

# Metropolitan Planning Commission



Staff Reports

**March 13, 2025**



## Metro Planning Commission Meeting of 03/13/2025

*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.*



**SEE NEXT PAGE**



**NO SKETCH**



## Metro Planning Commission Meeting of 03/13/2025

**Item #1****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, January 9, 2025, and February 13, 2025, Planning Commission meetings.

**MPC Rules and Procedures**

This item was 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.*

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**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 period<sup>1</sup> – 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.

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<sup>1</sup> 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 program<sup>2</sup>. Staff

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<sup>2</sup> [March 2023 - Planning Commission Work Session Presentation](#)

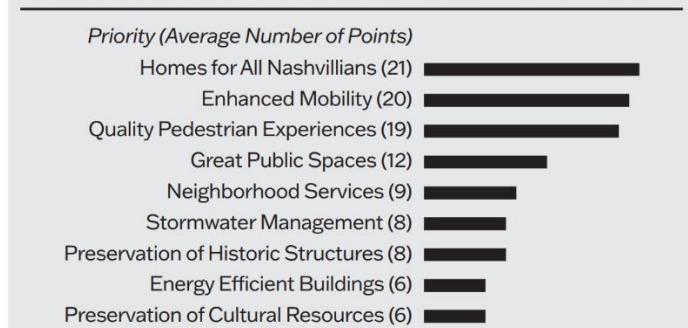


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found that parking related bonus options (including, Underground Parking, Upper-Level Garage Liner, and Public Parking) made up for 89% of all bonus height earned through the program to date. Commissioners discussed the role of the BHP – agreeing that 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 feedback<sup>3</sup> – through online surveys, a public open house<sup>4</sup>, 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.

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<sup>3</sup> [Summer 2023 - BHP First Draft Engagement Summary](#)

<sup>4</sup> [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 summary<sup>5</sup> 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 goals<sup>6</sup>. 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 house<sup>7</sup>, 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.

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

<sup>6</sup> 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.

<sup>7</sup> [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		
<b>Green Building Certification</b>	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.
<b>Upper-Level Garage Liner Building</b>	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.	
<b>Active and Sustainable Transportation</b>	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.	
<b>Bonus Options</b>		
<b>Elevated Green Building Certification</b>	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.	
<b>Preservation</b>	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.
<b>Privately-Owned Public Spaces (POPS)</b>	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.
<b>Neighborhood Support Space</b>	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.
<b>Reduction of Vehicular Parking</b>	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.
<b>Underground Parking</b>	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 same<sup>8</sup>. 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 period<sup>9</sup> – beginning on the Council Bill’s effective date.

### 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. This item was deferred to the March 13, 2025, Planning Commission meeting per MPC Rules and Procedures following a public hearing at the February 13, 2025, meeting. At the February 13, 2025, MPC meeting, one individual spoke in support of the proposal, and the Commission asked clarifying questions to Staff.

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### MPC RULES AND PROCEDURES

This item was 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: Appendix A and Appendix B are separate documents from this staff report.

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## ORDINANCE NO. BL2025 - \_\_\_\_\_

### An ordinance amending Title 17.37 of the Metropolitan Code of Laws, the Zoning Ordinance of the Metropolitan Government of Nashville and Davidson County, to update the Downtown

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<sup>8</sup> 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.

<sup>9</sup> 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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**Code's Bonus Height Program (BHP) and Outdoor Space general standards, and to make other minor housekeeping amendments, all of which is described herein (Proposal No. 2023Z-003TX-001).**

WHEREAS, The Council of The Metropolitan Government of Nashville and Davidson County adopted the Downtown Code (DTC) on February 2, 2010; and

WHEREAS, The Metropolitan Government recognizes the importance of updating, clarifying, and refining the Downtown Code (DTC) standards to encourage high quality, sustainable urban development; and

WHEREAS, the DTC standards provide opportunities for businesses to thrive, while enhancing the character of Downtown through mixed-use development, housing choices, and commercial and entertainment opportunities; and

WHEREAS, the refinement of the DTC standards will continue to ensure a quality urban experience for the citizens and businesses of Metropolitan Nashville and Davidson County; and

WHEREAS, the DTC requires updates from time-to-time as Downtown continues to grow and evolve as a collection of neighborhoods; and

WHEREAS, the updated Bonus Height Program (BHP) better aligns incentives with current public and private needs, with an emphasis on sustainability, historic preservation, and active transportation; and

WHEREAS, the Downtown Market Study and stakeholder feedback supports the proposed changes, including an increased focus on higher-quality public benefits and updated regulations to reflect current priorities; and

WHEREAS, the proposed amendments reflect a comprehensive two-year effort of public engagement, internal and external analysis, and coordination with various stakeholders, including the development and design communities.

**NOW, THEREFORE, BE IT ENACTED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:**

Section 1. That Section 17.37 of the Metropolitan Code of Laws is hereby amended by replacing the Open Space and Bonus Height Program subsections of the DTC with Exhibit A.

Section 2. 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 (as was in effect prior to the effective date of this ordinance) or the 2025 BHP (as amended by the passage of this ordinance) for a period of one year, following the effective date of this ordinance, subject to the following:



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- 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.

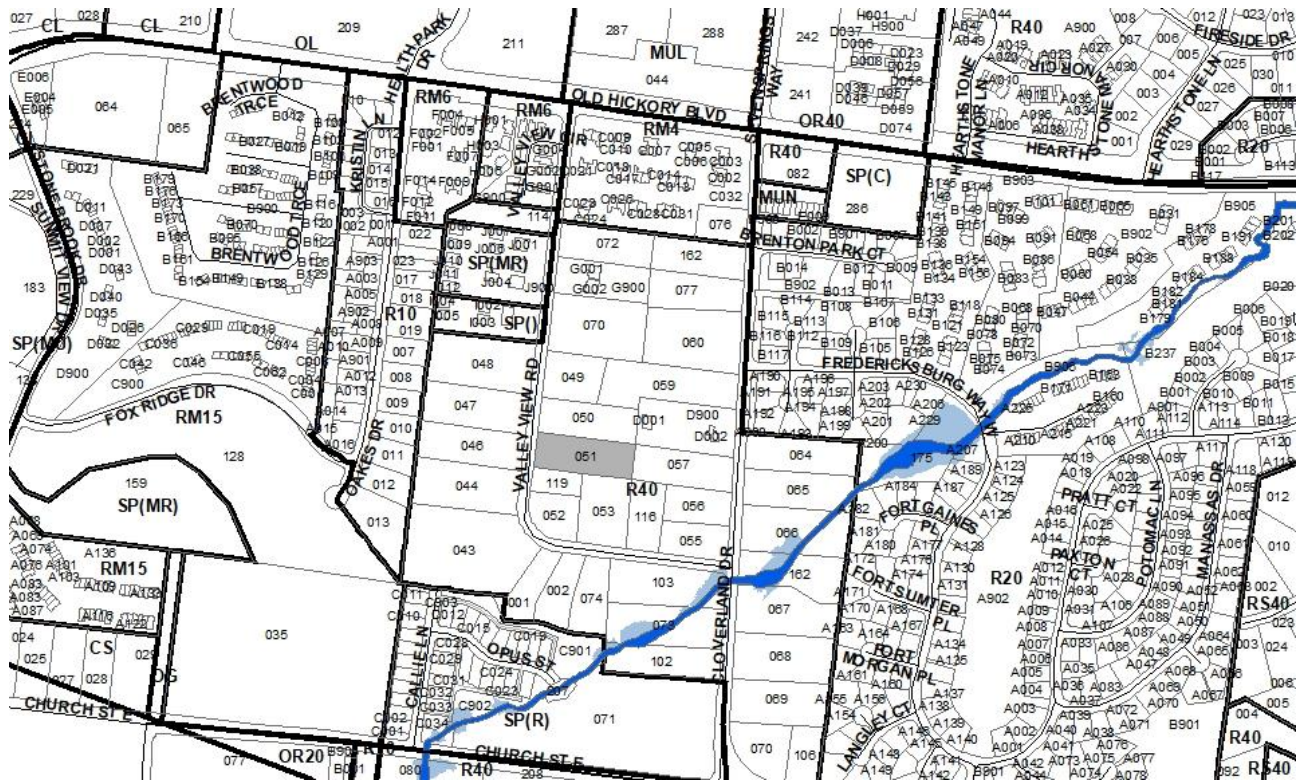
Section 3. The Metropolitan Clerk is directed to publish a notice announcing the change in a newspaper of general circulation within five days following final passage.



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## Metro Planning Commission Meeting of 03/13/2025



**2024SP-049-001**

5642 VALLEY VIEW SP

Map 171, Parcel(s) 051

12, Southeast

04 (Mike Cortese)





## Metro Planning Commission Meeting of 03/13/2025

**Item #2****Project Name****Council District****School District****Requested by****Specific Plan 2024SP-049-001****5642 Valley View SP**

04 - Cortese

02 – Elrod

Dale & Associates, applicant; Vincent & Sarah Biegel, owners.

**Deferrals**

This item was deferred at the November 14, 2024, December 12, 2024, January 9, 2025, February 13, 2025, and February 27, 2025, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**

Shane

**Staff Recommendation**

*Defer to the March 27, 2025, Planning Commission Meeting.*

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

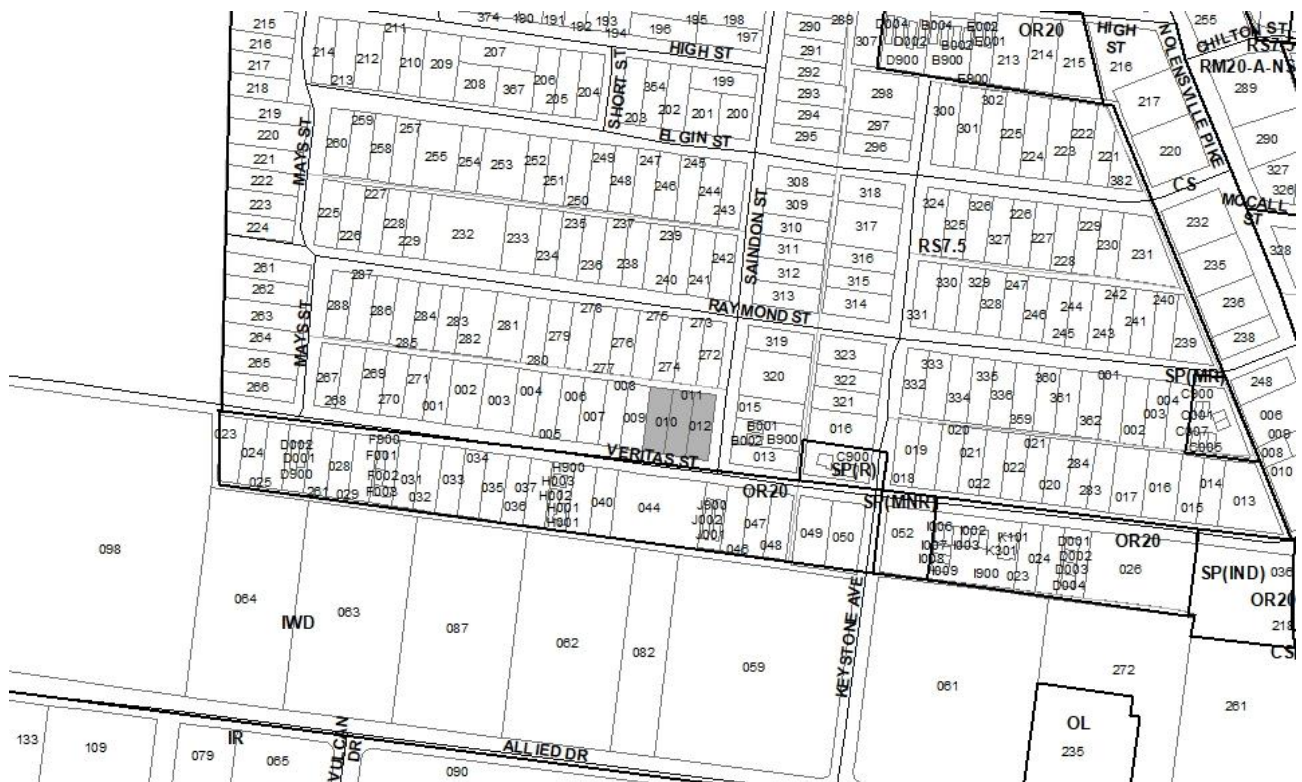
A request to rezone from One- and Two-Family Residential (R40) to Specific Plan (SP) zoning for property located at 5642 Valley View Road, approximately 425 feet west of Cloverland Drive (1.45 acres), to permit six detached multi-family residential units.

**STAFF RECOMMENDATION**

Staff recommends deferral to the March 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 03/13/2025

### Item #3

#### 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, February 13, 2025, and February 27, 2025, Planning Commission meetings. No public hearing was held.

#### Staff Reviewer

Shane

#### Staff Recommendation

*Approve with conditions and disapprove without all conditions.*

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### APPLICANT REQUEST

#### Preliminary SP to permit 20 multi-family residential units.

#### Preliminary SP

A request to rezone from Single-Family Residential (RS7.5) to Specific Plan (SP) zoning for properties located at 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.

#### **Existing Zoning**

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of 3 lots, based on acreage only. Application of the Metro Subdivision Regulations may result in fewer units at this site.*

#### **Proposed Zoning**

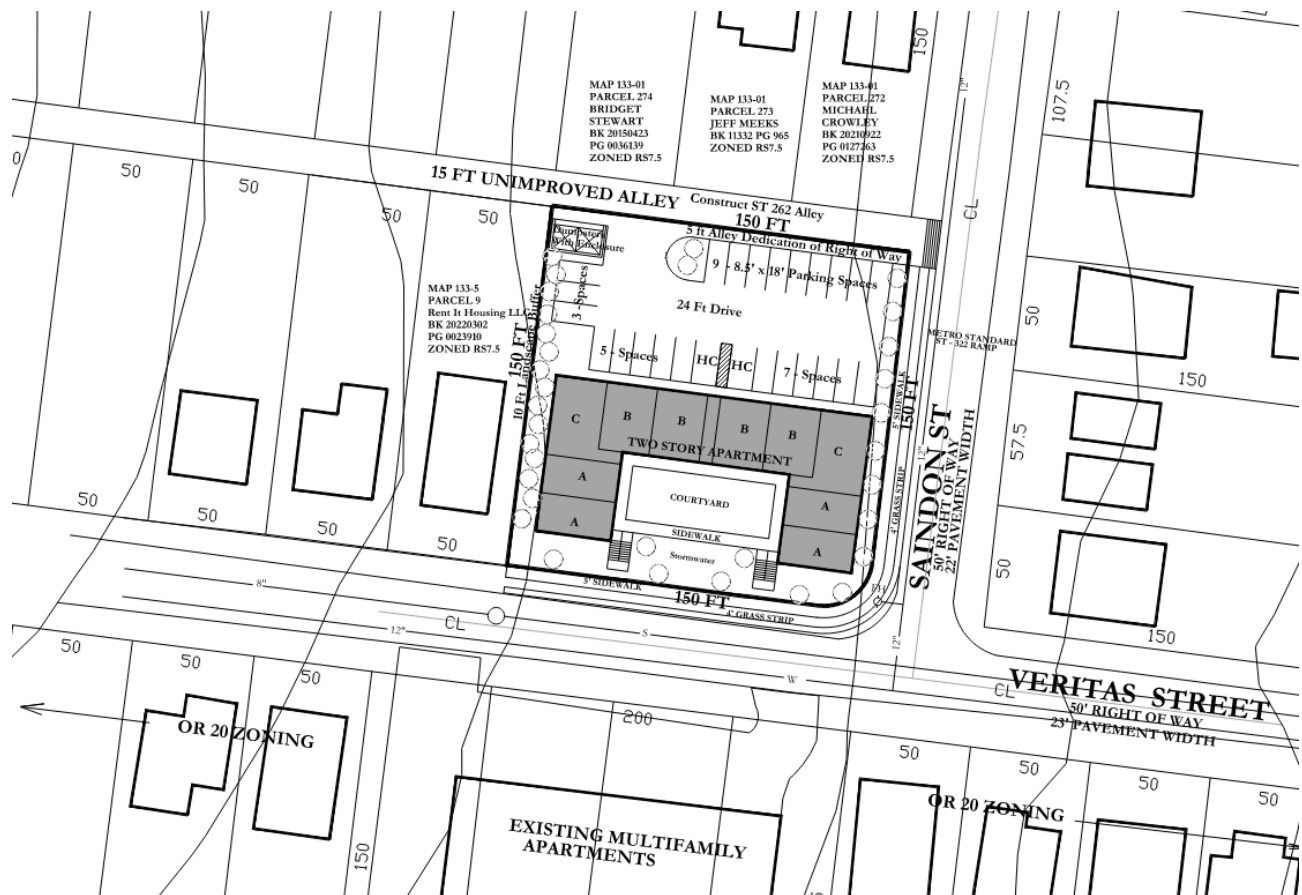
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building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

### SITE CONTEXT AND PLAN DETAILS

The site is located at the northwestern corner of Veritas Street and Saindon Street. Currently, the 0.52-acre site contains two single-family homes and vacant residential land on three lots. To the west, north, and east, single- and two-family uses exist, zoned Single-Family Residential (RS7.5). An older multi-family residential building exists across Veritas Street to the south, along with one- and two-family residential uses, zoned Office/Residential (OR20). The area is located within the Urban Zoning Overlay (UZO).



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**Proposed site plan**

### Site Plan

The SP is intended to create a multi-family residential development. The plan proposes a two-story stacked flats building housing 20 one-bedroom units. The building partially encloses an inner courtyard area that opens toward Veritas Street. Setbacks of 15 feet are established from Veritas Street and 10 feet from Saindon Street (these setbacks are measured from the existing property lines; no dedications are required as adequate right-of-way (ROW) width exists per the standard local street cross section (ST-252) for both streets), with a minimum side setback of ten feet and a minimum rear setback of 20 feet. Staff has included a condition of approval that requires pedestrian entries to the ground level units along the public streets.

Stair access to the second-floor level is shown extending past the front façade plane along Veritas Street, but it is a condition of approval that these stairways be removed, relocated to the rear of the building, or relocated behind the front façade. Parking is located to the rear of the building and is accessed from the alley, which will be improved with this development. A stormwater feature lies in front of the structure between it and its frontage along Veritas Street and is an opportunity for plantings that could act as a visual amenity or screening to the courtyard beyond.

Major and Collector Street Plan (MCSP) improvements per NDOT's local street specifications are provided along both frontages. A ten-foot landscape buffer is identified along the western property



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line, narrowing towards the northern property line. The dumpsters are located at the northwestern corner and are identified within enclosures. Staff has included conditions related to landscaping and screening along the western boundary. A note indicates that parking will be per Code, which sets a maximum parking count of 20 spaces for this development based on the Urban Zoning Overlay (UZO) maximums; since 25 spaces are shown on the plan, staff has included a condition that any additional parking spaces provided above the UZO maximum be removed on the corrected copy.

### **SOUTH NASHVILLE COMMUNITY PLAN**

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

### **ANALYSIS**

The neighborhood currently contains detached single-family homes and duplexes to the west, north, and east. To the south, across Veritas Street, multi-family residential, office, and other non-residential uses are present. This area to the south is within Transition policy, and it acts as a buffer to the industrial area directly south of it.

The site itself is in the T4 Urban Neighborhood Maintenance (T4 NM) policy. The proposed plan meets many of the goals of the T4 NM policy, such as maintaining urban neighborhoods as characterized by their moderate- to high-density residential development pattern, building form/types, setbacks, and building rhythm along the street. Though denser than the immediate area to the north, west, and east, the proposed stacked flats building is limited to two stories tall, with minimal parking provided when considering the unit count. The units are proposed to be one-bedroom, with a correspondingly small footprint, making the density less impactful. Setbacks are similar to those of the surrounding single-family homes, and because the courtyard opens up toward Veritas Street, the massing of the building is broken up along the street. The multi-family residential building form is mirrored across the street by a multi-family residential building that has been in the neighborhood since 1975.

Though this area is primarily developed with a single-family residential pattern, T4 NM policy mentions that some change will occur over time, usually when buildings are demolished (as in this case). The built form is unobtrusive per the height guidance of the policy, which allows for one to three stories generally. No parking is being proposed between the buildings and the street per the policy guidance. Parking is provided behind the building and is accessed from a rear alley which is currently unimproved. As conditioned by staff, the alley would be improved along the entire northern boundary. Improving the alley along the frontage of this site will establish the start of an improved alley network where it intersects with Saindon Street, creating opportunities for an urban pattern with rear alley access.

The proposed SP allows an appropriately intense residential development that achieves the intent of the policy area. The site features a unique confluence of factors: it is across the street from a stacked



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flats building; it is a larger property assemblage than many of the single-family lots nearby; and it is at an intersection with an alley that is to be improved. The SP includes design standards that are intended to provide for development that will appropriately infill the neighborhood at this unique location. Policy goals met include improving housing choice while not disturbing the overall scale and feel of the existing neighborhood, providing sidewalks, providing open space, and activating streets with pedestrian entryways.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

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

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

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

### **NASHVILLE DOT ROADS RECOMMENDATION**

#### **Approved with conditions**

- Final constructions plans shall comply with the design regulations established by NDOT.
- Final design and improvements may vary based on actual field conditions.
- Any proposed roadway half-sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT detail standards.
- There shall be no vertical obstructions in new public sidewalks. Relocate existing utilities as necessary for new sidewalks.
- Provide corner ped ADA ramps and stop control at access.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water Services for waste disposal requirement (solidwastereview@nashville.gov).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility and/or road widening work in public ROW. Extents to be coordinated in field with NDOT inspector.



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- Frontages along ROW shall meet NDOT standard half-section per ST-252 (22 ft. minimum pavement required) and full width, per ST-263 standard along the public alley frontage, to better accommodate 2-way traffic. Provide new alley ramp. Dedicate ROW to meet half-section and alley improvement requirements.

### NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

#### Approved with conditions

- Access for this development is to come from the alley. Coordinate with NDOT Roads on any necessary alleyway improvements.
- The MCSP shall be provided along the frontages of Veritas St & Saindon St (i.e. ST-252).
- Install pedestrian ramp with ADA warning mat at the NW corner of Veritas St and Saindon St.
- Parking shall be shown per Metro Code UZO requirements, 20 spaces maximum.
- The applicant's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.51	5.80 F	3 U	41	7	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
Multi-Family Residential (221)	-	-	20 U	107	7	10

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+66	0	+7

### METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed SP district: 3 Elementary 1 Middle 2 High**

The proposed SP zoning district is expected to generate six more students than what is typically generated under the existing RS7.5 zoning district. Students would attend Glencliff Elementary School, Wright Middle School, and Glencliff High School. Glencliff Elementary school is identified as being at capacity, Wright Middle School is identified as being under capacity, and Glencliff High



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School is 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 20 multi-family residential units. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited.
2. On the corrected copy, remove exterior stairways or relocate to the rear of the building or behind the front façade of the building.
3. On the corrected copy, change all references to fallback zoning to “RM40-NS.”
4. On the corrected copy, remove any parking spaces that are in excess of the Urban Zoning Overlay (UZO) maximum and adjust required parking data to reflect.
5. On the corrected copy, pedestrian connectivity shall be identified from the surface parking area to the rear units and courtyard-facing units.
6. Along the western property line, a combination of Type B landscape buffer for a portion of the property and a masonry wall for a portion of the property is required. A type B landscape buffer is required along the property line from the rear wall of the building to the street. From the rear wall of the building to the rear property line, a 6-foot opaque masonry wall shall be constructed. No landscaping is required for the portion of the property with the masonry wall. Any required buffer or wall is separate from the required dumpster screening, which shall meet Code requirements. The final site plan shall illustrate these details and modifications to the buffer type and location may be made with consultation by staff.
7. On the corrected copy, provide pedestrian entries from the public sidewalk to the front of all street-facing facades.
8. 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.
9. With the final site plan, the location and screening details of all dumpsters and mechanical equipment to be provided and reviewed by staff.
10. Vehicular access shall be limited to the rear alley only.
11. Additional areas of right-of-way needed to meet the required alley right-of-way width shall be dedicated with alley improvements along the entire rear property line.
12. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
13. No master permit/HPR shall be recorded prior to final SP approval.
14. Final plat may be required prior to permitting.
15. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
16. The final site plan shall label all internal driveways as “Private Driveways.” A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.



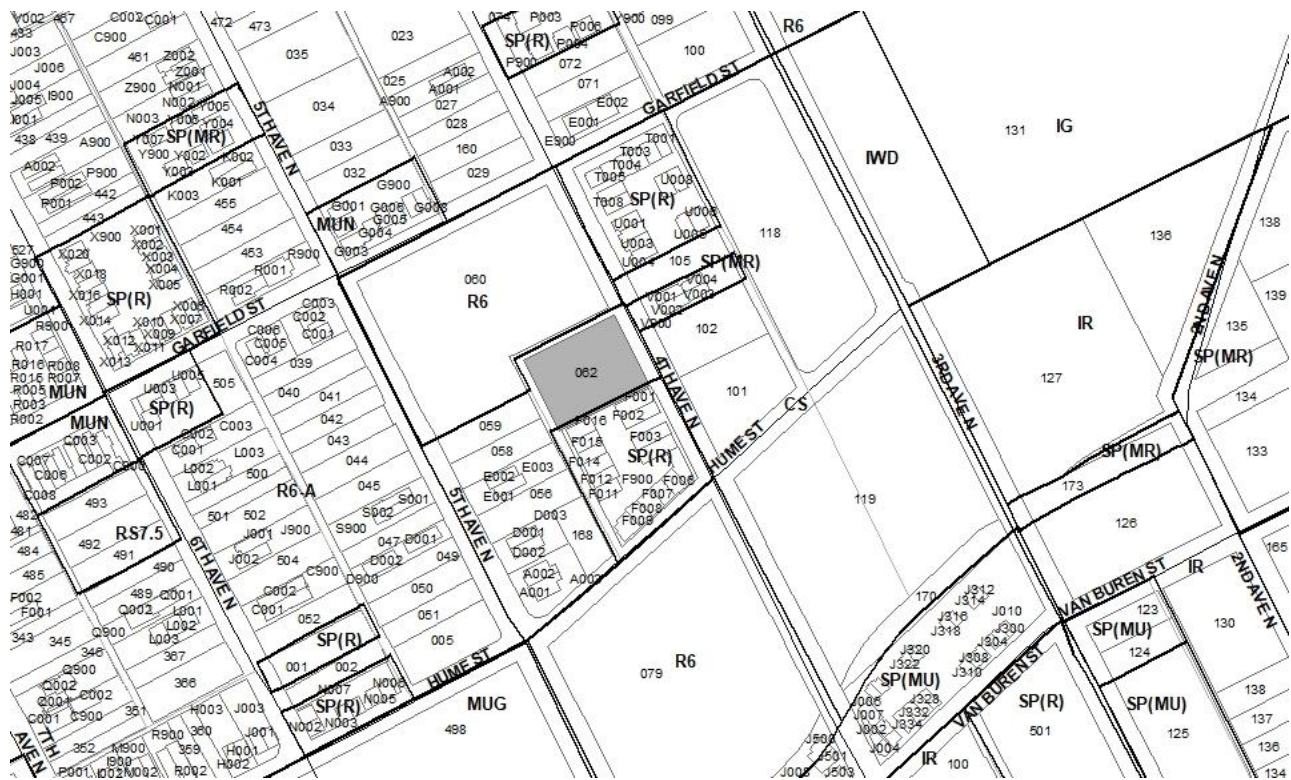


## **Metro Planning Commission Meeting of 03/13/2025**

17. 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.
18. Comply with all conditions and requirements of Metro reviewing agencies.
19. 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 RM40-NS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
20. 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.
21. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



## Metro Planning Commission Meeting of 03/13/2025



**2024SP-060-001**

1609 4<sup>th</sup> AVE. N.

Map 082-05, Parcel(s) 062

08, North Nashville

19 (Jacob Kupin)



## Metro Planning Commission Meeting of 03/13/2025

**Item #4****Project Name****Council District****School District****Requested by****Specific Plan 2024SP-060-001****1609 4<sup>th</sup> Ave. N.**

19 – Kupin

05 – Buggs

Catalyst Design Group, applicant; M &amp; J Partnership, owner.

**Deferrals**

This item was deferred at the December 12, 2024, January 9, 2025, and February 13, 2025, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**

Schenk

**Staff Recommendation**

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

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**APPLICANT REQUEST****Preliminary SP to permit 21 multi-family residential units.**Preliminary SP

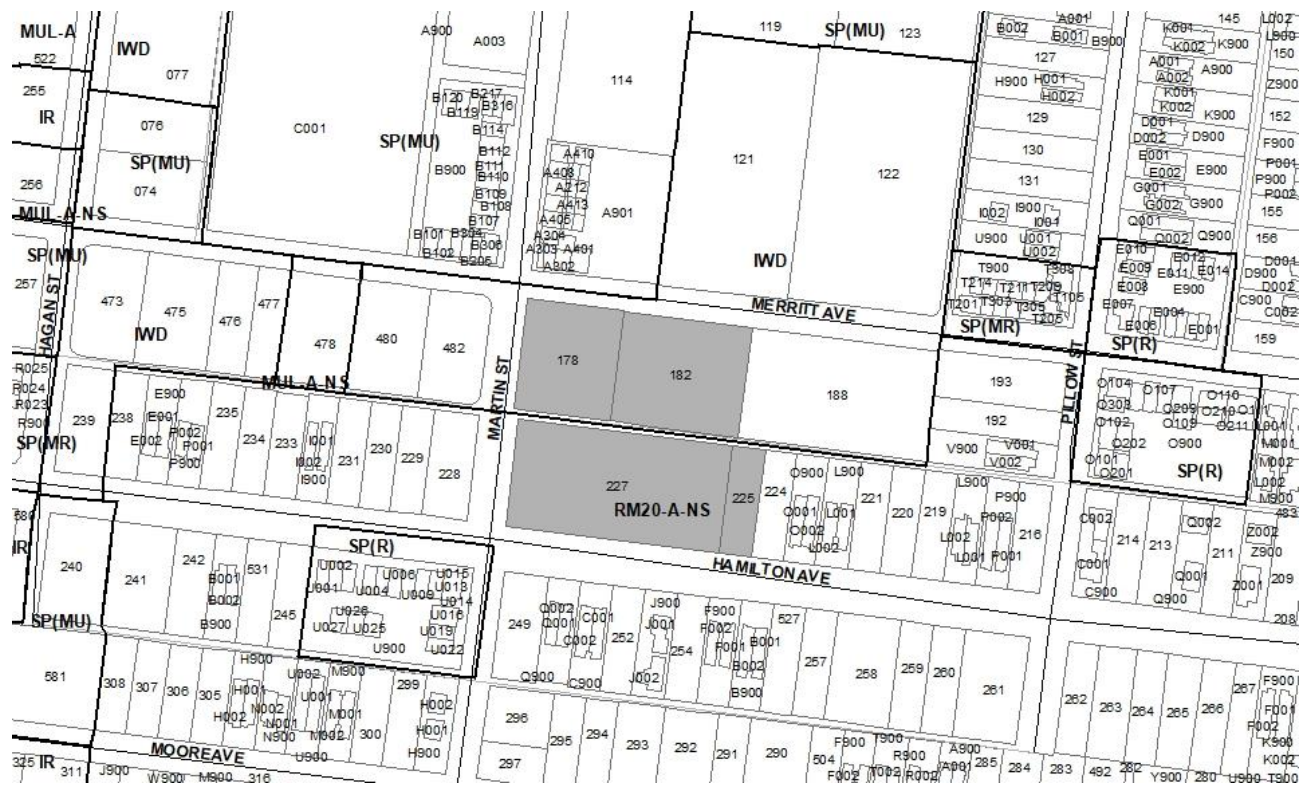
A request to rezone from One and Two-Family Residential Alternative (R6-A) to Specific Plan (SP) zoning for property located at 1609 4th Avenue North, approximately 182 feet north of Hume Street, (0.53 acres), to permit 21 multi-family residential units.

**STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 03/13/2025



**2025SP-005-001**

**MARTIN & MERRITT**

Map 105-07, Parcel(s) 178, 182, 225, 227

11, South Nashville

17 (Terry Vo)



## Metro Planning Commission Meeting of 03/13/2025

**Item #5****Project Name****Council District****School District****Requested by****Specific Plan 2025SP-005-001****Martin & Merritt**

17 – Vo

05 – Fayne

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

**Deferrals**

This item was deferred at the February 13, 2025, and February 27, 2025, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**

Schenk

**Staff Recommendation**

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

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

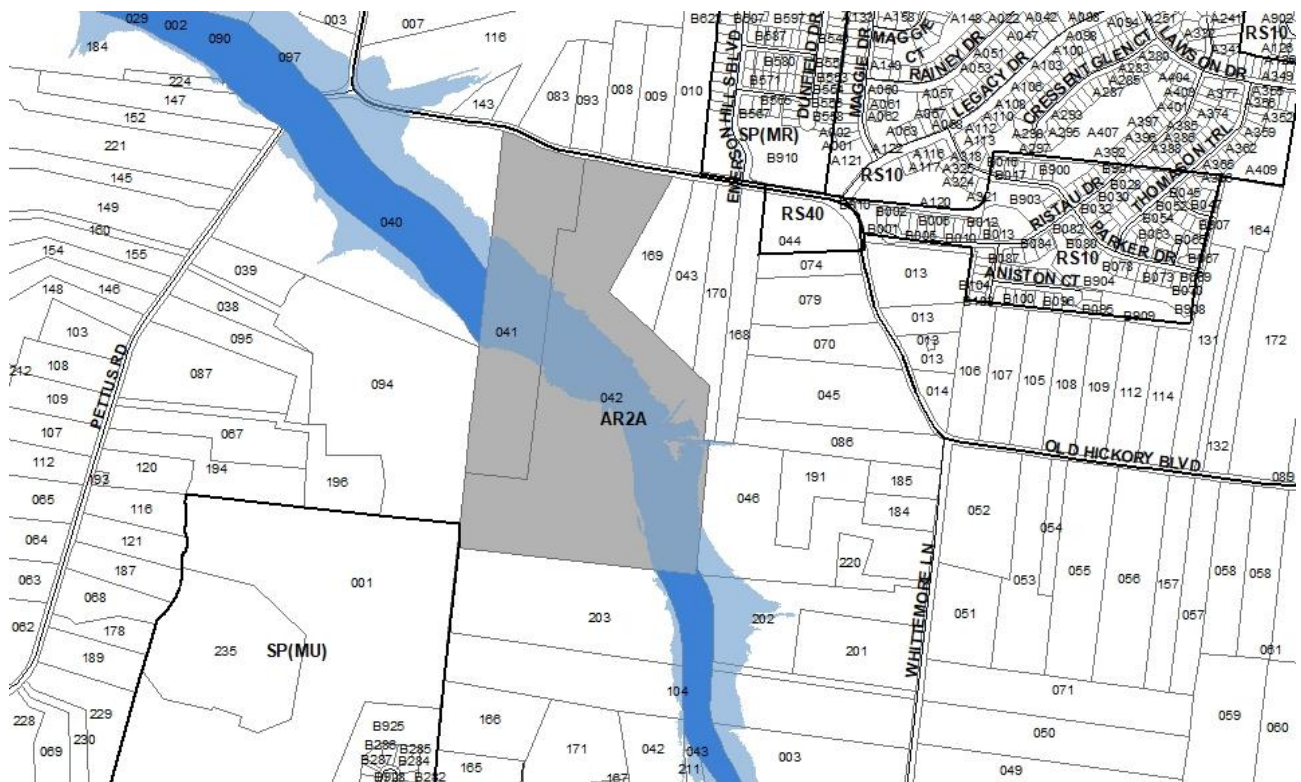
A request to rezone from Industrial Warehousing/Distribution (IWD) and Multi-Family Residential-Alternative-No STRP (RM20-A-NS) to Specific Plan (SP) zoning for properties located at 525 Merritt Avenue, 1300 and 1312 Martin Street, and 548 Hamilton Avenue, at the northeastern corner of Martin Street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

**STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 03/13/2025



### 2025SP-007-001

13905 OLD HICKORY BOULEVARD

Map 182, Parcel(s) 041-042

12, Southeast

31 (John Rutherford)





## Metro Planning Commission Meeting of 03/13/2025

**Item #6****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 Pence, et al., owners.

**Deferrals**

This item was deferred at the January 9, 2025, and February 27, 2025, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**

Schenk

**Staff Recommendation**

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

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

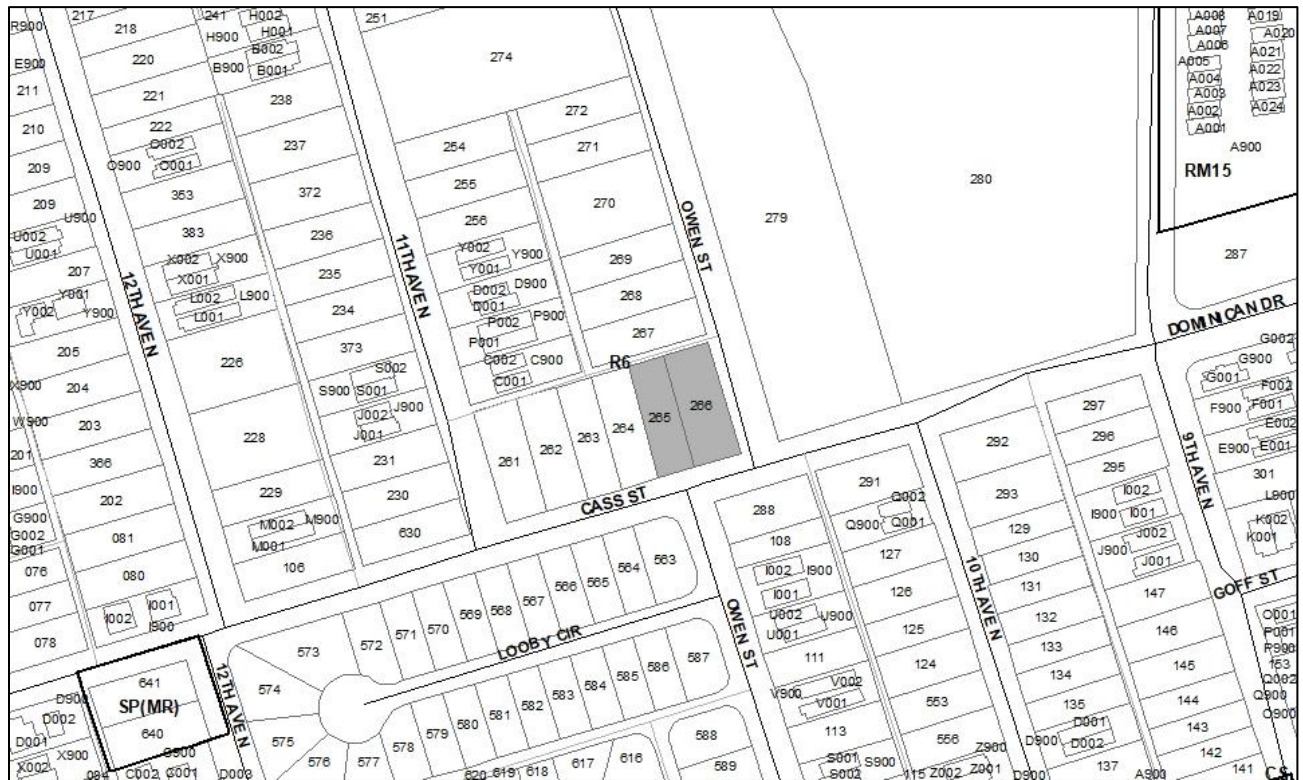
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for properties located at 13905 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), approximately 1,440 feet west of Whittemore Lane (66.72 acres), to permit 381 multi-family residential units.

**STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 03/13/2025



**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 03/13/2025

**Item #7****Project Name****Council District****School District****Requested by****Specific Plan 2025SP-009-001****1004 & 1104 Cass Street**

02 – Toombs

05 – Buggs

Dale &amp; Associates, applicant; Ludie Lou Holdings, LLC and Charles Carney, owners.

**Deferrals**

This request was deferred at the February 27, 2025, Planning Commission meeting. No public hearing was held.

**Staff Reviewer**

Comme

**Staff Recommendation**

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

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

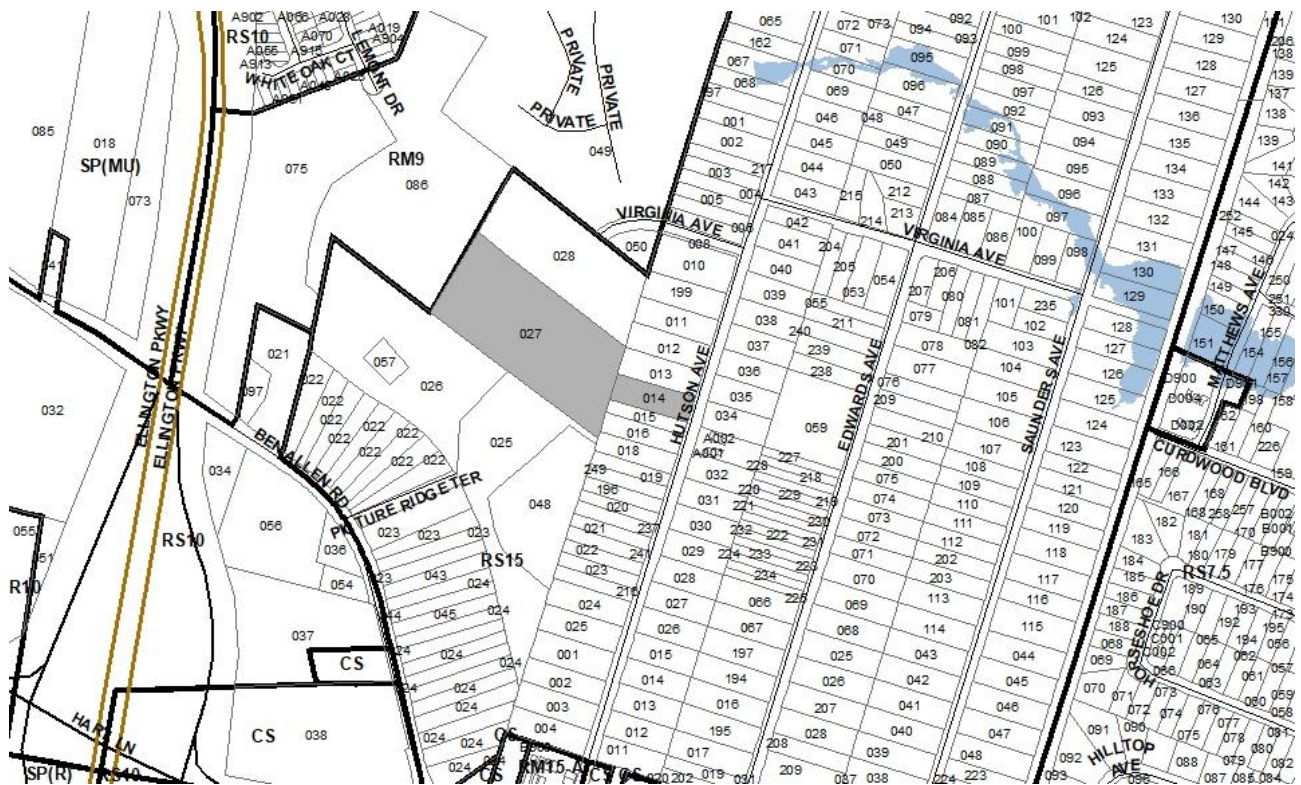
A request to rezone from One and Two-Family Residential (R6) to Specific Plan (SP) zoning for properties located at 1004 and 1104 Cass Street, at the northwest corner of Cass Street and Owen Street, (0.38 acres), to permit ten multi-family residential units.

**STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 03/13/2025



**2022S-220-001**

3862 HUTSON AVENUE

Map 061, Parcel(s) 27

Map 061-10, Parcel(s) 14

05, East Nashville

05 (Sean Parker)



## Metro Planning Commission Meeting of 03/13/2025

<b>Item #8</b>	<b>Concept Plan 2022S-220-001</b>
<b>Project Name</b>	<b>3862 Hutson Avenue</b>
<b>Council District</b>	05 – Parker
<b>School District</b>	01 – Taylor
<b>Requested by</b>	615 Design Group, applicant; 3862 Hutson, LLC, owner.

**Deferrals** This item was deferred at the November 14, 2024, December 12, 2024, January 9, 2025, February 13, 2025, and February 27, 2025, Planning Commission meetings. No public hearing was held.

<b>Staff Reviewer</b>	Shane
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

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### APPLICANT REQUEST

**Concept plan approval to permit 13 residential cluster lots.**

#### Concept Plan

A request for concept plan approval to create 13 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).

### SITE DATA AND CONTEXT

**Location:** The site is located along the western side of Hutson Avenue, midblock between Maplewood Lane on the north and Hart Lane on the south.

**Street Type:** The site has frontage on Hutson Avenue, a local street.

**Approximate Acreage:** The proposed area for subdivision is approximately 6.32 acres or 275,495 square feet.

**Parcel/Site History:** This site consists of one lot that was platted in 1925 and a 5.5-acre parcel to its rear that was created by deed in 1948.

**Zoning History:** The property is zoned RS15, and this zoning has existed since 1998.

**Existing Land Use and Configuration:** The site currently contains one single-family residential unit.

#### **Surrounding Land Use/Zoning:**

North: Vacant (northwest) and Single-Family Residential (northeast)/RS15

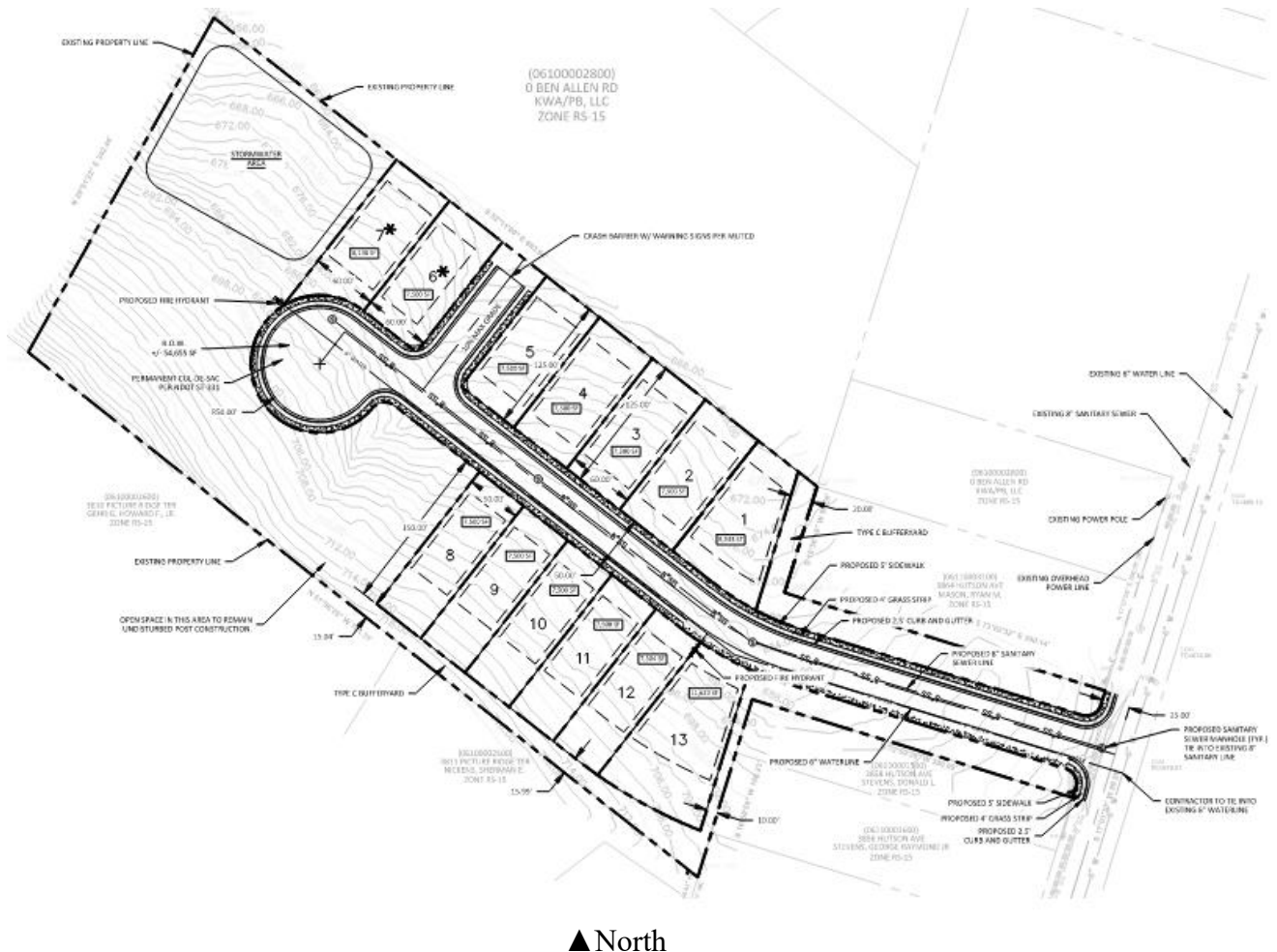
South: Single-Family Residential/RS15

East: Single-Family Residential and One- and Two-Family Residential/RS15

West: Multi-Family Residential/RM9 (PUD)



## Metro Planning Commission Meeting of 03/13/2025



▲ North

### Proposed Concept Plan

#### Zoning: Single-Family Residential (RS15)

- Min. lot size: 15,000 square feet
- Min. street setback: 30'
- Min. rear setback: 20'
- Min. side setback: 10'
- Max. building coverage: 0.35
- Max. height: 3 stories

### PROPOSAL DETAILS

This proposal is for subdivision development under existing zoning entitlements. No rezoning is proposed with this application. This proposal utilizes the by-right Cluster Lot Option standards previously found in Section 17.12.090 of the Metro Zoning Code. The Zoning Code was amended in 2022 to replace the Cluster Lot Option with Conservation Subdivision standards; however, because this application was filed prior to the Zoning Code amendment, the Cluster Lot Option is still applicable for this proposal.



## Metro Planning Commission Meeting of 03/13/2025

**Number of Lots:** 13 single-family residential cluster lots

**Lot Sizes:** Lot sizes range from 7,500 square feet (0.17 acres) to 11,623 square feet (0.27 acres).

**Access:** The site would be accessed via a proposed public street that connects to Hutson Avenue and terminates into a cul-de-sac near the western property boundary. An additional public street for future access connecting to undeveloped property to the north is also shown on the plan.

**Open Space:** 2.70 acres (117,475 square feet) of open space proposed, including areas for stormwater treatment.

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

### CLUSTER LOT OPTION

#### Plan Requirements (Section 17.12.090.A)

The concept plan proposes clustering 13 residential lots. The layout of all lots and common areas are included on the plan. The concept plan indicates the alternative lot sizes to be employed (minimum 7,500 square feet) and describes the land areas required to satisfy open space requirements.

#### Minimum Area Required to Be Eligible (Section 17.12.090.B)

The minimum lot area within the cluster lot subdivision shall be no less than ten times the minimum lot area for the base zoning district. The site is zoned RS15, which has a minimum lot area of 15,000 square feet. Therefore, the minimum area for a cluster lot subdivision in the RS15 zoning district is 150,000 square feet. The site contains approximately 275,495 square feet, satisfying the minimum area requirement for cluster lot eligibility.

#### Maximum Lot Yield (Section 17.12.090.E)

The Cluster Lot Option includes specific standards for calculation of maximum lot yield within a cluster lot subdivision to ensure that the maximum number of lots does not exceed what is permitted by the base zoning district. The Zoning Code specifies that lot yield shall be based on the gross acreage of the site, minus 15 percent of gross site area, which is reserved for streets. The remaining 85 percent of the gross site area is then divided by the minimum lot area for the base zoning district. The gross area of this site is approximately 6.32 acres or 275,495 square feet. The minimum lot size of the existing zoning district, RS15, is 15,000 square feet. The plan proposes 13 lots, less than the maximum lot yield.

- $275,495 \text{ sq. ft.} \times 0.15 = 41,324 \text{ sq. ft.}$  (15% of the gross area reserved for streets)
- $275,495 \text{ sq. ft.} - 41,324 \text{ sq. ft.} = 234,171 \text{ sq. ft.}$  (85% remaining for lot yield)
- $234,171 \text{ sq. ft.} / 15,000 \text{ sq. ft.} = 15 \text{ lots}$

#### Open Space Requirements (Section 17.12.090.D)

A minimum of 15 percent of the gross land area of each phase is required to be provided as open space in a cluster lot subdivision. The proposed subdivision has only one phase, which includes 2.70 acres or 42 percent of the total site area designated as open space. Because the proposed



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subdivision includes fewer than 25 residential lots, recreational facilities are not required. The proposed passive open space satisfies the open space requirement.

### **Alternative Lot Sizes (Section 17.12.090.C)**

Lots within a cluster lot subdivision may be reduced in area the equivalent of two smaller base zoning districts. The subject property is zoned RS15. A reduction of two base zoning districts would require minimum lot area to meet the RS7.5 requirement of 7,500-square foot lots. All lots in the proposed subdivision satisfy the lot area requirement.

Perimeter lots oriented to an existing street are required to have at least 90 percent of the minimum lot area of the actual base zoning of the property. No perimeter lots oriented to an existing street are proposed in this subdivision.

Minimum lot area for perimeter lots not oriented to an existing street are dependent upon the abutting residential zoning district. Perimeter lots abutting a conventional R/R-A or RS/RS-A subdivision may be reduced the equivalent of one zoning district (RS15 to RS10) with the installation of a Standard B landscape buffer yard located within common open space. Perimeter lots abutting a conventional subdivision may be reduced the equivalent of two zoning districts (RS15 to RS7.5) with the installation of a Standard C landscape buffer yard within common open space. The proposed concept plan shows a Type C landscape buffer along the southeastern boundary adjacent to Lot 1, which abuts an RS15-zoned subdivision. A buffer is also proposed behind lots along the southwestern boundary of the site that does not abut a conventional subdivision. Lot 13, which is 11,623 square feet in size and is only reduced the equivalent of one zoning district (RS15 to RS10) will require a Standard B landscape buffer yard along its southeastern border with the adjacent RS15-zoned subdivision. It is a condition of approval that this be shown on the corrected copy of the concept plan.

### **Hillside Development Standards (Section 17.12.090.F / Section 17.28.030)**

In general, lots created under the cluster lot option shall be clustered on those portions of the site that have natural slopes of less than 20 percent grade. Areas with natural slopes of 25 percent or greater shall be placed outside of building envelopes and preserved to the greatest extent possible. The concept plan identifies two lots (Lots 6 and 7) as critical lots; each of these includes slopes of 20 percent or greater on a small portion of the lot (Lot 8 also features a small area with slopes of 20 percent or greater but is not marked as a critical lot; it is a condition of approval that this designation be added to the plan). The majority of slopes greater than 25% are within open space located in the northwestern corner of the site.

All lots featuring slopes greater than 20 percent are critical lots (lots 6, 7, and 8). Lot 6 also features slopes of 25 percent or greater. The slopes on Lot 6 fall away from the street, and so the building envelope is required to be placed outside of the areas of 25% or greater slope per Section 17.28.030.A.1.d. As drawn, the lot and building envelope meet these requirements.

### **Recreational Facilities (Section 17.12.090.G)**

Recreational facilities are not required for the proposed subdivision, which includes only 13 residential lots. The concept plan includes 2.70 acres of passive open space.



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### **APPLICABLE SUBDIVISION REGULATIONS**

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

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

### **SUBDIVISION REGULATIONS – CHAPTER 3**

#### **3-1 General Requirements**

Staff finds that all standards are met.

#### **3-2 Monument Requirements**

Does not apply to concept plans. Monuments will be placed on property corners or referenced to property lines consistent with the requirements of the subdivision regulations. Monuments will be shown on the final plat and set after final plat approval.

#### **3-3 Suitability of the Land**

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

The property includes areas with slopes greater than 20 percent with some exceeding 25 percent. Lots with slopes of 20 percent or greater (Lots 6, 7, and 8) are designated as critical lots (it is a condition of approval that Lot 8 be designated a critical lot). The 25 percent or greater slopes are mostly located near the western corner of the property, outside of the proposed lots. Lot 6 does include some areas of 25 percent or greater slopes, however. The Hillside Development Standards of the Zoning Code regulate building envelopes for such lots based on how the slope lies relative to the roadway. The building envelope for Lot 6 has



## **Metro Planning Commission Meeting of 03/13/2025**

been drawn to exclude areas of 25 percent or greater slope because the slopes fall away from the proposed road.

### **3-4 Lot Requirements**

All proposed lots comply with the minimum lot size of the zoning code pursuant to the Cluster Lot Option. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of the RS7.5 zoning district 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.

Not applicable. No lots are proposed with frontage on an existing street.

### **3-6 Blocks**

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

### **3-7 Improvements**

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

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

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

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

The application proposes a new local street perpendicular to and drawing access from Hutson Avenue. This new road ends in a cul-de-sac because of existing development to the west and the presence of sensitive features that may limit any road extension to the west. A street stub is shown extending to the northeastern property line from this new proposed street. Public street requirements are reviewed by Nashville DOT. Metro Fire and NDOT have reviewed the concept plan and found it to be in compliance with the standards of this section subject to several conditions. Those conditions are listed in the recommendations from all agencies section below.

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

The application proposes two local streets with right-of-way widths of 50 feet per NDOT requirements. Rights-of-way and easements for this project will be dedicated with the final plat.





## **Metro Planning Commission Meeting of 03/13/2025**

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

This section is applicable at the time of construction, which for this proposed subdivision, will occur only after a final development plan and construction drawings have been reviewed and approved by all reviewing agencies.

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

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

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

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

### **3-14 Drainage and Storm Sewers**

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

### **3-15 Public Water Facilities**

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

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

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

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

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

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

### **PLANNING STAFF COMMENTS**

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

### **POLICY CONSIDERATIONS**

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

The Community Character Manual (CCM) policies applied to the site are Suburban Neighborhood Evolving (T3 NE) and Suburban Neighborhood Maintenance (T3 NM). T3 NE areas within the



## **Metro Planning Commission Meeting of 03/13/2025**

suburban transect are intended to provide greater housing choice and improved connectivity. The policy supports vehicular connectivity with new development. 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. The proposed subdivision maintains the residential land use, meets the minimum standards of the zoning district, and has frontage along a new proposed local street.

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

#### **FIRE MARSHAL RECOMMENDATION**

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

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

#### **STORMWATER RECOMMENDATION**

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

- Must comply with all regulations in the Stormwater Management Manual at the time of final submittal.

#### **NASHVILLE DOT ROADS RECOMMENDATION**

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

- The developer's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

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

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

- Ensure final designs follow the codes and requirements of all metro agencies with building permit submittal.

#### **WATER SERVICES RECOMMENDATION**

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

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

#### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.



## **Metro Planning Commission Meeting of 03/13/2025**

### **CONDITIONS**

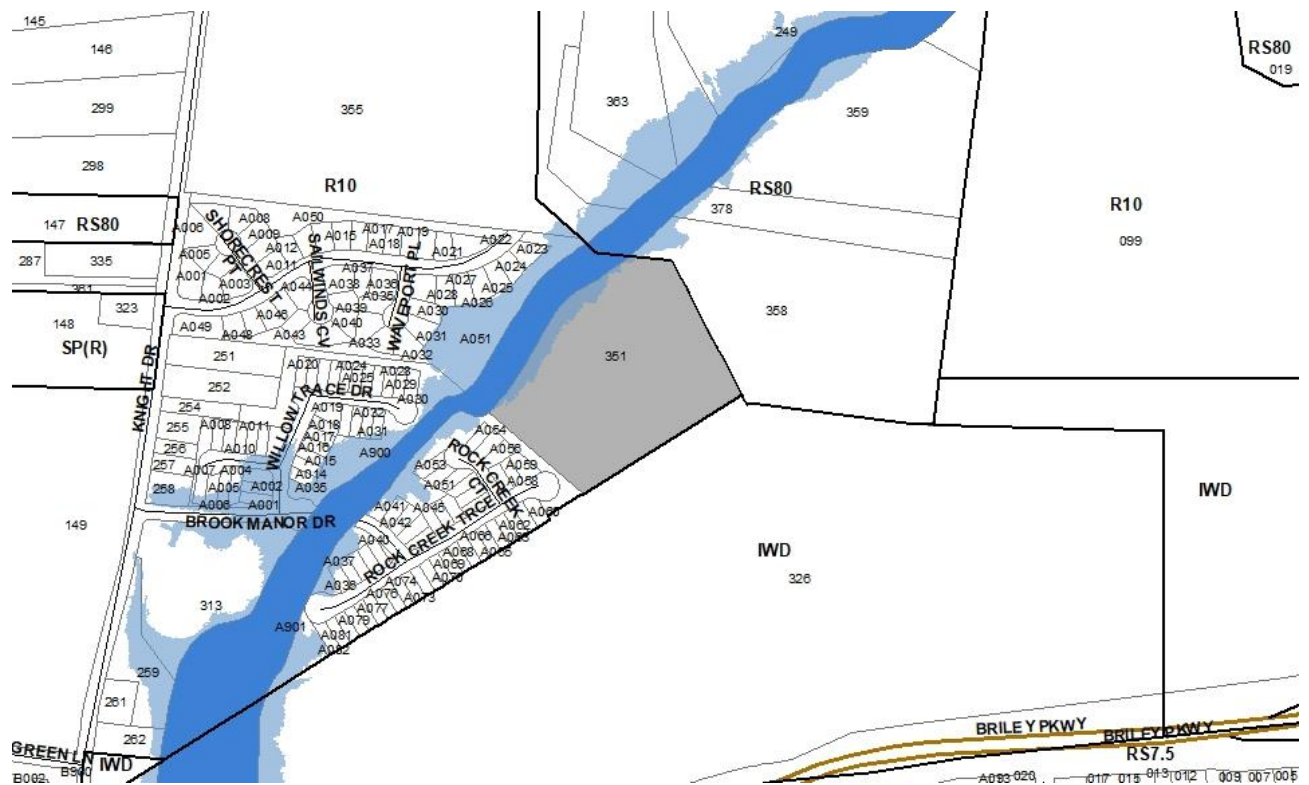
1. The final site plan shall include buffer yards consistent with the provisions of the Cluster Lot Option, Section 17.12.090 of the Metro Zoning Code. Existing tree canopy that is retained within the required buffer areas may count towards buffer requirements.
2. On the corrected copy, remove the setback information from the Site Data Table and the remove the building envelopes from all lots except Lot 6. On Lot 6, include setbacks where the required building envelope has been identified.
3. On the corrected copy, show a Standard B landscape buffer yard along the eastern edge of Lot 13.
4. On the corrected copy, identify Lot 8 as a critical lot.
5. On the corrected copy, remove the note about undisturbed area post construction.
6. On the corrected copy, label the zoning of the adjacent parcel to the northwest as "PUD-RM9."
7. Pursuant to 2-2.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.
8. Pursuant to 2-2.5.f of the Metro Subdivision Regulations, the approval of a concept plan shall be effective for four years from the date of Planning Commission approval to the recording of the final plat or a phase of the plat as described in Section 2-2.5.g.

### **RECOMMENDED ACTION**

Motion to approve with conditions proposed subdivision Case No. 2022S-220-001 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



## Metro Planning Commission Meeting of 03/13/2025



**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 03/13/2025

**Item #9****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, December 12, 2024, February 13, 2025, and February 27, 2025, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**

Konigstein

**Staff Recommendation**

*Defer to the May 8, 2025, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Request for concept plan approval to create 33 lots.**

Concept Plan

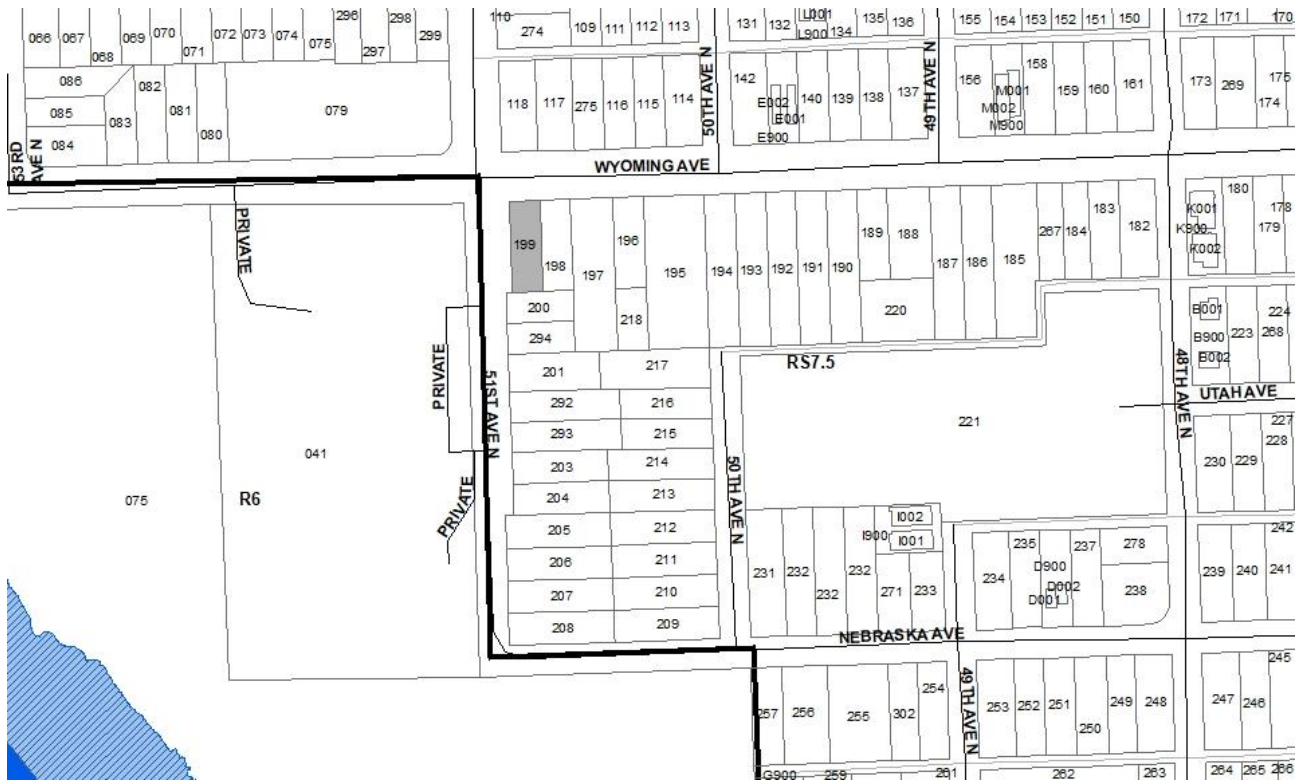
A request for concept plan approval to create 33 lots utilizing conservation development standards on property located at Knight Drive (unnumbered), at the current terminus of Rock Creek Trace, zoned One and Two-Family Residential (R10) (9.19 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the May 8, 2025, Planning Commission meeting.



## Metro Planning Commission Meeting of 03/13/2025



**2024Z-069PR-001**

Map 103-03, Parcel(s) 199

07, West Nashville

24 (Brenda Gadd)



## Metro Planning Commission Meeting of 03/13/2025

**Item #10****Council District****School District****Requested by****Zone Change 2024Z-069PR-001**

24 – Gadd

08 – O’Hara Block

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

**Deferrals**

This item was deferred at the August 22, 2024, September 12, 2024, September 26, 2024, October 24, 2024, November 14, 2024, December 12, 2024, January 9, 2025, February 13, 2025, and February 27, Planning Commission meetings. A public hearing was held and closed on August 22, 2024.

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

Konigstein

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

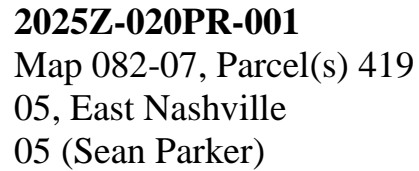
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**APPLICANT REQUEST****Zone change from RS7.5 to R6-A.****Zone Change**

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

**STAFF RECOMMENDATION**

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







## Metro Planning Commission Meeting of 03/13/2025

**Item #11****Council District****School District****Requested by****Zone Change 2025Z-020PR-001**

05 – Parker

01 – Taylor

Pamela Scott, applicant and owner.

**Deferrals**

This item was deferred at the February 27, 2025, Planning Commission meeting. No public hearing was held.

**Staff Reviewer**

Shane

**Staff Recommendation**

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

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

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

**STAFF RECOMMENDATION**

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





## Metro Planning Commission Meeting of 03/13/2025

**Item #12****Project Name****Council District****School District****Requested by****Specific Plan 2007SP-037-003****Forest View (Amendment)**

31 – Rutherford

02 – Elrod

Anderson, Delk, Epps &amp; Associates, applicant; Richland South, LLC and Novella Teague, owners.

**Staff Reviewer**

Schenk

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

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

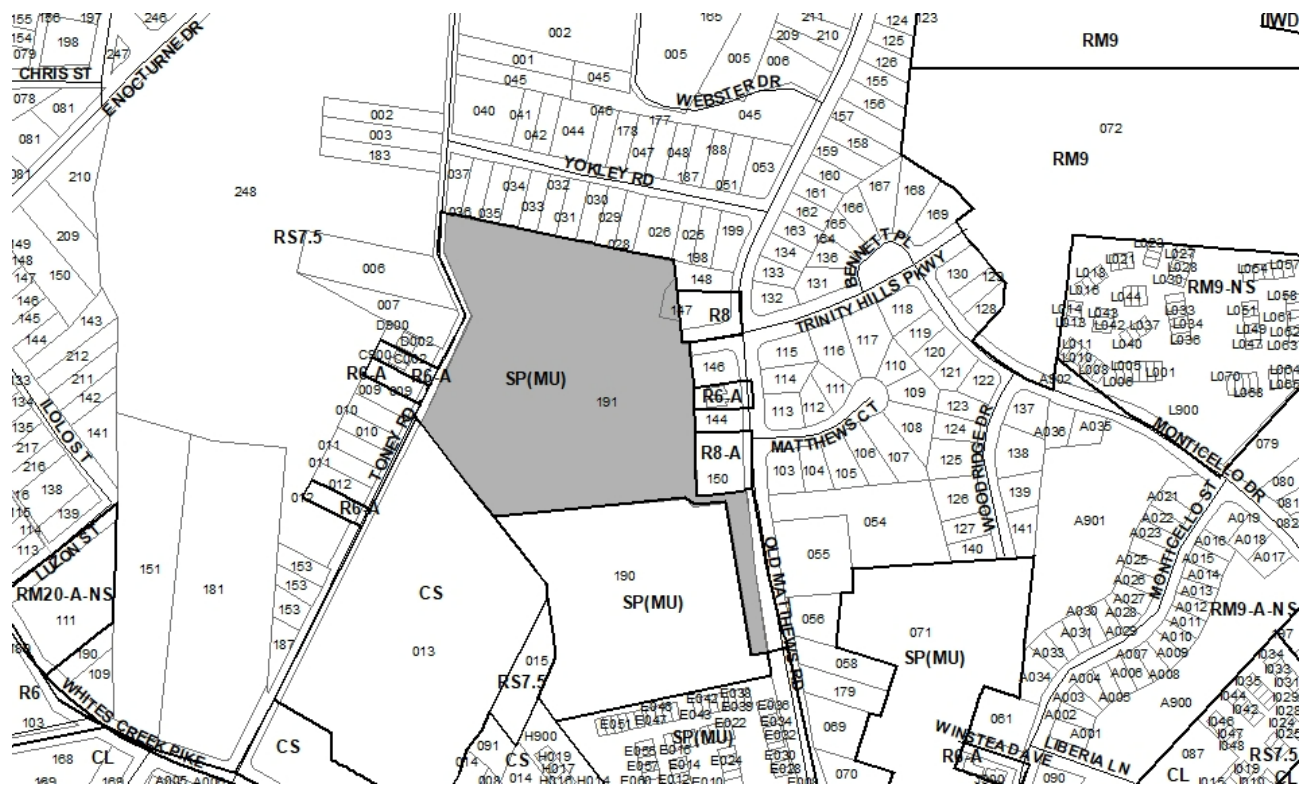
A request to amend a portion of a Specific Plan for property located at Bell Road (unnumbered) and to add properties located at 1456 Bell Road and a portion of property located at Bell Road (unnumbered) to the amended SP, at the eastern and western corners of Bell Road and Harris Hills Lane, zoned Agricultural/Residential (AR2a) and Specific Plan (SP) (22.43 acres), to permit a mixed-use development.

**STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 03/13/2025



**2016SP-043-007**

TRINITY LANE (NORTH LIGHTS BLOCK 3)

Map 071-01, Parcel(s) 147, 191

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyonzte Toombs)



## Metro Planning Commission Meeting of 03/13/2025

### Item #13

#### Project Name

**Specific Plan 2016SP-043-007**

**Trinity Lane (North Lights Block 3)  
(Amendment)**

#### Council District

02 – Toombs

#### School District

01 – Taylor

#### Requested by

Catalyst Design Group, applicant; 4TP Crossing, LLC and Marshall and Diane Carter, owners.

#### Staff Reviewer

Welch

#### Staff Recommendation

*Approve with conditions and disapprove without all conditions.*

---

### APPLICANT REQUEST

**Amend SP to permit 72 multi-family residential units and 10 single-family residential units.**

#### SP Amendment

A request to amend a portion of a Specific Plan on property located at 440 Toney Road and a portion of property located at 2412 Old Matthews Road, approximately 150 feet south of Yokley Road, zoned One and Two-Family Residential (R8) and Specific Plan (SP) (10.48 acres), to rezone a portion from SP to R8 and revise the layout and residential unit count for Block 3 to permit a maximum of 72 multi-family units and 10 single-family lots.

#### **Existing Zoning**

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

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *The approximately 0.08-acre portion that is zoned R8 is part of a 0.27-acre property that is developed with a residential use.*

#### **Proposed Zoning**

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

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





## Metro Planning Commission Meeting of 03/13/2025

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.

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.

### Supplemental Policy

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



Proposed site plan



## **Metro Planning Commission Meeting of 03/13/2025**

### **SITE CONTEXT AND REQUEST DETAILS**

The site is approximately 10.20 acres in size and has frontage along Old Matthews Road to the east and Toney Road to the west. The site is within the Trinity Master Plan SP which was approved by Metro Council in 2016 (BL2016-368). The Trinity Master Plan includes three blocks/phases and permits nonresidential uses and 352 residential units. A portion of the SP (Block 3) was amended by Metro Council in 2023 (BL2023-2034), to revise the layout and residential unit count to permit a maximum of 71 multi-family residential units, comprised of 65 attached units and 6 detached units, and 11 single-family lots.

The proposed amendment would revise the layout and residential unit count for Block 3 to permit one additional multi-family residential unit and one fewer single-family lot, for a maximum of 72 multi-family residential units and 10 single-family lots in Block 3. The amendment also modifies the SP boundary to remove a portion from the rear of a neighboring R8-zoned property located at 2412 Old Matthews Road.

#### **Site Plan**

The amendment is largely consistent with the Block 3 final SP layout that was recently approved (2016SP-043-006), which included 71 multi-family residential units and 10 single-family lots, with the exception of one additional detached multi-family residential unit that is proposed along Toney Road. The amended site data reflects the shift to detached units along Old Matthews Road, the additional detached multi-family residential unit proposed along Toney Road, and the reduction of one single-family lot at the eastern boundary. Multi-family units include 60 attached units and 12 detached units. Detached units are located along Old Matthews Road and at the northwest corner of the development. The 10 single-family lots are located north of the proposed extension to Toney Road. Access for all units is from internal drives from Block 1 and Block 2, Old Matthews Road, and the extension of Toney Road.

### **ANALYSIS**

Staff finds that the proposed amendment is consistent with the T3 NE land use policy and the currently approved plan. The layout includes minimal change to the currently approved single-family lots as it is removing one lot and adding one multifamily unit. Since the plan is consistent with policy, staff recommends approval with conditions and disapproval without all conditions.

### **FIRE MARSHAL RECOMMENDATION**

**Approve**

### **STORMWATER RECOMMENDATION**

**Approve**

### **NASHVILLE DOT RECOMMENDATION**

**Approve with conditions**

- See approved plans from final. Sent to applicant. No other comments on amendment -007

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**



## Metro Planning Commission Meeting of 03/13/2025

- Ensure Private Drive A aligns with Private Drive A from previous phase; sidewalk connection should be continuous/ADA compliant.

### WATER SERVICES RECOMMENDATION

#### Approve

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)	-	-	11 U	136	12	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 (221)	-	-	71 U	385	24	31

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)	-	-	10 U	125	12	11

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	-	-	72 U	391	24	33

Traffic changes between maximum: SP and R8/SP

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

### METRO SCHOOL BOARD REPORT

Projected student generation existing SP district: 20 Elementary 7 Middle 9 High

Projected student generation proposed SP district: 21 Elementary 7 Middle 9 High

The proposed amendment is expected to generate one additional student than the existing SP zoning district. Students would attend Alex Green Elementary School, Brick Church College Prep Middle School, and Whites Creek High School. Alex Green Elementary School is identified as exceedingly over capacity. Brick Church Middle School and Whites Creek High School are both identified as exceedingly under capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.





## Metro Planning Commission Meeting of 03/13/2025

### STAFF RECOMMENDATION

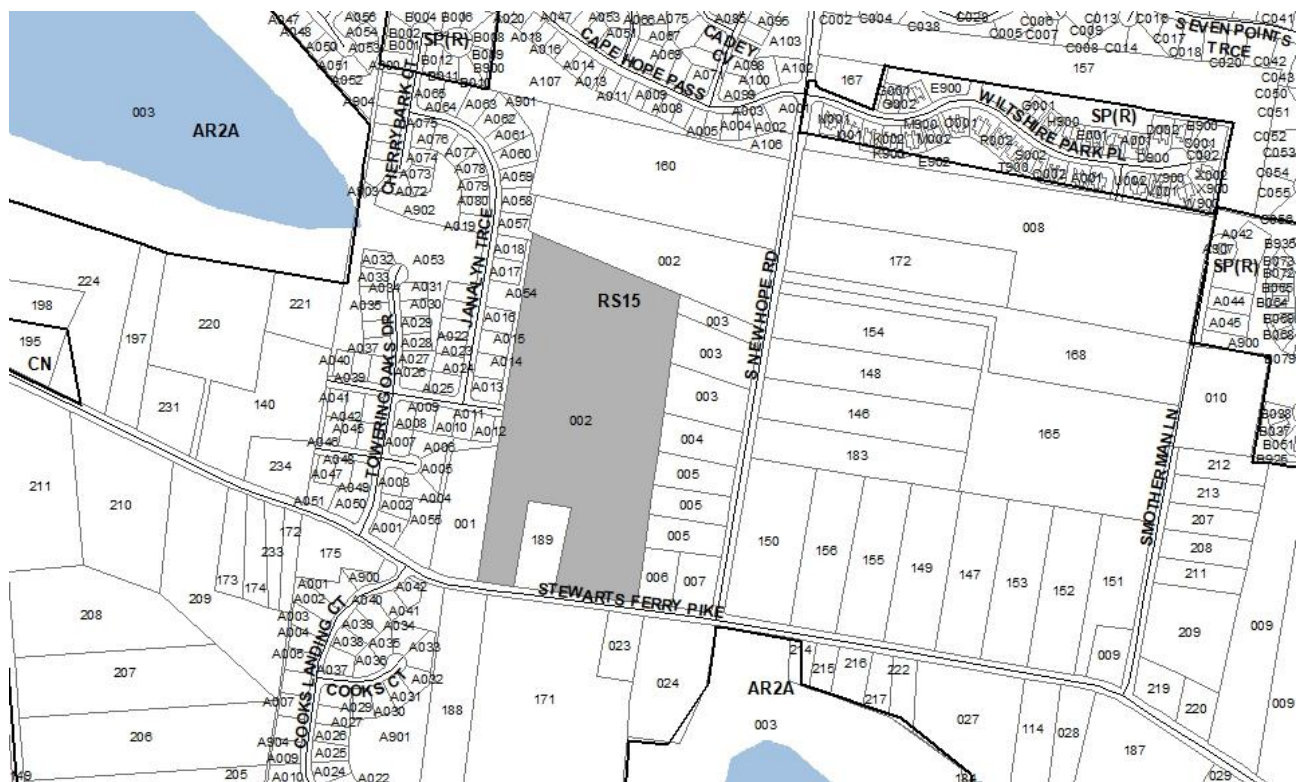
Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses in Block 3 shall be limited to a maximum of 72 multi-family residential units and a maximum of 10 single-family residential lots. Short term rental property, owner occupied and short-term rental property, not-owner occupied shall be prohibited.
2. Prior to issuance of building permits for Block 3, the master permit for the Block 3 final SP shall be updated to reflect the approved final SP plan with the additional multi-family unit (unit #82) as identified on the amended layout. Height of the additional unit shall be consistent with the approved heights of the detached multi-family units along Toney Road.
3. On the corrected copy, add the following language to the end of the Purpose Note: Block 1 and Block 2 have final site plan approval. The maximum unit count for Block 1 and Block 2 is limited to the number of units on each approved final site plan: 60 units in Block 1 and 210 units in Block 2.
4. All applicable requirements per BL2023-2034 shall remain in effect.
5. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
6. Comply with all conditions and requirements of Metro reviewing agencies.
7. 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 for multi-family units and the RS7.5 zoning district for single-family lots as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
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 final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



## Metro Planning Commission Meeting of 03/13/2025



**2025SP-016-001**

**BATSON HOMES-STEWARTS FERRY PIKE**

Map 110, Parcel(s) 002

14, Donelson-Hermitage-Old Hickory

12 (Erin Evans)



## Metro Planning Commission Meeting of 03/13/2025

**Item #14****Project Name****Council District****School District****Requested by****Specific Plan 2025SP-016-001****Batson Homes-Stewarts Ferry Pike**

12 – Evans

04 – Nabaa-McKinney

Crunk Engineering, LLC, applicant; Earl Flynn Et. Ux.,  
Owner**Staff Reviewer**

Schenk

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

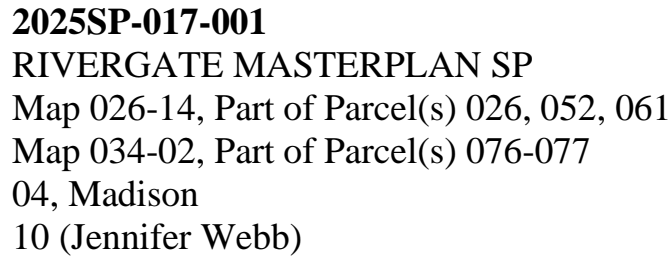
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**APPLICANT REQUEST****Preliminary SP to permit up to 24 two-family lots and 3 single-family lots for a total of 51 residential units.**Preliminary SP

A request to rezone from Single-Family Residential (RS15) to Specific Plan (SP) zoning for property located at 1501 Stewarts Ferry Road, approximately 310 feet west of South New Hope Road, (19.84 acres), to permit 24 two-family lots and three single family residential lots for a total of 51 residential units.

**STAFF RECOMMENDATION**

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





## Metro Planning Commission Meeting of 03/13/2025

### Item #15a

#### Project Name

#### Associated Case

#### Council District

#### School District

#### Requested by

### Specific Plan 2025SP-017-001

#### Rivergate Masterplan SP

38-79P-007

10 - Webb

03 – Young

Merus, LLC, applicant; KDI Rivergate Mall, LLC, Dillard TN. Operating LTD. Partnership, and J. C. Penny Co., Inc., owners.

#### Staff Reviewer

Shane

#### Staff Recommendation

*Approve with conditions and disapprove without all conditions.*

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### APPLICANT REQUEST

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

#### Preliminary SP

A request to rezone from Shopping Center Regional (SCR) to Specific Plan (SP) zoning for portions of properties located at 1000 Rivergate Parkway and Rivergate Parkway (unnumbered), approximately 760 feet west of Conference Drive (15.22 acres) and located within a Planned Unit Development Overlay District, to permit a mixed-use development.

#### **Existing Zoning**

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

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

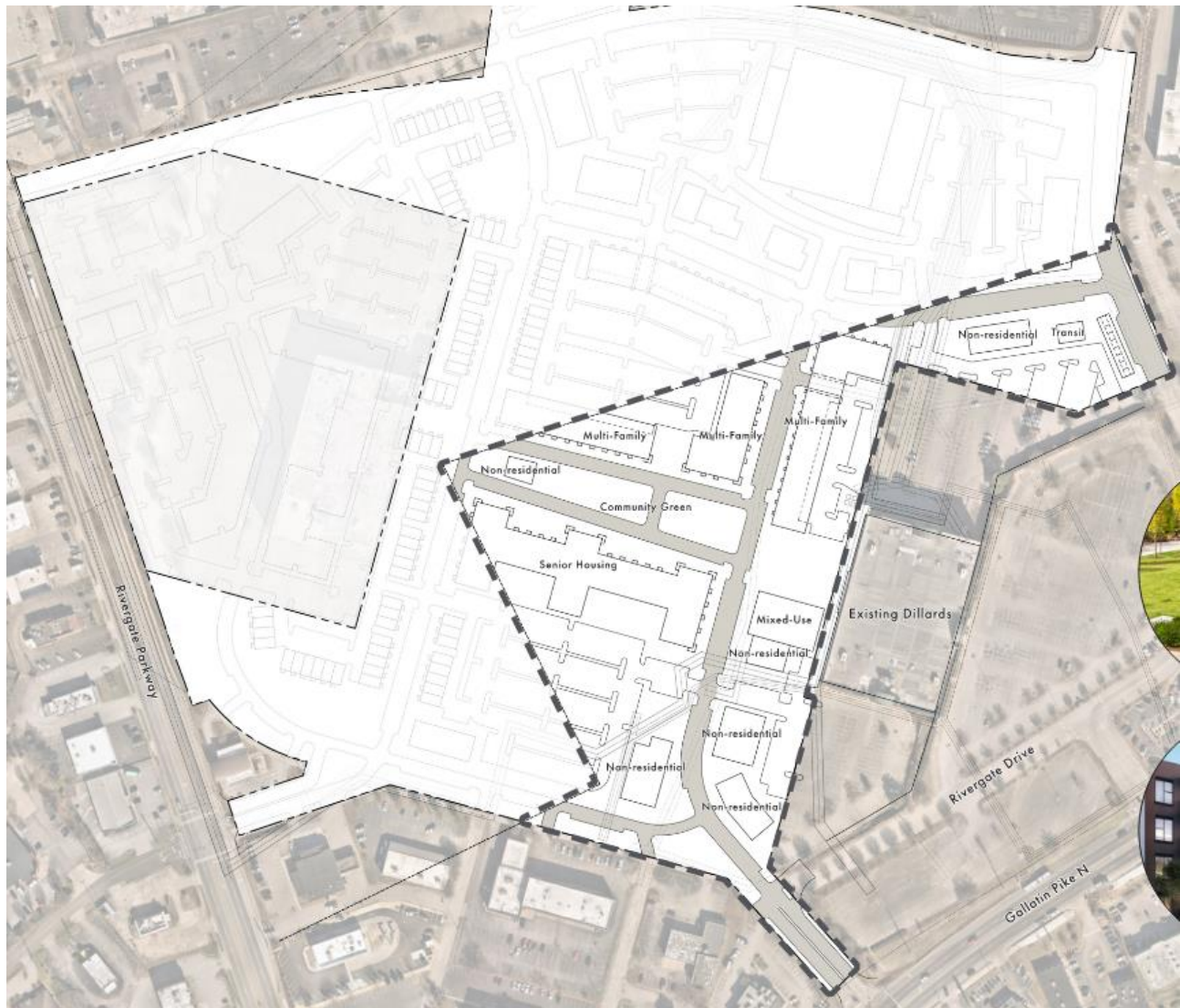
#### **Proposed Zoning**

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





## Metro Planning Commission Meeting of 03/13/2025



### Proposed Preliminary Site Plan

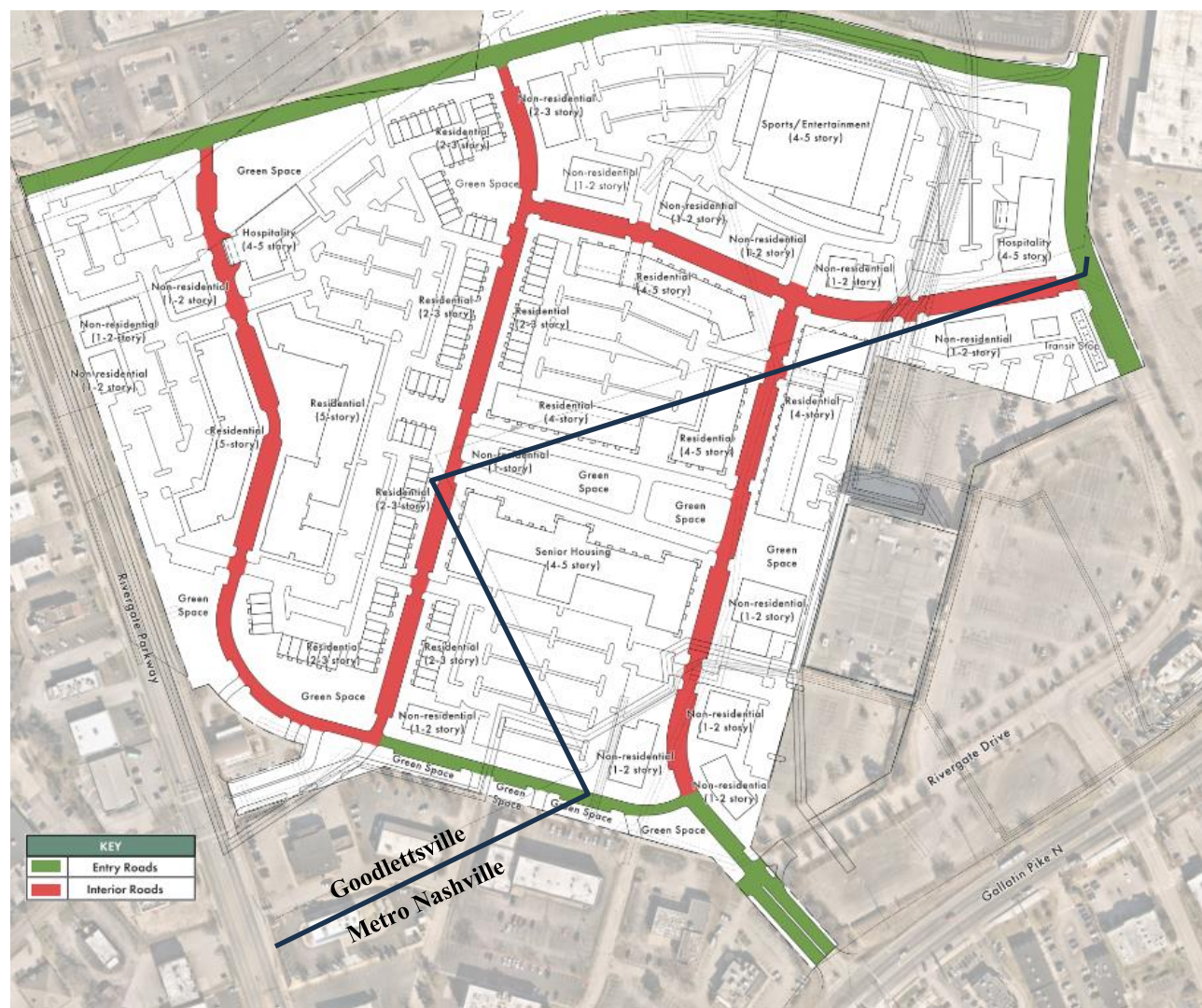
#### PUD HISTORY

The preliminary Planned Unit Development (PUD), which includes other properties beyond the subject property, was first approved by Council in 1979 for retail and restaurant uses with a total floor area in excess of 700,000 square feet and over 4,000 parking spaces. It has been revised and amended numerous times, with a 1986 amendment adding 293,692 square feet of commercial retail space. In 2018, the Metropolitan Planning Commission (MPC) approved the expansion of an existing restaurant on Parcel 110 (Case No. 38-79P-003). Two subsequent cases related to the PUD were to permit an online pick-up service area for the Target store within the PUD (38-79P-004), and to cancel a portion of the PUD containing a parking lot area so that it could be utilized by the recently opened BJ's Wholesale within the adjacent city of Goodlettsville (38-79P-005). On January 9, 2025, the MPC approved a fast-food restaurant on the southern portion of Parcel 077 adjacent to Gallatin Pike (38-79P-006). The revision represented a 0.34 percent increase in floor area (from



## SITE CONTEXT AND PLAN DETAILS

The 15.22-acre assemblage of properties is located north of Gallatin Pike and between Rivergate Parkway to the west and Conference Drive to the east. The entire Rivergate Mall PUD extends into the City of Goodlettsville to the northwest, but the acreage represented by this application is located solely within Metropolitan Nashville. The central portion of the Rivergate PUD located within Metro is proposed to be rezoned to Specific Plan (SP) while the portions of the PUD to the southwest (nearer the intersection of Gallatin Pike and Rivergate Parkway), the adjacent Dillard's store, and the portion of the PUD to the northeast ("Rivergate East," including the Target and strip commercial building) will remain zoned Shopping Center Regional (SCR) PUD.



### Proposed Overall Master Plan with Jurisdictional Lines Shown



## Metro Planning Commission Meeting of 03/13/2025

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

### Site Plan

The preliminary site plan shows a mixed-use development consisting of a maximum of 100,000 square feet of nonresidential uses and a total of 450 multifamily residential units oriented around a private street and open space network. The extension of Cude Lane northeast through the site forms a main thoroughfare, with the central open space radiating through the center of the site to its western edge from behind the Dillard's store, which is shown as remaining. All internal "streets" and "roads" identified on the plan are private. The plan identifies as "entry road" for Cude lane and Rivergate Parkway (also referred to as "ring roads" by Nashville DOT) and "interior road" for the portions that extend from the entry roads. Private drives are provided to the surface parking areas and central open space. The interior roads are proposed as two-way, with minimum six-foot-wide sidewalks and either grass strips or parallel parking). The existing entry roads are proposed to be reduced by one lane so that a multimodal path with a two-foot buffer can be added). Additional analysis is required during final site plan review for final determination on cross section details. Private streets with on-street parking provide access to surface parking areas (identified behind or to the sides of buildings on the plan) for the stacked flats and nonresidential buildings, which are shown with shallow setbacks against streets.

While the street grid is shown with some detail, the final users of the site are undetermined, and so the building types are broken down into either nonresidential (one to two stories), or multi-family residential four to five stories). Additional building types are shown within Goodlettsville. For the nonresidential component, the plan proposes all uses of the Mixed Use General-Alternative (MUG-A) zoning district, with the exception of several uses that are identified as prohibited. Staff is also including a condition to prohibit STRs from the entire development. The bulk standards are based on the standards of MUG-A with some modifications. As conditioned by staff, additional design details will be reviewed with the final SP. A maximum floor area ratio (FAR) of 1.5 is specified, with an impervious surface ratio (ISR) of 0.90. Maximum height is set at seven stories in 85 feet, and buildings are required to meet a build-to zone of 0 to 15 feet. No side setbacks are required, and rear setbacks are set at 10 feet to ensure flexibility and greater lot coverage. Architectural standards include glazing and raised foundation standards, along with other design and material standards. Blank building facades are required to be broken up by architectural features. Refuse collection screening is included.

In the event parking garages are included, screening is noted as being provided by habitable liners or architectural cladding that mimics the materials, rhythm, and proportions of the openings on the non-parking facades of buildings. Five-foot-wide clear pedestrian paths are noted as required throughout the development along with ADA crosswalks. Notes indicate that stormwater and landscaping regulations will be adhered to at final site plan.





## Metro Planning Commission Meeting of 03/13/2025

### MADISON COMMUNITY PLAN

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

### ANALYSIS

Centers in NashvilleNext are places where residents and visitors can live, work, and recreate. Centers are a place to engage in commercial, civic, and recreational activities on a grander scale than can be found in individual neighborhoods or communities. T5 Centers, one of the most intense classifications within NashvilleNext, are envisioned to evolve over time into complete communities that feature a mixture of housing convenient to commercial, employment, and recreational land uses. T5 RG policy has been in place on this site since the adoption of NashvilleNext in 2015.

Generally, buildings are taller in T5 Centers than in surrounding Community Character Policies, accommodating multiple uses and functions and often providing structured parking, entertainment, office, and open space. Developable land is used to the highest extent possible, building upward rather than outward. T5 Regional Centers (T5 RG) in particular are identified as intense mixed-use areas, serving not only local residents but having a regional draw as well.

T5 RG policy is intended for sites at the intersection of two arterials where a vibrant mix of uses, housed in buildings with minimal spacing and setbacks, are planned. Heights of buildings can reach up to 15 stories, depending on the context. Access to transit and a high level of public amenity provision is expected, including potential off-site improvements to address development impacts.

The plan presented for the Rivergate Masterplan meets many of the goals of this policy, which as noted above was put in place with NashvilleNext. Much of the plan requests entitlements below what would normally be expected for a site of this kind. Buildings are well within range of the maximum height supported by the policy. Several public infrastructure benefits are offered, including pedestrian infrastructure across and through the site (which is currently only safely traversable by automobile) and a WeGo transit park and ride center (with the exact location and details to be coordinated with WeGo at Final Site Plan stage). Greater provision of retail services and open space will benefit incoming residents as well as existing neighbors. Parking is identified on the plan either behind buildings or to the side of buildings, thus improving the public realm and pedestrian experience.

This area has been targeted for increased residential and commercial offerings in line with the overall vision for the county set forth in NashvilleNext. That vision sees T5 Centers like this as walkable, transit-served nodes of activity that serve the broader community. The development as proposed will advance this vision and spur investments in the transportation system that will lead to a more multi-modal and accessible Nashville. The SP and the proposed conditions include design standards that integrate the proposed height and density well into the community. The proposal will make good use of this prominent location within a T5 Center along a multimodal corridor.



## **Metro Planning Commission Meeting of 03/13/2025**

### **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.

### **WEGO PUBLIC TRANSIT RECOMMENDATION**

#### **Approve with conditions**

- Developer to work with WeGo on dedicated space for transit stop at site to optimize present service and future emergent transit connector routes.
- Any changes to the currently proposed road layout to be coordinated with WeGo to ensure proposed transit stop operational feasibility.
- Transit facilities and services will be coordinated throughout the application process, and therefore details may minimally change between prelim and final SP, without significant impact to overall site layout.
- Developer to provide pedestrian connectivity through the site where feasible, on lands (to be) controlled by the Developer to facilitate access to transit facilities.

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

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

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approved as a Preliminary SP only. Public and/or private 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% Sewer Capacity must be paid before issuance of building permits. Unless and until 100% of capacity charge has been paid, no water/sewer capacity is guaranteed. Water provided by Madison Suburban Utility District.

### **NASHVILLE DOT ROADS RECOMMENDATION**

#### **Approve with conditions**

- Final construction plans shall comply with the design regulations established by NDOT.
- Final design and improvements may vary based on actual field conditions.
- Any proposed public roadway sections, ramps, sidewalks, curb & gutter, etc., shall be designed and called out 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.



## Metro Planning Commission Meeting of 03/13/2025

- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement ([solidwastereview@nashville.gov](mailto:solidwastereview@nashville.gov)).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility and/or road widening work in the public ROW. Extents to be coordinated in field with NDOT inspector.
- Comply w/ NDOT traffic conditions of approval.

### NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- The applicant has scoped and submitted an MMTA to NDOT. Given the current infrastructure conditions in the surrounding area, additional multi-modal infrastructure improvements will be required of the project. Prior to submittal of the first phase of this development, further coordination with NDOT is needed to determine and implement mitigations/improvements that enhance multi-modal connectivity between this development and the larger transportation network. The applicant's traffic engineer shall further coordinate with NDOT to establish a phasing plan to set thresholds for said multi-modal transportation improvements. NDOT may request additional analysis for individual phases of the development, but that will be determined at the appropriate time.
- The applicant shall submit a shared parking study to determine the appropriate parking count for all proposed uses within the development. Further coordination with NDOT will be required.
- The existing cross-section of the private ring road (Rivergate Drive) shall be reduced to a maximum of three lanes. Further analysis and coordination with NDOT and the Planning Department will be necessary to determine the appropriate cross-sections for each segment of the internal roadways.
- The internal intersections of this development shall accommodate appropriate traffic control while maintaining pedestrian and bike safety.
- As each phase of this development progresses, all access points and private roads that provide connections from this development to the surrounding public road networks (Gallatin Pike, Rivergate Parkway, and Conference Drive) will be reevaluated to ensure appropriate pedestrian and bicycle connectivity is provided. The intersections linking the private roads to the public street network may need to be reevaluated to ensure the safety of all modes of transportation is appropriately accommodated.
- The applicant shall continue to coordinate with NDOT and WeGo regarding the proposed transit facility within the site.
- Due to potential changes along the Gallatin Pike corridor through the NDOT BRT Capital project and the passing of the transit referendum, modifications to the above recommendations and conditions may be required as the development's phases progress.
- Since this development resides within two jurisdictional boundaries, the applicant will be required to continue collaboration and dialogue between the city of Goodlettsville and the city of Nashville to ensure continuity among all parties and stakeholders.



## Metro Planning Commission Meeting of 03/13/2025

### Maximum Uses in Existing Zoning District: SCR

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	15.22	1.0 F	9,583 SF	362	9	37

### 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)	-	-	450 U	2,451	150	188

### 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)	-	-	50,000 SF	1,888	47	190

### 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)	-	-	50,000 SF	5,609	497	489

### Traffic changes between maximum: SCR and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+9,586	+685	+830

## METRO SCHOOL BOARD REPORT

**Projected student generation for existing SCR (PUD) district: 0 Elementary 0 Middle 0 High**

**Projected student generation for proposed SP-MU district: 78 Elementary 34 Middle 40 High**

The proposed SP-MU zoning is expected to generate 152 more students than the existing SCR (PUD) zoning. Students would attend Gateway Elementary School, Goodlettsville Middle School, and Hunters Lane High School. Gateway Elementary School is identified as being over capacity while Goodlettsville Middle School is identified as being under capacity and 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.



## Metro Planning Commission Meeting of 03/13/2025

### CONDITIONS

1. Permitted uses shall be limited to 450 multi-family residential units and 100,000 square feet of nonresidential uses as defined in the plan. Alternative financial services, beer and cigarette market, car wash, donation center drop off, funeral home, distributive wholesale/business, warehouse, short term rental properties, owner occupied, and short term rental properties, not-owner occupied shall be prohibited in the entirety of the SP.
2. On the corrected copy, update the purpose note to reflect the Permitted Uses condition.
3. On the corrected copy, any references to internal “road” or “street” that is not proposed as a public road (ROW) shall be referred to as a “private road” or “private street.”
4. On the corrected copy, under Architectural Standards on Sheet 11, update Note 1 from “streets” to “public and private streets.”
5. On the corrected copy, under Architectural Standards on Sheet 11, add the following to Note 3: Screening details are to be submitted with the final site plan.
6. On the corrected copy, under Architectural Standards on Sheet 11, update Note 4: “...or greater; with additional details provided at final SP, planning staff may consider modifications...”
7. On the corrected copy, under Landscape Standards on Sheet 11, update Note 11: “...along private or public street frontages...”
8. On the corrected copy, under the Bulk Standards Table on Sheet 11, add “or private streets” after each occurrence of “public streets” within notes 4a, 4b, and 4c.
9. On the corrected copy, under the Bulk Standards Table on Sheet 11, remove the following language from Note 4, which currently reads, “Alternative Zoning District Standards....” and replace with, “The following standards apply to the location and design of a building and its associated parking.”
10. On the corrected copy, under the Bulk Standards Table on Sheet 11, remove “subject to the “Notes” of this table” from Note 4a and add “and open space” at the end of the last sentence.
11. On the corrected copy, under the Bulk Standards Table on Sheet 11, remove the second sentence from Note 4b and replace with the following: With additional details provided by staff at the final SP, staff may consider modifications at certain locations with the provision for additional landscape screening.
12. On the corrected copy, under the Bulk Standards Table on Sheet 11, remove the last 3 sentences from Note 4c, beginning with, “Minimum glazing....” and ending with, “...for exceptional design.” Remove “...of any street frontage” from the second sentence.
13. On the corrected copy, under the Bulk Standards Table on Sheet 11, remove Notes 4d.i. and replace with the following: “A primary entrance to the building shall be located along the building façade within the build-to zone.”
14. On the corrected copy, replace NDOT Note 6 with this updated language: “The final site plan/building permit site plan shall depict any required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within any required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of any required sidewalk. Vertical obstructions are only permitted within any required grass strip or frontage zone.”
15. On the corrected copy, correct “MPW” reference to Nashville DOT in Note 12 on Sheet 12.
16. On the corrected copy, change the fallback zoning to MUG-A-NS.



## Metro Planning Commission Meeting of 03/13/2025

17. Any buildings that cross jurisdictional boundaries shall require simultaneous review with the City of Goodlettsville at final site plan. Approval from Metro Nashville and the City of Goodlettsville is required prior to approval. On the corrected copy, replace the note on Sheet 8A about buildings overlapping jurisdictional lines with this language.
18. Further coordination will be required with the City of Goodlettsville throughout the final SP process for final determination on layout, standards, and other plan elements to ensure all requirements of both Metro Nashville and Goodlettsville are met.
19. Further coordination will be required with the City of Goodlettsville throughout the final SP process regarding the coordination of transit improvements which shall be based on the results of a Multimodal Transportation Analysis (MMTA).
20. Final parking counts requirements shall be dependent upon the final use mix with the MMTA.
21. An easement shall be recorded permitting public access to the common open spaces prior to permitting. Pedestrian access easements shall include ingress/egress routes from the public right-of-way along Gallatin Pike to the open spaces.
22. Final road alignments and cross section details to be determined at final SP in coordination with Metro Planning, NDOT, and the City of Goodlettsville.
23. Stories shall be defined per the "Story" definition in the Metro Zoning Code.
24. Covered rooftop amenities shall be included in maximum height calculation.
25. Final plat may be required prior to permitting.
26. 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.
27. Comply with all conditions and requirements of Metro reviewing agencies.
28. 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.
29. No master permit/HPR shall be recorded prior to final SP approval.
30. Signage to be reviewed at final SP and is not included in this approval.
31. Provide approval letter from Madison Suburban Utility District (MSUD).
32. 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 MUG-A-NS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
33. The final site plan/building permit site plan shall depict any required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within any required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of any required sidewalk. Vertical obstructions are only permitted within any required grass strip or frontage zone.
34. 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.
35. 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



## **Metro Planning Commission Meeting of 03/13/2025**

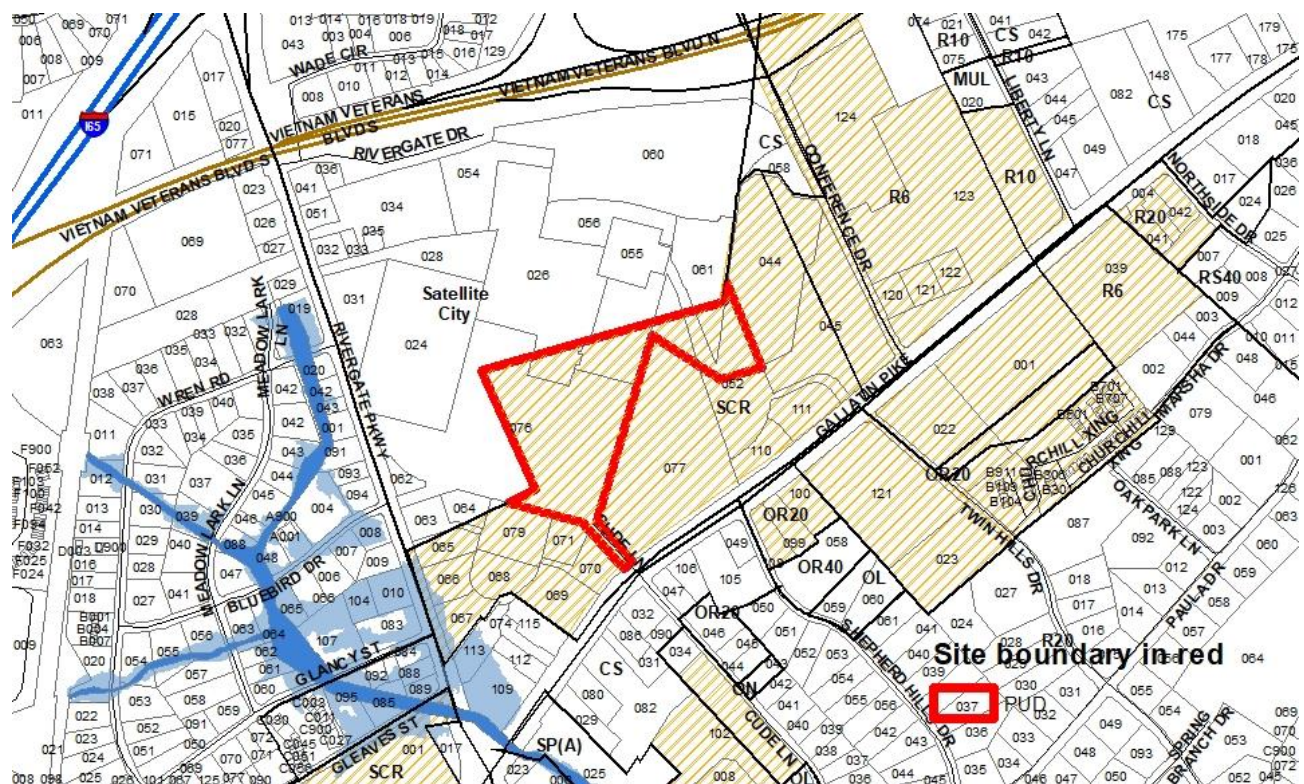
by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

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





## Metro Planning Commission Meeting of 03/13/2025



### 38-79P-007

#### RIVERGATE MALL PUD (CANCELATION)

Map 026-14, Part of Parcel(s) 026, 052, 061

Map 034-02, Part of Parcel(s) 076-077

04, Madison

10 (Jennifer Webb)





## Metro Planning Commission Meeting of 03/13/2025

**Item #15b****Project Name****Associated Case****Council District****School District****Requested by****Planned Unit Development 38-79P-007****Rivergate Mall PUD (Cancelation)**

2025SP-017-001

10 - Webb

03 - Young

Merus, LLC, applicant; KDI Rivergate Mall, LLC, Dillard TN. Operating LTD. Partnership, and J. C. Penny Co., Inc., owners.

**Staff Reviewer**

Shane

**Staff Recommendation**

*Approve if the associated SP is approved and disapprove if the associated SP is not approved.*

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**APPLICANT REQUEST****Cancel a portion of a Planned Unit Development.****PUD Cancelation**

A request to cancel a portion of a Planned Unit Development on portions of properties located at 1000 Rivergate Parkway and Rivergate Parkway (unnumbered), approximately 760 feet west of Conference Drive, zoned Shopping Center Regional (SCR) (15.22 acres) and within a Planned Unit Development Overlay District.

**Existing Zoning**

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

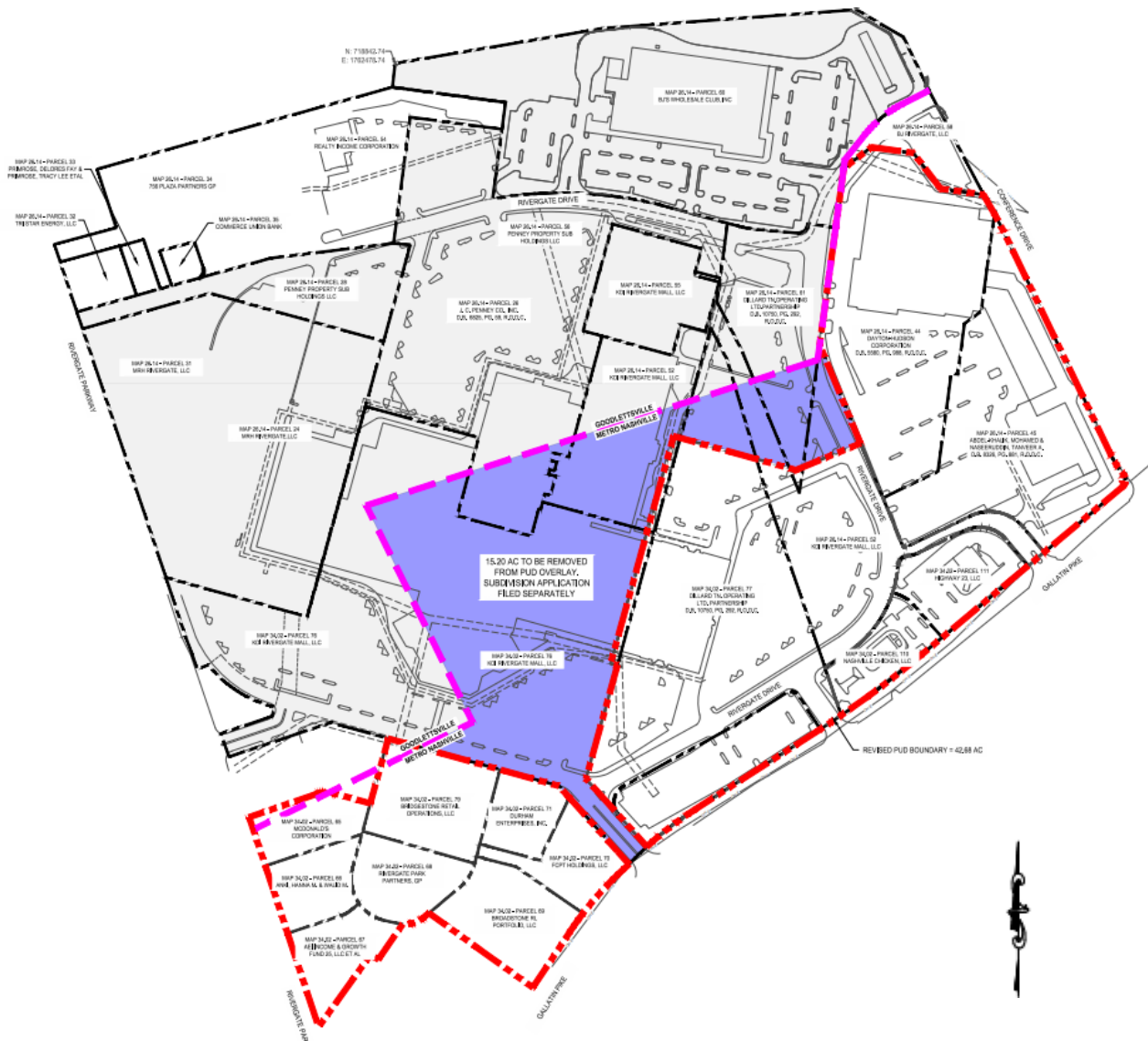
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of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

**MADISON COMMUNITY PLAN**

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



## Metro Planning Commission Meeting of 03/13/2025



### PUD Cancellation Map

#### Plan Details

The preliminary Planned Unit Development (PUD), which includes other properties beyond the subject property, was first approved by Council in 1979 for retail and restaurant uses with a total floor area in excess of 700,000 square feet and over 4,000 parking spaces. It has been revised and amended numerous times, with a 1986 amendment adding 293,692 square feet of commercial retail space. In 2018, the Metropolitan Planning Commission (MPC) approved the expansion of an existing restaurant on Parcel 110 (Case No. 38-79P-003). Two subsequent cases related to the PUD were to permit an online pick-up service area for the Target store within the PUD (38-79P-004), and to cancel a portion of the PUD containing a parking lot area so it could be utilized by the recently opened BJ's within the adjacent city of Goodlettsville (38-79P-005). On January 9, 2025, the MPC approved a fast-food restaurant on the southern portion of Parcel 077 adjacent to Gallatin Pike (38-79P-006). The revision represented a 0.34 percent increase in floor area (from 1,137,066 square feet



## **Metro Planning Commission Meeting of 03/13/2025**

to 1,140,926 square feet), which did not increase the total square footage within the PUD by more than 10 percent.

This request is to cancel the portion of the PUD covered by a 15.22-acre assemblage of properties located north of Gallatin Pike between Rivergate Parkway to the west and Conference Drive to the east. The entire Rivergate Mall PUD extends into the City of Goodlettsville to the northwest, but the acreage represented by this cancelation is located solely within Metropolitan Nashville. No changes to the other portions of the PUD to the southwest (nearer the intersection of Gallatin Pike and Rivergate Parkway), to the adjacent Dillard's store, or to the portion of the PUD to the northeast ("Rivergate East," including the Target and strip commercial building) are proposed with this cancellation.

### **ANALYSIS**

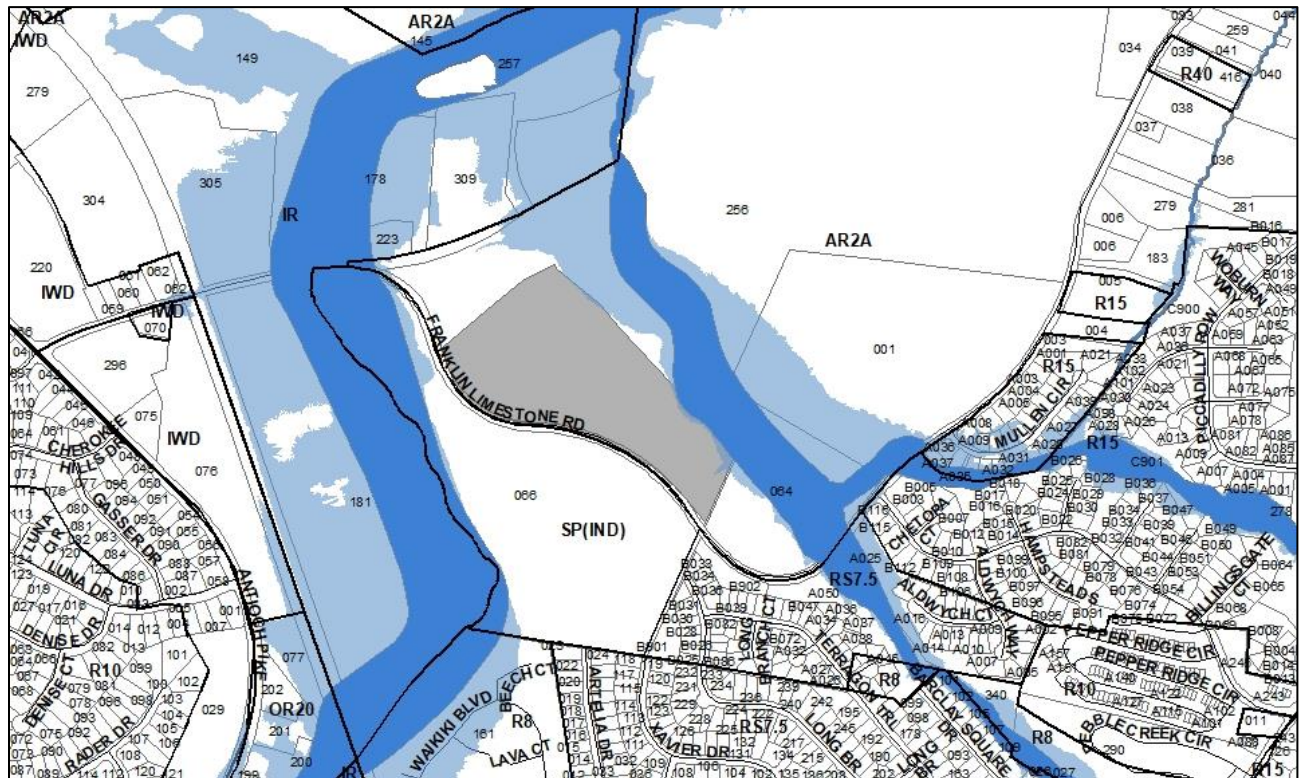
The property is located within the T5 Regional Center (T5 RG) policy area. T5 Centers, one of the most intense classifications within NashvilleNext, are envisioned to evolve over time into complete communities that feature a mixture of housing convenient to commercial, employment, and recreational land uses. The associated case 2025SP-017-001 proposes to rezone the properties to Specific Plan (SP), which is intended to allow for a mixture of uses on the site including multi-family residential and nonresidential commercial uses. The site has developed in a suburban manner, consistent with the approved PUD, and this application represents an opportunity to bring the site closer to meeting the goals of the T5 RG policy through cancellation of the PUD and with the rezoning to SP.

### **STAFF RECOMMENDATION**

Approve if the associated SP is approved and disapprove if the associated SP is not approved.



## Metro Planning Commission Meeting of 03/13/2025



**2025SP-020-001**

3187 FRANKLIN LIMESTONE ROAD

Map 134, part of Parcel(s) 256

13, Antioch – Priest Lake

28 (David Benton)



## Metro Planning Commission Meeting of 03/13/2025

### Item #16

### Specific Plan 2025SP-020-001 (formerly 2025Z-020PR-001)

#### Project Name

**3187 Franklin Limestone Road**

#### Council District

28 – Benton

#### School District

07 – Player

#### Requested by

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

#### Deferrals

This request was deferred at the February 13, 2025, Planning Commission meeting. A public hearing was held and closed for case 2025Z-020PR-001.

#### Staff Reviewer

Commey

#### Staff Recommendation

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

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### APPLICANT REQUEST

**SP to permit an industrial use.**

#### Zone Change

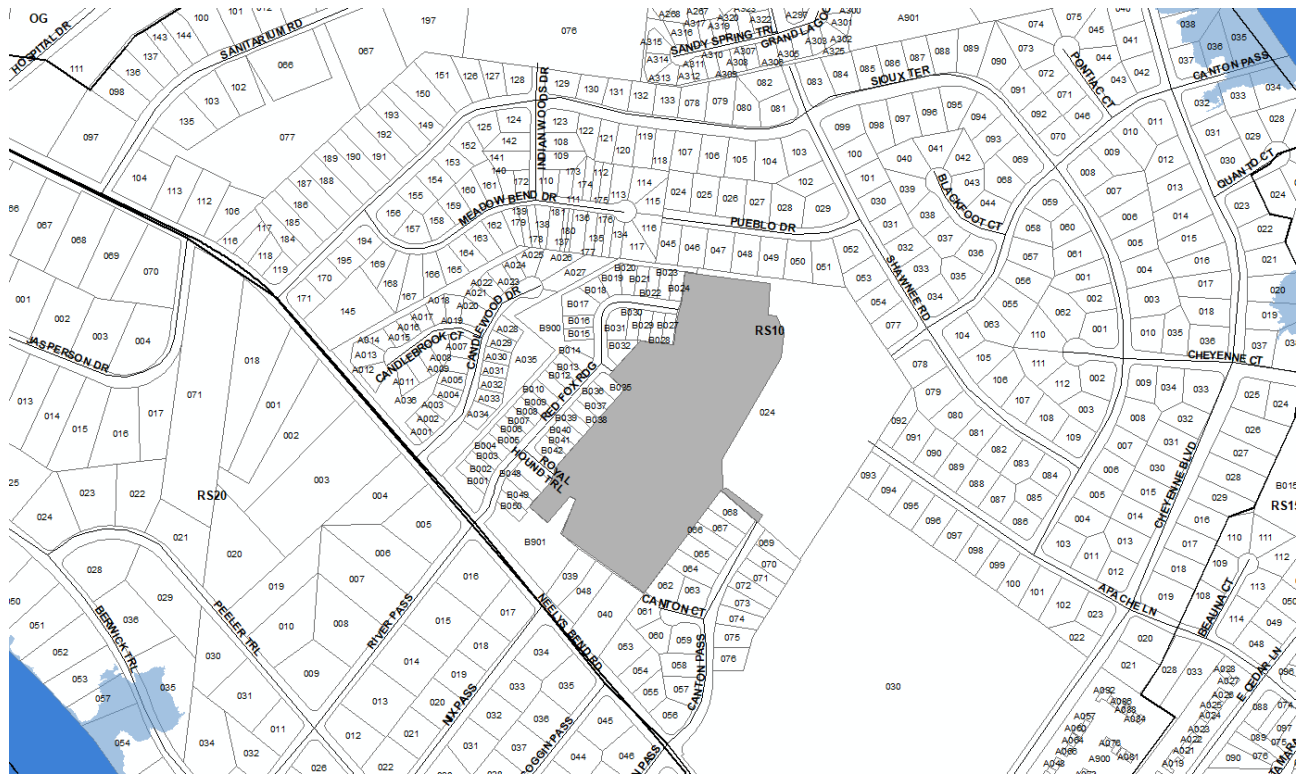
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for a portion of property located at 3187 Franklin Limestone Road, approximately 1,178 feet southwest of Mullen Circle, to permit industrial uses (23.48 acres).

### STAFF RECOMMENDATION

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



## Metro Planning Commission Meeting of 03/13/2025



**2019S-081-004**

**FOX VALLEY SUBDIVISION PHASE 2**

Map 052, Parcel(s) 024

04, Madison

09 (Tonya Hancock)



## Metro Planning Commission Meeting of 03/13/2025

### Item #17

#### Project Name

#### Council District

#### School District

#### Requested by

### Final Plat 2019S-081-004

#### Fox Valley Subdivision Phase 2

09 – Hancock

03 – Young

T Square Engineering, applicant; 1201 Neelys Bend Road, LLC, owner.

#### Staff Reviewer

Welch

#### Staff Recommendation

*Approve with conditions.*

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### APPLICANT REQUEST

**Request for final plat approval to create 46 residential cluster lots.**

#### Final plat

A request for final plat approval to create 46 residential cluster lots on a portion of property located at 1201 Neelys Bend Road, approximately 115 feet southeast of Candlewood Drive, zoned Single-Family Residential (RS10) (12.36 acres).

### CASE HISTORY

The site is located off of Neelys Bend Road on the site of the former Odom's Tennessee Pride Sausage factory. The PUD allowing that industrial use was canceled in 2019. A concept plan approving 121 single-family cluster lots was approved at the July 18, 2019, Planning Commission meeting (Case No. 2019S-081-001). A final site plan has been approved. The final plat for Phase 1 was recorded in 2023 and includes 42 lots adjacent to this site.

The proposed Phase 2 final plat application includes 46 cluster lots and is consistent with the concept and final site plan.

### SITE DATA AND CONTEXT

**Location:** The site is located on the north of Neelys Bend Road, approximately 115 feet southeast of Candlewood Drive.

**Street Type:** The lots within Phase 2 are all fronting extensions of local streets with 50 feet of right-of-way.

**Approximate Acreage:** 12.36 acres.

### PROPOSAL DETAILS

**Number of Lots:** 46

### PROPOSAL DETAILS

This proposal is for final plat approval. The concept plan approved for the site utilized the by-right Cluster Lot Option standards of Section 17.12.090 of the Metro Zoning Code that were in effect at the time. The final plat matches the approved cluster lot concept plan with regard to maximum lot





**NOTES:**

1. THE PURPOSE OF THIS PLAN IS TO CREATE A SINGLE-FAMILY CLUSTER LOTS AND OPEN SPACE AND TO DEDICATE ROAD.
2. THE SUBJECT PROPERTY IS CURRENTLY ZONED RESIDENTIAL SINGLE-FAMILY, AND THE PROPOSED SUBDIVISION WILL BE REZONED TO RESIDENTIAL CLUSTER LOTS.
3. THE SUBJECT PROPERTY LIES IN ZONE 1 OF FLOOD INSURANCE RATE MAP PANEL 84502000A, DATED 04/05/01, AND DOES NOT LIE IN A FLOOD HAZARD AREA.
4. EROSION IS ANTICIPATED BY APPROVED CONSTRUCTION PLANS, AND EROSION, CUTTING OF TREES, OR DISTURBANCE OF NATURAL FEATURES SHALL BE PERFORMED WITHIN THE ENGINEER'S.
5. ANY EROSION, FILL OR DISTURBANCE OF THE EROSION CONTROL MEASURES MUST BE DONE IN ACCORDANCE WITH THE EROSION CONTROL MEASURES AND APPROVED BY THE METROPOLITAN DEPARTMENT OF WATER SERVICES.
6. METRO WATER SERVICES SHALL BE PROVIDED SUFFICIENT AND UNINTERRUPTED SERVICE AND REPAIR AT ALL TIMES IN ORDER TO MAINTAIN, REPAIR, REPLACE, AND MAINTAIN ANY WATER FACILITIES WITHIN THE PROPERTY.
7. THIS PROPERTY IS SUBJECT TO RESERVATION OF RIGHTS AS RECORDED IN INSTRUMENT NO. 20200180000, R.O.C.C. 24.
8. PARCEL OWNERS SHALL REFER TO COUNTY TAX MAP 80123-00. PROPERTY ADDRESS OFFICE, GUNDSVILLE, TENNESSEE.
9. AN INDIVIDUAL, WATER AND/OR SANITARY SERVICE LINE IS REQUIRED FOR EACH PROPOSED LOT.
10. THIS PROPERTY IS SUBJECT TO A STORMWATER INSPECTION AND MAINTENANCE AGREEMENT, AS RECORDED IN INSTRUMENT NO. 20200180000.
11. THE TOTAL AREA OF THE SUBJECT PROPERTY IS DIVIDED AS FOLLOWS:  
 (a) 100.00 ACRES OF LOT 1  
 (b) 100.00 ACRES OF LOT 2  
 (c) 100.00 ACRES OF LOT 3  
 (d) 100.00 ACRES OF LOT 4  
 (e) 100.00 ACRES OF LOT 5  
 (f) 100.00 ACRES OF LOT 6  
 (g) 100.00 ACRES OF LOT 7  
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### Proposed plat





## **Metro Planning Commission Meeting of 03/13/2025**

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

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

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

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

### **APPLICABLE SUBDIVISION REGULATIONS**

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

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

#### **FIRE MARSHAL RECOMMENDATION**

**Approve**

#### **STORMWATER RECOMMENDATION**

**Approve**

#### **NASHVILLE DOT RECOMMENDATION**

**Approve with conditions**

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

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

**Approve**

- Any traffic conditions associate with this phase are to be constructed prior to building permits or at time of approved buildout.
- Traffic conditions to be set at the time of final site plan or building permit approval for individual lots. (Traffic studies, driveway distances, access sight triangles, etc.)

#### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

- Attached is a copy of the above-referenced subdivision (uploaded by Planning on December 26, 2024) on which we have noted our comments and recommend approval.



## Metro Planning Commission Meeting of 03/13/2025

- Approval is contingent on construction and completion of MWS Project #'s 22SL0021 rev 01.
- A bond amount of \$310,000.00 is assigned to 22SL0021 rev 01. Water provided by Madison Suburban Utility District.

### STAFF RECOMMENDATION

Staff recommends approval with conditions.

### CONDITIONS

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

### RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2019S-081-004 with conditions based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 03/13/2025



**2025S-029-001**

**NEELYS BEND**

Map 074, Parcel(s) 036, 088

04, Madison

09 (Tonya Hancock)



## Metro Planning Commission Meeting of 03/13/2025

**Item #18****Project Name****Council District****School District****Requested by****Final Plat 2025S-029-001****Neelys Bend**

09 – Hancock

03 – Young

Clint Elliot Survey, applicant; Nicole Bluhm, owner.

**Staff Reviewer**

Marton

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

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**APPLICANT REQUEST****Final plat to create one lot and shift lot lines.****Final Plat**

A request for final plat approval to create one lot and shift lot lines on properties located at 2027 and 2031 Neelys Bend Road, approximately 505 feet north of Overton Lane, zoned Single Family Residential (RS80) (8.94 acres).

**STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 03/13/2025



**2025S-037-001**

**MADELINE DRIVE**

Map 147-16, Parcel(s) 192

12, Southeast

27 (Robert Nash)



## Metro Planning Commission Meeting of 03/13/2025

**Item #19****Project Name****Council District****School District****Requested by****Plat Amendment 2025S-037-001****Madeline Drive**

27 – Nash

07 – Player

Soma Ezzadpanah, applicant and owner.

**Staff Reviewer**

Commey

**Staff Recommendation**

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

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**APPLICANT REQUEST**

**Request for plat amendment to modify previously platted setbacks.**

Plat Amendment

A request to amend a previously recorded plat to modify a setback on property located at 5018 Madeline Drive, approximately 96 feet north of Strasser Drive, zoned RS10 (0.33 acres).

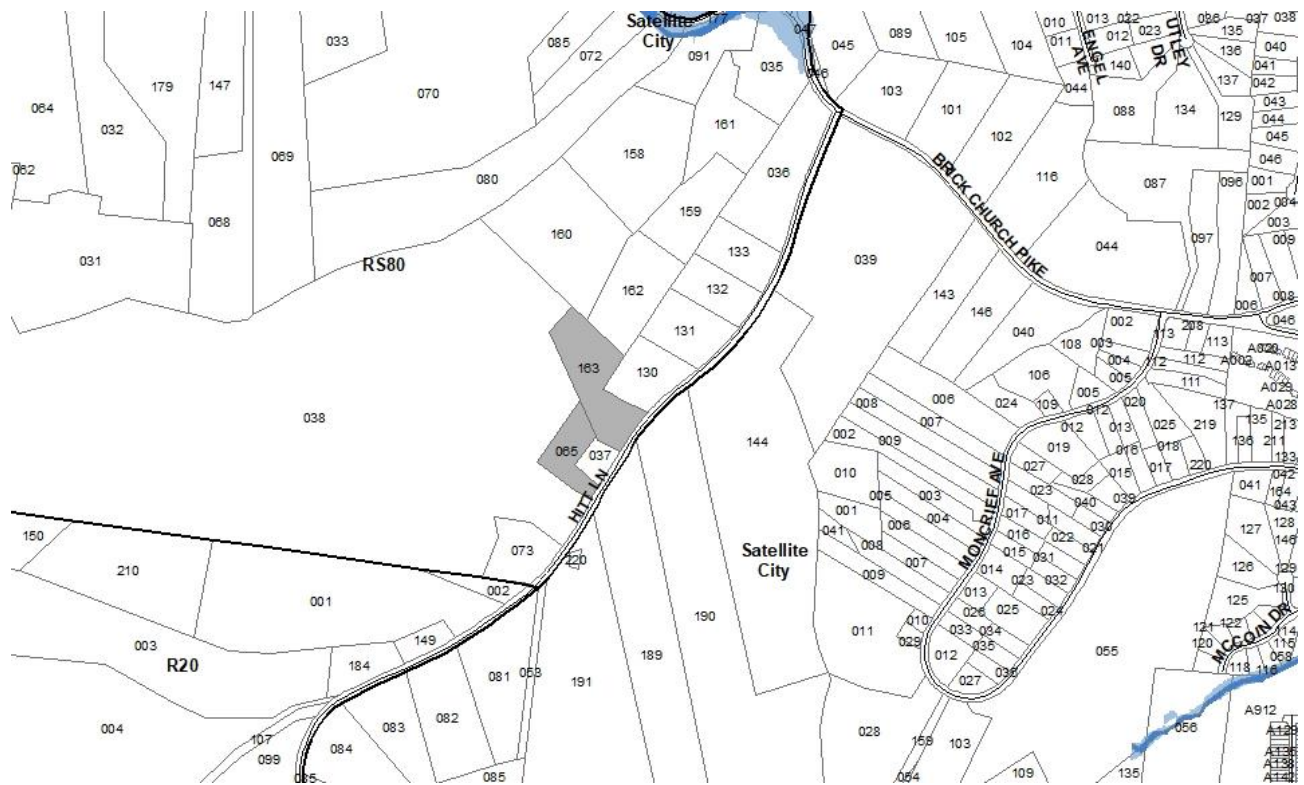
**STAFF RECOMMENDATION**

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





## Metro Planning Commission Meeting of 03/13/2025



### 2025S-039-001

901 & 911 HITT LANE

Map 018, Parcel(s) 065, 163

02, Parkwood-Union Hill

10 (Jennifer Webb)



## Metro Planning Commission Meeting of 03/13/2025

**Item #20****Project Name****Council District****School District****Requested by****Final Plat 2025S-039-001****901 & 911 Hitt Lane**

10 – Webb

03 – Fayne

Clint Elliott Survey, applicant; Kyle F. Adkins, owner.

**Staff Reviewer**

Schenk

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

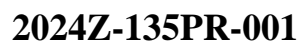
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**APPLICANT REQUEST****Request for final plat approval to create two lots.****Final Plat**

A request for final plat approval to create two lots on properties located at 901 and 911 Hitt Lane, approximately 2,005 feet southwest of Brick Church Pike, zoned Single-Family Residential (RS80). (7.57 acres).

**STAFF RECOMMENDATION**

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



Map 043-01, Parcel(s) 004

04, Madison

### 03 (Jennifer Gamble)



## Metro Planning Commission Meeting of 03/13/2025

### Item #21

Council District

School District

Requested by

### Zone Change 2024Z-135PR-001

03 – Gamble

03 – Young

Carl McWhirter, applicant; Mary McWhirter, owner.

Staff Reviewer

Commeey

Staff Recommendation

*Disapprove CS-A and Approve CS-A-NS.*

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### APPLICANT REQUEST

**Zone change from RS20 to CS-A.**

#### Zone Change

A request to rezone from Single-Family Residential (RS20) to Commercial Service-Alternative (CS-A) zoning for property located at 107 East Campbell Road, approximately 635 feet west of Gallatin Pike (0.26 acres).

#### **Existing Zoning**

Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre. *Codes would provide determinations on existing entitlements, based on the site area of approximately 11,222 square feet. The existing lot size is 11,222 square feet, which does not meet the minimum lot size for the current zoning.*

#### **Proposed Zoning**

Commercial Service-Alternative (CS-A) districts are intended to provide opportunities for a diverse range of commercial uses that include retail trade and consumer services, automobile sales and repair, small scale custom assembly, restaurants, entertainment and amusement establishments, financial, consulting, and administrative services.

### MADISON COMMUNITY PLAN

T3 Suburban Mixed Use Corridor (T3 CM) is intended to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor. T3 CM areas are located along pedestrian friendly, prominent arterial-boulevard and collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive, and comfortable access and travel for all users. T3 CM areas provide high access management and are served by highly connected street networks, sidewalks, and existing or planned mass transit.

#### Special Policy Area 04-T3-CM-01 – Motor Mile

The site is within the Motor Mile Special Policy Area (SPA).” This SPA includes numerous automobile-related uses such as sales of new and used cars and auto repair services. This SPA is intended to maintain the “motor mile” as an economic resource for Madison and Davidson County, allowing the expansion and creation of automobile-related uses with design guidelines not found in other areas along Gallatin Pike. This SPA includes numerous automobile-related uses such as sales of new and used cars and auto repair services. Policy guidance applies to the development,



## Metro Planning Commission Meeting of 03/13/2025

redevelopment, or expansion of auto-related uses, as defined in the Metro Zoning Code under automobile repair, automobile sales (new and used) and automobile service.

### ANALYSIS

The application consists of one parcel (Map 043-01, Parcel 004) totaling 0.26 acres, located on Campbell Road, west of Gallatin Pike. Currently, the site has a single-family residence with frontage on East Campbell Road. The surrounding parcels include single family properties zoned RS20 to the west and south, and an auto repair shop zoned CS to the east. Properties to the west The property directly to the north within the Civic policy and zoned RS20 is a Metro-owned property used for an electric substation by the Nashville Electric Power Board. Surrounding properties are zoned RS20, RM9-NS, and CS. Land uses of the surrounding parcels include vacant property, multi-family residential, civic uses and commercial uses.

The property is located within the T3 Suburban Mixed-Use Corridor (T3 CM) policy area which intends to enhance and encourage a greater mix of higher density residential and mixed-use development along the corridor. It is also within the Motor Mile Special Policy Area which intends to maintain the “motor mile” as an economic resource by primarily focusing on automobile sales, repair, and automobile related uses. The proposed CS-A zoning district would permit the subject property to develop with a wide range of commercial uses consistent with T3 suburban mixed use corridor policy and the supplemental policy in the area. T3CM policy areas are served by highly connected street networks, sidewalks, and existing or planned transit. The site is located within 0.3 miles of One Mile Parkway and 0.4 miles of Gallatin Pike which are classified respectively as a collector avenue and arterial boulevard in the Major and Collector Street Plan. The site is served by sidewalks along East Campbell Road, and it is also within 0.5 miles of two WeGo transit stops along Gallatin Pike. The proposed rezoning to CS-A is appropriate given the location of the site near the intersection of East Campbell Road and One Mile Parkway, which is supported by the T3 CM policy’s preference of having commercial facilities located near intersections.

There are existing commercial, civic, and residential uses surrounding the subject site. The multi-family residential to the west prohibits both types of short-term rentals. Considering both types of short-term rentals would be permitted within the proposed CS-A district and given the site’s proximity to a residential development to the west, staff finds the addition of the -NS designation to the proposed zoning district to be appropriate to restrict short term rental properties from the district. The proposed Alternative (-A) district standards would ensure that future development on the site has an urban form, consistent with the policy guidance.

### FIRE RECOMMENDATION

#### Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.26	6.02 F	1 U	15	5	1



## Metro Planning Commission Meeting of 03/13/2025

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.26	0.6 F	6,795 SF	257	6	25

Traffic changes between maximum: **RS20 and CS-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+242	+1	+24

### METRO SCHOOL BOARD REPORT

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

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

The proposed CS-A zoning is not expected to generate additional students than the RS20 zoning. Students would attend Old Center Elementary School, Goodlettsville Middle School, and Hunters Lane High School. Old Center Elementary is identified as being over capacity, Goodlettsville Middle School is identified as under capacity, while Hunters Lane High School is identified as at capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends disapproval of CS-A and approval of CS-A-NS.