Middle 6 High

The proposed SP zoning is expected to generate seventeen more students than the existing R40 zoning. Students would attend Granbery Elementary School, Oliver Middle School, and Overton High School. Granbery Elementary School and Oliver Middle School were identified as being at capacity while Overton High School was identified as being over 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 71 detached multi-family residential units. Short Term Rental Property (STRP) owner-occupied and not owner-occupied shall be prohibited.
2. On the corrected copy, remove four of the private drive accesses onto Valley View Road, leaving one at the northern end of the site, one near the central portion, and one at the southeastern corner.
3. On the corrected copy, remove or relocate the units in the northwestern corner of the site that are shown north of the stream.
4. Comply with all conditions and requirements of Metro Reviewing Agencies.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
6. No master permit/HPR shall be recorded prior to final SP approval.
7. Final plat may be required prior to permitting.
8. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM6 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
9. 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.
10. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.

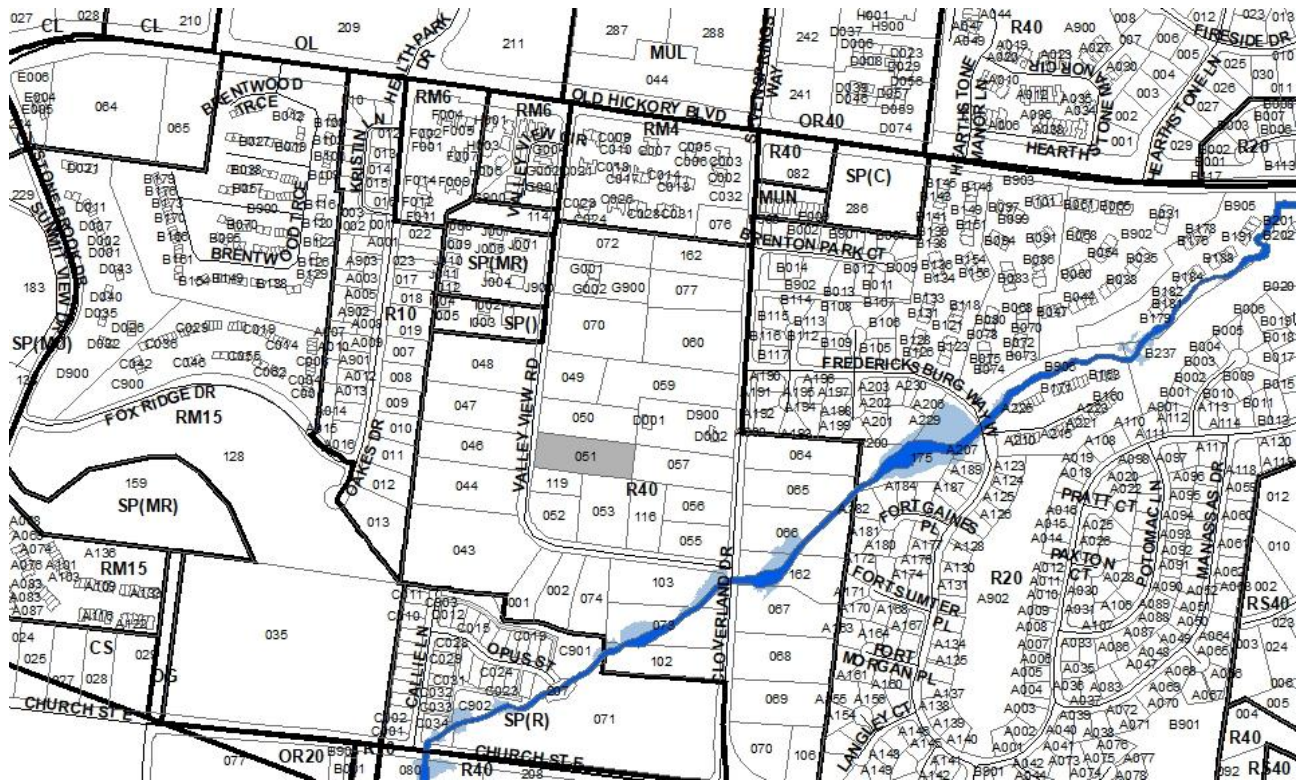


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11. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
12. The final site plan shall label all internal driveways as “Private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



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2024SP-049-001

5642 VALLEY VIEW SP

Map 171, Parcel(s) 051

12, Southeast

04 (Mike Cortese)



Metro Planning Commission Meeting of 02/13/2025

Item #6	Specific Plan 2024SP-049-001
Project Name	5642 Valley View SP
Council District	04 - Cortese
School District	02 – Elrod
Requested by	Dale & Associates, applicant; Vincent & Sarah Biegel, owners.

Deferrals	This item was deferred at the November 14, 2024, December 12, 2024, and January 9, 2025, Planning Commission meetings. No public hearing was held.
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Staff Reviewer	Shane
Staff Recommendation	<i>Defer to the February 27, 2025, Planning Commission meeting.</i>

APPLICANT REQUEST

Zone change from R40 to SP.

Zone Change

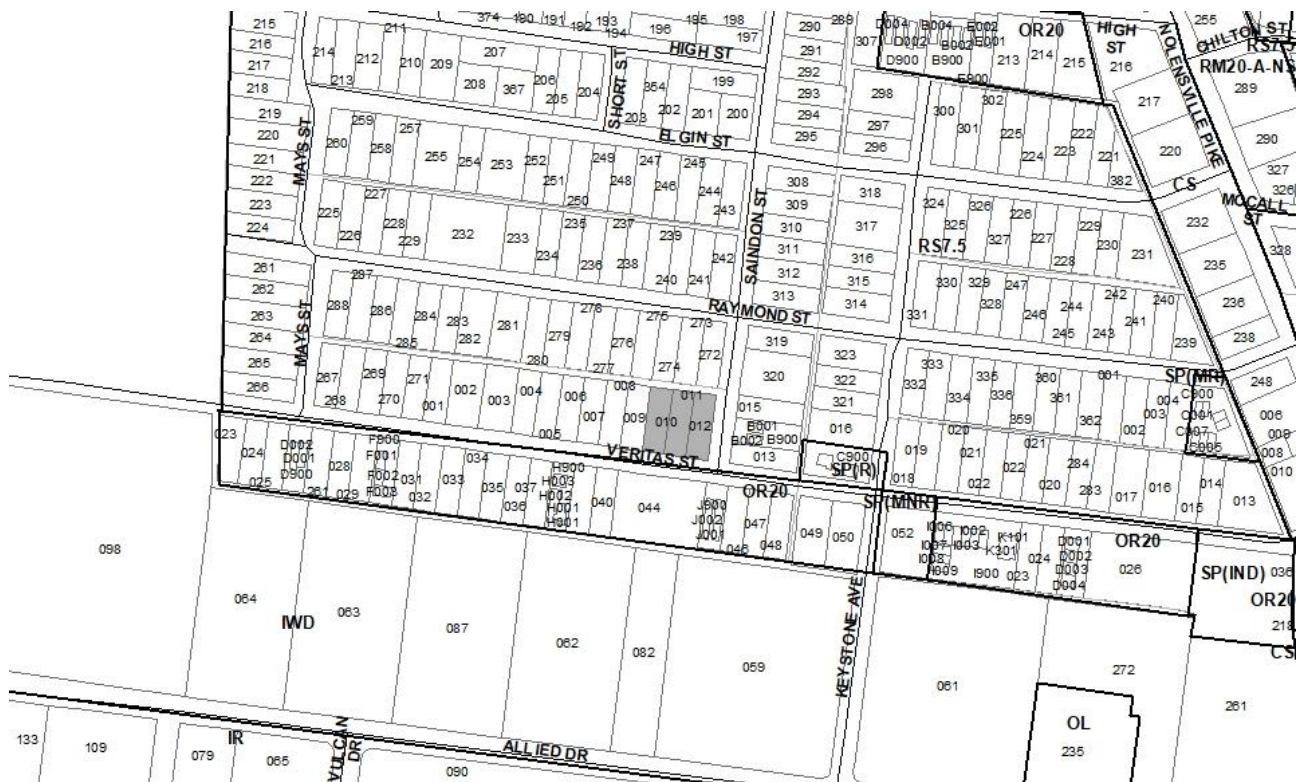
A request to rezone from One- and Two-Family Residential (R40) to Specific Plan (SP) zoning for property located at 5642 Valley View Drive, approximately 425 feet west of Cloverland Drive (1.45 ac), to permit six detached multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the February 27, 2025, Planning Commission meeting.



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2024SP-055-001

VERITAS CORNER SP

Map 133-05, Parcel(s) 010-012

11, South Nashville

16 (Ginny Welsch)



Metro Planning Commission Meeting of 02/13/2025

Item #7**Project Name****Council District****School District****Requested by****Specific Plan 2024SP-055-001****Veritas Corner SP**

16 – Welsch

05 – Buggs

Dale & Associates, applicant; Lex and Company and Lex & Co., LLC, owners.

Deferrals

This item was deferred at the January 9, 2025, Planning Commission meeting. No public hearing was held.

Staff Reviewer

Shane

Staff Recommendation

Defer to the February 27, 2025, Planning Commission meeting.

APPLICANT REQUEST

Preliminary SP to permit 20 multi-family residential units.

Zone Change

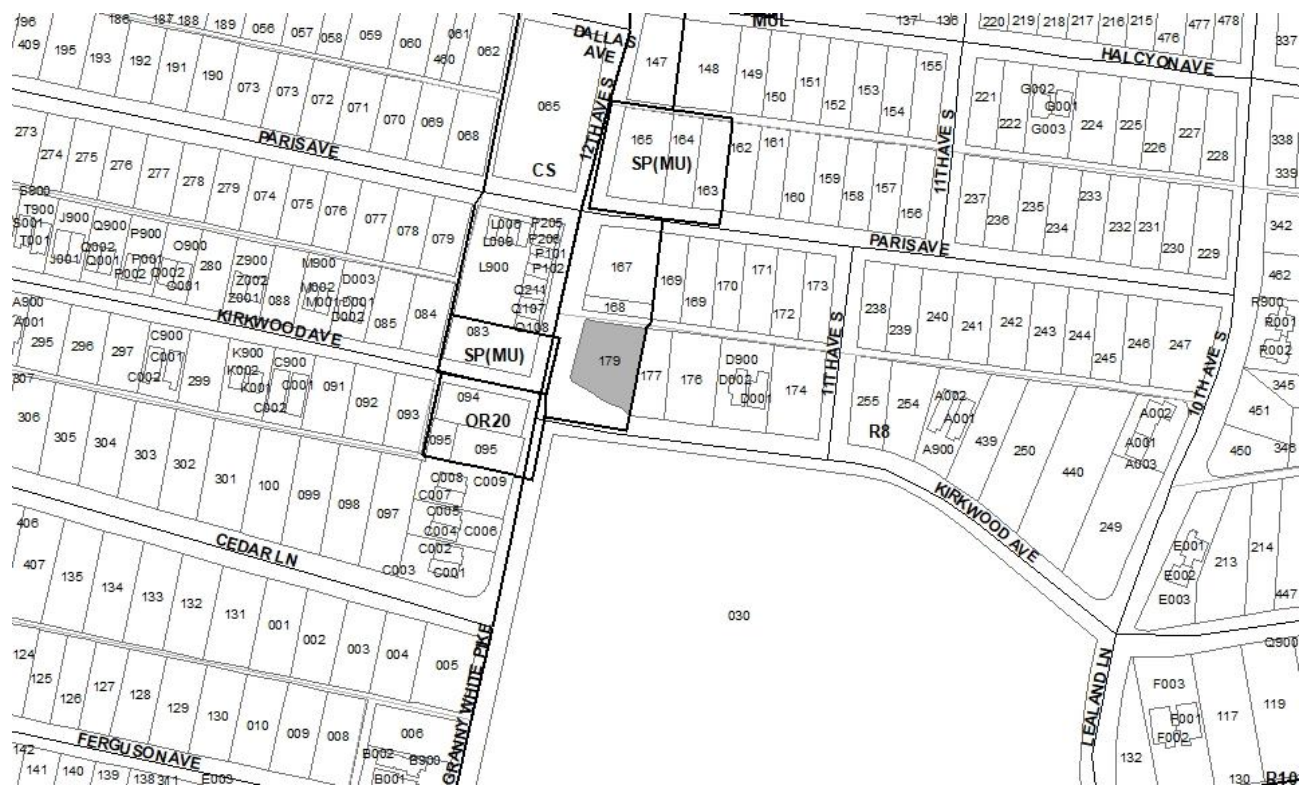
A request to rezone from Single-Family Residential (RS7.5) to Specific Plan (SP) zoning for properties located at 516, 518, and 520 Veritas Street, at the northwest corner of Veritas Street and Saindon Street (0.52 acres), to permit 20 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the February 27, 2025, Planning Commission meeting.



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2024SP-057-001

2908 12th AVE. SOUTH

Map 118-01, Parcel(s) 179

10, Green Hills-Midtown

18 (Tom Cash)



Metro Planning Commission Meeting of 02/13/2025

Item #8**Project Name****Council District****School District****Requested by****Specific Plan 2024SP-057-001****2908 12th Ave. South**

18 – Cash

08 – O’Hara Block

Centric Architecture, applicant; 2908 12th S Partners, LLC, owner.**Deferrals**

This item was deferred at the December 12, 2024, and January 9, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Schenk

Staff Recommendation

Approve with conditions and disapprove without all conditions.

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

A request to rezone from Commercial Service (CS) to Specific Plan (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.

Existing Zoning

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

Proposed Zoning

Specific Plan-Commercial (SP-C) 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 office and/or commercial uses.*

GREEN HILLS-MIDTOWN COMMUNITY PLAN

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

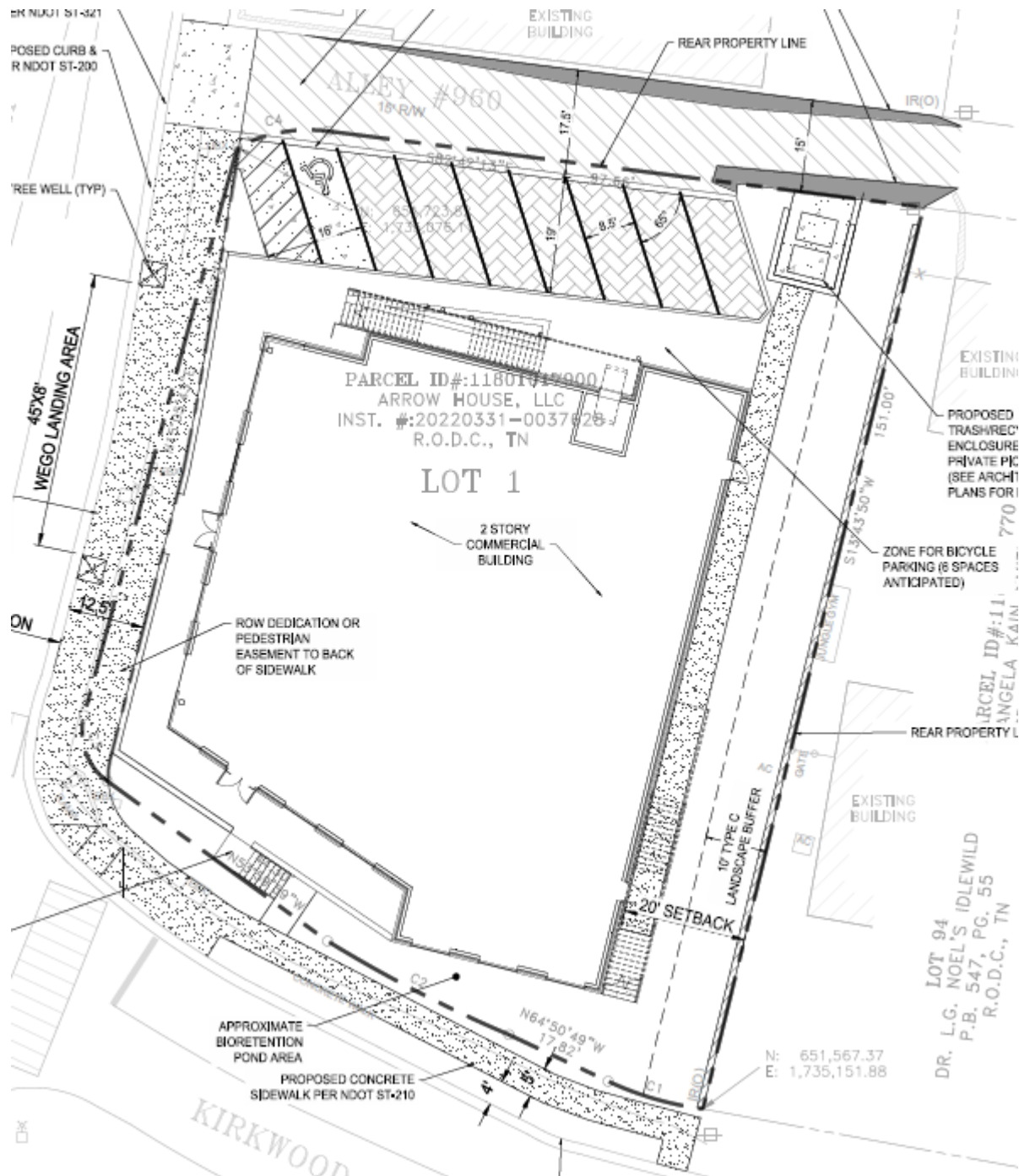
12th Avenue South Corridor Detailed Neighborhood Design Plan (DNDP)

The site is within Subdistrict 9A of the 12th Avenue South Corridor Detailed Neighborhood Plan, which is a part of the Green Hills-Midtown Community Plan. The DNDP provides planning guidance at a more detailed level than a community plan, addressing land use, transportation, and community character at the neighborhood level. The DNDP includes a detailed Land Use Plan and



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Building Regulation Plan which includes various subdistricts.



Proposed Preliminary SP



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SITE CONTEXT AND PLAN DETAILS

The site consists of a single parcel, approximately 0.33 acres, located at the northeast corner of 12th Avenue South and Kirkwood Avenue. The site is currently used for commercial and retail uses. The surrounding parcels are zoned Commercial Service (CS), Office/Residential (OR20), and One and Two-Family Residential (R8), with an SP that permits both multi-family residential and non-residential uses to the west. Neighboring uses include a mix of single-family residential, multi-family residential, and commercial uses. Additionally, the parcel to the south is currently used as Sevier Park.

The proposed plan consists of a single building permitting a mix of nonresidential uses consistent with the Mixed-Use Neighborhood-Alternative (MUN-A) zoning district, including retail, restaurant, and general office uses with a maximum FAR of 1.0. The building would be located at the southeast corner of the site, oriented towards both 12th Avenue North and Kirkwood Avenue. The proposed SP includes building elevations and architectural requirements for building height, materials, and glazing. This building would be limited to a height of two stories and 40 feet. On the eastern property line, a ten-foot landscape buffer is provided across the entire property boundary. Vehicular access to the site is provided via an improved public alley along the northern boundary, with all proposed parking accessed from this alley.

The proposed SP also includes streetscape improvements along both 12th Avenue South and Kirkwood Avenue. The 12th Avenue frontage deviates from the approved Major and Collector Street Plan (MCSP) standards, which requires a 12-foot sidewalk with a 6-foot planting strip, by removing the grass strip due to site constraints and a turn lane which has a larger right-of-way than what would typically be required. The 12th Avenue South frontage does include a 12' sidewalk with tree wells. The Kirkwood Avenue frontage has a 5-foot sidewalk and 4-foot grass strip, consistent with the MCSP.

ANALYSIS

The proposed SP is located within the T4 Urban Neighborhood Center Policy (T4 NC). The T4 NC policy is intended to maintain, enhance, and create urban neighborhood centers that provide daily needs and services for surrounding urban neighborhoods that are generally within a five-mile walk. The site is also located within Subdistrict 9A of the 12th Avenue South Corridor Detailed Neighborhood Plan. This supplemental policy provides guidance for building form, placement, and heights.

The proposed plan incorporates numerous goals of both the T4 NC policy and the supplemental policy. The plan proposes uses of MUN-A, consistent with the T4 NC policy goals of providing services to meet the daily needs of residents within a five-minute walk of the surrounding urban neighborhood. The site plan proposes an urban form consistent with both the T4 NC policy and supplemental policy by incorporating shallow setbacks between the sidewalk and building, building design that activates both the 12th Avenue South and Kirkwood Avenue frontages, vehicular access and parking limited to the improved public alley, sidewalks and streetscape improvements consistent with an urban form, and a maximum building height of two stories and 40 feet. Based on the proposal's uses and these design features, the proposed SP would be consistent with the goals of both the T4 NC policy and 12th Avenue South Corridor Detailed Neighborhood Plan.



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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

WATER SERVICES RECOMMENDATION

Approve with conditions

- The latest SP plan revision (uploaded to Planning on 11/26/2024), is 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. (Water & Sewer Capacity Fee Permit No's. T2024091858 & T2024091861).

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.
- Alternate design, from MCSP, approved along 12th South frontage, 12 ft. curbside sidewalks and a 5 ft. sidewalks/4 ft. grass strip was approved along Kirkwood frontage.
- Provide call outs on final site plan for MCSP requirements.
- In general, with a final: Any proposed roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called outed per NDOT detail standards.
- There shall be no vertical obstructions in new public sidewalks and removal, or relocation of utilities will be required to accommodate new public sidewalks.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility and/or road widening work in the public ROW. Extents to be coordinated in field with NDOT inspector.
- Comply w/ traffic comments and conditions.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- MMTA Waiver accepted. No MMTA required for this development.
- A transit stop will be relocated to the property frontage which is to be designed and worked out with WeGo prior to the Final SP submittal.



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WEGO RECOMMENDATION

Approve with conditions

- Development must upgrade the northbound Granny White Pike & Kirkwood Ave bus stop to an in-lane local service bench-type bus stop as per latest WeGo Transit Design Guidelines on project frontage as follows:
- Development must provide the new northbound bus stop waiting area, preferably so that a stopped 40ft bus is approx. 10ft clear of the crosswalk across 12th Ave S. Bus stop passenger waiting area must be a min. 45ft x min. 8ft wide. Bus stop passenger waiting area must be ADA-compliant and flush with curb and sidewalk.
- Appurtenances are not required of the developer.
- If the curb line is not altered, the bus stop may be located along the existing curb line. If the curb line is altered, the bus stop waiting area must be behind tangent curb.
- If site plans are submitted with this SP, bus stop waiting area must be shown on plans. If site plans are not submitted with this SP, all WeGo conditions must be noted on the SP.
- Development must coordinate and reach agreement on these WeGo conditions with WeGo Robert.Johnson@Nashville.gov prior to MMTA, again prior to Final SP, and again prior to Construction Permit approvals.
- All WeGo conditions must be shown on Final SP plans and thereafter.
- All WeGo conditions must be complete prior to first occupancy or use of site.

Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.33	0.6 F	8,625 SF	326	8	33

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.165	1.0 F	7,187 SF	271	7	27

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.165	1.0 F	7,187 SF	806	71	71

Traffic changes between maximum: CS and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+751	+70	+65



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STAFF RECOMMENDATION

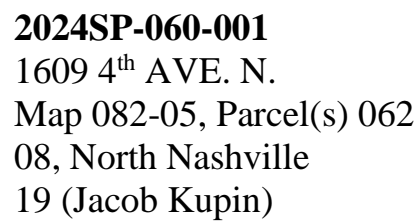
Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to those of the MUN-A-NS zoning district. Residential uses and Short term rental properties, owner-occupied and short term rental properties, not owner-occupied shall be prohibited.
2. On the corrected copy, replace “commercial” uses with “nonresidential” uses on the face of the building.
3. All vehicular access to the site shall be limited to the alley along the northern property line.
4. Tree wells shall be included within the 12th Avenue South right-of-way in lieu of planting strip.
5. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
6. Comply with all conditions and requirements of Metro reviewing agencies.
7. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
8. No master permit/HPR shall be recorded prior to final SP approval.
9. Signage to be reviewed at final SP and is not included in this approval.
10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the MUN-A-NS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
11. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
12. 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.
13. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
14. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE





Metro Planning Commission Meeting of 02/13/2025

Item #9	Specific Plan 2024SP-060-001
Project Name	1609 4th Ave. N.
Council District	19 – Kupin
School District	05 – Buggs
Requested by	Catalyst Design Group, applicant; M & J Partnership, owner.

Deferrals	This item was deferred at the December 12, 2024, and January 9, 2025, Planning Commission meetings. No public hearing was held.
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Staff Reviewer	Schenk
Staff Recommendation	<i>Defer to the March 13, 2025, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit 21 multi-family residential units.

Preliminary SP

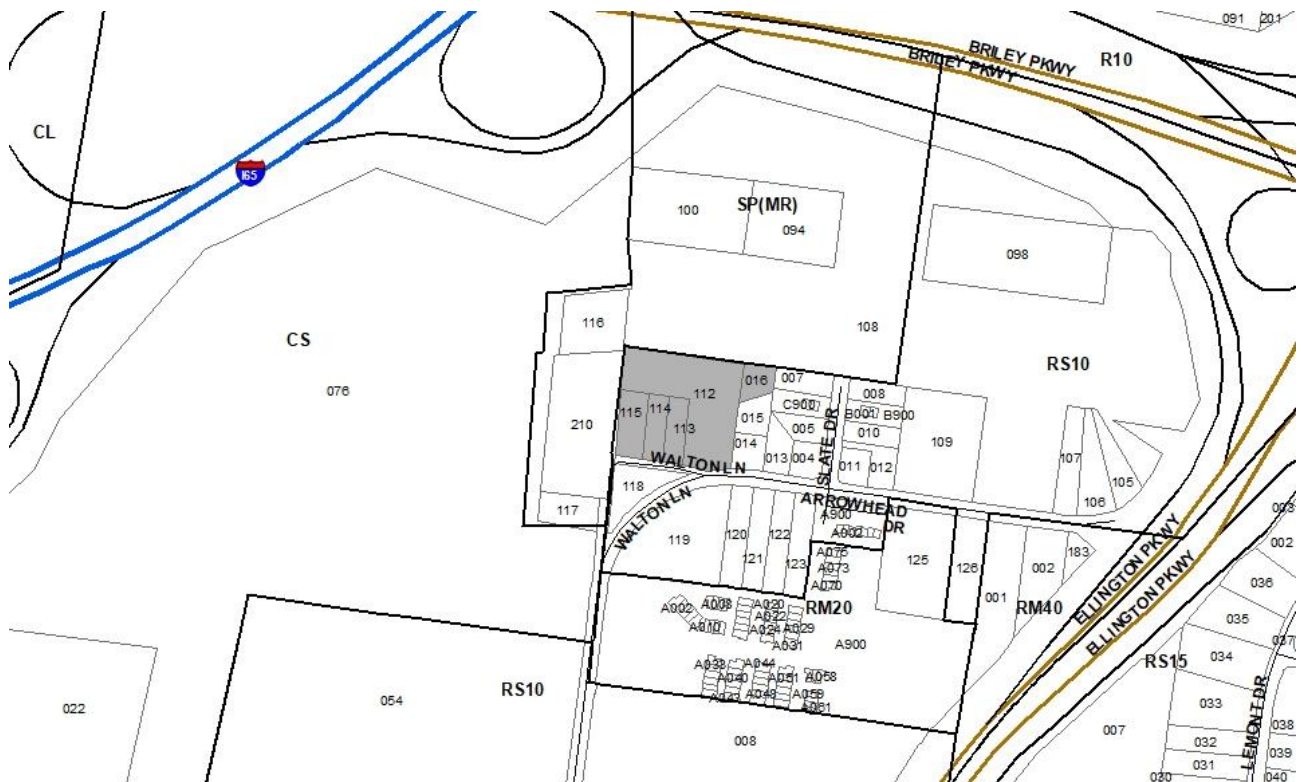
A request to rezone from One and Two-Family Residential-Alternative (R6-A) to Specific Plan (SP) zoning for property located at 1609 4th Avenue North, approximately 182 feet north of Hume Street, (0.53 acres), to permit 21 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the March 13, 2025, Planning Commission meeting.



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2025SP-002-001

WALTON PARK

Map 051, Parcel(s) 112-115

Map 051-13, Parcel(s) 016

05, East Nashville

05 (Sean Parker)



Metro Planning Commission Meeting of 02/13/2025

Item #10

Project Name

Council District

School District

Requested by

Specific Plan 2025SP-002-001

Walton Park

05 – Parker

01 – Taylor

Alfred Benesch & Company, applicant; Percy Dodson & Mary Harbut, Michael Jenkins & Arnithea Benson, Michael & Vivian Jenkins, and Legacy South, LLC, owners.

Staff Reviewer

Staff Recommendation

Marton

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Preliminary SP to permit 78 multi-family residential units.

Preliminary SP

A request to rezone from Single-Family Residential (RS10) to Specific Plan (SP) zoning for properties located at 3304, 3306, 3308, 3312 Walton Lane and Walton Lane (unnumbered), approximately 278 feet west of Slate Drive, to permit 78 multi-family residential units (3.11 acres).

Existing Zoning

Single Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *Based on acreage alone, RS10 would permit a maximum of 15 units. 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 would permit a maximum of 78 multi-family residential units.*

EAST NASHVILLE COMMUNITY PLAN

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





Metro Planning Commission Meeting of 02/13/2025

SITE CONTEXT

The subject site consists of five parcels along the north side of Walton Lane, totaling 3.11 acres. The properties have been zoned Single Family Residential (RS10) since 1998 and currently have single family residential uses. Adjacent zoning includes RS10 to the east and south and Specific Plan to the north and west. The adjacent SP is named Walton Station and received preliminary approval in 2023, permitting up to 175 residential units (2022SP-046-001). The final SP is currently under review. Surrounding uses include single family residential, multi-family residential, religious institution, and Maplewood High School is located just to the south of the subject properties.

PLAN DETAILS

The proposed SP would permit a multi-family residential development with a maximum of 78 multi-family residential units. Short term rentals, owner and not owner-occupied, are proposed to be prohibited from the entire development. The SP proposes a maximum building height of three stories in 45 feet. Standards not specifically called out by the SP will be subject to bulk regulations of the RM20 zoning district. A portion of the east-west leg of Walton Lane in front of units 67-78 is proposed to be abandoned and access to the site will be limited to a private drive through the adjacent Walton Station SP. Further coordination of the right-of way abandonment will be required at final site plan. The plan retains a segment of Walton Lane frontage and provides streetscape improvements including a 4-foot-wide furnishing zone and a 5-foot-wide sidewalk. Units 1-66 will be surface parked while units 67-78 will have rear loaded garages. Along the site's eastern property boundary, a 10-foot-wide landscape buffer will be provided. Additionally, the plan includes a 24-foot-wide access easement at the northern property boundary to align with the Walton Station SP to the north and an easement at the eastern boundary to provide for future cross access with neighboring parcels.

ANALYSIS

The site is within the T4 Urban Neighborhood Evolving (T4 NE) policy area. 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. The proposed SP provides for a mixture of housing types as it includes two types of attached townhomes. The plan would permit 78 multi-family residential units at a density of approximately 25 units an acre, which is supported by the policy as the site abuts T4 Urban Community Center and T4 NE policy areas. The plan meets the general design standards for T4 NE areas as buildings are shown orienting to the street and framing private drives, setbacks are shallow, stoops and porches are provided for various units and building heights of up to three stories are shown. The plan allows for walkability through an internal sidewalk network which connects to a new public sidewalk proposed along Walton Lane. Additionally, the SP meets the goal of the T4 NE policy for high access management by limiting access to the planned private driveway entrance in the Walton Station SP. Overall, staff finds that the plan is consistent with the T4 NE policy.

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



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will be addressed during the construction permitting process. Site plans or construction may require changes to meet adopted fire and building codes.

HISTORIC RECOMMENDATION

Approve

- Phase I archaeological survey recommended.

STORMWATER RECOMMENDATION

Approve

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions.

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- All ROW frontages shall adhere to the Major Collector Street Plan (MCSP). Dedicate ROW along all frontages to accommodate MCSP requirements. Provide call outs on final site plan for MCSP requirements.
- In general, with a final: Any proposed roadway half-sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called outed per NDOT detail standards.
- There shall be no vertical obstructions in new public sidewalks and removal or relocation of utilities will be required to accommodate new public sidewalks.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility and/or road widening work in the public ROW. (cont.) Extents to be coordinated in field with NDOT inspector.
- Continue to coordinate w/ NDOT traffic on turn movement restrictions from the North-South Walton Lane leg. Warning signs, in lieu of restriction signs, may be appropriate at the stop control intersection.
- Walton Lane East-West leg: A mandatory referral will be required for any ROW abandonments.
- Comply w/ traffic comments and conditions.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions.

- Ensure garage parking meets width requirements for accommodate 2 cars (17 feet - 8.5 ft per vehicle). Show exhibit on Final SP submittal.
- Provide a W2-3 sign on the right side of Walton Lane (NB traffic).
- Provide a "No Outlet" W14-2 sign at the entrance of the west leg to the Walton Lane/Walton Lane intersection (west leg leading into the development).



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METRO WATER SERVICES RECOMMENDATION

Approve with conditions

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

Maximum Uses in Existing Zoning District: **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)	3.11	4.18 F	13 U	159	15	14

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	3.11	-	78 U	423	27	35

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+65 U	+264	+12	+21

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 district: 1 Elementary 1 Middle 1 High

Projected student generation proposed SP district: 14 Elementary 6 Middle 7 High

The proposed SP zoning district is anticipated to generate 24 more students than what would be generated under the current R8 zoning district. Students would attend Chadwell Elementary School, Jere Baxter Middle School, and Maplewood High School. Jere Baxter Middle School and Maplewood High School are identified as at capacity. Chadwell Elementary 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

Approve with conditions and disapprove without all conditions.



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CONDITIONS

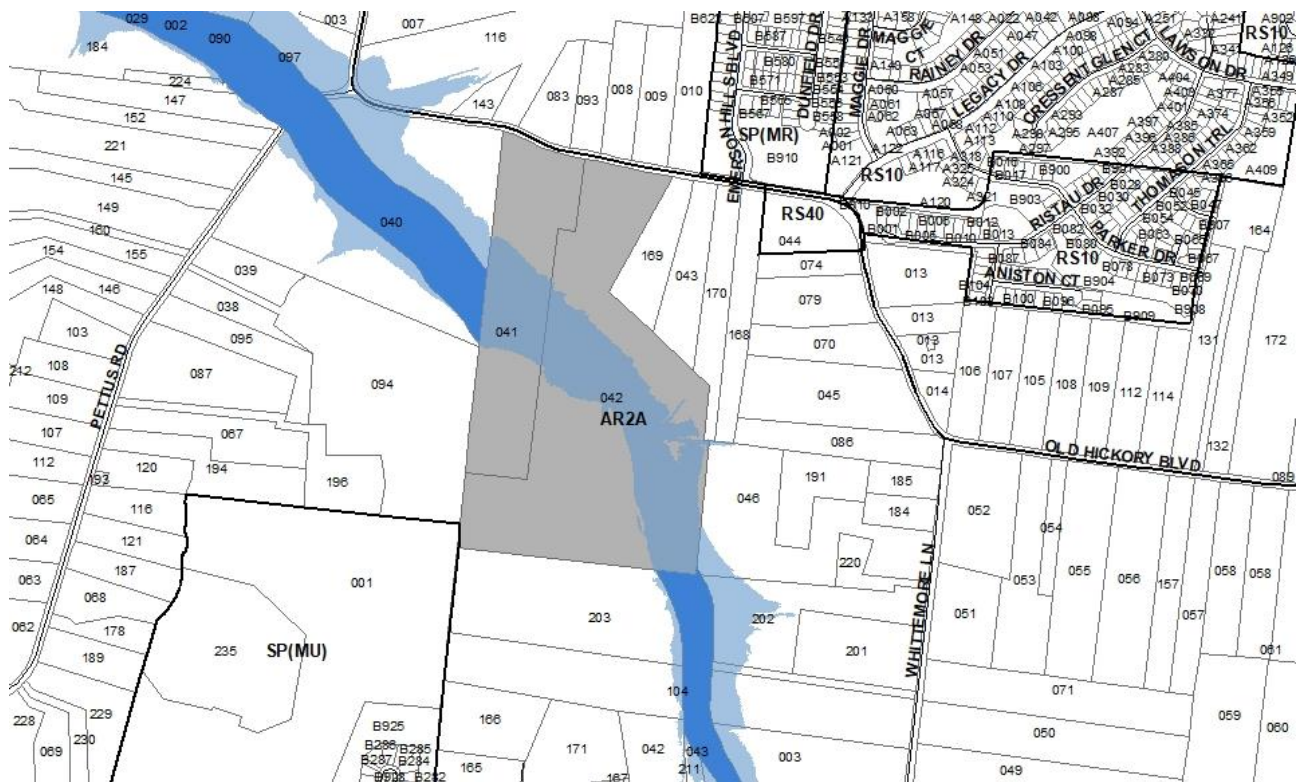
1. Permitted uses shall be limited to a maximum of 78 multi-family residential units. Short Term Rental Property (STRP) owner occupied and not owner-occupied shall be prohibited.
2. On the corrected copy, update the (Walton Lane) street setback to 20 feet and the (SP to SP) side setback to 5 feet in the site data chart.
3. At final site plan, pedestrian access and connectivity will be evaluated and may be modified depending on the outcome of any ROW abandonment processes.
4. On the corrected copy, add the following note: All mechanical units shall be screened by landscaping or an enclosure, or a combination of both. Screening details are to be submitted with the final site plan.
5. A shared access easement for the purposes of utilizing the private drive on the adjacent Walton Station SP shall be recorded prior to final site plan approval.
6. With the final site plan, architectural elevations consistent with the elevations provided with the preliminary SP 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 RM20 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
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. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Property Owners' Association.
12. No master permit/HPR shall be recorded prior to final SP approval.
13. Final plat may be required prior to permitting.
14. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
15. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any of any building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 02/13/2025



2025SP-007-001

13905 OLD HICKORY BOULEVARD

Map 182, Parcel(s) 041-042

12, Southeast

31 (John Rutherford)



Metro Planning Commission Meeting of 02/13/2025

Item #11**Project Name****Council District****School District****Requested by****Specific Plan 2025SP-007-001****13905 Old Hickory Boulevard**

31 – Rutherford

02 – Elrod

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

Deferrals

This item was deferred at the January 9, 2025, Planning Commission meeting. No public hearing was held.

Staff Reviewer

Schenk

Staff Recommendation

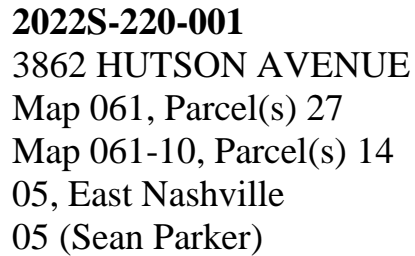
Defer to the February 27, 2025, Planning Commission meeting.

APPLICANT REQUEST**Preliminary SP to permit 381 multi-family residential units.**Preliminary SP

A request to rezone from Agricultural/Residential (AR2A) to Specific Plan (SP) zoning for properties located at 13905 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), approximately 1,440 feet west of Whittemore Lane (66.72 acres), to permit 381 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the February 27, 2025, Planning Commission meeting.





Metro Planning Commission Meeting of 02/13/2025

Item #12**Project Name****Council District****School District****Requested by****Concept Plan 2022S-220-001****3862 Hutson Avenue**

05 – Parker

01 – Taylor

615 Design Group, applicant; 3862 Hutson, LLC, owner.

Deferrals

This item was deferred at the November 14, 2024, December 12, 2024, and January 9, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Shane

Staff Recommendation

Defer to the February 27, 2025, Planning Commission meeting.

APPLICANT REQUEST

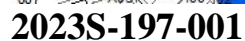
Concept plan approval to permit 14 residential cluster lots.

Concept Plan

A request for concept plan approval to create 14 residential cluster lots on properties located at 3862 Hutson Avenue, approximately 777 feet northeast of Ben Allen Road, zoned Single-Family Residential (RS15) (6.32 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the February 27, 2025, Planning Commission meeting.



Map 053-11, Parcel(s) 009, 102

11 (Jeff Eslick)



Metro Planning Commission Meeting of 02/13/2025

Item #13

Project Name

Council District

School District

Requested by

Final Plat 2023S-197-001

Vaughn Subdivision

11 – Eslick

04 – Nabaa-McKinney

Delle Land Surveying, applicant; Paul M. & Ruby Vaughn and Adrain T. & Robbie M. Dukes, Trs., owner.

Staff Reviewer

Marton

Staff Recommendation

Approve with conditions, including an exception to Section 3-5.2.

APPLICANT REQUEST

Request for final plat approval to create two lots.

Final Plat

A request for final plat approval to create two lots on properties located at 100 McArthur Drive and 114 Teresa Drive, approximately 175 feet southwest of Park Circle, zoned One and Two-Family Residential (R15) and Single Family Residential (RS15) (13.4 acres).

SITE DATA AND CONTEXT

Location: The site consists of two properties located north of Teresa Drive and West of McArthur Drive.

Street Type: The property at 114 Teresa Drive has frontage on Teresa Drive and the property at 100 McArthur Drive has frontage on McArthur Drive. Both streets are classified as local streets.

Approximate Acreage: 13.4 acres or approximately 583,974 square feet.

Parcel/Site History: The site consists of two properties. The property at 114 Teresa Drive was platted in 1966 and is described as Lot 8 on the plan of Teresa Drive Subdivision (Book 3842, Page 82). The property at 100 McArthur Drive was platted in 2005 as the remaining portion of the same property conveyed to Paul M. Vaughn ET UX by deed in Book 9614 and Page 623.

Zoning History: The property at 100 McArthur Drive is zoned One and Two-family Residential (R15) and the property at 114 Teresa Drive is zoned One and Two-family Residential (R15) and Single-Family Residential (RS15). Both properties are within the Airport Impact Overlay.

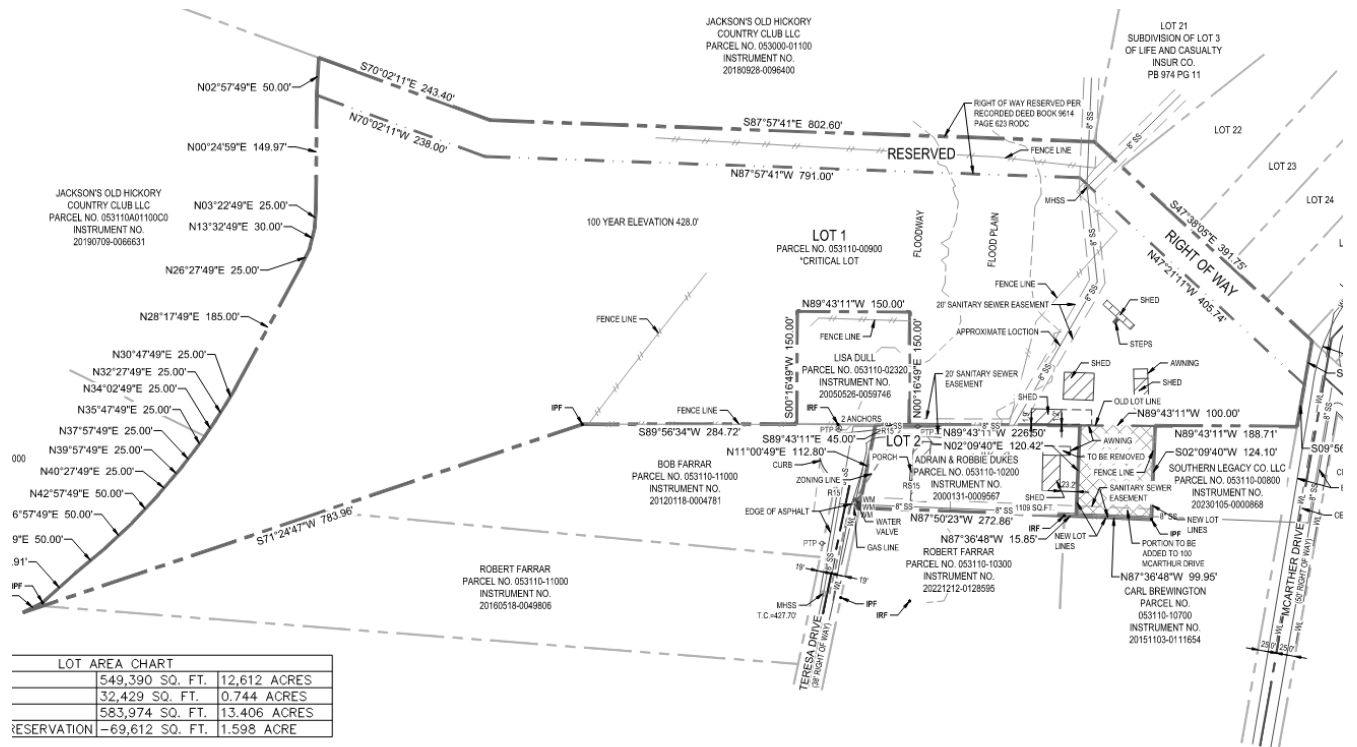
Existing Land Use: Both properties currently contain single-family land uses.

Surrounding Land Use and Zoning:

- North: Golf Course/R15
- South: Single Family Residential/RS15
- East: Single Family Residential/RS15
- West: Single Family Residential/R15



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(CONTINUED)

Proposed Final Plat



Metro Planning Commission Meeting of 02/13/2025

Zoning: Single-Family Residential (RS15); One and Two-Family Residential (R15)

Min. lot size: 15,000 square feet

Max. building coverage: 0.35

Min. rear setback: 20'

Min. side setback: 10'

Max. height: 3 stories

Min. street setback: Contextual or 30' along a local street, per Zoning Code

PROPOSAL DETAILS

Number of lots: 2

Lot sizes: Proposed Lot 1 has a lot size of 12.6 acres or 549,390 square feet. Proposed Lot 2 has a lot size of 0.74 acres or 32,429 square feet.

Access: Lot 1 draws access from McArthur Drive while Lot 2 draws access from Teresa Drive.

Subdivision Variances or Exceptions Requested: An exception is required for the compatibility criteria for both lots, as Lot 1 and Lot 2 do not meet the requirement for minimum 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.



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3-3 Suitability of the Land

Proposed Lot 1 includes areas of floodway and floodplain and is identified on the plat as a critical lot. Prior to application for a building permit, a critical lot plan shall be submitted to Planning for review.

3-4 Lot Requirements

All lots comply with the minimum standards of the zoning code. Both lots exceed the minimum lot size of the RS15 and R15 zoning districts. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of RS15 and R15 zoning at the time of building permit.

3-5 Infill Subdivisions

In order to ensure compatibility with the General Plan, the Commission has adopted specific regulations applicable to infill subdivisions, defined as residential lots resulting from a proposed subdivision within the R, R-A, RS, and RS-A zoning districts on an existing street. 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. All lots meet the minimum standards of the zoning code.

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

Complies. All proposed lots have frontage along public streets.

- 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 RS15 and R15 zoning districts and their 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



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Lot 1 has frontage on McArthur Drive and Lot 2 has frontage onto Teresa Drive. The proposed Lot 1 has a frontage of 115.8 feet while the proposed Lot 2 has a frontage of 112.8 feet. The required frontage per compatibility standards for surrounding parcels along McArthur Drive is 165 feet, while the required frontage along Teresa Drive is 123 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 549,390 square feet or 12.6 acres, while the required lot size per compatibility standards for surrounding parcels is 30,020 square feet or 0.68 acres. The lot complies with the minimum lot size for surrounding parcels along McArthur Drive.

Lot 2 has a proposed area of 32,429 square feet or 0.74 acres, while the required lot size per compatibility standards for surrounding parcels is 22,051 square feet or 0.50 acres. The lot complies with the minimum lot size for surrounding parcels along Teresa Drive.

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 30-foot setback required for local streets, 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 McArthur Drive while proposed Lot 2 is oriented to Teresa Drive which is in keeping with the lot orientation for 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



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development pattern of the area, any unique geographic, topographic and environmental factors, and other relevant information. The Commission may place reasonable conditions, as outlined in Section 3-5.6, necessary to ensure that the development of the subdivision addresses any particular issues present in an infill subdivision and necessary to achieve the objectives as stated in TCA 13-4-303(a).

Lots 1 and 2 do not meet the compatibility requirement for minimum lot frontage. The Planning Commission may grant an exception to the compatibility criteria by considering a larger area to evaluate general compatibility. The following section discusses the exception for lot frontage.

Variances/Exceptions Analysis

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

Lot Frontage

When evaluating a larger area to analyze lot frontage, staff considered the parcels along the adjacent block of Meadow Street as well as additional parcels along Teresa Drive.

The larger area contains a pattern of lots that have frontages which range between 100 and 227 feet. East of the proposed Lot 1, the Meadow Street block, between McArthur Drive and Ray Avenue, includes several consecutive lots with frontage widths of 100 feet on the southern side of the block, as well as several consecutive lots with frontage widths of 70-77 feet on the northern side.

When considering additional parcels along Teresa Drive, staff finds that several existing lots on the southern and northern block face contain lot frontages that are less than the requested 112-foot lot frontage for Lot 2. A majority of the lots have frontages around 100 and 110 feet, while the lots that were used for compatibility for proposed Lot 2 (parcels 232 and 103) have some of the widest lot frontages along the street.

While the parcels that were used for compatibility along McArthur Drive and Teresa Lane required a slightly wider frontage, the analysis of surrounding parcels indicate that the proposed Lots 1 and 2 have comparable frontages to other parcels in the surrounding area.

Staff finds that the proposed lot layout has appropriate lot frontage to provide for harmonious development. Given this information, staff finds the proposed Lots 1 and 2 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



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Not applicable to this case.

3-5.6 *Reasonable Conditions*

Not applicable to this case.

3-6 **Blocks**

Not applicable. No new blocks are being created.

3-7 **Improvements**

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

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

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

3-9 **Requirements for Streets**

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

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

Teresa Drive and McArthur Drive are both classified as local streets. The plat includes a right-of-way reservation that was previously recorded on proposed Lot 1 by deed in Book 9614 and Page 623.

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.



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3-15 Public Water Facilities

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

3-16 Sewerage Facilities

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

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



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STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- As our previous comments have been addressed on the latest plat revision (stamped received 7/26/2024), MWS recommends approval.
- A minimum of 30% Water & Sanitary Sewer Capacity fees must be paid before issuance of building permits.

STAFF RECOMMENDATION

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

CONDITIONS

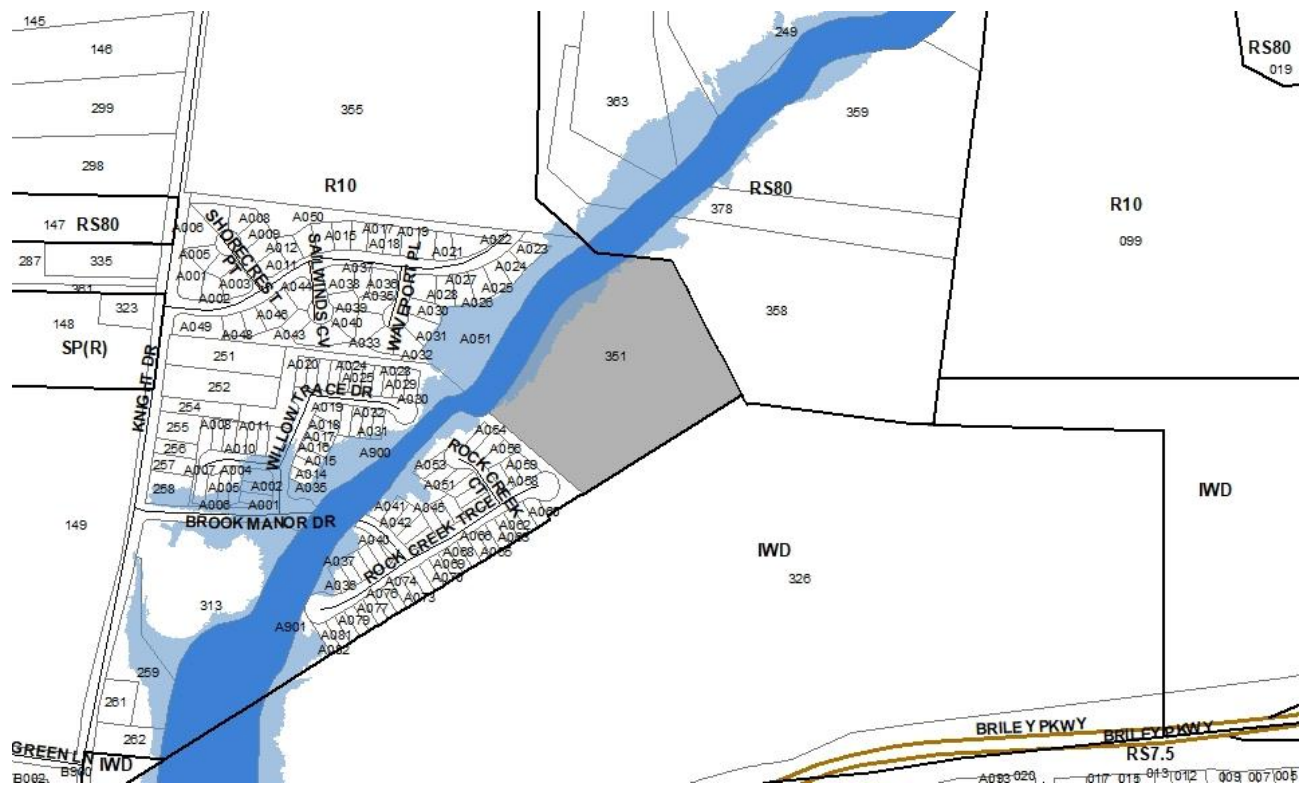
1. Comply with all conditions and requirements of Metro reviewing agencies.
2. On the corrected copy, remove note 16.
3. On the corrected copy, identify the existing nonconforming accessory structure that is located within the side setback of Lot 1 as “nonconforming” with the following corresponding note:
No building permits shall be issued for structures that do not comply with all requirements of the Zoning Code, except for permits for routine maintenance of the existing structure.
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. 2023S-197-001 with conditions including an exception to Section 3-5.2 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all the staff recommended conditions.



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2024S-115-001

MONROE PARK – PHASE 1

Map 049, Parcel(s) 351

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Joy Kimbrough)



Metro Planning Commission Meeting of 02/13/2025

Item #14**Project Name****Council District****School District****Requested by****Concept Plan 2024S-115-001****Monroe Park – Phase 1**

01 - Kimbrough

01 – Gentry

Elkins Surveying Company, applicant; Quality Clean Construction, LLC, owner.

Deferrals

This item was deferred at the October 24, 2024, November 14, 2024, and December 12, 2024, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Konigstein

Staff Recommendation

Defer to the February 27, 2025, Planning Commission meeting.

APPLICANT REQUEST

Request for concept plan approval to create 33 lots.

Concept Plan

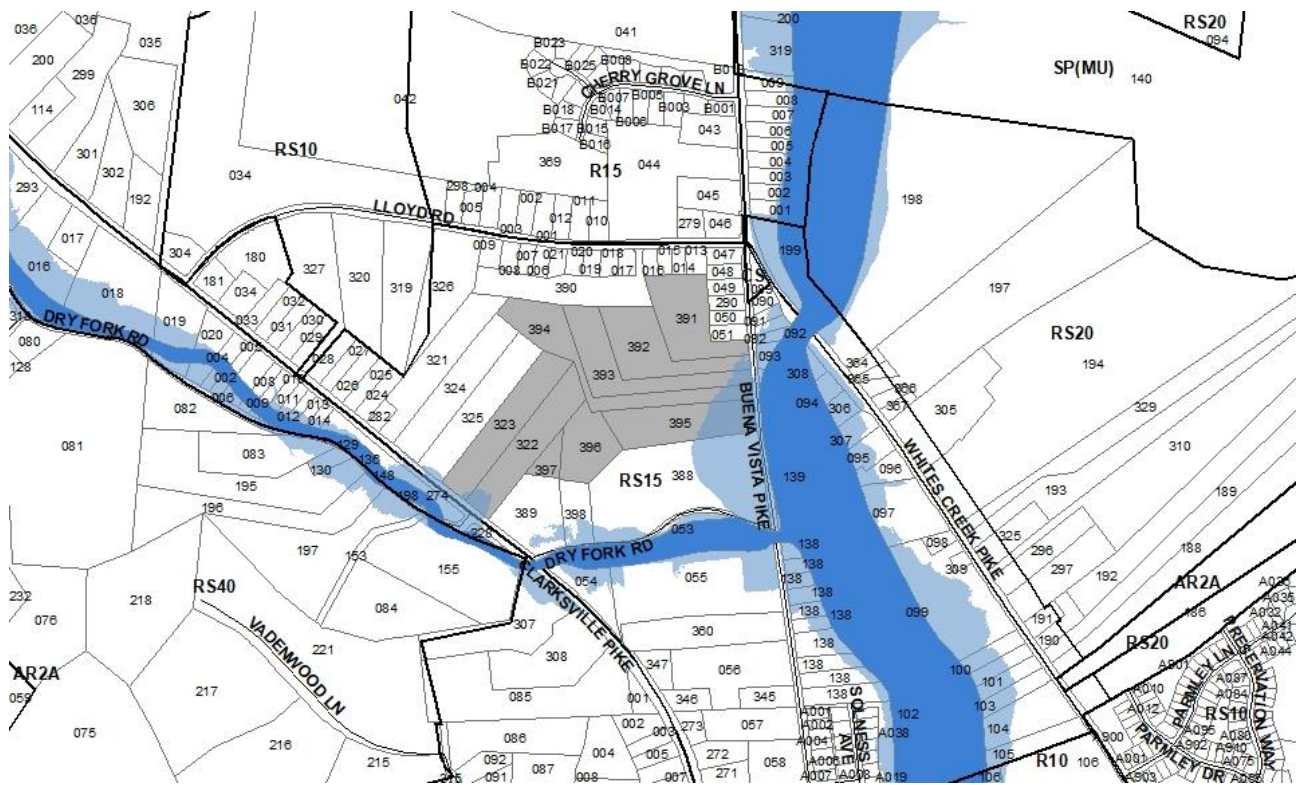
A request for concept plan approval to create 33 lots utilizing conservation development standards on property located at Knight Drive (unnumbered), at the current terminus of Rock Creek Trace, zoned One and Two-Family Residential (R10) (9.19 acres).

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 02/13/2025



2024S-139-001

SHULAR CLARKSVILLE HIGHWAY

Map 048, Parcel(s) 322-323

Map 049, Parcel(s) 391-397

03, Bordeaux - Whites Creek - Haynes Trinity

01 (Joy Kimbrough)



Metro Planning Commission Meeting of 02/13/2025

Item #15

Project Name

Council District

School District

Requested by

Concept Plan 2024S-139-001

Shular Clarksville Highway

01 – Kimbrough

01 – Taylor

Fulmer Lucas Engineering, applicant; Shular Tennessee Holding Company, LLC, owner.

Deferrals

This item was deferred from the November 14, 2024, December 12, 2024, and the January 9, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Marton

Staff Recommendation

Defer to the February 27, 2025, Planning Commission meeting.

APPLICANT REQUEST

Concept plan to permit 82 residential lots.

Concept Plan

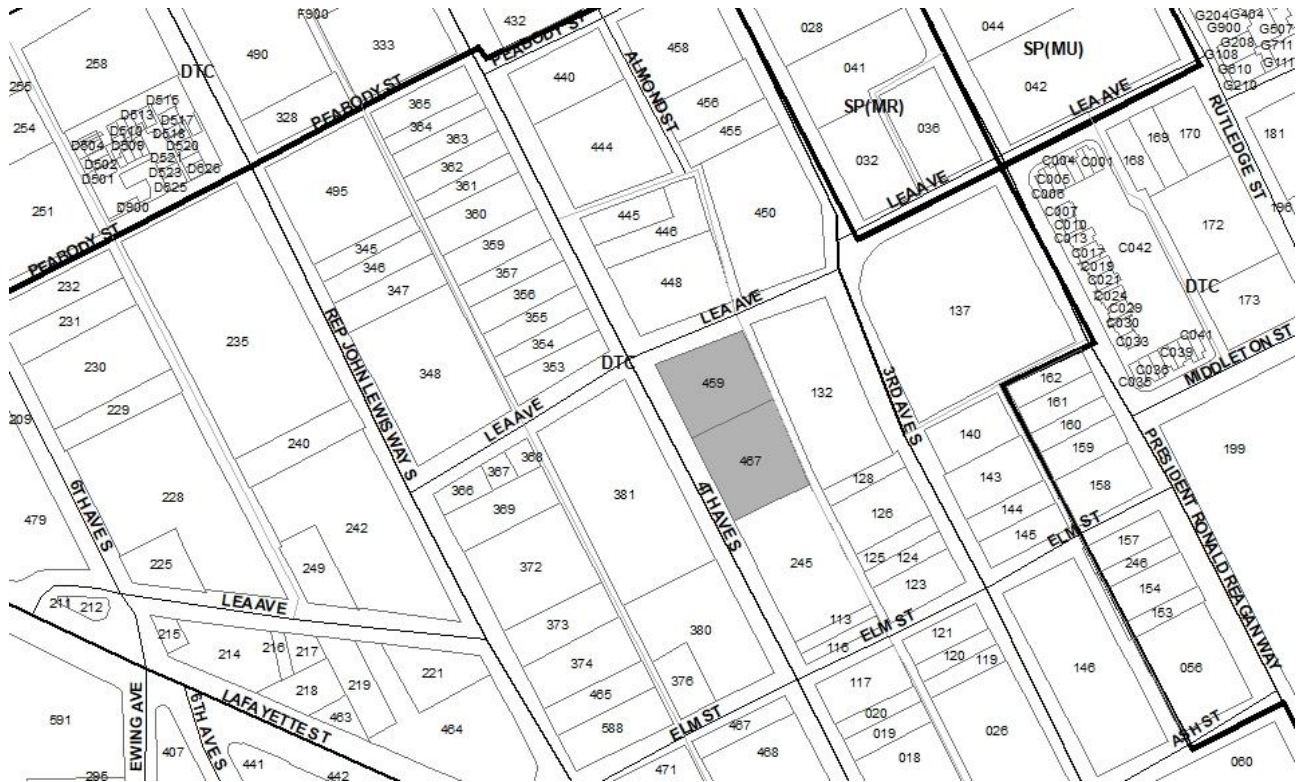
A request for concept plan approval to create 82 residential lots utilizing the conservation development standards on properties located at Dry Ford Road (unnumbered), Clarksville Pike (unnumbered) and Buena Vista Pike (unnumbered), approximately 575 feet south of Lloyd Road, zoned Single-Family Residential (RS15) (40.21 acres) and located in the Whites Creek at Lloyd Road Urban Design Overlay District.

STAFF RECOMMENDATION

Staff recommends deferral to the February 27, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 02/13/2025



2024DTC-014-002

600 4TH AVENUE SOUTH

Map 093-01, Parcel(s) 459, 467

11, Downtown

19 (Jacob Kupin)



Metro Planning Commission Meeting of 02/13/2025

Item #16**2024DTC-014-002****Project Name****600 4th Avenue South****Council District**

19 – Kupin

School District

05– Buggs

Requested by

Pinnacle 4TH and Lea, LLC., applicant and owner.

Deferrals

This item was deferred from the September 26, 2024, October 24, 2024, November 14, 2024, December 12, 2024, and January 9, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Lange

Staff Recommendation*Withdraw.*

APPLICANT REQUEST

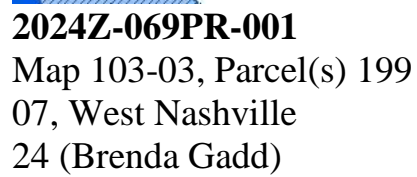
Modification of overall height standards of the Downtown Code (DTC), Lafayette Subdistrict, to allow for a 24-story mixed-use building where eight is permitted by right and an additional three permitted through the Bonus Height Program.

DTC Overall Height Modification

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.

STAFF RECOMMENDATION

Staff recommends withdrawal of this item.





Metro Planning Commission Meeting of 02/13/2025

Item #17**Council District****School District****Requested by****Zone Change 2024Z-069PR-001**

24 – Gadd

08 – O’Hara Block

Marketplace Title and Escrow LLC, applicant; May Boyce Revocable Living Trust, owner.

Deferrals

This item was deferred at the August 22, 2024, September 12, 2024, September 26, 2024, October 24, 2024, November 14, 2024, December 12, 2024, and January 9, 2025, Planning Commission meetings. A public hearing was held and closed on August 22, 2024.

Staff Reviewer**Staff Recommendation**

Konigstein

Defer to the February 27, 2025, Planning Commission meeting.

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

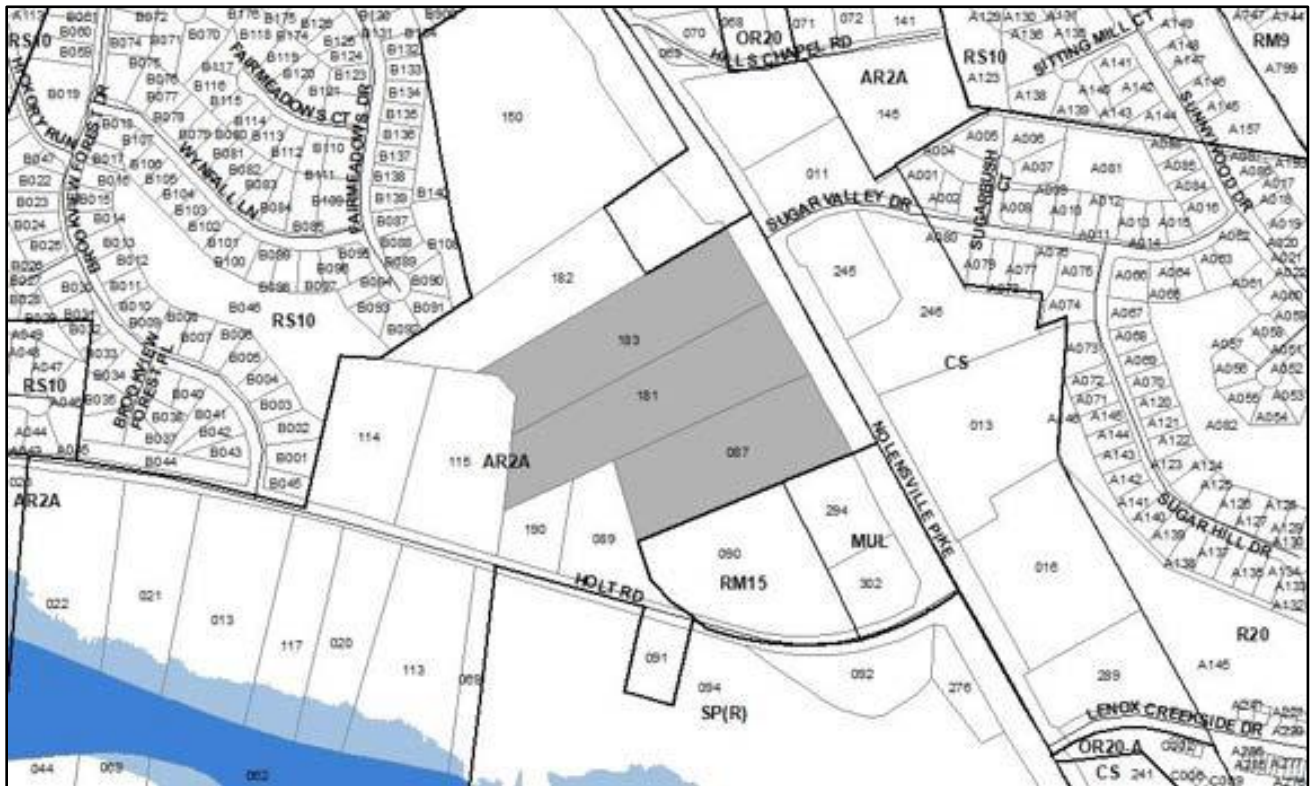
A request to rezone from Single-Family Residential (RS7.5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 5011 Wyoming Avenue, at the southeast corner of 51st Avenue North and Wyoming Avenue (0.19 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the February 27, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 02/13/2025



2025Z-005PR-001

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

12, Southeast

04 (Mike Cortese)



Metro Planning Commission Meeting of 02/13/2025

Item #18**Council District****School District****Requested by****2025Z-005PR-001**

04 - Cortese

02 - Elrod

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

Deferrals

This request was deferred at the January 9, 2025, Planning Commission meeting. No public meeting was held.

Staff Reviewer

Commey

Staff Recommendation*Defer to the April 10, 2025, Planning Commission meeting.*

APPLICANT REQUEST**A request to rezone from AR2A to RM20-A.**Zone Change

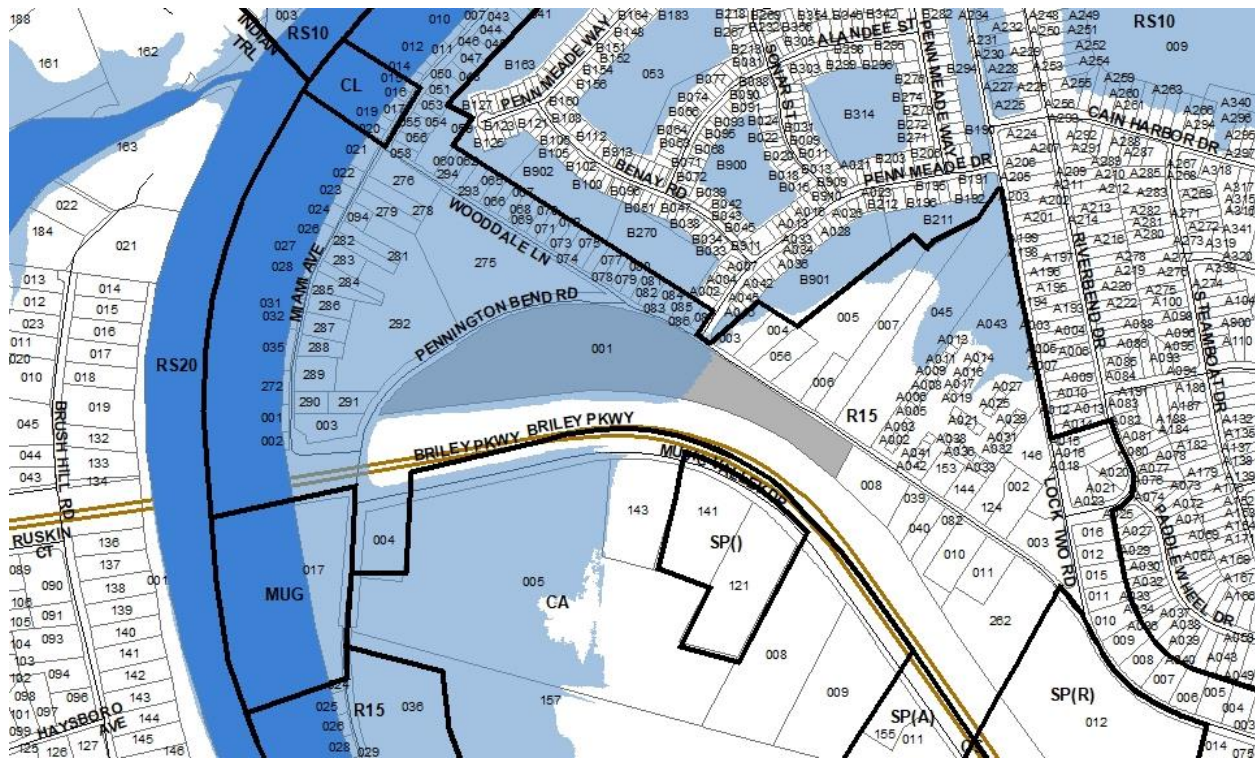
A request to rezone from Agricultural/Residential (AR2a) to Multi-Family Residential-Alternative (RM20-A) zoning for properties located at 6355 Nolensville Pike and Nolensville Pike (unnumbered), approximately 139 feet north of Holt Road (13.72 acres) and located within the Corridor Design Overlay District.

STAFF RECOMMENDATION

Staff recommends deferral to the April 10, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 02/13/2025



2023SP-055-001

PENNINGTON BEND SP

Map 052, Parcel(s) 001

14, Donelson – Hermitage – Old Hickory

15 (Jeff Gregg)



Metro Planning Commission Meeting of 02/13/2025

Item #19

Project Name

Council Bill No.

Council District

School District

Requested by

Specific Plan 2023SP-055-001

Pennington Bend SP

BL2024-624

15 – Gregg

04 – Nabaa-McKinney

Dale & Associates, applicant; Christopher Harwell, Trustee, owner.

Staff Reviewer

Staff Recommendation

Welch

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Preliminary SP to permit 39 multi-family residential units.

Preliminary SP

A request to rezone from Single-Family Residential (R15) to Specific Plan (SP) zoning for property located at Pennington Bend Road (unnumbered), at the corner of Wooddale Lane and Pennington Bend Road, to permit 39 multi-family residential units (13.44 acres).

Existing Zoning

Single-Family Residential (R15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25 percent duplex lots. *R15 would permit a maximum of 33 lots with 8 duplex lots for a total of 41 units based on acreage alone.*

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.

DONELSON – HERMITAGE – OLD HICKORY COMMUNITY PLAN

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



Metro Planning Commission Meeting of 02/13/2025

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

CASE HISTORY

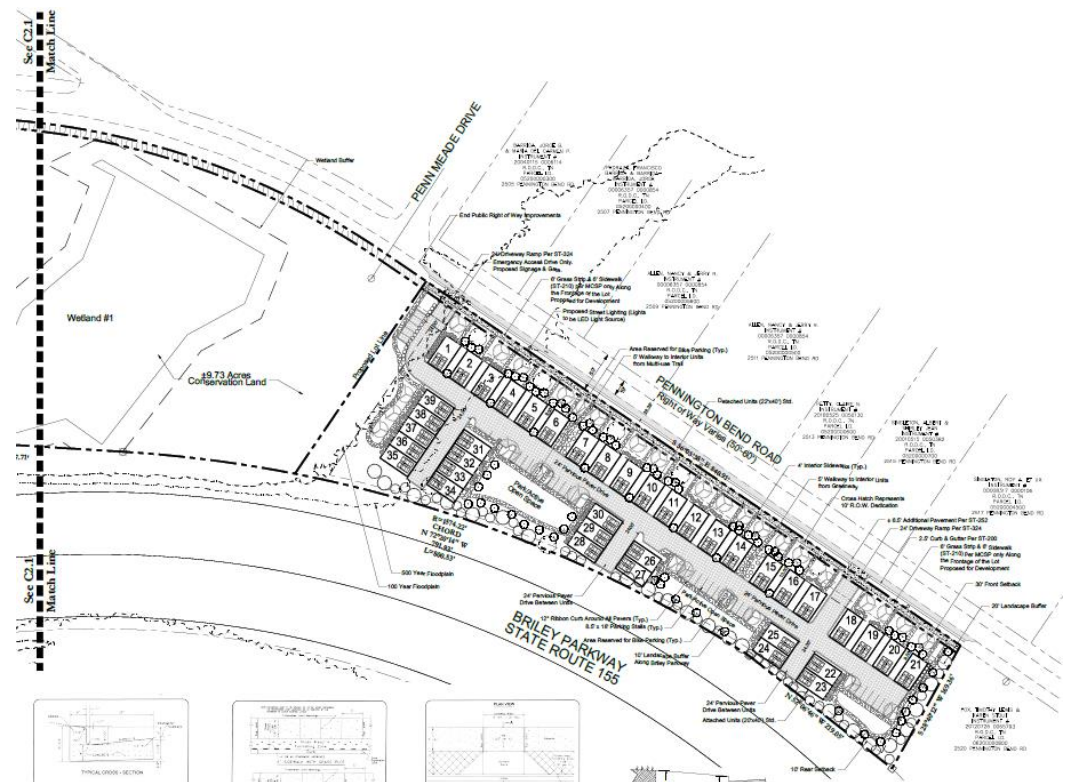
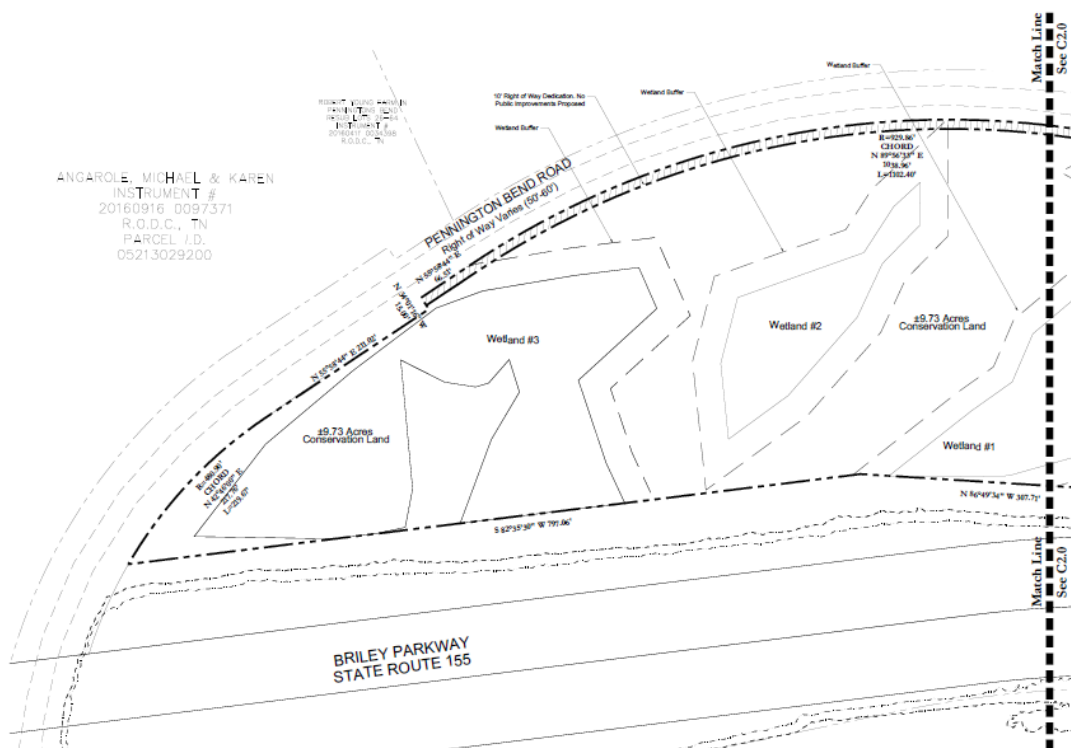
This case was presented at the June 8, 2023, Planning Commission Meeting, where a public hearing was held and closed. At the time of approval, the plan included a 10-foot-wide multi-use trail at the perimeter of the site along Pennington Bend Road as described by the WalknBike plan. During the Council legislative review process, changes to the plan were requested and, due to the scope of these changes, the plan was remanded back to the Planning Commission for consideration. Modifications to the plan consisted of the removal of the multi-use trail. This requested modification prompted a feasibility study concluding that the portion of the multi-use path along the frontage of this property was not included in the WalknBike plan.

In addition, the trail as previously identified may have posed potential disruption to the existing wetlands on the western portion of the site and would contribute to additional disturbance to environmentally sensitive areas given the site is located within the 100-year floodplain. As such, revisions to the plan have been made to remove the multi-use trail from this SP; and instead, provide sidewalk and grass strip requirements per the Major and Collector Street Plan (MCSP) along the portion of the site that is being disturbed by the development (eastern portion) and a right-of-way dedication for the remaining portion of the SP that is identified as "conservation land" (western portion).

The applicant indicated to staff that additional conversations have taken place with surrounding property owners and the Councilmember since the June 8, 2023, Planning Commission Meeting regarding the modifications to the greenway, and they intend to move forward with this request for a preliminary SP to permit 39 multi-family residential units without a multi-use trail.



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Proposed Site Plan



Metro Planning Commission Meeting of 02/13/2025

SITE CONTEXT AND PLAN DETAILS

The 13.44-acre site is located on the southwest side of Pennington Bend Road and is adjacent to Briley Parkway. Pennington Bend Road is identified as a collector-avenue on the Major and Collector Street Plan (MCSP). The site is vacant and densely forested. Many of the surrounding properties have previously been subdivided and contain single-family residential lots, including properties to the east and northwest. Further southeast there is an SP that was approved in 2022 to permit 42 single-family lots. The majority of the site is within the 100-year floodplain.

Site Plan

The plan proposes 39 multi-family residential units that are accessed from a proposed private drive. The site area is 13.44 acres total, however, much of the site is within Conservation policy due to the 100-year floodplain and only 3.28 acres is slated to be disturbed. Units 1-21 have frontage along Pennington Bend Road and the remaining 18 units front onto internal open space in courtyard type configurations. The units include garage parking and additional surface parking is dispersed throughout the site.

Pedestrian access is provided in the form of interior sidewalks connecting to proposed sidewalks along Pennington Bend Road per the MCSP. Approximately 10 acres are proposed as open space, excluding stormwater management areas and landscape buffer yards proposed around the perimeter of the site, which add further greenspace.

ANALYSIS

The SP is consistent with the T3 NE policy at this location. The proposed unit count and development pattern is comparable to what would be permitted under current zoning. Additionally, the plan includes landscape buffers along the shared boundary with the adjacent southern property. Proposed buffer yards exceed the minimum required by Code. The plan is also sensitive to the Conservation Policy areas and focuses the development on the portion of the site that is above the floodplain.

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. Provide architectural elevations, fire hydrant flow test report for review at final SP.

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.



Metro Planning Commission Meeting of 02/13/2025

- 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. A minimum of 30% W&S Capacity must be paid before issuance of building permits.

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- With the final, callout the following per NDOT ST- detail sections: access and ADA ramps, sidewalks, curb & gutter.
- All ROW frontages shall adhere to the Major Collector Street Plan (MCSP) or variance to the MCSP approved by planning staff. Dedicate ROW along all 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 waste plan for site.
- Note: A private hauler will be required for site waste/recycle disposal. Additional mill & overlay paving, one travel lane in width, may be required to tie-in any proposed pavement widening along ROW frontage. Multi-use path shown along Pennington Bend ROW frontage.

PARKS AND RECREATION RECOMMENDATION

Approve with conditions

- Coordinate construction of sidewalk with NDOT.
- Revise label on C2.0 - 5' walkway to interior units from 'Greenways' to 'sidewalk'

Maximum Uses in Existing Zoning District: R15

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	13.44	3.09 D	41 U	458	33	43

*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)	-	-	39 U	211	14	18



Metro Planning Commission Meeting of 02/13/2025

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-247	-19	-25

METRO SCHOOL BOARD REPORT

Projected student generation existing R15 district: 3 Elementary 2 Middle 3 High

Projected student generation proposed SP-R district: 2 Elementary 1 Middle 1 High

The proposed SP-R zoning is expected to generate four fewer students than the existing R15 zoning district. Students would attend Pennington Elementary School, Two Rivers Middle School, and McGavock High School. Pennington Elementary School and McGavock High School are identified to be at capacity, while Two Rivers Middle School is exceedingly under capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 39 multi-family residential units. Short term rental property, not owner occupied, and short-term rental property, owner occupied, shall be prohibited.
2. On the corrected copy, relabel the area labeled as Conservation Land to Open Space.
3. On the corrected copy, provide dimension from centerline of Pennington Bend Road to the site boundary, including areas of dedication.
4. On the corrected copy, remove the language on the site plan referencing the multi-use trail.
5. 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.
- 6.
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 of any building permits.
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 RM15 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
10. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association
11. 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. 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.

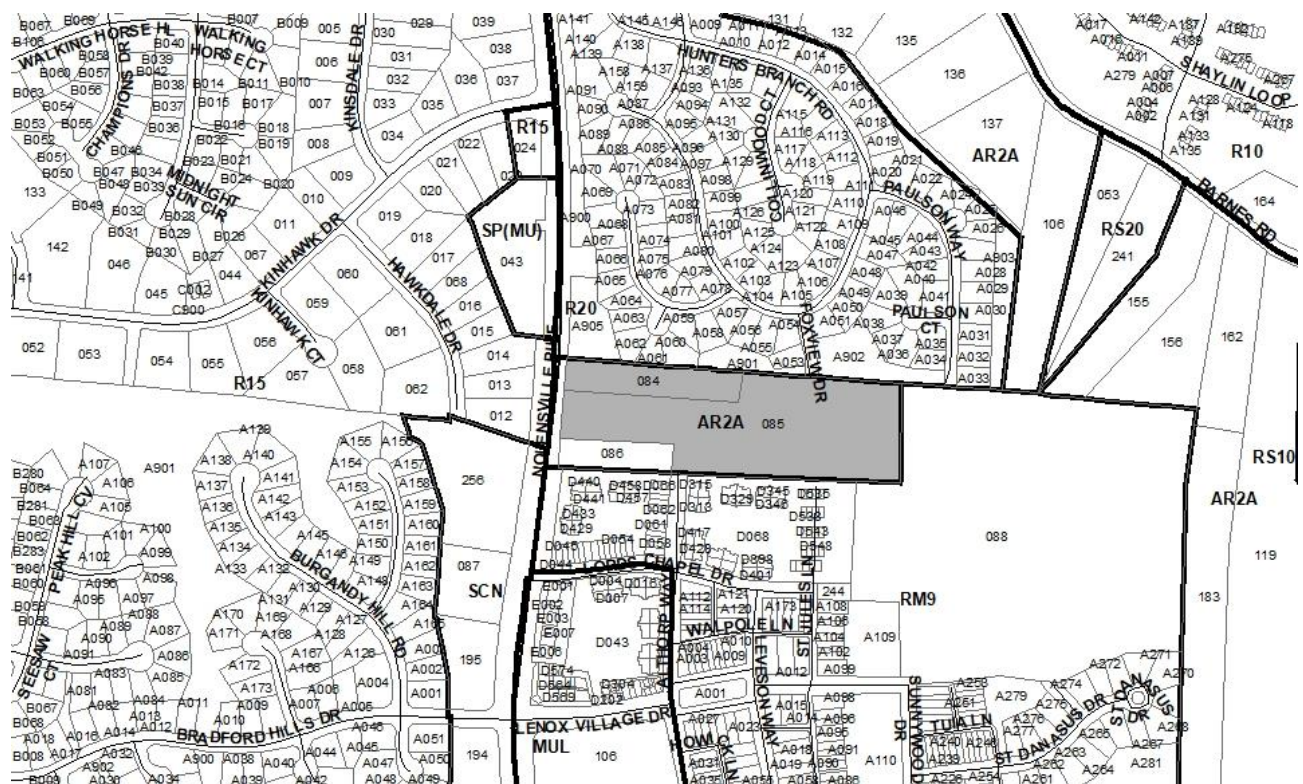


Metro Planning Commission Meeting of 02/13/2025

13. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



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2024SP-051-001

NASHVILLE EVENT CENTER

Map 172, Parcel(s) 084-085

12, Southeast

31 (John Rutherford)



Metro Planning Commission Meeting of 02/13/2025

Item #20**Project Name****Council District****School District****Requested by****Specific Plan 2024SP-051-001****Nashville Event Center**

31 – Rutherford

02 – Elrod

Dale & Associates, applicant; Balasundaram & Vidya Srinivasan, owners.

Staff Reviewer

Schenk

Staff Recommendation

Defer to the February 27, 2025, Planning Commission Meeting.

APPLICANT REQUEST

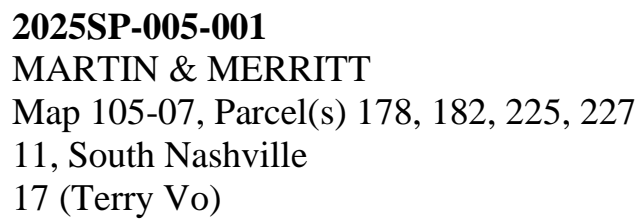
Preliminary SP to permit a mixed-use development.

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for properties located at 5960 and 5966 Nolensville Pike, at the current terminus of Foxview Drive (8.09 acres), to permit a mixed-use development.

STAFF RECOMMENDATION

Staff recommends deferral to the February 27, 2025, Planning Commission meeting.





Metro Planning Commission Meeting of 02/13/2025

Item #21**Project Name****Council District****School District****Requested by****Specific Plan 2025SP-005-001****Martin & Merritt**

17 – Vo

05 – Buggs

Pfeffer Torode Architecture, applicant; MTP 1300 Main Street Propco, LLC, MTP Merritt Avenue Propco, LLC, MTP Martin Ave. Propco, LLC, and MTP 513 Merritt Ave. LLC, owners.

Staff Reviewer**Staff Recommendation**

Schenk

Defer to the February 27, 2025, Planning Commission meeting.

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

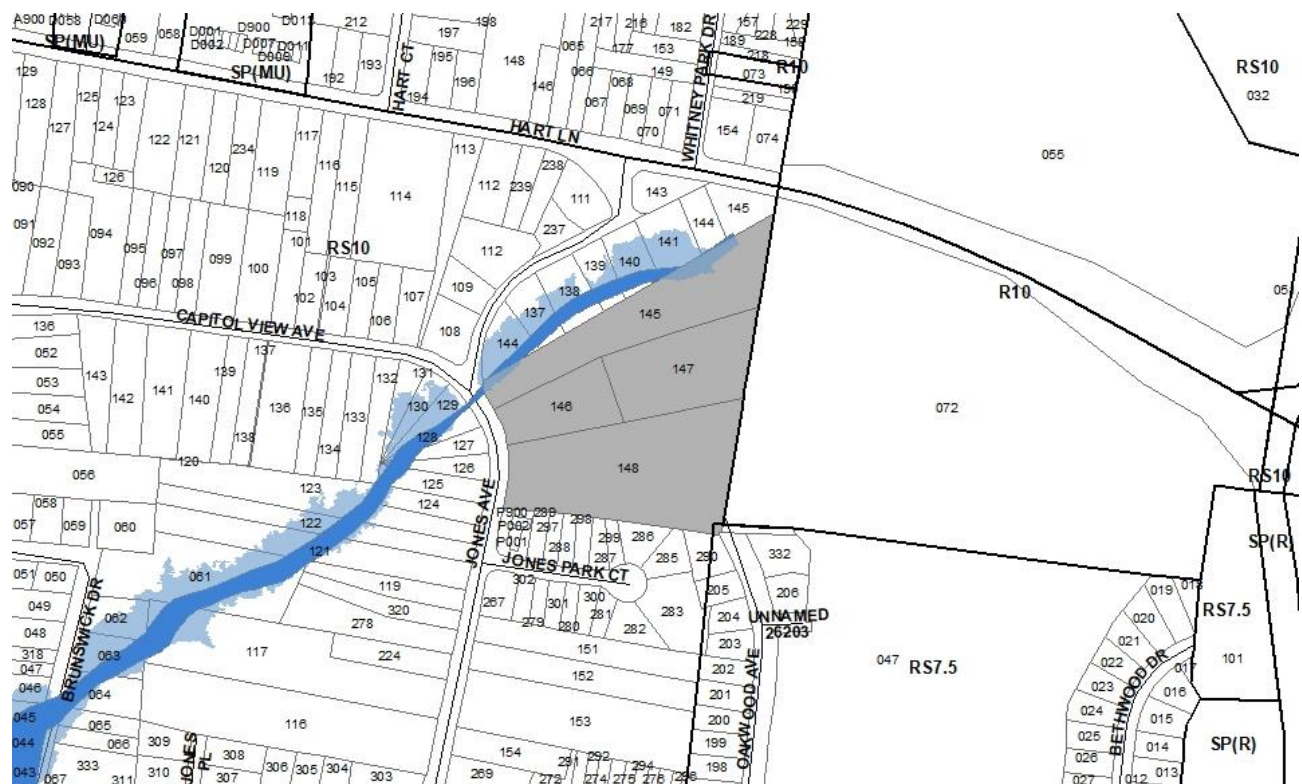
A request to rezone from Industrial Warehousing/Distribution (IWD) and Multi-Family Residential-Alternative-No STRP (RM20-A-NS) to Specific Plan (SP) zoning for properties located at 525 Merritt Avenue, 1300 and 1312 Martin Street, and 548 Hamilton Avenue, at the northeastern corner of Martin Street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

STAFF RECOMMENDATION

Staff recommends deferral to the February 27, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 02/13/2025



2025SP-006-001

BRIARWOOD TOWNHOME SP

Map 060-16, Parcel(s) 145-148

05, East Nashville

05 (Sean Parker)



Metro Planning Commission Meeting of 02/13/2025

Item #22**Project Name****Council District****School District****Requested by****Specific Plan 2025SP-006-001****Briarwood Townhome SP**

05 – Parker

01 – Taylor

CSDG, applicant; Teresa Roberts, Sherry Moss, and Nashville Real Estate Investments, LLC, owners.

Deferrals

This item was deferred at the January 9, 2025, Planning Commission meeting. No public hearing was held.

Staff Reviewer

Shane

Staff Recommendation

Defer to the February 27, 2025, Planning Commission meeting.

APPLICANT REQUEST

Rezone from RS10 and RS7.5 to Specific Plan to permit a multi-family residential development.

Preliminary SP

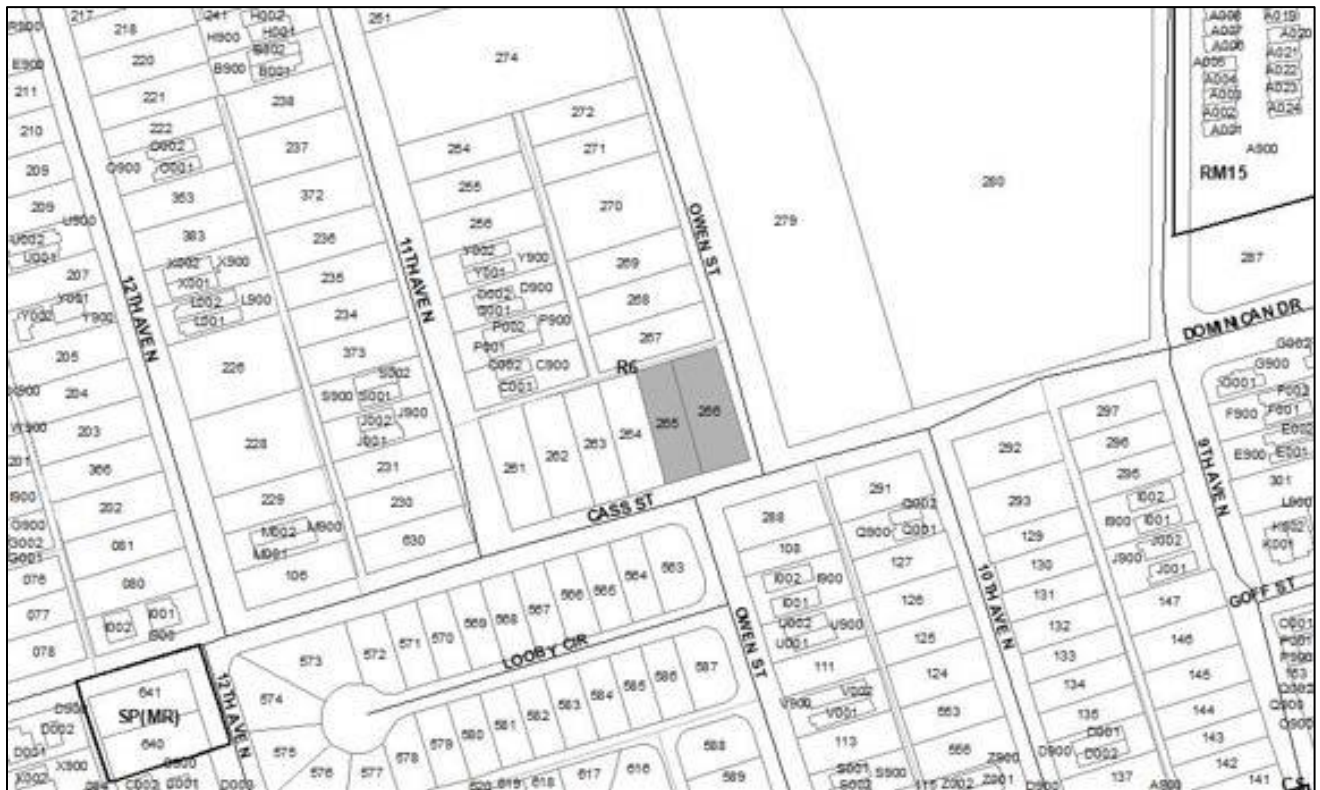
A request to rezone from Single-Family Residential (RS10) and Single-Family Residential (RS7.5) to Specific Plan (SP) zoning for properties located at 2819, 2821, 2823 Jones Avenue and Jones Avenue (unnumbered), approximately 43 feet south of Hart Lane (8.27 acres), to permit 84 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the February 27, 2025, Planning Commission meeting.



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2025SP-009-001

1004 & 1104 CASS STREET

Map 081-03, Parcel(s) 265,266

08, North Nashville

02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 02/13/2025

Item #23**Project Name****Council District****School District****Requested by****Specific Plan 2025SP-009-001****1004 & 1104 Cass Street**

02 – Toombs

05 – Buggs

Dale & Associates, applicant; Ludie Lou Holdings, LLC
and Charles Carney, owners.**Staff Reviewer****Staff Recommendation**

Commeey

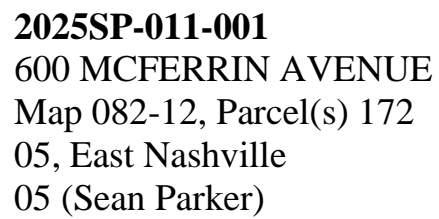
*Defer to the February 27, 2025, Planning Commission
meeting.*

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

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

STAFF RECOMMENDATION

Staff recommends deferral to the February 27, 2025, Planning Commission meeting.





Metro Planning Commission Meeting of 02/13/2025

Item #24**Project Name****Council District****School District****Requested by****Specific Plan 2025SP-011-001****600 McFerrin Avenue**

05– Parker

01 – Taylor

Dale and Associates, applicant; Yoji Reichert and Katherine Herring, owners.

Staff Reviewer

Garland

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

APPLICANT REQUEST**Preliminary SP to permit a daycare home-large uses.**Preliminary SP

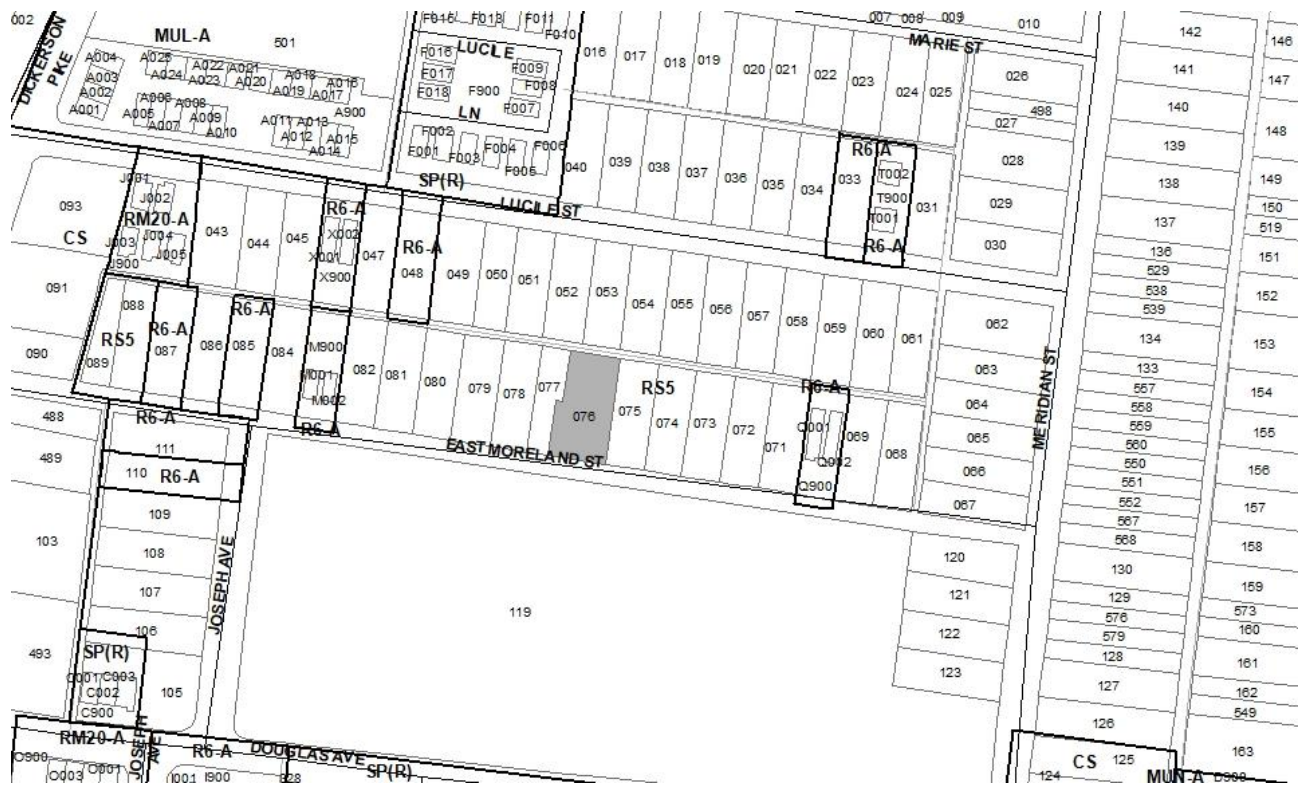
A request to rezone from Single-Family Residential (RS5) to Specific Plan (SP) zoning for property located at 600 McFerrin Avenue, approximately 130 feet east of Fairmeadows Drive, and in the Maxwell Heights Neighborhood Conservation Overlay District and the Detached Accessory Dwelling Unit (DADU) Overlay District, to permit daycare home-large use (0.21 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the February 27, 2025, Planning Commission meeting.



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2025Z-002PR-001

Map 071-15, Parcel(s) 076

05, East Nashville

05 (Sean Parker)



Metro Planning Commission Meeting of 02/13/2025

Item #25**Council District****School District****Requested by****2025Z-002PR-001**

05 – Parker

01 – Taylor

Cedars of Lebanon, Inc., applicant and owner

Staff Reviewer**Staff Recommendation**

Garland

Defer to the February 27, 2025, Planning Commission meeting.

APPLICANT REQUEST**Zone change from RS6 to R6-A.**Zone Change

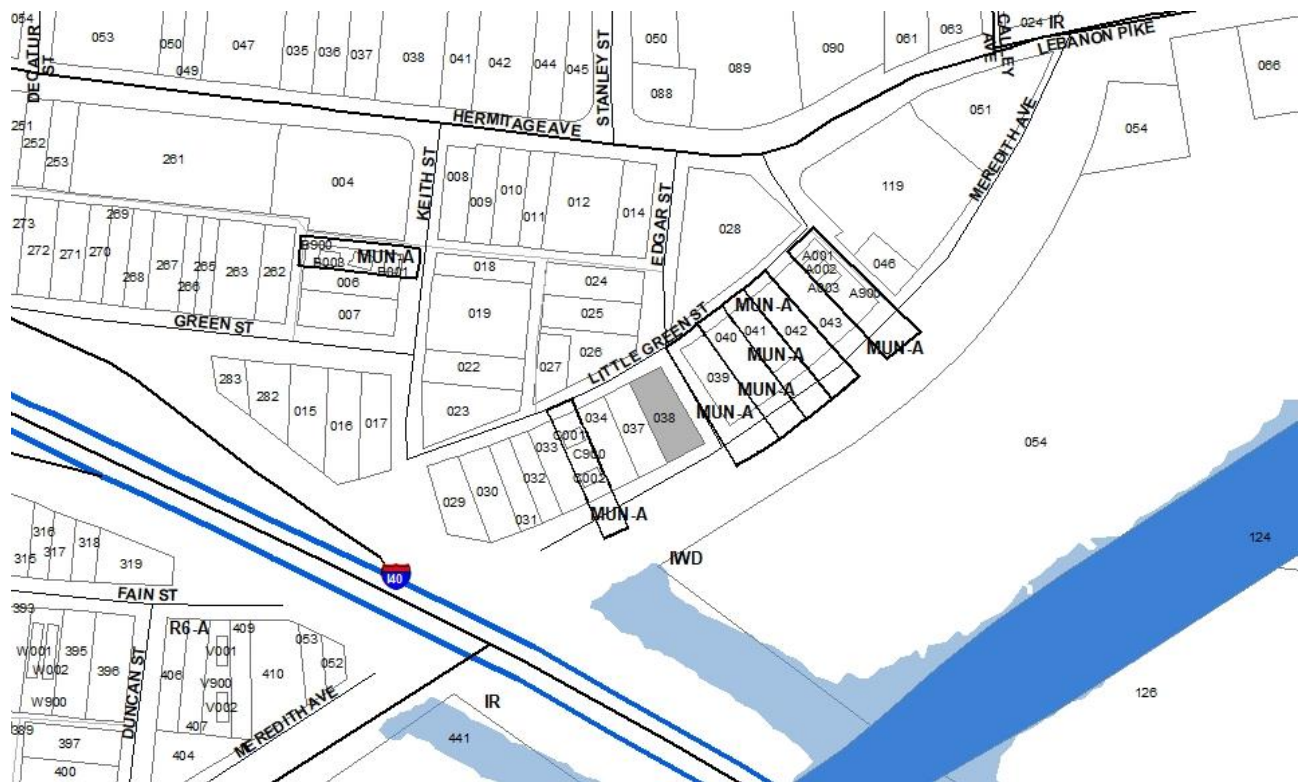
A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential Alternative (R6-A) zoning for property located at 127 Eastmoreland Street, approximately 150 feet south of Lucile Street (0.22 acres) and located within the Detached Accessory Dwelling Unit Overlay District.

STAFF RECOMMENDATION

Staff recommends deferral to the February 27, 2025, Planning Commission meeting.



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2025Z-004PR-001

Map 094-13 Parcel(s) 038

11, South Nashville

15 (Jeff Gregg)



Metro Planning Commission Meeting of 02/13/2025

Item #26**Council District****School District****Requested by****Zone Change 2025Z-004PR-001**

15 – Gregg

04 – Nabaa-McKinney

Local Fox, LLC, applicant; Berlin L. & Alonzo Johnson, owners.

Staff Reviewer

Schenk

Staff Recommendation*Approve.*

APPLICANT REQUEST**Zone change from IWD to MUN-A****Zone Change**

A request to rezone from Industrial Warehousing/Distribution (IWD) to Mixed-Use Neighborhood-Alternative (MUN-A) zoning for property located at 183 Little Green Street, approximately 41 feet southwest of Edgar Street (0.19 acres).

Existing Zoning

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

Proposed Zoning

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

NORTH NASHVILLE PLAN

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

ANALYSIS

The application consists of a single parcel, approximately 0.19 acres, located at 183 Little Green Street. The parcel has been zoned Industrial Warehouse/Distribution (IWD) since 1998 and has developed with a single-family residential use. The surrounding parcels to the north, south, and west are zoned IWD, while the surrounding parcel to the east is zoned MUN-A. Land uses of the surrounding parcels include single-family residential, commercial, and vacant uses, with two-family residential uses in the surrounding area. The subject parcel has frontage along Little Green Street, Edgar Street, and Meredith Avenue, all of which are local streets.

The site is located within a T4 Urban Mixed-Use Neighborhood Policy (T4 MU), which intends to create urban neighborhoods with high intensity development, increased levels of multi-modal connectivity, and an urban design form. When considering the parcel's location in close proximity



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to an arterial-boulevard and WeGo bus line, additional density may be appropriate at this location. Also, the existing IWD zoning does not align with the T4 MU policy, while the proposed MUN-A zoning district is consistent with the goals of the policy in creating urban mixed-use neighborhoods. The proposed Alternative (-A) district standards would ensure that future development on the site has an urban form, consistent with the policy guidance. Due to these factors, the proposed MUN-A district provides a modest increase in density and is consistent with the general character of the surrounding urban residential neighborhood, aligning with the goals of the T4MU policy.

FIRE RECOMMENDATION

Approve

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)	0.19	0.8	6,621 SF	56	1	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	0.095	0.6 F	2 U	9	1	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.0475	0.6 F	1,241 SF	47	1	4

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.0475	0.6 F	1,241 SF	139	13	13

Traffic changes between maximum: **IWD and MUN-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+139	+14	+17



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METRO SCHOOL BOARD REPORT

Due to the potential mix of uses, the assumption of student generation is difficult to anticipate. Students would attend McGavock Elementary School, Two Rivers Middle School, and McGavock High School. McGavock Elementary School and McGavock High School are identified as at capacity, while Two Rivers Middle School is 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.



Metro Planning Commission Meeting of 02/13/2025



2025Z-010PR-001

Map 060-08, Parcel(s) 043

05, East Nashville

05 (Sean Parker)



Metro Planning Commission Meeting of 02/13/2025

Item #27

Council District

School District

Requested by

Zone Change 2025Z-010PR-001

05 – Parker

01 – Gentry

Soto Properties, LLC, applicant and owner.

Staff Reviewer

Commey

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 3101 Hillside Road, approximately 196 feet south of Broadmoor Drive (0.2 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.*

EAST NASHVILLE COMMUNITY PLAN

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

Dickerson North Corridor Study

The property is located within the Ewing/Broadmoor Character Area of the Dickerson North Corridor Study. The character area provides guidance on the development pattern of the Dickerson



Metro Planning Commission Meeting of 02/13/2025

Pike Corridor and improving pedestrian connections. While the subject property is within the larger Ewing/Broadmoor Character Area, the supplemental policy does not directly address the property.

ANALYSIS

The application consists of one parcel (Map 060-08, Parcel 043) totaling 0.2 acres located east of Hillside Road and south of Broadmoor Drive. The property has been zoned Single Family Residential (RS10) since 1998 and contains a single-family structure. The surrounding parcels include vacant land zoned RS10 to the east, and properties zoned RS10 and R10 to the north and south. The property directly to the west within the Civic Policy and which is zoned CS is a Metro-owned property and includes a fire station. Land uses of the surrounding parcels include vacant property, single family residential, civic uses and some two-family residential. The subject parcel has frontage along Hillside Road which is classified as a local street.

The proposed R10 zoning is consistent with the T4 Urban Neighborhood Evolving (T4 NE) policy at this location. The T4 NE policy focuses on creating and enhancing 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. 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. Properties in the R10 zoning district should have good access to either arterial or collector streets. The property is within 220 feet of Broadmoor Drive and 0.2 miles of Dickerson Pike, which are classified as collector avenue and arterial boulevards, respectively, in the Major and Collector Street Plan making this an appropriate location for an increase in intensity. The property is also within 0.5 miles of six WeGo transit stops along Dickerson Pike. The T4 NE policy supports allowing for higher density residential uses in relation to transit corridors and centers.

The proposed zoning district is consistent with the goal of the policy to provide for more housing choices in a moderate density development pattern and aligns with the goals of the T4 NE policy and NashvilleNext to provide a mixture of housing choices near transit corridors.

FIRE MARSHAL RECOMMENDATION

Approve

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

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



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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)	0.20	10 F	2 U	28	7	2

*Based on two-family lots

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

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

METRO SCHOOL BOARD REPORT

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

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

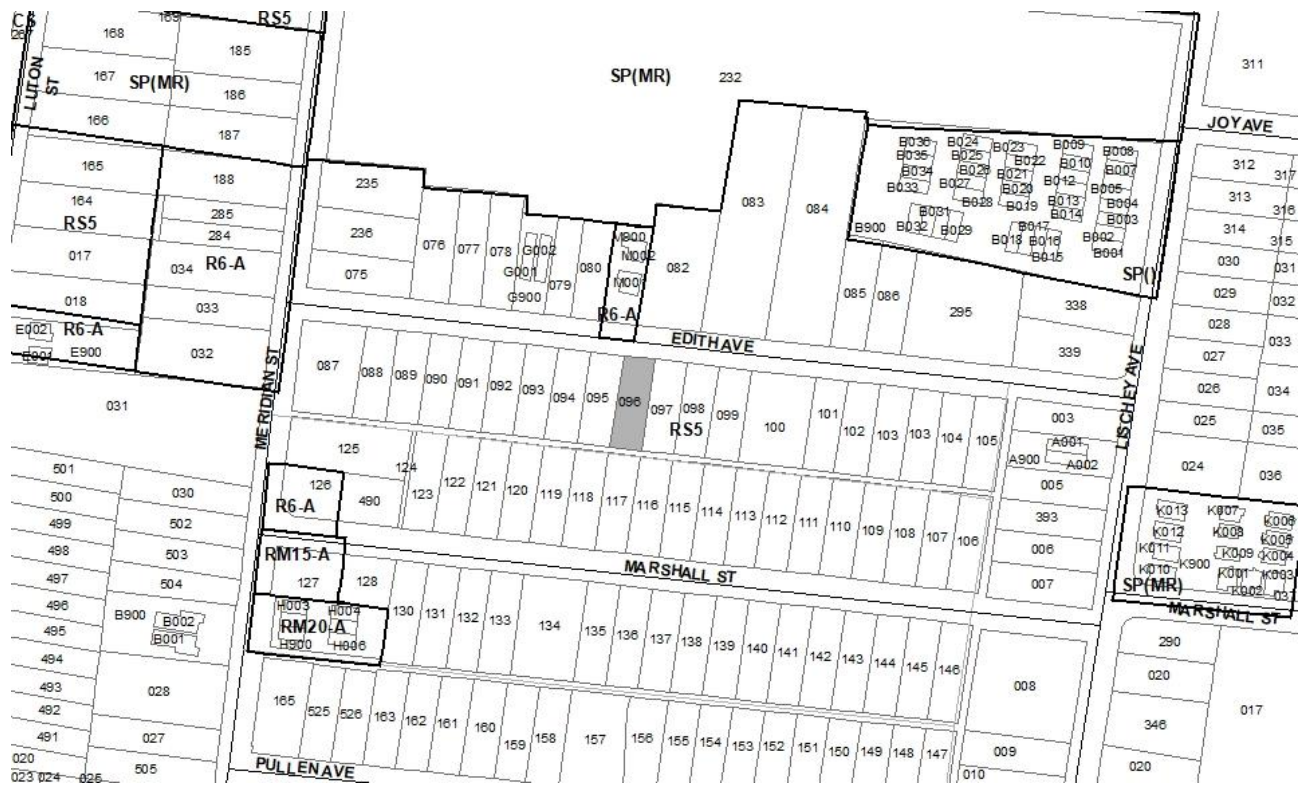
The proposed R10 zoning district is not expected generate any additional students than the existing RS10 zoning district. Students would attend Chadwell Elementary, Jere Baxter Middle School, and Maplewood High School. Chadwell Elementary is identified as over capacity while Jere Baxter Middle School, and Maplewood 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.



Metro Planning Commission Meeting of 02/13/2025



2025Z-011PR-001

Map 071-11, Parcel(s) 096

05, East Nashville

05 (Sean Parker)



Metro Planning Commission Meeting of 02/13/2025

Item #28

Council District

School District

Requested by

Zone Change 2025Z-011PR-001

05 – Parker

01 – Taylor

Williams & Associates Engineering, Inc., applicant; Fed Development, LLC, owner.

Staff Reviewer

Marton

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 314 Edith Avenue, approximately 164 feet north of Marshall Street and located within a Detached Accessory Dwelling Unit Overlay District (0.18 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 lot. This does not account for compliance with the Metro Subdivision Regulations.*

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

Proposed Zoning

One and Two-Family Residential-Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre, including 25 percent duplex lots, and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *R6-A could permit a maximum of one lot with one duplex lot for a total of two units. This does not account for compliance with the Metro Subdivision Regulations. Additionally, duplex eligibility would be reviewed by Metro Codes.*

EAST NASHVILLE COMMUNITY PLAN

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



Metro Planning Commission Meeting of 02/13/2025

diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

Supplemental Policy Area: 05-Highland Heights

The Highland Heights supplemental policy incorporates a Building Regulating Plan as well as a Mobility Plan which address unique features of the area and expand upon the standard guidance of the Community Character Manual in order to tailor policy to the needs of the Highland Heights study area. The Building Regulating Plan identifies nine subdistricts intended to create areas with specific design characteristics in order to achieve the overall vision of the community. The subject property is located in subdistrict R4 in the Building Regulating Plan which intends to create greater housing choice and is supportive of a range of building types and zoning districts. The goal of the mobility plan is to increase connectivity within the study area through public street and alley connections.

ANALYSIS

The application consists of one parcel (Map 071-11, Parcel 096) totaling 0.18 acres, located on the south side of Edith Avenue. The property has been zoned Single Family Residential (RS5) since 1998 and contains one home. Surrounding properties are zoned RS5 and One and Two-Family Residential (R6-A) while surrounding land uses include single-family residential and one and two-family residential.

The application proposes to rezone the property from RS5 to R6-A. The property is located within the T4 Neighborhood Evolving (T4 NE) policy area. 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. T4 NE Policy is applied to areas where infill development produces a different character which includes increased housing diversity and connectivity. The property is also located within the Highland Heights Supplemental Policy Area which shows the property under the guidance of subdistrict R4 in the Building Regulating Plan. Subdistrict R4 encourages greater housing choice and lists R6-A as a supported district.

Based on acreage alone, the proposed R6-A zoning could allow up to one duplex lot for a total of two units, which is a similar density that could be allowed by the existing RS5 zoning district and DADU overlay but would allow for a different building type. Currently the primary building type along Edith Avenue is single family and there are larger multi-family projects to the north and east of the property. The proposed R6-A zoning meets the goals of the T4 NE policy as well as the building regulating plan as it allows for a greater mixture of housing choice in the area by providing a housing type that is between single-family and multi-family. The Alternative (-A) designation will provide additional guidelines for access and driveways, garages, and includes a minimum raised foundation requirement. The presence of an improved alley at the rear of the site requires the alley to be utilized for access to meet the Alternative standards. For these reasons, staff recommends approval of R6-A.



Metro Planning Commission Meeting of 02/13/2025

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)	0.18	5.55 D	1 U	15	5	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two- Family Residential* (210)	0.18	11.11 D	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 districts: 0 Elementary 0 Middle 0 High

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

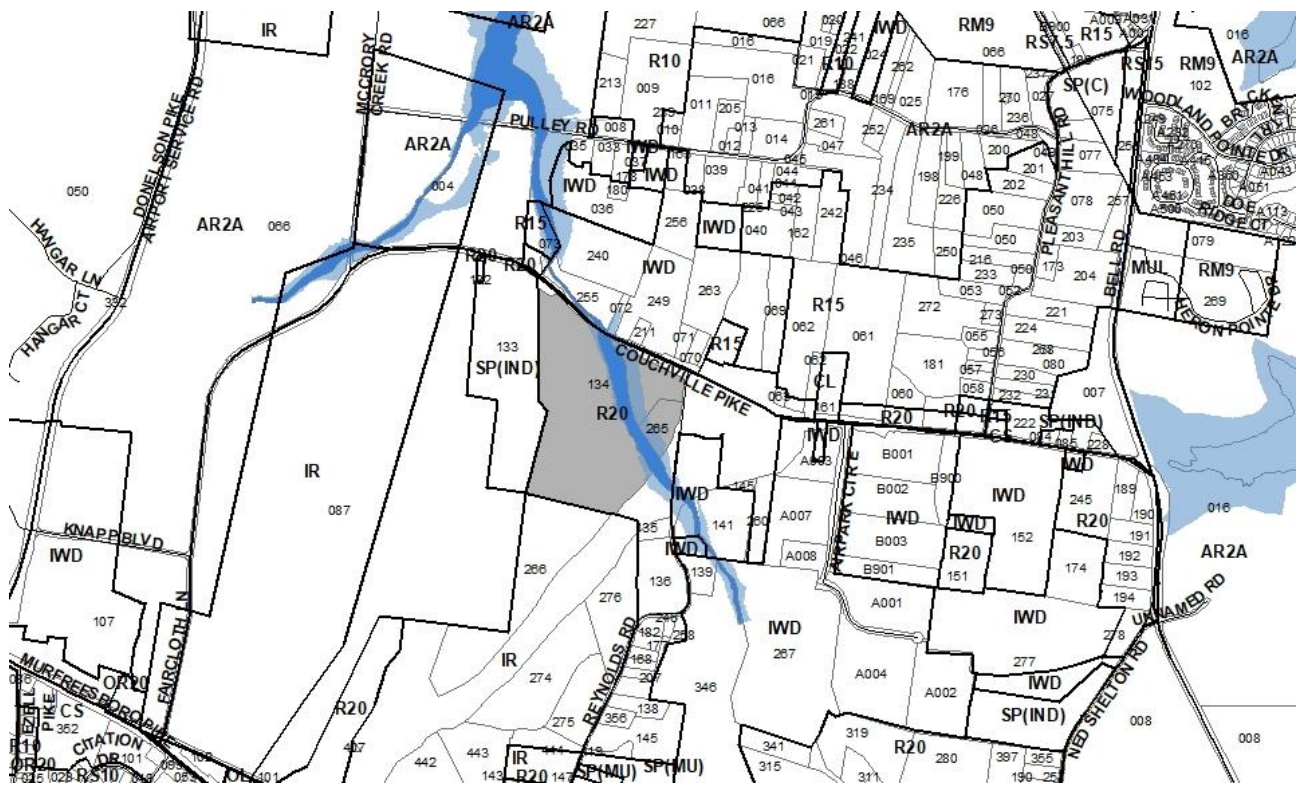
The proposed R6-A zoning is expected to generate no more additional students than the existing RS5 zoning district. Students would attend Tom Joy Elementary School, Jere Baxter Middle School, and Maplewood High School. Tom Joy Elementary School, Jere Baxter Middle School and Maplewood High School are all identified as at capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 02/13/2025



2025Z-012PR-001

Map 121, Parcel(s) 134, 265

13, Antioch-Priest Lake

13 (Russ Bradford)



Metro Planning Commission Meeting of 02/13/2025

Item #29

Council District

School District

Requested by

Zone Change 2025Z-012PR-001

13 – Bradford

07 – Player

Kimley-Horn & Associates, applicant; Keith, Kaleb & Kimberly Pulley, ETAL, owners.

Staff Reviewer

Garland

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from R20 to IWD.

Zone Change

A request to rezone from One and Two-Family Residential (R20) to Industrial Warehousing/Distribution (IWD) zoning for properties located at 2475 Couchville Pike and 1617 Reynolds Road, at the southwest corner of Couchville Pike and Reynolds Road, (64.24 acres).

Existing Zoning

One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25 percent duplex lots. *R20 would permit a maximum of 139 lots with 34 duplex lots for a total of 173 units, based on acreage only. This does not account for compliance with the Metro Subdivision Regulations. Additionally, duplex eligibility would be reviewed by Metro Codes.*

Proposed Zoning

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

ANTIOCH – PRIEST LAKE COMMUNITY PLAN

D Industrial (D IN) is intended to maintain, enhance, and create industrial districts in appropriate locations. The policy creates and enhances areas that are dominated by one or more industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Types of uses in D IN areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses. Uses that support the main activity and contribute to the vitality of the D IN are also found.

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



Metro Planning Commission Meeting of 02/13/2025

ANALYSIS

The rezoning application is for two parcels totaling approximately 64.24 acres located along the south side of Couchville Pike and on the west side of Reynolds Road. These properties have been zoned R20 since 1974 and are vacant. The properties are adjacent to Industrial Warehouse/Distribution (IWD), One and Two-Family Residential (R15), Industrial Restrictive (IR), Agricultural/Residential (AR2a), and Specific Plan (SP) zones. The SP (2024SP-025-001) directly to the west of the site was approved to permit industrial uses. The surrounding land uses are vacant, industrial, office/medical, single family residential, and one and two-family residential. Directly to the east of the subject site is the border of a supplemental policy (SPA) 13-T3-NE-01 – Couchville Pike Area that provides guidance on building types and design principles for properties in Neighborhood Evolving policy areas to the north and east. The subject site is located in a D IN area and not within the neighboring SPA.

The requested IWD zoning district implements those industrial policies of the general plan that provide opportunities for wholesaling, warehousing and bulk distribution use, which meets the goals of the D IN policy. The D IN policy intent is to maintain, enhance, and create districts that are dominated by one or more industrial activities. The D IN policy supports industrially zoned properties. This site is also within the Conservation (CO) policy. The Conservation policy on the site identifies a potential stream that runs north-south through the eastern side of the parcels, although the majority of the site is within the D IN policy. The subject site is also on a policy edge of District Impact (D I) to the southwest and a pocket of Neighborhood Evolving (T3 NE) to the southeast.

The proposed IWD district permits uses supported by the D IN policy, including non-hazardous manufacturing, distribution centers, and mixed business parks containing compatible industrial and nonindustrial uses. The proposed IWD district at the subject site is consistent with the D IN policy goals and fits in with the surrounding developed context. Additionally, the existing R20 zoning is not a zoning district that is supported by the D IN policy. For these reasons staff recommends approval.

FIRE RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	64.24	2.30 F	147 U	1,482	109	147

*Based on two-family lots



Metro Planning Commission Meeting of 02/13/2025

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	64.24	0.8	2,238,636 SF	3,583	381	425

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+1	+2,101	+272	+278

METRO SCHOOL BOARD REPORT

Projected student generation existing R20 district: 36 Elementary 17 Middle 26 High

Projected student generation proposed IWD district: 0 Elementary 0 Middle 0 High

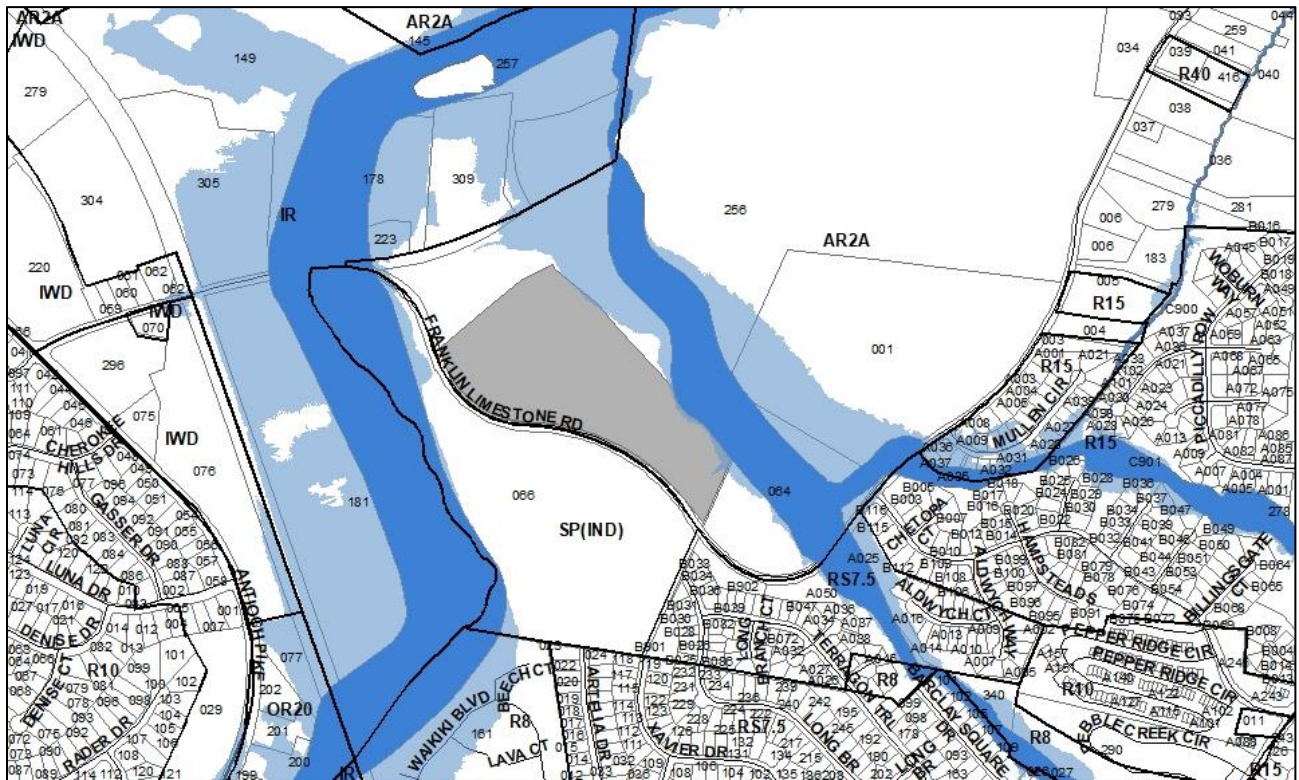
The proposed IWD zoning district is not anticipated to generate any additional students than the existing R20 zoning district. Students would attend Una Elementary School, Margaret Allen Middle School, and Antioch High School. Una Elementary School has been identified as being over capacity, Margaret Allen Middle School has been identified as being exceedingly under capacity, and Antioch High School has been identified as being over capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 02/13/2025



2025Z-013PR-001

Map 134, part of Parcel(s) 256

13, Antioch – Priest Lake

28 (David Benton)



Metro Planning Commission Meeting of 02/13/2025

Item #30

Council District

School District

Requested by

Zone Change 2025Z-013PR-001

28 – Benton

07 – Player

Kimley-Horn & Associates, applicant; Tweedy, Jeffrey C. & Saussy, Haun, Trustees ET AL., owners.

Staff Reviewer

Commey

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from AR2A to IR.

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Industrial Restrictive (IR) zoning for a portion of property located at 3187 Franklin Limestone Road, approximately 1,178 feet southwest of Mullen Circle (23.48 acres).

Existing Zoning

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and is intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 11 lots with two duplex lots for a total of 13 units. Metro Codes determines duplex eligibility.*

Proposed Zoning

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

ANTIOCH – PRIEST LAKE COMMUNITY PLAN

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

D Impact (D I) is intended to enhance and create areas that are dominated by one or more activities with the potential to have a significant, adverse impact on the surrounding area, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Examples of DI areas include hazardous industrial operations, mineral extraction and processing, airports and other major transportation terminals, correctional facilities, major utility installations, and landfills.



Metro Planning Commission Meeting of 02/13/2025

ANALYSIS

The application consists of a 23.48-acre portion of a parcel (Map 134, Parcel 256) located along Franklin Limestone Road, southwest of Mullen Circle. The portion of the property is currently vacant mineral processing land while surrounding uses are vacant industrial land, office, warehouse, and residential single family. Surrounding properties are zoned SP, IR, IWD, AR2a, RS15, and R40.

The application proposes to rezone the property from AR2a to IR. The property is located within District Impact and Conservation policy areas. District Impact policy is intended to enhance and create areas that are dominated by one or more activities with the potential to have a significant, adverse impact on the surrounding area, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. The Conservation policy, which covers about 13 percent of the site, consists of floodway, floodplain, steep slopes, and streams that intersect the property, however there is space outside of these areas upon which to develop on the subject property.

The proposed IR district is appropriate given the District Impact policy, as it is intended for a wide range of light industrial uses at a small to moderate scale. Uses most suitable in IR operate within completely enclosed buildings with limited outdoor storage to minimize potential impacts on abutting properties. Uses permitted by the district include, but are not limited to, automobile sales, distributive business/wholesale, light manufacturing, warehouse, and recycling collection center. District Impact policy supports uses that are even more impactful than allowed by IR, including landfills, mineral extraction, correctional facilities, and hazardous industrial operations.

FIRE MARSHAL RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two- Family Residential* (210)	23.48	.05 F	11 U	136	12	13

*Based on two-family lots

Maximum Uses in Proposed 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)	23.48	0.6	613,673 SF	1,015	104	116



Metro Planning Commission Meeting of 02/13/2025

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+1	+879	+92	+103

METRO SCHOOL BOARD REPORT

The proposed IR zoning district would not generate any new students. Students would attend Una Elementary School, Margaret Allen Middle School, and Antioch High School. Una Elementary and Antioch High School are identified as overcapacity while Margaret Allen Middle School is 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.