



METROPOLITAN PLANNING COMMISSION

DRAFT MINUTES

April 10, 2025
4:00 pm Regular Meeting

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

MISSION STATEMENT

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

Greg Adkins, Chair
Jessica Farr, Vice-Chair

Commissioners Present:
Greg Adkins, Chair
Edward Henley
Leah Dundon
Kathy Leslie
Dennie Marshall
Matt Smith
Councilmember Jennifer Gamble

Staff Present:
Lisa Milligan, Assistant Director of Land Development
Tara Ladd, Legal Counsel
Abbie Rickoff, Planning Manager I
Eric Hammer, Planner III
Sarah Cook, Planner II
Madalyn Welch, Planner II
Jeremiah Commey, Planner I

Lucy Alden Kempf
Secretary and Executive Director, Metro Planning Commission

Metro Planning Department of Nashville and Davidson County
800 President Ronald Reagan Way, P.O. Box 196300 Nashville, TN 37219-6300
p: (615) 862-7190; f: (615) 862-7130

Notice to Public

Please remember to turn off your cell phones.

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

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

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

Planning Commission meetings are shown live on the Metro Nashville Network, Comcast channel 3, [streamed online live](#), and [posted on YouTube](#).

Writing to the Commission

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

Mailing Address: Metro Planning Department, 800 President Ronald Reagan Way, P.O. Box 196300, Nashville, TN 37219-6300
Fax: (615) 862-7130
E-mail: planning.commissioners@nashville.gov

Speaking to the Commission

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

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

If you intend to speak during a meeting, you will be asked to fill out a short "Request to Speak" form. Items set for consent or deferral will be listed at the start of the meeting. Meetings are conducted in accordance with the Commission's [Rules and Procedures](#).

Legal Notice

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



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MEETING AGENDA

A: CALL TO ORDER

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

B: ADOPTION OF AGENDA

Mr. Marshall moved, and Ms. Allen seconded the motion to adopt the agenda. (7-0)

C: APPROVAL OF MARCH 27, 2025 MINUTES

Mr. Henley moved, and Ms. Dundon seconded the approval of the meeting minutes for March 27, 2025. (7-0)

D: RECOGNITION OF COUNCILMEMBERS

Councilmember Nash spoke in favor of Item 12 and Item 24.

Councilmember Benton spoke in favor of Item 11 and Item 29.

Vice Chair Farr joined the meeting.

E: ITEMS FOR DEFERRAL / WITHDRAWAL: 2, 4, 5, 6, 7, 8, 9, 10, 12, 13, 14, 15, 16, 19

Ms. Leslie moved, and Mr. Marshall seconded the motion to approve the Deferred and Withdrawn items. (8-0)

F: CONSENT AGENDA ITEMS: 30, 34

Ms. Dundon moved, and Mr. Smith seconded the motion to approve with Consent Agenda. (8-0)

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

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

G: ITEMS TO BE CONSIDERED

1. **2009SP-017-004**
3607 HYDES FERRY ROAD (AMENDMENT)
Council District: 01 (Joy Kimbrough)
Staff Reviewer: Matt Schenk

A request to amend a Specific Plan on various properties located at the southwest corner of Hydes Ferry Road and East Stewarts Lane, zoned SP (5.43 acres), to permit 28 multi-family residential units, requested by Dale and Associates, applicant; various property owners.

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

APPLICANT REQUEST

SP amendment to permit 28 multi-family residential units.

SP Amendment

A request to amend a Specific Plan (SP) on various properties located at the southwest corner of Hydes Ferry Road and East Stewarts Lane, zoned SP (5.43 acres), to permit 28 multi-family residential units.

Existing 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.

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.

BORDEAUX-WHITES CREEK-HAYNES TRINITY COMMUNITY PLAN

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

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

SP HISTORY

The existing SP zoning of this site, Case 2009SP-017-001, was approved in 2010 and permits 21 multi-family units and a community club house, with vehicular access on Hydes Ferry Road (east). A final site plan, case 2009SP-017-002, containing 21 multi-family residential units and a community club house was approved in 2019, and the site has since developed with 17 units. An 18th unit that is included in the 21 total permitted units was previously developed along Hydes Ferry Road.

The community center and infrastructure improvements, including access to the site along Hydes Ferry Road, were not completed by the original developer of the site. The SP amendment would increase the number of permitted multi-family units from 21 to 28, remove the club house and relocate the site access from Hydes Ferry Road (east) to East Stewarts Lane (north). The proposed plan retains all of the constructed multi-family residential units, including the previously developed unit along Hydes Ferry Road that was approved to be retained and included in the total unit count of the currently approved SP. These existing units are included in the total number of units permitted by the existing SP.–

SITE CONTEXT AND PLAN DETAILS

The site consists of a single parcel, approximately 5.43 acres, located at the southwest corner of Hydes Ferry Road and East Stewarts Lane. Properties in the surrounding area have developed with single-family residential, two-family residential, and community uses. There are also some vacant parcels in the area. The northeast corner of the site contains a stream.

The site plan proposes to add seven additional multi-family residential units to the SP, for a total of 28 total multi-family residential units, and relocate the access drive to East Stewarts Lane, a local street. An existing unit with a constructed driveway along Hydes Ferry Road is retained under this plan and included in the total unit count. Two proposed units are located in the area previously approved for the clubhouse, and the remaining five proposed units are grouped in blocks of two and three units towards the front of the site, behind the existing unit located on Hydes Ferry Road. The units are oriented towards open space areas, with an existing unit oriented towards Hydes Ferry Road, a local street. The proposed plan currently identifies sidewalk improvements along Hydes Ferry Road. However, to prevent unnecessary impact to the stream and stream buffer areas that comprise a majority of the street frontage, a determination was previously made to not require sidewalks along the frontage. Staff is including a condition that these improvements be removed on the corrected copy, consistent with the previous determination. Architectural standards, including materials and glazing are included in the plan. The site maintains the stream and

stream buffer in the northeast corner of the site and also retains the pedestrian trail in the northwest corner of the site. A landscaping buffer is provided along the southern and western property boundaries.

ANALYSIS

The proposed SP is located within the T3 Suburban Neighborhood Evolving (T3 NE) and Conservation (CO) policy areas. The T3 NE policy is intended to promote a broader range of housing types, improved connectivity, and moderate density development. The proposed SP amendment would provide housing options while designed in a moderate intensity building form consistent with the goals of the T3 NE policy. Additionally, this amendment would allow for the completion of the development and infrastructure consistent with the intentions of the preliminary SP. The CO policy is confined to a stream buffer in the northeast corner of the site. The proposed plan maintains this stream buffer and avoids sensitive environmental features.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire hydrant shown between unit 2 and 21 was not installed in previous phase. Hydrant is required for coverage and must be installed. P-9 is less than 5 feet from property line.
- Fire rated construction required.

NDOT RECOMMENDATION

Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT.
- Final design and improvements may vary based on actual field conditions.
- The following are general approval comments and conditions; All public commercial ramps, residential driveways and street intersections shall meet code spacing requirements.
- Any public access point (ramps, drives) and/or intersection should meet AASHTO stopping sight distance requirements.
- Call out and dimension any ROW dedications that are to accommodate ROW frontage requirements.
- In general, with a final: Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT standard details.
- Include any TDOT spec'd bridge culvert details in final plan set.
- Residential and commercial ramps, driveways shall meet metro spacing code.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW. On site plans, call out "mill & overlay extents to be coordinated in field with NDOT inspector."

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Comply with NDOT Roads Conditions.

STORMWATER RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- MWS recommends approval on the following conditions:
- Approval does not apply to private water and sanitary sewer line design. Plans for these must be submitted and approved through a separate review process with Metro Water Permits before their construction may begin.
- Any W&S Capacity fees must be paid before issuance of building permits.

METRO HISTORIC RECOMMENDATION

Approve with conditions

- The Metro Historic Commission shall review the existing wall on the site and determine its historic status.

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)	-	-	21 U	113	7	10

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)	-	-	28 U	151	10	13

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+38	+3	+3

METRO SCHOOL BOARD REPORT

Projected student generation existing SP district: 5 Elementary 3 Middle 2 High

Projected student generation proposed SP district: 6 Elementary 3 Middle 3 High

The proposed SP zoning is expected to generate two additional students than the existing SP zoning district. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. Cumberland Elementary School is identified as at capacity, while Haynes Middle School and Whites Creek High School are identified as exceedingly under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 28 multi-family residential units. Short term rental property, owner occupied and short term rental property, not owner occupied shall be prohibited.
2. On the corrected copy, on Sheet C1.0, remove the "existing home to be removed" label that is identified next to the retained unit along Hydes Ferry Road on Sheet C1.0.
3. On the corrected copy, under Architectural Notes, remove Note C.
4. On the corrected copy, remove the sidewalk improvements proposed along Hydes Ferry Road.
5. On the corrected copy, remove Note 5 from the Proposed SP Amendment Notes on all sheets.
6. On the corrected copy, remove the BL2009-594 conditions from the cover sheet. submittal of the final site plan, provide landscape plan with landscape buffer details.
7. Surface parking areas proposed at the eastern terminus of the private drive shall be screened with landscaping to reduce visibility along Hydes Ferry Road.
8. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM4-NS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
9. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
10. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association
11. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
12. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
13. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
14. A final plat may be required prior to permitting.
15. No master permit or HPR shall be recorded on the property prior to final site plan approval.

Approve with conditions and disapprove without all conditions. (8-0)

Resolution No. RS2025-67

"BE IT RESOLVED by The Metropolitan Planning Commission that 2009SP-017-004 is approved with conditions and disapproved without all conditions. (8-0)

CONDITIONS

1. Permitted uses shall be limited to a maximum of 28 multi-family residential units. Short term rental property, owner occupied and short term rental property, not owner occupied shall be prohibited.
2. On the corrected copy, on Sheet C1.0, remove the "existing home to be removed" label that is identified next to the retained unit along Hydes Ferry Road on Sheet C1.0.
3. On the corrected copy, under Architectural Notes, remove Note C.
4. On the corrected copy, remove the sidewalk improvements proposed along Hydes Ferry Road.
5. On the corrected copy, remove Note 5 from the Proposed SP Amendment Notes on all sheets.
6. On the corrected copy, remove the BL2009-594 conditions from the cover sheet. submittal of the final site plan, provide landscape plan with landscape buffer details.
7. Surface parking areas proposed at the eastern terminus of the private drive shall be screened with landscaping to reduce visibility along Hydes Ferry Road.
8. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM4-NS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
9. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
10. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association
11. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
12. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
13. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
14. A final plat may be required prior to permitting.
15. No master permit or HPR shall be recorded on the property prior to final site plan approval.

2. 2024SP-036-001

832 WEST TRINITY

Council District: 02 (Kyonzté Toombs)

Staff Reviewer: Laszlo Marton

A request to rezone from R8 to SP zoning for property located at W. Trinity Lane (unnumbered), approximately 655 feet west of McKinley Street, (1 acre), to permit 17 multi-family residential units, requested by Dale & Associates, applicant; MG Gran, LLC, owner.

Staff Recommendation: Defer to the April 24, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2024SP-036-001 to the April 24, 2025, Planning Commission meeting. (8-0)

3. 2024SP-049-001

5642 VALLEY VIEW SP

Council District: 04 (Mike Cortese)

Staff Reviewer: Dustin Shane

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

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

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 four detached multi-family residential units.

Existing Zoning

One- and Two-Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 1.16 dwelling units per acre including 25 percent duplex lots. *R40 would permit a maximum of one lot. Duplex eligibility to be confirmed by Metro Codes.*

Proposed Zoning

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

SOUTHEAST COMMUNITY PLAN

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

SITE CONTEXT AND PLAN DETAILS

The property, which is currently developed with a single-family home, is located along a residential local street in the Brentwood Gardens neighborhood. The adjacent uses are all single- or two-family residential, zoned R40. The site is located approximately 1,300 feet south of Old Hickory Boulevard and is along the same street as the Council-adopted Brentwood Chase SPs (Brentwood Chase 1 and Brentwood Chase 2) to the north, on the west side of Valley View Road, which together permit 17 multi-family residential units. At its February 13, 2025, meeting, the Metro Planning Commission recommended approval of the Brentwood Chase 3 SP, directly west of the site (Case No. 2024SP-039-001), which permits 71 multi-family residential units.

The application proposes a Specific Plan zoning district that permits four detached multi-family residential units. The two homes closest to Valley View Road on the site are required to meet a contextual setback of 85.5 feet and are oriented to Valley View Road, while the two homes located in the rear orient internally toward a private drive. Staff is including conditions of approval requiring that the entry gate that is currently shown on the plans be removed and that the portions of the drive running north/south stub to the northern and southern boundaries and placed within access easements enable future cross access. All buildings are accessed by Valley View Road from the shared drive, which features sidewalks from the public sidewalk system (shown as being improved per the local street standards) to the front two units and permeable pavers for part of its length. Parking will be handled by garage spaces internal to the units and guest parking pads. The plan includes a public sewer extension into the site with accompanying easement.

ANALYSIS

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

The plan calls for a modest increase in density on the site. The requested density results in a density of approximately 2.75 units per acre, which is lower than the proposed fallback zoning, RM4. The RM4 zoning district does not in itself require a buffer yard when abutting R40 zoned properties. However, staff is including a condition of approval that a Type B landscape buffer be added along the side and rear property lines to provide a transition to the adjacent R40-zoned properties. The units that front Valley View Road retain the existing contextual setback, respecting the current spacing conditions along the street, while the homes at the rear provide an opportunity for a mixture of housing types on the site. The plan limits the heights of the units to two stories and 35 feet, which will retain the existing character of one- and two-story homes along Valley View Road.

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

FIRE RECOMMENDATION

Approved with conditions

- Revised plan 3/26/25. Approved.

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. A minimum of 30% W&S Capacity must be paid before issuance of building permits. (See Capacity Permit #'s T2024083246 & T2024083246).

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 public access point (ramps, drives) should meet AASHTO stopping sight distance requirements.
- Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT standard details.
- There should be no vertical obstructions in new public sidewalks and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW. On site plans, call out "mill & overlay extents to be coordinated in field with NDOT inspector."
- Comply w/ NDOT traffic comments/conditions of approval.

NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

Maximum Uses in Existing Zoning District: R40

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	1.45	1.77 F	2 U	28	7	2

*Based on two-family lots

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	-	-	4 U	20	1	2

Traffic changes between maximum: R40 and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-8	-6	+0

METRO SCHOOL BOARD REPORT

Projected student generation existing R40 district: 0 Elementary 0 Middle 0 High

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

The proposed SP zoning is expected to generate one more student than the existing R40 zoning. Students would attend Granbery Elementary School, Oliver Middle School, and Overton High School. Granbery Elementary School was identified as being exceedingly over capacity while Oliver Middle School was identified as being exceedingly under capacity and Overton High School was identified as being at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization Report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of four detached multi-family residential units. Short Term Rental Property (STRP) owner-occupied and not owner-occupied shall be prohibited.
2. On the corrected copy, remove the gate.
3. On the corrected copy, show a Type B landscape buffer along all side and rear property boundaries unless utility easements would prevent the planting of a buffer.
4. On the corrected copy, show a 20-foot-wide access easement extending from the private drive to the northern and southern boundaries with this note: "20-foot-wide cross access easement shall be provided from the private drive network to Parcels 17100005000 and 17100005300. Cross access to adjacent properties to be located behind Units 1 and 4. In addition, all paved areas (including pavers) shall be recorded as a public access easement."
5. All surface parking areas for the development shall be located behind the Unit 1 and Unit 4 building footprints to limit visibility of parking areas from the street.
6. With the final site plan, include additional landscaping along both sides of the main drive aisle to provide enhanced screening of impervious surfaces.
7. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
8. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Property Owners' Association.
9. Comply with all conditions and requirements of Metro Reviewing Agencies.
10. 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.
11. No master permit/HPR shall be recorded prior to final SP approval.
12. Final plat may be required prior to permitting.
13. 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 RM4 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
14. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
15. 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.
16. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Approve with conditions and disapprove without all conditions. (8-0)

Resolution No. RS2025-68

"BE IT RESOLVED by The Metropolitan Planning Commission that 2024SP-049-001 is approved with conditions and disapproved without all conditions. (8-0)

CONDITIONS

1. Permitted uses shall be limited to a maximum of four detached multi-family residential units. Short Term Rental Property (STRP) owner-occupied and not owner-occupied shall be prohibited.
2. On the corrected copy, remove the gate.
3. On the corrected copy, show a Type B landscape buffer along all side and rear property boundaries unless utility easements would prevent the planting of a buffer.
4. On the corrected copy, show a 20-foot-wide access easement extending from the private drive to the northern and southern boundaries with this note: "20-foot-wide cross access easement shall be provided from the private drive network to Parcels 17100005000 and 17100005300. Cross access to adjacent properties to be located behind Units 1 and 4. In addition, all paved areas (including pavers) shall be recorded as a public access easement."

5.All surface parking areas for the development shall be located behind the Unit 1 and Unit 4 building footprints to limit visibility of parking areas from the street.

6.With the final site plan, include additional landscaping along both sides of the main drive aisle to provide enhanced screening of impervious surfaces.

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

8.The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Property Owners' Association.

9.Comply with all conditions and requirements of Metro Reviewing Agencies.

10.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.

11.No master permit/HPR shall be recorded prior to final SP approval.

12.Final plat may be required prior to permitting.

13.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 RM4 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.

14.The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.

15.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.

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

4. 2024SP-060-001

1609 4TH AVE. N.

Council District: 19 (Jacob Kupin)

Staff Reviewer: Matt Schenk

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

Staff Recommendation: Defer to the May 8, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2024SP-060-001 to the May 8, 2025, Planning Commission meeting. (8-0)

5. 2025SP-005-001

MARTIN & MERRITT

Council District: 17 (Terry Vo)

Staff Reviewer: Matt Schenk

A request to rezone from IWD and RM20-A-NS to SP zoning for properties located at 525 Merritt Avenue, 1300 and 1312 Martin Street, and 548 Hamilton Avenue, at the northeastern corner of Martin Street and Hamilton Avenue (2.9 acres), and partially within the Wedgewood-Houston Chestnut Hill Urban Design Overlay District, to permit a mixed-use development, requested by Pfeffer Torode Architecture, applicant; MTP-1300 Main Street Propco, LLC, MTP Merritt Avenue Propco, LLC, MTP-Martin Ave. Propco, LLC and MTP-513 Merritt Ave. LLC, owners.

Staff Recommendation: Defer to the April 24, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2025SP-005-001 to the April 24, 2025, Planning Commission meeting. (8-0)

6. 2025SP-006-001

BRIARWOOD TOWNHOME SP

Council District: 05 (Sean Parker)

Staff Reviewer: Dustin Shane

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

Staff Recommendation: Defer to the April 24, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2025SP-006-001 to the April 24, 2025, Planning Commission meeting. (8-0)

7. 2025SP-007-001

13905 OLD HICKORY BOULEVARD

Council District: 31 (John Rutherford)

Staff Reviewer: Matt Schenk

A request to rezone from AR2a to SP zoning for properties located at 13905 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), approximately 1,440 feet west of Whittemore Lane (66.72 acres), to permit 330 multi-family residential units, requested by Dale & Associates, applicant; Mike & Patsy & David Pence ET AL, owners.

Staff Recommendation: Defer to the April 24, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2025SP-007-001 to the April 24, 2025, Planning Commission meeting. (8-0)

8. 2025SP-009-001

1004 & 1104 CASS STREET

Council District: 02 (Kyonzté Toombs)

Staff Reviewer: Jeremiah Commey

A request to rezone from R6 to 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, requested by Dale & Associates, applicant; Ludie Lou Holdings, LLC and Charles Carney, owners.

Staff Recommendation: Defer to the April 24, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2025SP-009-001 to the April 24, 2025, Planning Commission meeting. (8-0)

9. 2025SP-016-001

BATSON HOMES-STEWARTS FERRY PIKE

Council District: 12 (Erin Evans)

Staff Reviewer: Matt Schenk

A request to rezone from RS15 to SP zoning for a portion of property located at 1501 Stewarts Ferry Pike, approximately 310 feet west of South New Hope Road, (17 acres), to permit 24 two-family lots and 2 single family residential lots for a total of 50 residential units, requested by Crunk Engineering LLC, applicant; Earl Flynn ET UX, owner.

Staff Recommendation: Defer to the April 24, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2025SP-016-001 to the April 24, 2025, Planning Commission meeting. (8-0)

10. 2025SP-018-001

3603 BELMONT BLVD

Council District: 25 (Jeff Preptit)

Staff Reviewer: Savannah Garland

A request to rezone from R30 to SP zoning for property located at 3603 Belmont Boulevard, approximately 305 feet south of Graybar Lane (0.69 acres), to permit a detached two-family residential unit, requested by Michael Isaac, applicant and owner.

Staff Recommendation: Withdraw.

The Metropolitan Planning Commission withdrew 2025SP-018-001. (8-0)

11. 2025SP-020-001

(Formerly 2025Z-013PR-001)

3187 FRANKLIN LIMESTONE ROAD

Council District: 28 (David Benton)

Staff Reviewer: Jeremiah Commey

A request to rezone from AR2a to SP zoning for a portion of property located at 3187 Franklin Limestone Road, approximately 1,178 feet southwest of Mullen Circle (23.48 acres), to permit industrial uses, requested by; Kimley-Horn & Associates, applicant; Tweedy, Jeffrey C. & Saussy, Haun, Trustees ET AL., owners.

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

APPLICANT REQUEST

SP to permit industrial uses.

Preliminary SP

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).

Existing Zoning

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

Proposed Zoning

Specific Plan-Industrial (SP-IND) 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 industrial uses.

ANTIOCH – PRIEST LAKE COMMUNITY PLAN

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

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

CASE HISTORY

The initial application, which was filed as a straight rezone request from Agricultural Residential (AR2a) to Industrial Restrictive (IR) (case number 2025Z-013PR-001) was deferred at the February 13, 2025, Metro Planning Commission meeting after a public hearing was held, following concerns raised during the public hearing. The Commission deferred the item to allow the applicant the opportunity to further discuss the proposal with the community. Subsequently, the applicant converted the case to a Specific Plan (SP), to establish development

standards and address community concerns regarding including traffic and the impact of future development. A community meeting was held on March 5, 2025.

SITE CONTEXT

The application consists of a 23.48-acre portion of a 360-acre parcel (Map 134, Parcel 256) located along Franklin Limestone Road, southwest of Mullen Circle. The portion of the property included in this request is located south of a stream that bisects the site on the northern boundary. The larger portion of the parcel, north of the stream, is used for mineral processing, while the portion of the property proposed for rezoning is currently vacant. The northern portion of the subject property, which is not part of this SP application, is the site of the Vulcan quarry. Surrounding uses are vacant industrial land, office, warehouse, and residential single family. Surrounding properties are zoned Specific Plan (SP), Industrial Restrictive (IR), Industrial Warehousing Distribution (IWD), AR2a, Single-Family Residential (RS15), and One and Two Family Residential (R40). The larger site is associated with floodway, floodplain, steep slopes, and streams. However, these features only intersect the area proposed for rezoning at the northern edge, near the stream. The site has frontage on Franklin Limestone Road, which is classified as a collector avenue in the Major and Collector Street Plan (MCSP).

PLAN DETAILS

The proposed regulatory SP would permit uses of IR zoning with the exception of the following uses that are proposed to be prohibited: outpatient clinic, beer and cigarette market, carpet cleaning, flea market, laundry plants, liquor sales, boat dock, water taxi station, waste water treatment, waste treatment plant, medical waste, sanitary landfill, adult entertainment, race track, sex club, and mineral extraction/quarry. The SP proposes a maximum of 220,000 square feet of non-residential uses intended for industrial development. A 30-foot type D3 landscape buffer is proposed along the northern and southern property line, where existing vegetation is indicated is identified to be preserved where feasible. Standards not specifically called out by the SP will be subject to the requirements of the IR zoning district. The plan proposes access restrictions, landscape and stream buffer requirements, and limits the total square footage of development to 220,000 square feet. Areas of right-of-way dedication are provided along the project frontage, with further analysis on traffic and offsite improvements to be evaluated with the final SP. The Zone 1 stream buffer areas are identified to remain undisturbed on the SP plan.

ANALYSIS

The property is located within District Impact and Conservation policy areas. District Impact policy is intended to enhance and create areas that are dominated by one or more activities with the potential to have a significant, adverse impact on the surrounding area, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. The Conservation policy, mainly along the northern edge of the subject property, consists of floodway, floodplain, steep slopes, and streams. These areas cover about 13 percent of the site and there is space outside of these areas upon which to develop on the subject property. A condition has been added to note on the site plan that no disturbance shall be permitted in buffer Zone 1 and within the 100-year floodplain.

The SP allows only uses permitted in IR with the exception of certain uses, as noted above, that are prohibited. Uses permitted by the IR district are less intense than other industrial zoning districts supported by the D I policy area, where higher intensity industrial uses that are more impactful than IR may be supported. Potential impacts on abutting properties are minimized by the light industrial nature of the uses permitted by the proposed SP. The proposed SP is on the lower end of industrial uses allowed in DI policy areas, which is appropriate given the less intense policy areas to the south. The site is primarily located outside of the conservation areas and future development will be subject to all standards of the Stormwater Management Manual.

The SP meets the goals of the DI policy by establishing standards for access management onto Franklin Limestone Road. Vehicular access for larger impact activities in D I policy areas is from arterial-boulevards and freeways, while smaller impact activities are accessed from collector-avenue or local streets. The proposed SP is limited to only certain uses allowed in IR and the site is accessed from Franklin Limestone Road, which is classified as a collector avenue in the MCSP. The site is also within 0.35 miles of Antioch Pike, which is classified as an arterial boulevard in the MCSP. DI areas should have a large land for necessary buffering. The SP proposes a maximum of 220,000 square feet of non-residential uses intended for industrial development. This accounts for about 22% of the portion of the site to be rezoned.

The 30-foot landscaping buffers provided along the northern and southern property boundaries are appropriate to minimize the proposed development's visual impact on neighboring properties. The proposed SP is appropriate given the District Impact policy, as it is intended for a wide range of light industrial uses at a small to moderate scale. As conditioned, staff finds that the plan meets the goals of the DI policy.

FIRE MARSHAL RECOMMENDATION

Approve

HISTORIC ZONING RECOMMENDATION**Approve**

- Phase I archaeological survey recommended

STORMWATER RECOMMENDATION**Approve****WATER SERVICES RECOMMENDATION****Approve with conditions**

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

NDOT RECOMMENDATION**Approve with conditions**

- Prior to a final SP submittal, coordinate w/ NDOT on site access point(s), submit SSD exhibit(s) for proposed site access points (based on AASHTO). We will need information. on typical truck class for warehouse and planned truck routes.
- Comply w/ NDOT traffic comments/conditions.

TRAFFIC AND PARKING RECOMMENDATION**Approve with conditions**

- The applicant has scoped a MMTA with NDOT. The MMTA shall be submitted and finalized with NDOT prior to Final SP approval.
- The applicant shall comply with the MCSP half of ROW. Given the topography on Franklin Limestone Rd, further coordination will be required with NDOT and Planning on the street scape requirements.
- Site access point(s) and loading (if applicable) shall be finalized with NDOT prior to final SP submittal. The applicant shall coordinate with NDOT prior to Final SP submittal to determine the appropriate access location given the topography on Franklin Limestone Rd. A sight distance exhibit will be required with Final SP submittal.
- Off-site improvements are anticipated and shall be determined with the MMTA.
- Parking shall be per code.

Maximum Uses in Existing Zoning District: AR2A

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

*Based on two-family lots

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	23.48	0.6	613,673 SF	1,015	104	116

Traffic changes between maximum: AR2A and SP

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

METRO SCHOOL BOARD REPORT

The proposed SP zoning district would not generate any new students. Students would attend Una Elementary School, Margaret Allen Middle School, and Antioch High School. Una Elementary is identified as being exceeding over capacity, Margaret Allen Middle School is identified as exceedingly under capacity while Antioch High School are identified as overcapacity while. This information is based on the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 220,000 square feet of nonresidential uses of the IR zoning district, with the exception of the following uses which shall be prohibited from the entire development: short-term rental properties, owner occupied and short-term rental properties, not owner occupied, outpatient clinic, beer and cigarette market, carpet cleaning, flea market, laundry plants, liquor sales, boat dock, water taxi station, waste water treatment, waste treatment plant, medical waste, sanitary landfill, adult entertainment, race track, sex club, and mineral extraction/quarry.
2. On the corrected copy, update the purpose statement: "The purpose of this SP is to allow for a maximum of 220,000 square feet of nonresidential uses; permitted uses are per IR zoning with the exception of the prohibited uses listed in the SP document."
3. On the corrected copy, update all references to permitted and prohibited uses as outlined in the Permitted Use condition.
4. On the corrected copy, note that no disturbance shall be permitted in buffer Zone 1 and within the 100-year floodplain.
5. Comply with all conditions and requirements of Metro Reviewing Agencies.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with the final site plan Application.
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 IR zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
8. 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.
9. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Property Owners' Association.
10. Final plat may be required prior to permitting.
11. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
12. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any of any building permits.

Mr. Commey presented the staff report with the recommendation to approve with conditions and disapprove without all conditions.

Mr. Smith stated that he thinks deferring this item was the correct thing to do because it provided more clarity, and he is inclined to support staff recommendation.

Someone from the crowd came forward (no name given) and asked the Commission if it would be appropriate to open the Public Hearing again due to the fact that new information is being given regarding this case and that they would appreciate an opportunity to speak on it.

Ms. Kempf explained that the item was presented a month and a half ago at a previous meeting, the commission gave guidance for an SP with conditions around the areas of disturbance and clarification of uses, staff negotiated with the applicant, submitted an SP with environmental conditions and clarified uses, and published the Staff Report on Friday, April 4, 2025. Ms. Kempf stated that the Commission's standard is that if new data is introduced, they may open the Public Hearing again, but since this is a direct response to what the public asked for, that wouldn't typically meet the practice.

Ms. Milligan added that everything in the SP is more restrictive than what would have been allowed under the

original request and the original Public Hearing, it is not allowing more than what would have been permitted under the zoning that the Public Hearing was held on, so if it is more restrictive the original Public Hearing stands.

Ms. Ladd explained that it is up to the Commissioners if they want to reopen the Public Hearing.

Councilmember Gamble questioned if this would be prudent to open a Public Hearing now without having announced it prior to the meeting.

Ms. Ladd stated that it would be appropriate because it is still an agenda item.

Councilmember Gamble mentioned that there is another opportunity for a Public Hearing at the Council level where the community would have another opportunity to be heard.

Vice Chair Farr asked for confirmation that a community meeting was held.

Chair Adkins answered in the affirmative.

Vice Chair Farr moved, and Ms. Leslie seconded the motion to reopen the Public Hearing.

James Weaver, Holland and Knight, representing the applicant, spoke in favor of the application.

Tanya Miller, spoke in opposition to the application.

Grace Anne Bendel, spoke in opposition to the application.

No name given, spoke in opposition to the application.

CJ Tishner, spoke in opposition to the application.

Brendan Boles, applicant with Kimley Horn & Associates, spoke in rebuttal.

Chair Adkins closed the Public Hearing.

Vice Chair Farr stated she feels this application meets the policy and that the applicant has taken the right steps. She asked Staff what the options are for restricting the left turn lane.

Ms. Milligan responded that there are ways to design a driveway so that it will prevent someone from taking a left turn, engineering and construction design will be reviewed at final site plan with NDOT. A condition can be added as well.

Vice Chair Farr stated that she believes it is consistent with the policy and supports staff recommendation.

Ms. Dundon explained that she had concerns about the interface between industrial and residential but that she appreciates that an extra community meeting was held, and the restrictions are going to address specifically some of the concerns she had at the last meeting. Ms. Dundon agreed with staff recommendation.

Vice Chair Farr moved, and Mr. Marshall seconded the motion to approve with conditions and disapprove without all conditions. (8-0)

Resolution No. RS2025-69

"BE IT RESOLVED by The Metropolitan Planning Commission that 2025SP-020-001 is approved with conditions and disapproved without all conditions. (8-0)

CONDITIONS

1. Permitted uses shall be limited to a maximum of 220,000 square feet of nonresidential uses of the IR zoning district, with the exception of the following uses which shall be prohibited from the entire development: short-term rental properties, owner occupied and short-term rental properties, not owner occupied, outpatient clinic, beer and cigarette market, carpet cleaning, flea market, laundry plants, liquor sales, boat dock, water taxi station, waste water treatment, waste treatment plant, medical waste, sanitary landfill, adult entertainment, race track, sex club, and mineral extraction/quarry.

2. On the corrected copy, update the purpose statement: "The purpose of this SP is to allow for a maximum of 220,000 square feet of nonresidential uses; permitted uses are per IR zoning with the exception of the prohibited uses listed in the SP document."

3. On the corrected copy, update all references to permitted and prohibited uses as outlined in the Permitted Use condition.

4. On the corrected copy, note that no disturbance shall be permitted in buffer Zone 1 and within the 100-year floodplain.

5. Comply with all conditions and requirements of Metro Reviewing Agencies.

6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with the final site plan Application.

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

8. 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.

9. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Property Owners' Association.

10. Final plat may be required prior to permitting.

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

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

12. **2025S-037-001**

MADLINE DRIVE

Council District: 27 (Robert Nash)

Staff Reviewer: Jeremiah Commey

A request to amend a previously recorded plat to modify an easement on property located at 5018 Madeline Drive, approximately 96 feet north of Strasser Drive, zoned RS10 (0.35 acres), requested by Soma Ezzadpanah, applicant and owner.

Staff Recommendation: Defer to the April 24, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2025S-037-001 to the April 24, 2025, Planning Commission meeting. (8-0)

13. **2024Z-069PR-001**

Council District: 24 (Brenda Gadd)

Staff Reviewer: Celina Konigstein

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

Staff Recommendation: Defer to the April 24, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2024Z-069PR-001 to the April 24, 2025, Planning Commission meeting. (8-0)

14. 2024Z-125PR-001

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

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

Staff Recommendation: Defer indefinitely.

The Metropolitan Planning Commission deferred 2024Z-125PR-001 indefinitely. (8-0)

15. 2025Z-005PR-001

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

A request to rezone from AR2a to RM20-A zoning for properties located at 6355 Nolensville Pike and Nolensville Pike (unnumbered), approximately 139 feet north of Holt Road (13.72 acres) and located within the Corridor Design Overlay District, requested by Fulmer Lucas Engineering, applicant; Eleanor Dyer and Amon & Anna Ringemann, owners.

Staff Recommendation: Defer to the May 8, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2025Z-005PR-001 to the May 8, 2025, Planning Commission meeting. (8-0)

16. 2025Z-016PR-001

Council District: 33 (Antoinette Lee)
Staff Reviewer: Celina Konigstein

A request to rezone from AR2a to RM9-NS zoning for property located at 13302 Old Hickory Boulevard, approximately 1,014 feet west of Twin Oaks Lane (6.3 acres), requested by; TTL, Inc., applicant; David & Marcie Matheny, owners.

Staff Recommendation: Defer to the May 8, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2025Z-016PR-001 to the May 8, 2025, Planning Commission meeting. (8-0)

**17. 2025Z-001TX-001
AMEND DTC CENTRAL USE AREA
BL2025-761**

Council District: 19 (Jacob Kupin)
Staff Reviewer: Eric Hammer

A request to amend Section 17.37 of the Metropolitan Code to remove automobile parking as a permitted use within the boundary of the Second Avenue Historic Preservation Overlay.

Staff Recommendation: Approve.

APPLICANT REQUEST (TEXT AMENDMENT)

Request to amend Section 17.37 of the Metropolitan Code to remove automobile parking as a permitted use within the boundary of the Second Avenue Historic Preservation Overlay.

PROPOSAL

Article III of the Downtown Code (DTC) governs which land uses are permitted within DTC zoning. This Article divides Downtown into five distinct Use Areas (Central, North, South, East, and West), each of which specify the permitted land uses and any caveats regarding those land uses. This proposed amendment removes automobile parking as a principal permitted use, within the boundary of the Second Avenue Historic Preservation Zoning Overlay (HPZO). This overlay is wholly within the Central Use Area of the DTC. Properties outside the Second Avenue HPZO and within the Central Use Area are not affected by this proposal.

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.

Second Avenue Historic Preservation Zoning Overlay (HPZO)

Historic Preservation Zoning Overlays are a type of zoning overlay which protect historic character through a design review process. Listed in the National Register of Historic Places, the Second Avenue Historic District is Nashville's oldest downtown district. Second Avenue or Market Street, as it was known until 1903, was the commercial heart of the city in the latter half of the nineteenth century. This district is important for its outstanding examples of Victorian commercial architecture and for its representation of the development of this area as one of the most important industrial sections in Nashville's history.

Existing Policy

T6 Second and Broadway (T6 SB) is intended to maintain the historic and cultural prominence of the Second Avenue and Broadway corridors by encouraging the adaptive reuse of historic buildings, creating development that is compatible with the general character of existing buildings on the Second and Broadway corridors, and by maintaining the corridors' ability to move vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

ANALYSIS

The proposed text amendment would update the Land Use Chart on page 61 of the DTC to remove automobile parking as a stand-alone permitted use within the Second Avenue HPZO. The Second Avenue HPZO is comprised of properties that are critical to the history of Downtown Nashville, Davidson County, and Middle Tennessee. Stand-alone parking uses, whether surface parking or structured parking, are not compatible with the form of the character-defining properties within the Second Avenue Historic Preservation Zoning Overlay. Since the Christmas Day explosion in 2020, the community and Metro partners have worked together to bring back vibrancy to this historic street, and this effort further secures this initiative.

Automobile parking remains a permitted use within all other areas of the Downtown Code, including the areas of the Central Use Area outside the Second Avenue HPZO. Existing stand-alone automobile parking uses, both surface and structured, within the Second Avenue HPZO may continue to operate per Metropolitan Code 17.40.650. Any new construction may choose to have automobile parking as a supportive use of another principle use in compliance with DTC zoning and the Second Avenue HPZO.

Additionally, this text amendment does not affect on-street parking within the public right-of-way.

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.

STAFF RECOMMENDATION

Staff recommends approval.

ORDINANCE NO. BL2025-761

An ordinance to amend Title 17 of the Metropolitan Code of Laws, the Zoning Ordinance of the Metropolitan Government of Nashville and Davidson County, by amending the Uses Table within Chapter 17.37, Downtown Code, to remove automobile parking as a permitted use within the boundary of the Second Avenue Historic Preservation Overlay, all of which is described herein (Proposal No. 2025Z-001TX-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 Second Avenue Rebuild project team, including Metro Planning, MDHA, NDOT, and other partners, has undertaken extensive community outreach in recovery efforts related to the December 25, 2020, explosion; and

WHEREAS, The Metropolitan Government recognizes that Second Avenue and the Cumberland Riverfront have paramount importance to the rich history of Downtown Nashville, Davidson County, and Middle Tennessee; and

WHEREAS, the historic architectural fabric of Second Avenue, formerly Market Street, includes significant contributing structures to the 2nd Avenue Historic Preservation District; and

WHEREAS, The Metropolitan Government recognizes the importance of updating, clarifying, and refining the Downtown Code (DTC) standards to encourage context-sensitive, transit-ready urban development;

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 is hereby amended replacing the Use Table on Page 61 with the attached Exhibit A.

Section 2: Be it further enacted, that this ordinance shall take effect immediately after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

Mr. Hammer presented the staff report with the recommendation to approve. He explained the Text Amendment Review Process, that was adopted on October 24, 2024, and stated that the item will be deferred to the May 8, 2025, Planning Commission meeting.

Chair Adkins closed the Public Hearing.

Mr. Smith stated he believes this is a good idea and supports staff recommendation.

Vice Chair Farr questioned if on street parking is allowed or not.

Ms. Kempf explained that on street parking is allowed and that this project is aimed to address a specific plan over some of the most severely impacted properties from the bombing in 2020, the specific plan included provisions that would remove surface parking as an allowed use, and that is in part what gave the Commission and the Historic Zoning Commission some comfort about how to move forward.

Vice Chair Farr agreed that this is a good idea and supports staff recommendation.

Mr. Smith moved, and Ms. Dundon seconded the motion to defer two meetings to the May 8, 2025, Planning Commission meeting.

18. 2013SP-050-002
69 THOMPSON LANE (AMENDMENT)
Council District: 16 (Ginny Welsch)
Staff Reviewer: Matt Schenk

A request to amend a Specific Plan for property located at 69 Thompson Lane, at the southeast corner of Mashburn Road and Thompson Lane, zoned SP (0.65 acres), to permit personal care services, general office and residential uses, requested by Ashley Hernandez, AIA, applicant; Kevin Castillo and Mara O. Rivera, Owners.

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

APPLICANT REQUEST
SP Amendment for a mixed-use development.

SP Amendment

A request to amend a Specific Plan (SP) for property located at 69 Thompson Lane, at the southeast corner of Mashburn Road and Thompson Lane, zoned SP (0.65 acres), to permit personal care services, general office, and residential uses.

Existing Zoning

Specific Plan-Office (SP-O) 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, and office 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.*

SOUTH NASHVILLE COMMUNITY PLAN

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

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

EXISTING SP AND HISTORY

The existing SP zoning of this site was approved in 2014 and permits residential and general office uses within the existing structure. This application proposes to add personal care services as a permitted use within the existing structure, which requires this SP amendment application, as it changes the zoning entitlements and development plan for the property. Other than adding personal care services as an allowed use, this proposed amendment does not change any other standards of the existing SP.

SITE CONTEXT AND PLAN DETAILS

The site consists of a single parcel, approximately 0.65 acres in size, located on the southeastern corner of Mashburn Road, a local street, and Thompson Lane, an Arterial Boulevard. The site currently contains a single-story structure with permitted uses of residential and general office. The surrounding parcels are zoned Single-Family Residential (RS7.5 and RS10) and Commercial Limited (CL). Neighboring uses include a mix of single-family residential, commercial, and community uses.

The site plan proposes to retain the existing building and allow for residential, general office, and personal care services uses within this existing building. Access to the site is limited from an existing driveway on Mashburn Road, with the existing driveway access along Thompson Lane conditioned by NDOT to be removed. The plan proposes to utilize the existing parking areas on the site, which are located behind and beside the existing structure.

ANALYSIS

The proposed SP is located within the Transition (TR) and Conservation (CO) Policy areas. The Transition policy is intended to provide transitions in scale, intensity, and use at locations between high-intensity and low-intensity policy categories or development. The Conservation (CO) policy on the site is located in areas of steep slopes at the southeast corner of the site, which the proposed plan avoids, as the site has previously developed and no expansion to the building area is proposed. The proposed SP incorporates uses and design characteristics that are consistent with the Transition policy at this location. While personal care services is classified as a commercial use in the Zoning Ordinance, several characteristics of this proposal would support this use being added at this location. Existing entitlements at this site permit office and residential uses within the existing structure. The plan proposes the addition of personal care services, which tend to operate similar to an office use where the impacts are less intense than other commercial uses. The proposed use will also be located within the existing structure. The plan retains the existing structure, which has a form and scale that is consistent with the adjacent residential neighborhood and does not propose any additions or expansions to this structure. No new access is proposed, and parking areas will be retained behind the existing structure. The site's location along an arterial-boulevard, and nearby commercial and community uses, provides a buffer between residential and commercial uses.

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT.
- Final design and improvements may vary based on actual field conditions.
- Any proposed roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and installed per NDOT detail standards.
- A private hauler may be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- On all future submittal plan sets, provide a site plan that shows the Thompson Lane driveway removal as previously conditioned.

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
General Office (710)	0.65	-	1,560 SF	55	7	7

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
Medical-Dental Office (221)	0.65	-	1,560 SF	59	2	6

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+4	-5	-1

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to uses of RS10 zoning, general office, and personal care services uses, within the existing structure only. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited.
2. On the corrected copy, update the "personal care" use to reflect "personal care services."
3. Permitted uses are limited within the existing structure only.
4. Any additional parking required to meet Code requirements shall be provided behind the existing structure.
5. Access to the site is limited to the existing ingress/egress only, except as conditioned to be removed by NDOT.
6. Comply with all conditions and requirements of Metro reviewing agencies.
7. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
8. No master permit/HPR shall be recorded prior to final SP approval.
9. Final plat may be required prior to permitting.
10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RS10 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
11. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
12. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

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

Approve with conditions and disapprove without all conditions. (8-0)

Resolution No. RS2025-70

"BE IT RESOLVED by The Metropolitan Planning Commission that 2013SP-050-002 is approved with conditions and disapproved without all conditions. (8-0)

CONDITIONS

1. Permitted uses shall be limited to uses of RS10 zoning, general office, and personal care services uses, within the existing structure only. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited.
2. On the corrected copy, update the "personal care" use to reflect "personal care services."
3. Permitted uses are limited within the existing structure only.
4. Any additional parking required to meet Code requirements shall be provided behind the existing structure.
5. Access to the site is limited to the existing ingress/egress only, except as conditioned to be removed by NDOT.
6. Comply with all conditions and requirements of Metro reviewing agencies.
7. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
8. No master permit/HPR shall be recorded prior to final SP approval.
9. Final plat may be required prior to permitting.
10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RS10 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
11. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
12. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
13. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

19. 2025SP-019-001

5000 ASHLAND CITY HWY

Council District: 01 (Joy Kimbrough)

Staff Reviewer: Dustin Shane

A request to rezone from AR2a to SP zoning for property located at 5000 Ashland City Highway, approximately 914 feet north of Old Hydes Ferry Pike (5.01 acres), to permit building contractor supply, requested by Dale & Associates, applicant; Jason Walker, owner.

Staff Recommendation: Defer to the April 24, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2025SP-019-001 to the April 24, 2025, Planning Commission meeting. (8-0)

20. 2024S-083-003

HARPETH OVERLOOK

Council District: 35 (Jason Spain)

Staff Reviewer: Laszlo Marton

A request for concept plan approval to create 35 lots utilizing the conservation development standards on property located at McCrory Lane (unnumbered), approximately 700 feet north of Beautiful Valley Drive, zoned RS10 (15.8 acres), requested by Catalyst Design Group, applicant; Harpeth Overlook Partners, LLC, owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Request for concept plan approval to create 35 lots.

Concept plan

A request for concept plan approval to create 35 lots utilizing the conservation development standards on property located at McCrory Lane (unnumbered), approximately 700 feet north of Beautiful Valley Drive, zoned Single Family Residential (RS10) (15.8 acres).

SITE DATA AND CONTEXT

Location: The site consists of one property located along McCrory Lane, north of the intersection with Beautiful Valley Drive.

Street Type: The site has frontage on McCrory Lane which is classified as a Scenic Arterial Boulevard in the Major and Collector Street Plan (MCSP). The site plan proposes two new public streets, one of which ties into McCrory Lane. Both streets terminate into cul-de-sacs on the eastern side of the site.

Approximate Acreage: 15.8 acres (688,223 SF).

Parcel/Site History: The subject property at McCrory Lane (unnumbered) was created by deed in July 2024 and includes a total of 15.8 acres. A concept plan (2024S-083-001) to create 32 lots utilizing the conservation development standards on a portion of the property (15.12 acres) was approved by the Planning Commission in September 2024.

Zoning History: A majority of the property was rezoned to Single Family Residential (RS10) in 2024. Prior to being rezoned, this portion of the site was previously zoned Agricultural/Residential (AR2a). A small portion (0.68 acres) of the property in the northwest corner was rezoned from AR2a to RS10 in 2025 and is now eligible for subdivision utilizing the conservation standards. Three additional lots are proposed within this area, for a total of 35 proposed lots.

Existing Land Use: The site is currently vacant and heavily forested.

Surrounding Land Use and Zoning:

- North: Single Family/Agricultural/Residential (AR2a)
- South: Single Family/Single Family Residential (RS10)
- East: Single Family/Single Family Residential (RS20), Planned Unit Development (PUD)
- West: Cemetery/One and Two-Family Residential (R10)

Zoning: Single-Family Residential (RS10)

Min. lot size: 10,000 square feet

Max. building coverage: 0.40

Min. rear setback: 20'

Min. side setback: 5'

Max. height: 3 stories

Min. street setback: 20' along local streets

PROPOSAL DETAILS

Number of lots: 35 lots.

Lot sizes: The proposed lot sizes vary from 7,150 square feet to 12,983 square feet. The plan utilizes the Conservation Development standards to permit lot size flexibility in exchange for protection of natural areas present on the site. The Conservation Development Standards (17.12.090) allow subdivisions to reduce lots in size from the minimum required by the base zoning district by equivalent percentage of the site that is to remain natural open space. The site acreage is 15.8 acres or 688,237 square feet, while the plan proposes 4.74 acres of natural open space, resulting in allowable lot size reduction of 30%. This reduction would result in a minimum lot size of 7,000 square feet. All proposed lots exceed the minimum lot size.

Access: The plan proposes new public streets, shown on the plan as Hailey Heights, S. Jenna Court, and N. Jenna Court. The primary street, Hailey Heights, will extend access from McCrory Lane to the east and intersect with Jenna Court, providing access to the lots on the eastern half of the site, terminating into two cul-de-sacs. The street names will need to be reviewed and approved by NDOT prior to the approval of the final plat.

Subdivision Variances or Exceptions Requested: None.

Conservation Development Standards (17.12.090)

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

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

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

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

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

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

Complies. The site is zoned RS10 which would require a minimum area of 100,000 square feet. The proposed site has a total area (688,237 SF) which meets the minimum site area.

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

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

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

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

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

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

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

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

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

More than 10 percent of the site contains features described in parts b, c, and h.

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

The total site area is 15.8 acres. Eighty percent of the gross acreage of the site is 12.64 acres. The maximum lot yield is 55 lots based on a minimum of 10,000 square feet for an RS10 residential lot. A total of 35 lots are proposed, which does not exceed the maximum lot yield.

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

The proposal sets aside approximately 30% of the 15.8-acre site for undisturbed natural area (4.74 acres). The minimum lot size is reduced from 10,000 square feet to 7,000 square feet (17.12.090.d.4).

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

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

Natural areas on the site include areas of natural slopes of twenty percent or greater, floodway and associated buffers, and protected and heritage trees. Protected natural open space comprising approximately 4.74 acres (shown as Preserved Natural Open Space on the plans) is identified on the northern and southeastern portions of the site encompassing much of the slopes and floodway in the northern portion of the site as well as tree conservation areas along the southern and eastern portions of the site. Additionally, there are small areas of potential sinkholes in the center and western half of the site. As shown on the preliminary grading plan, grading is limited to the development footprint and the areas associated with the construction of Hailey Heights and Jenna Court, and the single-family lots. A homeowner's association will be responsible for management and maintenance of open spaces and landscape buffers.

F. Application Requirements

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

APPLICABLE SUBDIVISION REGULATIONS

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

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

3-1 General Requirements

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

3-2 Monument Requirements

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

3-3 Suitability of the Land

The site includes natural areas as defined by the Conservation Development Standards in the zoning code. The standards are intended to address the environmental factors. The site is heavily wooded with a stream that runs from the northeastern corner to the northwestern property edge. The plan does not propose any building within the floodway or the buffers except for a walking trail, therefore staff finds that the land is suitable for development consistent with this section.

3-4 Lot Requirements

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

3-5 Infill Subdivisions

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

3-5.2 Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Maintenance, except where a Special Policy and/or a Designated Historic District exists.
Not applicable to this case as the lots are not being proposed along an existing street.

3-5.3 Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Evolving and/or Special Policies, except within Designated Historic Districts.
Not applicable to this case.

3-5.4 Criteria for Determining Compatibility for Designated Historic Districts.
Not applicable to this case.

3-5.5 Infill Subdivision Frontage
Not applicable to this case.

3-5.6 Reasonable Conditions
Not applicable to this case.

3-6 Blocks

The southern portion of Jenna Court has a block length of approximately 270 feet while the block length for the northern portion is approximately 419 feet. The subdivision regulations indicate that block lengths in residential areas shall not exceed 1,200 feet. The proposed street, Jenna Court, terminates in two cul-de-sacs which is appropriate given a connection to Beautiful Valley Drive to the south is hindered by existing lots that are part of a neighboring subdivision and could result in a disturbance of more natural areas.

3-7 Improvements

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

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

The proposed subdivision includes new public streets, Hailey Heights, and Jenna Court which terminate into two cul-de-sacs. Sidewalks are shown along the frontages of all newly proposed streets.

3-9 Requirements for Streets

The proposed subdivision includes new public streets, Hailey Heights, and Jenna Court which terminates into two cul-de-sacs. NDOT has reviewed and recommended approval with conditions. New public streets are to comply with AASHTO and the NDOT Subdivision Street Design Standards and Specifications.

3-10 Requirements for Dedication, Reservations, or Improvements

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

3-11 Inspections During Construction

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

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

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

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

Not applicable. No private streets are proposed.

3-14 Drainage and Storm Sewers

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

3-15 Public Water Facilities

Harpeth Valley Utility District has reviewed this proposed concept plan for water and has recommended approval.

3-16 Sewerage Facilities

Harpeth Valley Utility District has reviewed this proposed concept plan for sewer and has recommended approval.

3-17 Underground Utilities

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

PLANNING STAFF COMMENTS – SUBDIVISION REGULATIONS

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

POLICY CONSIDERATIONS

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

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to the entirety of this property is T3 NM (Suburban Neighborhood Maintenance). The goal of the T3 NM Policy is to maintain suburban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. The policy states that these areas are envisioned to remain primarily residential with low- to moderate-density residential development. Appropriate land uses in the T3 NM policy include residential, community gardens and open spaces, and institutional uses.

According to the T3 Suburban Neighborhood Maintenance policy density is secondary to the form of development; however, these areas are meant to be low- to moderate-density, with appropriate density determined by existing character of each individual neighborhood in terms of its mix of housing types, setbacks, spacing between buildings, and block structure.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

METRO HISTORIC RECOMMENDATION

Approve

- Phase I archaeological survey recommended.

GREENWAYS RECOMMENDATION

Approve with conditions

- Applicant to design and build a segment of the PEDESTRIAN PATH TYP. (10' wide, compacted aggregate pathway) within the Conservation Greenway Easement area as a temporary improvement until Metro Greenways constructs a paved greenway within the easement area. Within the Conservation Greenway Easement area, the design and construction of the PEDESTRIAN PATH TYP. must be ADA compliant.
- Construction plans for the segment of the PEDESTRIAN PATH TYP. within the Conservation Greenway Easement area must be approved by Metro's General Services ADA office prior to approval of the final plat of any lot(s) within the subdivision.
- The segment of the PEDESTRIAN PATH TYP. within the Conservation Greenway Easement area must be inspected and approved by Greenways and Metro's General Services ADA office prior to any use and occupancy or issuance of the first Use and Occupancy letter for new construction on any lot in the development.
- The greenway easement and PEDESTRIAN PATH TYP. to be maintained by owner/HOA per Metro Parks' standards and terms, including ADA compliance, until such time as Metro lays an asphalt trail surface. Thereafter, Parks will maintain the paved surface. All to be memorialized in the Conservation Greenway Easement Agreement.
- The Conservation Greenway Easement must be dedicated and memorialized in a Metro Parks' Conservation Greenway Easement Agreement, including two exhibits: a legal description and a boundary survey of the easement which must be signed by the owner, notarized, and delivered to Greenways prior to approval of the final plat of any lot(s) within the subdivision.
- Coordinate with Greenways staff to process the Conservation Greenway Easement Agreement for Park Board and Metro Council approval.
- Maintenance within Greenway Conservation Easement to be performed by Applicant until such time as the greenway is built or upon other approved by Parks.
- Any access from the development into the greenway easement and/or onto the future greenway trail must be approved by Greenways. Greenways anticipates future connections from the greenway trail to the two access points, at the boundary of the Conservation Greenway Easement, to be created by the final site plan approval of the PEDESTRIAN PATH TYP. However, final determinations as to connections will be made when construction plans for the paved greenway trail are finalized.
- Greenway trail to be open to the public 365 days/year per Metro Parks approved operating hours, except for times of routine maintenance where temporary closure is required for public safety.

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- McCrory Lane is classified as a scenic arterial boulevard per the MCSP with a total planned width of 85'. From the centerline of existing road pavement provide at a minimum 42.5' of width along the frontage for ROW. Confirm dedication or reservation requirement with the Planning Department.
- ----Provide the below on construction plan set----
- Demolition of existing access from McCrory Lane for parcel 12600014100 is to occur with development. Access to be relocated to new proposed public street.
- Give curve data. New public streets are to comply with AASHTO and the NDOT Subdivision Street Design Standards and Specifications.
<https://filetransfer.nashville.gov/portals/0/sitecontent/pw/docs/projects/SubdivisionSpecs.pdf>
- Provide road cross sections and standard details to be used in design.
- Provide at minimum a 50' tangent prior to horizontal curve at intersection on construction plan submittal (give a callout/ label to this).
- Provide ADA ped ramps /w detectable warnings at all intersections per NDOT ST-330 spec. Ramp to be on the stop side of the intersection at the 'T intersection' of new proposed roads.
- Provide an ADA ped ramp crossing /w detectable warnings prior to navigating the Cul-De-Sac circumference.
- Provide a pull in for the mail cluster boxes for vehicles to be out of travel lanes. If a 90 degree pull in is designed - ramp to be built per NDOT ST-324 spec and no car overhanging the sidewalk.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Comply with previous conditions of approval from previous concept 2024S-083-001.

METRO WATER SERVICES RECOMMENDATION

- Not applicable – served by Harpeth Valley Utility District

HARPETH VALLEY UTILITIES DISTRICT
Approve

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapprove without all conditions.

CONDITIONS

1. With submittal of development plans, a tree survey and tree preservation plan shall be provided for the tree preservation areas. The preservation plan shall demonstrate that the proposed path located within areas of natural open space does not result in the removal of trees and is comprised of pervious materials. Landscape buffers identified within the natural open space shall be used to supplement existing vegetation only.
2. If sinkholes are determined to be present with the final development plan, the lot layout and road alignment may need to shift and changes to the plan may be required.
3. 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.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
6. The clearing, grading, and disturbance of natural open space shall be prohibited, unless otherwise identified in the concept plan. Minor changes may be allowed during review of the final based on engineering and construction plans. However, if the amount of open space is reduced, the lots may need to increase in size per the requirements of the Conservation Development standards.

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2024S-083-003 with conditions based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.

Approve with conditions. (8-0)

Resolution No. RS2025-71

"BE IT RESOLVED by The Metropolitan Planning Commission that 2024S-083-003 is approved with conditions.
(8-0)

CONDITIONS

1. With submittal of development plans, a tree survey and tree preservation plan shall be provided for the tree preservation areas. The preservation plan shall demonstrate that the proposed path located within areas of natural open space does not result in the removal of trees and is comprised of pervious materials. Landscape buffers identified within the natural open space shall be used to supplement existing vegetation only.
2. If sinkholes are determined to be present with the final development plan, the lot layout and road alignment may need to shift and changes to the plan may be required.
3. 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.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
6. The clearing, grading, and disturbance of natural open space shall be prohibited, unless otherwise identified in the concept plan. Minor changes may be allowed during review of the final based on engineering and construction plans. However, if the amount of open space is reduced, the lots may need to increase in size per the requirements of the Conservation Development standards.

21. 2025S-053-001

915 LISCHHEY AVE

Council District: 05 (Sean Parker)

Staff Reviewer: Celina Konigstein

A request for final plat approval to create two lots on property located at 915 Lischey Avenue, approximately 330 feet south of Vernon Winfrey Avenue, zoned SP (0.25 acres), requested by Chastain Skillman, applicant; Barbara Rice, owner.

Staff Recommendation: Approve with conditions, including an exception to Section 3-5.3.c.2. for lot frontage.

APPLICANT REQUEST

Request for final plat approval to create two lots.

Final Plat

A request for final plat approval to create two lots on property located at 915 Lischey Avenue, approximately 330 feet south of Vernon Winfrey Avenue, zoned Specific Plan (SP) (0.25 acres).

SITE DATA AND CONTEXT

Location: The site consists of one parcel located on the eastern side of Lischey Avenue.

Street Type: The site has frontage on Lischey Avenue which is classified as a collector street.

Approximate Acreage: 0.25 acres or approximately 11,700 square feet.

Parcel/Site History: This parcel was originally platted as Lot 7 on the Plan of Sharpe and Crutcher's Addition in 1887 (Book 57, Page 82). It was deeded into its current configuration in 1996.

Zoning History: The site has been zoned SP since 2015 (Cleveland Park/McFerrin SP). The SP comprises several hundred properties and permits detached accessory dwelling units and all uses of RS5. The parcel is also located in the Urban Zoning Overlay (UZO) since 2007.

Existing land use and configuration: 915 Lischey Avenue is currently developed with a residential use.

Surrounding Land Use and Zoning:

- North: Specific Plan
- South: Specific Plan
- East: Specific Plan
- West: Specific Plan

Zoning: Specific Plan which defaults to RS5 bulk standards

Min. lot size: 5,000 square feet

Max. building coverage: 0.5

Min. rear setback: 20'

Min. side setback: 5'

Max. height: 3 stories

Min. street setback: Contextual per Zoning Code

PROPOSAL DETAILS

Number of lots: 2

Lot sizes: Proposed Lot 1 is approximately 0.13 acres, or 5,727 square feet and proposed Lot 2 is approximately 0.13 acres or 5,725 square feet.

Access: The proposed lots have frontage along Lischey Avenue and an existing rear alley. The plat currently identifies shared access from Lischey Avenue to both lots. As conditioned by staff, access would be limited to the rear alley only.

Subdivision Variances or Exceptions Requested: An exception is required to Section 3-5.3.c.2. for lot frontage.

APPLICABLE SUBDIVISION REGULATIONS

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

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

3-1 General Requirements

The proposal meets the requirements of 3-1.

3-2 Monument Requirements

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

3-3 Suitability of the Land

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

3-4 Lot Requirements

The proposed lots comply with the minimum standards of the Zoning Code. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of RS5, the fallback zoning of the applicable SP zoning at the time of building permit. All proposed lots are greater than 5,000 square feet and have frontage on a public street, Lischey Avenue.

Lischey Avenue is a collector avenue and Section 3-4.4 details the need for shared access for proposed lots located along arterial or collector streets. Alley access, when existing, is the preferred approach to minimize cut cuts along the arterial or collector. This site has access to an improved alley (#301), and as conditioned by staff, both lots will take access from the rear alley only.

3-5 Infill Subdivisions

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

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

Not applicable to this case.

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

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

Both lots exceed the minimum square footage requirement of the fallback zoning district. Lot 1 is 5,727 square feet and Lot 2 is 5,725 square feet.

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

Both lots have frontage on a public street, Lischey Avenue.

c. Each lot oriented to an existing street shall meet minimum lot frontage requirements as follows:

1. Within T3 Suburban Neighborhood Evolving policy areas, each lot oriented to an existing street shall have a minimum frontage of 50 feet.

Lots oriented to the terminus of an existing permanent dead-end shall have a minimum frontage of 35 feet.

Not applicable to this case.

2. Within T4 Urban Neighborhood Evolving policy areas, each lot oriented to an existing street shall have a minimum frontage of 40 feet. Lots oriented to the terminus of an existing permanent dead-end shall have a minimum frontage of 35 feet.

Does not meet. The minimum frontage required is 40 feet. The proposed Lot 1 and Lot 2 frontages are 33.31 feet and do not meet the minimum standard. Therefore, an exception would be needed. More information can be found in the Variance/Exception section below.

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

All other reviewing agencies have recommended approval or approval with conditions.

e. The proposed lots comply with any applicable special policy.

Not applicable to this case.

Variance/Exception Analysis

In instances where the minimum lot frontage is not met, the Commission may grant an exception to the minimum lot frontage requirements of this subsection by considering the development pattern of the area, any unique geographic, topographic and environmental factors, and other relevant information.

This request requires an exception from Section 3-5.3.c.2 pertaining to lot frontage. A minimum of 40 feet of frontage is required in Urban Neighborhood Evolving policy areas, and both lots as proposed do not meet the minimum. Staff evaluated the surrounding development pattern of the area and found that there are other lots in the area having frontages less than 40 feet. The proposed lots are located mid-block and immediately south of a lot with 33 feet of frontage. The proposed lots appear to be in keeping with the surrounding pattern. In addition, by limiting the access to the rear alley, the frontage along the street would be maintained and avoid interruptions of additional curb cuts.

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

Not applicable to this case.

3-5.5 Infill Subdivision Frontage

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

Both lots have street frontages less than 50 feet in width. The alley at the rear is improved and a condition has been added that access for both lots be limited to the rear alley only.

3-5.6 Reasonable Conditions

Not applicable to this case.

3-6 Blocks

Not applicable. No new blocks are being created.

3-7 Improvements

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

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

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

3-9 Requirements for Streets

Not applicable. No new streets are proposed.

3-10 Requirements for Dedication, Reservations, or Improvements

The existing right-of-way width for Lischey Avenue varies from 50.5 feet to 55.5 feet. The half of standard right-of-way width required for the collector street is 25.5 feet (51' total right-of-way width). The plat has identified 25.5 feet from the centerline, including 0.5 feet of right-of-way dedication needed to meet the half-of-standard minimum.

The existing right-of-way for Alley #301 is shown on the plat as 19 feet with one foot of dedication needed to meet the standard required alley width.

3-11 Inspections During Construction

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

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

Not applicable. No new streets are proposed.

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

Not applicable. No private streets are proposed.

3-14 Drainage and Storm Sewers

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

3-15 Public Water Facilities

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

3-16 Sewerage Facilities

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

3-17 Underground Utilities

There are no new utilities proposed.

PLANNING STAFF COMMENTS

With the exception for the minimum lot frontage requirement, the proposed lots meet the standards of the Metro Subdivision Regulations and Metro Zoning Code. One exception to the Subdivision Regulations is required: an exception to the minimum frontage requirement of 40 feet for infill lots. Staff finds the existing conditions present on the site, including the presence of an improved alley to the rear of the site allows for access provisions to be met while reducing excess curb cuts along public streets. Absent the alley and condition to limit access to the alley, staff might not support the proposed subdivision.

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

POLICY CONSIDERATIONS

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

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to this property is T4 Urban Neighborhood Evolving. The intent of T4 NE policy is to create and enhance neighborhoods—to include greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques. The proposed subdivision maintains the residential land use, meets the minimum standards of the zoning district, and has frontage along an existing local street.

If the Commission can find that the proposed final plat is meeting the intent of the T4 NE policy, the Commission could place greater weight to this portion of the adopted General Plan (Nashville Next), and the Commission may approve the subdivision with the requested exceptions.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve 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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Conditional approval to add note stating alley only access.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Attached is a copy of the above-referenced subdivision (uploaded by planning on February 25, 2025) on which we recommend approval. The W&S Capacity fees must be paid prior to service connections.

STAFF RECOMMENDATION

Approve with conditions, including exceptions to Section 3-5.3.c.2. for lot frontage.

CONDITIONS

1. On the mylar copy, remove the current language in Note 21 and replace with, "Access to both lots limited to rear alley only."
2. On the mylar copy, display the existing gravel drive on the plat with a note "To be removed (see Notes 21 and 22)".
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2025S-053-001 with conditions including an exception to 3-5.3.c.2. for lot frontage based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.

Approve with conditions, including an exception to Section 3-5.3.c.2. for lot frontage. (8-0)

Resolution No. RS2025-72

"BE IT RESOLVED by The Metropolitan Planning Commission that 2025S-053-001 is approved with conditions, including an exception to Section 3-5.3.c.2. for lot frontage. (8-0)

CONDITIONS

1. On the mylar copy, remove the current language in Note 21 and replace with, "Access to both lots limited to rear alley only."
2. On the mylar copy, display the existing gravel drive on the plat with a note "To be removed (see Notes 21 and 22)".
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

22. 2005UD-003-010

TENNESSEE NATURE ACADEMY

Council District: 33 (Antoinette Lee)

Staff Reviewer: Sarah Cook

A request for a modification for a portion of the Carothers Crossing UDO for the road connection from Patcham Drive to Clement Street for property located at 3400 Fairchild Circle, north of Winding Creek Drive, zoned MUL and RM9 and within the Carothers Crossing Urban Design Overlay District (23.33 acres), to permit a community education use, request by Barge Civil Associates, applicant; Tennessee Nature Academy, owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Approve a UDO major modification to a portion of the Carothers Crossing UDO.

UDO Major Modification

A request for a modification for a portion of the Carothers Crossing UDO for the road connection from Patcham Drive to Clement Street for property located at 3400 Fairchild Circle and a portion of property located at Winding Creek Drive (unnumbered), north of Winding Creek Drive, zoned MUL and RM9 and within the Carothers Crossing Urban Design Overlay District (23.35 acres), to permit a community education use, requested by Barge Civil Associates, applicant; Tennessee Nature Academy, and Regent Homes, LLC owners.

EXISTING ZONING

Mixed-Use Limited (MUL) is intended to implement the moderate intensity mixed-use policies of the general plan. These districts also may be used in areas policied for concentrations of mixed commercial uses and for existing areas of commercial arterial development that are in the vicinity of major intersections. The bulk standards permitted by this district, along with the range of allowable uses, are designed to promote the preservation and adaptive reuse of larger structures that contribute to the historical or architectural character of an area. These districts should be applied to areas that have good access to collector or arterial streets and public transportation service districts.

RM9 is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre.

Carothers Crossing UDO is intended to articulate a desired form of neighborhood development, consistent with the principles and techniques of New Urbanist Best Practices, for the proposed Community of Carothers Crossing.

SOUTHEAST COMMUNITY PLAN

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

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

BACKGROUND

Carothers Crossing UDO, initially adopted in 2007, was amended August 1st, 2008, to include the following:

Variations to these standards may be approved by the Planning Commission where physical site constraints exist, provided that the result meets the design intent of this UDO. Physical constraints include but are not limited to, topography, mature vegetation, and other sensitive environmental features.

The Regulating Plan on page 34 of the UDO calls out general land uses, open spaces, waterways, and road alignments with the following note:

Regulating Plan shown for illustrative purposes and intent. Actual detailed plans and locations of individual villages, streets, and lots may vary, subject to constraints and conditions as yet to be determined; however, any changes proposed must be consistent with the intent of the illustrative plan.

PLAN DETAILS

The subject property has substantial topography and sensitive ecological features with a creek, wetlands, and a 30' stream buffer encircling the site to the west, south, and eastern property edges. These features are regulated by The Tennessee Department of Environmental Conservation and Metro Water Services. The original road alignment through the site connected from Clements Street at the southwest boundary to Patcham Drive at the northeastern boundary. The elevation change at Clement Street is 26 feet from the street elevation to the stream centerline and 20' from Patcham Drive from the street elevation to stream centerline. Significant grading and land disturbance would be needed to accommodate both bridges over the wetlands and stream given the existing topography.

MODIFICATION REQUEST DETAILS

1) Road Relocation

UDO Requirement: Create a through road connection from Patcham Drive to Winding Creek Drive at a 4-way intersection with Clements Street.

Modification Request: To relocate the access road to Fairchild Circle.

2) No Through Road Connection

UDO Requirement: To connect to Patcham Drive at the existing neighborhood.

Modification Request: To not provide a through connection to Patcham Drive.

MODIFICATION REQUEST ANALYSIS

The UDO clearly and specifically articulates that feasibility of road alignments and open spaces is to be considered at the Final Site Plan stage in relation to topography and sensitive environmental features. In this case, the property must navigate substantial topography, wetlands, and waterways to access the school site.

Staff finds that the proposed access road alignment and requests are consistent with the intent of the UDO.

NDOT ROADS RECOMMENDATION

Approve with conditions

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

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

NDOT TRAFFIC RECOMMENDATION

Approve with conditions

Based on the findings of the MMTA, the removal of the road connection between Patchem Drive and Clements Street will have minimal impact on the overall street network of the Carothers Crossing UDO if the following conditions are applied:

- The applicant shall contribute \$50k to a future traffic signal at the intersection of Carothers Rd and Battle Rd. The contribution shall be delivered at the time of the Use & Occupancy Permit
- The applicant shall implement traffic calming measures on Fairchild Circle and Fairchild Circle East. Further coordination with NDOT's Traffic Calming Manager will be required to identify suitable mitigation strategies.
- Coordination with NDOT shall continue regarding the traffic management plan for pick-up and drop-off to ensure efficient operations between neighborhood and school traffic. The applicant has also agreed to provide traffic control officer(s) to direct traffic effectively during arrival and dismissal times.
- The signal at the intersection of Burkitt Rd and Battle Rd shall be retimed to accommodate future traffic volumes.
- On Carothers Rd, at the intersection with Clements St, an eastbound left-turn lane with appropriate MUTCD taper length shall be provided.
- If feasible, the applicant shall restripe the southbound approach of Fairchild Circle East and Carothers Rd to include separate left-turn and right-turn lanes.
- In order to accommodate school related pedestrian traffic, the applicant shall coordinate with NDOT to provide pedestrian related enhancements along Winding Creek Drive and Fairchild Circle, including but not limited to: pavement markings, signage, traffic calming devices, enhanced pedestrian crossings, and minor sidewalk improvements.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

- 1.Approval of these modifications are subject to a detailed review of architecture, landscape, parking, open spaces, and pedestrian pathways.
- 2.Comply with all conditions and requirements of Metro Reviewing Agencies.

Ms. Cook presented the staff report with the recommendation to approve with conditions. Ms. Cook informed the Commissioners that a public meeting took place on March 4, 2025, and Planning Staff has received numerous emails in support and opposition.

John Gore, Barge Civil Associates, spoke in favor of the application.

Tawna Chick, spoke in favor of the application.

Jay Renfro, Principal at Tennessee Nature Academy, spoke in favor of the application.

Erin Powell, Patcham Drive resident, spoke in favor of the application.

Ser Powell, student at Tennessee Nature Academy, spoke in favor of the application.

Madison Miller, Pettis Road resident, spoke in favor of the application.

Nathan Dancier, Battle Road resident, spoke in favor of the application.

Valerie (no last name given), Carothers Farm resident, spoke in favor of the application.

Daniel Larson, Fairchild Circle resident, spoke in favor of the application.

Dave Whistler, Carothers Road resident, spoke in opposition to the application.

Julie Bane, Fairchild Circle resident, spoke in opposition to the application.

Tammy Taylor, Winding Creek Drive resident, spoke in opposition to the application.

Michelle (no last name given), Fairchild Circle resident, spoke in opposition to the application.

Mike Borer, Fairchild Circle resident, spoke in opposition to the application.

Shauna Beacon, Carothers Farm resident, spoke in opposition to the application.

Becky Stampley, Carothers Farm resident, spoke in opposition to the application.

Pam Picus, Carothers Farm resident, spoke in opposition to the application.

Terry Taylor, Winding Creek Drive resident, spoke in opposition to the application.

John Gore spoke in rebuttal.

Chair Adkins closed the Public Hearing.

Ms. Leslie stated that the majority of concerns were about traffic flow, she explained that NDOT has made some traffic recommendations, and the developer is doing what they can to address the traffic flow, including traffic signals and calming measures. She encourages the residents and applicants to continue talking.

Mr. Smith clarified that the Commissioners are only being asked to deliberate on two things, road relocation from Clement Street to Fairchild Circle and not connecting from Patcham Drive. He explained that is all they will legally deliberate on. Mr. Smith also explained that in the UZO, the variations where physical site constraints such as topography, mature vegetation, and other sensitive environmental features, are listed as direct reasons to have reasonable variations to the UZO. Mr. Smith stated he supports staff recommendation.

Mr. Henley stated he was not included in the conversation between the applicant and Parks, but that he is willing to be apart of the discussion. Mr. Henley stated that he supports staff recommendation.

Mr. Marshall questioned if the three conditions provided by Twana Chick could be added at this point. He stated that he thinks a deferral is a good idea.

Ms. Kempf went over the handout provided by Ms. Chick, the first condition was that a neighborhood meeting take place, Ms. Kempf explained that her recommendation is to have the Parks representative facilitate that discussion. The second condition was for an address trigger, so that an easement could be discussed, Ms. Kempf stated she doesn't know what an address trigger would be, but that staff can review plans and rezoning applications to take note of this, the challenge is depending on the type of development pursued, it may or may not come before this body, if someone is trying to develop under an existing development, they would need to respect that. Third condition was for quarterly check-in meetings.

Mr. Marshall stated that he would like to consider a deferral for a couple meetings to give Parks enough time to have discussions.

Vice Chair Farr explained that she thinks it is a great use for this property, and that it is consistent with the original goals to some degree, but that she is struggling with the amount of buses and private cars off a neighborhood as a result of this application. Vice Chair Farr stated she is in support of a deferral.

Ms. Dundon explained that the policy states that they should be moving the road if it impacts sensitive environmental features. She stated that she is in support of a deferral.

Councilmember Gamble expressed that she would support a deferral. Her main concern is the access point and would like to discuss other options.

Ms. Kempf recommended a three-meeting deferral to engage Parks and NDOT to make sure they consider all access points.

John Gore, requested that the Commission considers approving with a condition for additional meetings with park staff to occur before a building permit can be signed off on, so they can finish up the UDO and reviews, to keep the permitting process going.

Chair Adkins recommended a two-meeting deferral.

Vice Chair Farr requested that the applicant provide more information on what is anticipated in terms of road usage, cars versus buses, and clarification on how the students will be getting to and from the school. She wondered if the school would consider more options for drop off and pick up times to help with traffic.

Vice Chair Farr moved, and Ms. Dundon seconded the motion to defer to the May 8, 2025, Planning Commission meeting, to continue conversations with Parks, NDOT, and Planning Staff to address concerns and keep the public hearing open. (8-0)

23. 2025Z-019PR-001

Council District: 16 (Ginny Welsch)

Staff Reviewer: Savannah Garland

A request to rezone from RS7.5 to R6-A zoning for property located at 3407 Keystone Avenue, approximately 125 feet north of Raymond Street (0.17 acres), requested by MGM Fortune Homes, LLC, applicant and owner.

Staff Recommendation: Approve.

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 3407 Keystone Avenue, approximately 125 feet north of Raymond Street (0.17 acres).

Existing Zoning

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of one single-family lot.*

Proposed Zoning

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

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 application consists of one parcel totaling 0.17 acres, located along the west side of Keystone Avenue and approximately 125 feet north of Raymond Street. This property has been zoned Single-Family Residential (RS7.5) since 2004. The property was previously zoned R8 in 1974. The land use for the subject site is single family residential and the surrounding land uses consist of single family residential and one- and two-family residential. The property has frontage along Keystone Avenue, which is a local street. The subject site is approximately 0.13 miles from Nolensville Pike and 0.03 miles from Elgin Street, which are both classified as arterial boulevards in the Major and Collector Street Plan (MCSP). An unimproved alley runs along the western boundary of the subject site.

The property is located within the Urban Neighborhood Maintenance (T4 NM) policy, which intends to include moderate to high density residential development pattern, building form/types, setbacks, and building rhythm along the street. There are already one and two-family uses established in this area, which aligns with the policy. The subject site is also within approximately 800 feet of the Nolensville Pike corridor, where two WeGo bus stops are located.

Given the site's location in an existing urban neighborhood and that the development pattern is varied with one- and two-family residential uses, the proposed zone change to R6-A aligns with policy goals by maintaining the existing residential character, while accommodating new growth that fits within the character of the existing neighborhood. The proposed Alternative (-A) standards would ensure that future development on the site has an urban form, consistent with policy guidance. The proposed R6-A district increases density modestly and aligns with goals of the land use policy. Therefore, staff is supportive of the subject site being rezoned to R6-A.

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)	0.17	5.88 F	1 U	15	5	1

Maximum Uses in Proposed Zoning District: R6-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.17	13.14 F	2 U	28	7	2

*Based on two-family lots

Traffic changes between maximum: RS7.5 and R6-A

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

METRO SCHOOL BOARD REPORT

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

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

The proposed R6-A zoning is not expected to generate any additional students than the existing RS7.5 zoning. Students would attend Glenclyff Elementary School, Wright Middle School, and Glenclyff High School. Glenclyff Elementary is identified as being at over capacity. Wright Middle School is identified as being exceedingly under capacity and Glenclyff High School is identified as being at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.

Approve. (8-0)

Resolution No. RS2025-73

"BE IT RESOLVED by The Metropolitan Planning Commission that 2025Z-019PR-001 is approved. (8-0)

24. 2025Z-021PR-001

Council District: 27 (Robert Nash)

Staff Reviewer: Celina Konigstein

A request to rezone from R6 and CL to MUL-A-NS zoning of property located at 412 Brewer Drive, at the eastern corner of Nolensville Pike and Brewer Drive (1.63 acres), & located within a Corridor Design Overlay District, requested by Leverage LLC, applicant; NTCH-West Tenn, Inc., owner.

Staff Recommendation: Approve on CL-zoned portion only. Disapprove on R6-zoned portion.

APPLICANT REQUEST

Zone change from R6 and CL to MUL-A-NS.

Zone Change

A request to rezone from One and Two-Family Residential (R6) and Commercial Limited (CL) to Mixed Use Limited – Alternative – No Short Term Rental Property (MUL-A-NS) zoning of property located at 412 Brewer Drive, at the eastern corner of Nolensville Pike and Brewer Drive (1.63 acres) and located within a Corridor Design Overlay District.

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *Approximately one acre of the site is within the R6 zoning district. R6 would permit a maximum of seven lots including one duplex lot for a total of eight units. Application of the Subdivision Regulations may result in fewer lots on this property. Additionally, duplex eligibility would be reviewed by Metro Codes.*

Commercial Limited (CL) is intended for retail, consumer service, financial, restaurant, and office uses. *Approximately 0.63 acres of the site is within the CL zoning district.*

Proposed Zoning

Mixed Use Limited-Alternative-No Short Term Rental Property (MUL-A-NS) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *The -NS designation prohibits Short Term Rental Property – Owner Occupied and Short-Term Rental Property – Not-Owner Occupied uses from the district.*

SOUTHEAST 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. *The CL-zoned portion of this parcel is within the T3 CM policy area.*

T3 Suburban Neighborhood Maintenance (T3 NM) is intended to maintain the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T3 NM areas have an established development pattern consisting of low- to moderate-density residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle, and vehicular connectivity. *The R6-zoned portion of this parcel is within the T3 NM policy area.*

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

ANALYSIS

The site consists of one parcel totaling 1.63 acres, located at the northwest corner of Brewer Drive and Nolensville Pike. The site is currently vacant and has a cell tower on the rear portion of the site. This lot is split zoned; approximately 0.63 acres along Nolensville Pike is zoned CL and approximately one acre along Brewer Drive is zoned R6. The split zoning was given a unanimous recommendation of approval by the Planning Commission in 2004 because it aligned with the Subarea Plan and zoning pattern in the area. The adjacent properties to the north and south, along Nolensville Pike, are zoned CS and CL. Properties to the northwest, southwest and west of the site are zoned R6 and RS10. Nearby land uses include commercial, residential, and community or institutional.

This site includes two different land use policies. The portion of the site zoned CL is located within the T3 Suburban Mixed Use Corridor (T3 CM) policy. The portion of the site zoned R6 is located within the T3 Suburban Neighborhood Maintenance (T3 NM) policy.

There have been several attempts to rezone the parcel since the current zoning was adopted in 2004 (2004Z-011U-12 ~ BL2004-139). In 2012, the R6 portion was requested to be rezoned to CL, staff recommended disapproval due to CL not aligning with the land use policy, and the Planning Commission also recommended disapproval (2012Z-023PR-001 ~ BL2012-278). The bill was withdrawn at the Council level. In 2018, the entire parcel was requested to be rezoned to MUL and staff recommended disapproval due to the proposed MUL district allowing for development that would disrupt the existing character of the residential neighborhood and permit uses

not supported by the T3 NM policy (2018Z-119PR-001 ~ BL2019-1470). However, staff noted MUL-A could be appropriate for the CL-zoned portion of the site. The Planning Commission also recommended disapproval of the proposed MUL zoning district. In 2019, the 2018 rezoning was changed to an SP, which included most uses of MUL. Staff recommended disapproval for the same reasons as before: that non-residential uses were proposed within the residential policy area on the rear of the site and therefore the request was inconsistent with policy goals. In 2019, a Corridor Design Overlay was added to the parcel along with several other parcels along Nolensville Pike (2019Z-054PR-001).

The subject request is for MUL-A-NS on the entire parcel. The T3 CM policy is intended to enhance suburban mixed-use corridors by encouraging a greater mix of higher density residential and mixed-use development. The requested MUL-A-NS zoning is consistent with the T3 CM policy.

The T3 NM policy is intended to maintain the general character of developed suburban residential neighborhoods and does not support non-residential zoning districts. The request of MUL-A-NS zoning would permit a range of higher density residential and commercial uses adjacent to an established residentially zoned neighborhood to the west. The proposed rezoning would allow for development that would disrupt the existing character of the residential neighborhood and would permit uses that are not supported by the residential policy. Staff is not supportive of rezoning to MUL-A-NS on the R6 zoned, T3 NM policy portion of the site.

FIRE MARSHAL RECOMMENDATION **Approve**

Maximum Uses in Existing Zoning District: R6

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	1.06	8.20 F	8 U	102	11	9

*Based on two-family lots

Maximum Uses in Existing Zoning District: CL

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.57	0.6 F	14,898 SF	562	14	57

Maximum Uses in Proposed Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential 3-10 (221)	0.815	1.0 F	36 U	164	12	16

Maximum Uses in Proposed Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.4075	1.0 F	17,751 SF	670	16	67

Maximum Uses in Proposed Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
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Restaurant (932)	0.4075	1.0 F	17,751 SF	1,991	176	174
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Traffic changes between maximum: **R6/CL and MUL-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+2,161	+179	+191

METRO SCHOOL BOARD REPORT

Projected student generation existing: R6 district: 2 Elementary 1 Middle 1 High

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

The proposed MUL-A-NS zoning includes a mix of uses which could vary and assumption of school impact at this point is premature. Students would attend Tusculum Elementary, Antioch Middle School, and Cane Ridge High School. Tusculum Elementary has been identified as being over capacity. Antioch Middle School is identified as at capacity, and Cane Ridge High School is identified as overcapacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval of MUL-A-NS on the CL-zoned portion of the parcel and disapproval of MUL-A-NS on the R6-zoned portion of the parcel.

Approve. (8-0)

Resolution No. RS2025-74

"BE IT RESOLVED by The Metropolitan Planning Commission that 2025Z-021PR-001 is approved on CL-zoned portion only. Disapprove on R6-zoned portion. (8-0)

25. 2025Z-027PR-001

Council District: 17 (Terry Vo)
Staff Reviewer: Madalyn Welch

A request to rezone from OR20 to MUG-A-NS zoning for property located at 1429 12th Avenue South, approximately 400 feet north of Wade Avenue (0.84 acres), requested by; Centric Architecture, applicant; Woodbine Community Organization, Inc., owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from OR20 to MUG-A-NS.

Zone Change

A request to rezone from Office/Residential (OR20) to Mixed-Use General-Alternative-No Short-Term Rental Property (MUG-A-NS) zoning for property located at 1429 12th Avenue South, approximately 400 feet north of Wade Avenue (0.84 acres).

Existing Zoning

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *OR20 would permit a maximum of 17 units.*

Proposed Zoning

Mixed Use General-Alternative (MUG-A-NS) is intended for a moderately high intensity mixture of residential, retail, and office uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *The -NS designation prohibits Short-Term Rental Property – Owner Occupied and Short-Term Rental Property - Not Owner Occupied uses from the district.*

GREEN HILLS – MIDTOWN PLAN

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

ANALYSIS

The application consists of a single parcel, approximately 0.84 acres, located at 1429 12th Avenue South. The parcel has been zoned Office/Residential (OR20) since 1998 and is developed with a multi-family residential use. The surrounding parcels to the north, east, and west are zoned Multi-family Residential (RM20), while the surrounding parcel to the south is zoned Commercial Service (CS). Land uses of the surrounding parcels include multi-family residential as well as commercial. The subject parcel has frontage along 12th Avenue South, which is an arterial street and alley #428 is developed at the rear of the site.

The site is located within the Edgehill Neighborhood Plan, which was adopted as a Supplemental Policy and amendment to the Green Hills-Midtown Community Plan by the Metro Planning Commission in August 2024 (case 2024CP-010-001). Several policy areas were amended with the adoption of the Edgehill Neighborhood Plan to further the goals envisioned by the Plan. The policy of this site was amended to T4 CM, which intends to create urban neighborhoods with high intensity development, increased levels of multi-modal connectivity, and an urban design form. The site is also located within the Urban Zoning Overlay (UZO). The proposed Alternative (-A) district standards would ensure that future development on the site has an urban form, consistent with the policy guidance. When considering the parcel's location along 12th Avenue South, which is identified as an arterial boulevard within the Major and Collector Street Plan (MSCP), as well as the site's 3-minute walk to a WeGo bus line, a higher density is likely appropriate at this location. The proposed MUG-A-NS zoning district is consistent with the goals of the policy in creating an opportunity to provide a mixture of residential and commercial uses along an arterial and is consistent with the general character of the surrounding urban residential neighborhood, aligning with the goals of the T4 CM policy and Edgehill Neighborhood Plan.

FIRE RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	0.42	20 D	20 U	107	7	10

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.42	3.0 F	14,636 SF	165	41	18

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	0.42	3.0 F	55 U	298	19	25

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.21	3.0 F	22,443 SF	847	21	85

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.21	3.0 F	22,443 SF	2,518	223	219

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+3,391	+215	+301

METRO SCHOOL BOARD REPORT

Due to the potential mix of uses, the assumption of student generation is difficult to anticipate. Students would attend Eakin Elementary School, West End Middle School, and Hillsboro High School. Eakin Elementary School and Hillsboro High School are both identified as at capacity, and West End Middle School is identified as exceedingly under capacity. This information is based on the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.

Approve. (8-0)

Resolution No. RS2025-75

"BE IT RESOLVED by The Metropolitan Planning Commission that 2025Z-027PR-001 is approved. (8-0)

26. 2025Z-028PR-001

Council District: 02 (Kyonzté Toombs)

Staff Reviewer: Savannah Garland

A request to rezone from RS5 to R6-A zoning for properties located at 1305 and 1307 Bessie Avenue, approximately 135 feet west of Brick Church Pike (0.26 acres), requested by; Daniel Hayes, applicant and owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning for properties located at 1305 and 1307 Bessie Avenue, approximately 135 feet west of Brick Church Pike (0.26 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *Based on acreage alone, RS5 would permit a maximum of one single family lot.*

Proposed Zoning

One and Two-Family Residential - Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre, including 25 percent

duplex lots, and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *Based on acreage alone, R6-A would permit a maximum of two duplex lots for a total of four units. Metro Codes provides final determinations on duplex eligibility.*

BORDEAUX-WHITES CREEK-HAYNES TRINITY 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.

Haynes Trinity Supplemental Policy

The site is within the Haynes Trinity Small Area Plan, which was approved and adopted by the Planning Commission on January 11, 2018, and which includes supplemental policies for the area. The Plan was completed after an extensive community engagement process and resulted in updates to the community character policies for the area, as well as the establishment of supplemental policies to address mobility, parks, and open space. The mobility supplemental policy contains guidance for increasing connectivity in developed areas and establishing a network of proposed street connectivity throughout Haynes Trinity that would provide a strong and cohesive block structure. The mobility component of the supplemental policy was removed from this area when the policy was amended in 2023 from Urban Mixed Use Neighborhood (T4 MU) to T4 NM.

ANALYSIS

The application consists of two parcels totaling 0.26 acres, located along the east side of Bessie Avenue. The property has been zoned Single-Family Residential (RS5) since 1998. Prior to that, both properties were zoned One and Two-Family Residential (R6) in 1974. Currently, 1305 Bessie Avenue has a single structure on it and 1307 Bessie Avenue is vacant. The application proposes to rezone the properties from RS5 to R6-A. The surrounding land uses are primarily vacant and single-family. The surrounding zoning is RS5, R6-A, Commercial Service (CS), and Commercial Limited (CL). The subject parcels have frontage along Bessie Avenue, which is a local street. An unimproved alley right-of-way runs behind the subject site.

These properties are located within the Urban Neighborhood Maintenance (T4 NM) policy. The T4 NM policy focuses on preserving the existing residential character, while accommodating new growth that fits within the character. The pattern of development on the street is not well established and there are several vacant lots in the vicinity, and so the site is a good candidate for appropriately scaled residential uses with slightly higher intensity. The T4 NM policy supports areas of land that are vacant and could redevelop with a broader mix of housing types. The proposed Alternative (-A) standards would ensure that future development on the site has an urban form, consistent with the policy guidance. Additionally, approximately 250 feet south from the site, property on the west side of Bessie Avenue was rezoned from RS5 to R6-A in February 2025. The proposed R6-A district increases density modestly and aligns with goals of T4 NM policy.

FIRE RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: RS5

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.26	8.71 F	2 U	28	7	2

Maximum Uses in Proposed Zoning District: R6-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two- Family Residential* (210)	0.26	11.10 F	2 U	28	7	2

*Based on two-family lots

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

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

METRO SCHOOL BOARD REPORT

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

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

The proposed R6-A zoning is not expected to generate any additional students than the existing RS5 zoning. Students would attend Alex Green Elementary School, Haynes Middle School, and Whites Creek High School. Alex Green Elementary is identified as exceedingly over capacity. Haynes Middle School and Whites Creek High School are identified as exceedingly under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.

Approve. (8-0)

Resolution No. RS2025-76

"BE IT RESOLVED by The Metropolitan Planning Commission that 2025Z-028PR-001 is approved. (8-0)

27. 2025Z-029PR-001

Council District: 05 (Sean Parker)
Staff Reviewer: Jeremiah Commey

A request to rezone from RS5 to RM20-A-NS zoning for property located at 1605 Meridian Street, at the southeast corner of Meridian Street and Edith Avenue (0.34 acres), and located within the Detached Accessory Dwelling Unit Overlay District, requested by; Marcus Kurth, applicant; MJT Enterprise LLC, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS5 to RM20-A-NS.

Zone Change

A request to rezone from Single Family Residential (RS5) to Multi-Family Residential-Alternative-No Short-Term Rental (RM20-A-NS) zoning for property located at 1605 Meridian Street, at the southeast corner of Meridian Street and Edith Avenue (0.34 acres) and located within the Detached Accessory Dwelling Unit Overlay District.

Existing Zoning

Single Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of two single-family lots. This does not account for compliance with the Metro Subdivision Regulations.*

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

Proposed Zoning

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

EAST NASHVILLE COMMUNITY PLAN

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

Supplemental Policy Area: 05-Highland Heights

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

ANALYSIS

The application consists of one parcel (Map 071-11, Parcel 087) totaling 0.34 acres, at the southeast corner of Meridian Street and Edith Avenue. The property has been zoned Single-Family Residential (RS5) since 1998. The property contains a single-story single-family residential unit, and surrounding uses are single family residential, one and two-family residential, and multi-family residential. Surrounding properties are zoned Single Family Residential (RS5), One and Two-family residential (R6-A), Multi-Family Residential (RM15-A), RM20-A and Specific Plan (SP). The property is uniquely located at the corner of Meridian Street and Edith Avenue and has access to a partially improved alley at the southern boundary.

The application proposes to rezone the property from RS5 to RM20-A-NS. The property is located within the T4 Neighborhood Evolving (T4 NE) policy area, which is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. T4 NE Policy is applied to areas where infill development produces a neighborhood character that includes increased housing diversity and connectivity.

T4 NE policy areas have lots generally accessed from alleys with high levels of connectivity and existing or planned transit. The subject site has access to an improved alley at the southern boundary and is within a half mile radius of several WeGo transit stops along Dickerson Pike, East Trinity Lane, and Lischey Avenue. The subject site is within a half mile of two arterial boulevards, Dickerson Pike and East Trinity Lane and the collector avenue, Lischey Avenue as classified in the Major and Collector Street Plan.

The property is also located within the Highland Heights Supplemental Policy Area which shows the property under the guidance of subdistrict R4 in the Building Regulation Plan. The Building Regulation Plan specifies the types and scale of development that are generally appropriate for subdistricts within the study boundary. It also provides a means of guiding the intensity of development intended within each subdistrict. Subdistrict R4 encourages greater housing choice and lists RM20-A-NS as a supported district.

The site is located along a seam with subdistrict R5 which supports higher intensity. Additionally, the site is uniquely situated at the corner of Meridian Street and Edith Avenue. There is an improved alley along the southern boundary of the site which ultimately gives the site access on three sides. The -A standards would also require vehicular access via the rear alley which assists in being able to accommodate a slight increase in density by not increasing traffic along Meridian Street and Edith Avenue. When considering the site’s context and proximity to the higher intensity R5 subdistrict, additional density may be appropriate at this location.

The proposed RM20-A-NS zoning increases density modestly on the site and will add to a greater mixture of housing choice. The Alternative component of the requested zoning district requires a more urban style of development with the building located near the street and with the parking provided to the side or rear of the building. The -NS designation restricts short term rental properties from the district. Staff finds this zoning district is appropriate with the policies at this location, given the surrounding land uses and intent of the policy to provide additional opportunities for housing and recommends approval.

FIRE MARSHAL RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.34	8.71 F	2 U	28	7	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential 3-10 (221)	0.34	20 D	6U	31	3	3

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

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

METRO SCHOOL BOARD REPORT

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

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

The proposed RM20-A-NS zoning is expected to generate three additional students than the existing RS5 zoning district. Students would attend Tom Joy Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools are identified as at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff's recommendation is to approve.

Approve. (8-0)

Resolution No. RS2025-77

"BE IT RESOLVED by The Metropolitan Planning Commission that 2025Z-029PR-001 is approved. (8-0)

28. 2025Z-030PR-001

Council District: 05 (Sean Parker)

Staff Reviewer: Laszlo Marton

A request to rezone from RS5 to R6-A zoning for property located at 311 Edith Avenue, approximately 412 feet east of Meridian Street (0.16 acres), and located within the Detached Accessory Dwelling Unit Overlay District, requested by Catalyst Design Group PC, applicant; Myrtle Partners, LLC, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single Family Residential (RS5) to One and Two-Family Residential (R6-A) zoning for property located at 311 Edith Avenue, approximately 412 feet east of Meridian Street, and located within the Detached Accessory Dwelling Unit Overlay District (0.16 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of one lot. This does not account for compliance with the Metro Subdivision Regulations.*

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

Proposed Zoning

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

EAST NASHVILLE COMMUNITY PLAN

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

Supplemental Policy Area: 05-Highland Heights

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

ANALYSIS

The application consists of one parcel (Map 071-11, Parcel 080) totaling 0.16 acres, located on the north side of Edith Avenue. The property has been zoned Single Family Residential (RS5) since 1998 and a DADU overlay was applied to the property in 2021. Prior to being zoned RS5, the site was zoned for one and two-family residential uses (R6) since at least 1974. Surrounding properties are zoned RS5, One and Two-Family Residential (R6-A), and Specific Plan (SP), while surrounding land uses include single-family residential, one and two-family residential, and multifamily. The SP bordering the property to the north (2017SP-066-001) is built and permits 158 multi-family residential units.

The application proposes to rezone the property from RS5 to R6-A. The property is located within the T4 Neighborhood Evolving (T4 NE) policy area. The T4 NE policy is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. T4 NE Policy is applied to areas where infill development produces a different character which includes increased housing diversity and connectivity. The property is also located within the Highland Heights Supplemental Policy Area which shows the property under the guidance of subdistrict R4 in the Building Regulating Plan. Subdistrict R4 encourages greater housing choice and lists R6-A as a supported district.

Based on acreage alone, the proposed R6-A zoning could allow up to one duplex lot for a total of two units, which is a similar density that could be allowed by the existing RS5 zoning district and DADU overlay but would allow for a different building type. Currently the primary building type along Edith Avenue is single family and there is a larger multi-family project the borders the subject property to the north. The proposed R6-A zoning meets the goals of the T4 NE policy as well as the building regulating plan of the Supplemental Policy Area as it allows for a greater mixture of housing choices in the area by providing a housing type that is between single-family and multi-family. Staff will note that the property is within a 5-minute walk to bus stops on WeGo Route 28, and therefore the request furthers the goal of NashvilleNext to provide diverse housing stock in close proximity to transit. Additionally, the Alternative (-A) designation will provide guidelines for access and driveways, garages, and includes a minimum raised foundation requirement. For these reasons, staff recommends approval of R6-A.

FIRE RECOMMENDATION
Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.16	6.25 D	1 U	15	5	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two- Family Residential* (210)	0.16	12.5 D	2 U	28	7	2

*Based on two-family lots

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

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

METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 districts: 0 Elementary 0 Middle 0 High
 Projected student generation proposed R6-A district: 0 Elementary 0 Middle 0 High

The proposed R6-A zoning is expected to generate no more additional students than the existing RS5 zoning district. Students would attend Tom Joy Elementary School, Jere Baxter Middle School, and Maplewood High School. Tom Joy Elementary School, Jere Baxter Middle School and Maplewood High School are identified as at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.

Approve. (8-0)

Resolution No. RS2025-78

"BE IT RESOLVED by The Metropolitan Planning Commission that 2025Z-030PR-001 is approved. (8-0)

29. 2025Z-031PR-001

Council District: 28 (David Benton)
 Staff Reviewer: Jeremiah Commey

A request to rezone from AR2a to RS7.5 zoning for a portion of property located at 4544 Highland Ridge Drive, approximately 675 feet northwest of Rural Hill Road (0.23 acres), requested by Dale & Associates, Inc., applicant;

Hickory Highlands LLC, owner
Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from AR2a to RS7.5

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Single Family Residential (RS7.5) zoning for a portion of property located at 4544 Highland Ridge Drive, approximately 675 feet northwest of Rural Hill Road (0.23 acres).

Existing Zoning

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and is intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. The property is split zoned RS7.5/AR2a. *The portion of the property zoned AR2a is 10,018 square feet of the 19,252 total square feet. Codes would provide final determinations on development entitlements.*

Proposed Zoning

Single-Family Residential (RS7.5) requires a minimum of 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of one single family lot.*

ANTIOCH – PRIEST LAKE COMMUNITY PLAN

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

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

Rural Hill – Moss Road Supplemental Policy

The Rural-Hill Moss Road supplemental policy focuses on creating an integrated community through the use of appropriate and seamless transitions between existing and new development patterns, the preservation of significant natural features, the creation of an open space network and recreational opportunities, the provision of vehicular and pedestrian connectivity, and the building of necessary infrastructure to support new development. The subject site is within the Antioch–Priest Lake’s Suburban Neighborhood Maintenance (T3-NM) Area 13-RH-T3-NM-01. This SPA applies to land within the Rural Hill – Moss Road neighborhood. This supplemental policy provides guidance on connectivity.

ANALYSIS

The application consists of a portion of a parcel comprising approximately 0.23 acres of 0.44 total acres. The property is currently split zoned between Single-Family Residential (RS7.5) and Agricultural/Residential (AR2a). The 0.23-acre portion is proposed to be rezoned to RS7.5 to match the zoning of the rest of the property. The portion of the site proposed for rezone, which is zoned AR2a makes up the smaller portion of the larger parcel. The conservation policy on the site is associated with some steep and gentle slopes present on the site. The property is part of the Hickory Highland Place subdivision and has frontage on Highland Ridge Drive. Highland Ridge Drive currently terminates at the site but is approved to extend through the parcels to the east where a subdivision concept plan with single-family lots was recently approved with public road connections.

The parcel is surrounded by Single-Family Residential (RS7.5) on all sides. Other nearby zoning includes a Planned Unit Development (PUD) with Multi Family Residential and Single-Family Residential zoning to the northeast and properties zoned Specific Plan (SP) and a Multi-Family Residential development zoned RM20 to the southeast. Surrounding properties are zoned Agricultural/Residential (AR2a), One and Two-Family Residential (R15), RM20, RM6, RS10, SP and RS7.5. Land uses of the surrounding parcels include vacant property, multi-family residential, and single-family residential.

The proposed RS7.5 zoning is consistent with the existing zoning on the remainder of the property and with the land use policy. Staff is supportive of the request as it would remove a split zoned situation and consolidate into a single RS7.5-zoned property.

FIRE MARSHAL RECOMMENDATION
Approve

TRAFFIC AND PARKING RECOMMENDATION
Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.23	0.5 F	1 U	15	5	1

*Based on two-family lots

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)	0.23	5.88 F	1 U	15	5	1

Traffic changes between maximum: **AR2a and RS7.5**

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

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a district: 0 Elementary 0 Middle 0 High
Projected student generation proposed RS7.5 district: 0 Elementary 0 Middle 0 High

The proposed RS7.5 zoning is not expected to generate any additional students than what is typically generated under the existing AR2a zoning. Students would attend Eagle View Elementary School, Antioch Middle School, and Cane Ridge High School. Eagle View Elementary and Cane Ridge High School are identified as being over capacity while Antioch Middle School is identified as at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.

Approve. (8-0)

Resolution No. RS2025-79

"BE IT RESOLVED by The Metropolitan Planning Commission that 2025Z-031PR-001 is approved. (8-0)

H: OTHER BUSINESS

30. 2020S-145-001 Bordeaux Agrihood Concept Plan Extension

Resolution No. RS2025-80

"BE IT RESOLVED by The Metropolitan Planning Commission that the 2020S-145-001 Bordeaux Agrihood Concept Plan Extension is approved. (8-0)

31. Historic Zoning Commission Report
32. Board of Parks and Recreation Report
33. Executive Committee Report
34. Accept the Director's Report and Approve Administrative Items

Resolution No. RS2025-81

"BE IT RESOLVED by The Metropolitan Planning Commission that the Director's Report is approved. (8-0)

35. Legislative Update

I: MPC CALENDAR OF UPCOMING EVENTS

April 24, 2025

MPC Meeting

4 pm, 700 President Ronald Reagan Way, Howard Office Building, Sonny West Conference Center

May 08, 2025

MPC Meeting

4 pm, 700 President Ronald Reagan Way, Howard Office Building, Sonny West Conference Center

May 22, 2025

MPC Meeting

4 pm, 700 President Ronald Reagan Way, Howard Office Building, Sonny West Conference Center

J: ADJOURNMENT

The meeting adjourned at 6:21 p.m.