

Metropolitan Planning Commission



Staff Reports

April 24, 2025



Metro Planning Commission Meeting of 04/24/2025

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



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NO SKETCH



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Item #1	CIB FY2025-26
Project Name	FY25-26 Capital Improvements Budget
Council District	Countywide
School District	Countywide
Required by	Metro Charter
Staff Reviewer	Claxton
Staff Recommendation	<i>Approve.</i>

CAPITAL IMPROVEMENTS BUDGET

Submit the FY2025-26 Capital Improvements Budget for consideration by the Mayor.

BACKGROUND

The Charter of the Metropolitan Government for Nashville and Davidson County requires that the Planning Commission submit a list of recommended capital improvements that are necessary or desirable to be constructed or provided during the next six years.

The Capital Improvements Budget is a planning tool to prioritize and coordinate investments in long-term, durable improvements. Investments are considered to be capital improvements when they:

- Have a lifetime greater than 10 years and
- Cost more than \$50,000.

Capital improvements include Metro facilities and equipment, such as office buildings, fire trucks, or information systems. Capital improvements also include infrastructure, such as water and sewer lines, roads and sidewalks, parks, and libraries.

Some Metro investments shape private market activity by influencing where people want to live or business owners want to locate. Some investments, such as providing access to water, sewer, or transportation networks, are required for any development pattern beyond very low density rural character. In other cases, Metro investments in parks, schools, or other public spaces are amenities or resources that make a place more desirable for a home or business. Projects that interact with the private market in either of these ways should be guided by the General Plan. Other Metro investments, such as vehicles or hospital equipment, have limited impact on the private market and are not guided by the General Plan.

Identifying and funding most capital improvements involve two separate documents:

- **The Capital Improvements Budget (CIB):** All capital improvements requested from Departments and members of the Metro Council with a six-year time horizon. By Charter, any capital improvement must be included in the Capital Improvements Budget. Planning Commission compiles and makes recommendations on the CIB.



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- **Capital Spending Plan:** Recommended projects during the first fiscal year of the CIB, proposed to be funded through General Obligation bonds. The Mayor submits the Capital Spending Plan to the Metro Council, which approves new bonds through a bond resolution.

Other capital improvements are funded through ordinances or resolutions authorizing the use of 4% funds, operating funds, or revenue bonds. Planning Commission does not make recommendations on the Capital Spending Plan or other funding authorizations.

Developing, recommending, adopting, and funding capital projects bring Metro Departments, Planning Commission, the Mayor, and Metro Council together, with public oversight, to decide what investments to make each year.

CAPITAL IMPROVEMENTS BUDGET PROCESS

Councilmembers begin the CIB process by requesting projects in October. Requests are reviewed by implementing departments and the Planning Department to develop cost estimates and identify how requests align with long-range plans. Planning staff compile these responses in a report submitted to the Metro Council, typically by December 15. The Council's Budget & Finance and Planning, Zoning, & Historical Committees jointly work with all Councilmembers to establish Council priorities for projects requested for the next year's Capital Improvements Budget.

The Metro Charter specifies the process to create the Capital Improvements Budget. Each year begins with the Finance Department collecting requested projects from Metro Departments. By Charter, Finance delivers these requests to the Planning Commission four months before the end of the Fiscal Year.

Once project requests are submitted, Planning staff assess them for alignment with Metro's General Plan, NashvilleNext. The Planning Commission must recommend project priorities to the Mayor by sixty days before the start of the next Fiscal Year, which is on May 2 each year. This staff report and CIB are in support of this step in the process. Copies of the draft Capital Improvements Budget are posted online in document form at <https://www.nashville.gov/departments/planning/long-range-planning/capital-improvements>.

Once the Mayor has received the Planning Commission's recommendations, the Charter requires the Mayor to submit his recommended Capital Improvements Budget to the Metro Council by May 15 each year. Metro Council must adopt the Capital Improvements Budget (with any modifications or amendments as it sees fit) by June 15.

COORDINATION WITH DEPARTMENT MASTER PLANS

Metro Departments conduct their own master and functional plans to guide operations and capital investments. They identify department needs and priorities for different capital programs. Though not formally part of NashvilleNext or the Capital Improvements Budget, these master plans play a critical role in achieving the community's vision for Nashville's future. Because they involve more detailed and technical planning, departments may also uncover issues that make NashvilleNext difficult to implement.



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Planning staff supports other departments' efforts to update their master plans to ensure they are coordinated with NashvilleNext and provide a transparent way of supporting capital project requests. Additionally, if departments discover aspects of NashvilleNext that are difficult to implement, Planning staff may bring those issues to Planning Commission to determine if a change to NashvilleNext is required. This ensures that NashvilleNext remains relevant and up-to-date.

FY2025-26 Capital Improvements Budget

The FY2025-26 Capital Improvements Budget includes requests for 1,043 projects costing \$21.1 billion, of which \$0.2 billion is for projects beyond the six-years required for the Capital Improvements Budget.

The six year CIB includes spending requests drawing on a variety of funding sources:

Funding Method		Spending requests
C	Proposed G.O. Bonds	\$14,404,433,600
E	Proposed Revenue Bonds	\$5,708,466,100
H	Enterprise Funds	\$342,423,000
A	Miscellaneous Funds	\$125,700,000
F	Federal Funds	\$122,450,100
G	State Funds	\$121,200,000
M	Proposed 4% Funds	\$67,554,600
B	Approved G.O. Bonds	\$65,860,000

The CIB also identifies projects by type, such as new standalone assets, ongoing programs, or asset protection.

Project Type	Description	Count of projects
Single asset	A single asset is a new or rehabilitated physical asset that is purchased once, has a useful life of more than ten years, and is expensive to purchase.	652
Capital program	A capital program is a collection of smaller infrastructure improvements organized by an overarching plan.	389
Asset protection	Asset protection involves major renovations or improvements to existing facilities that would extend the useful life and/or add value to the asset.	138
Study or plan	Funding for a study or plan.	28
Contingency	Funding for project start-up and unexpected costs.	15



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The FY2025-26 CIB organizes project requests in three sections:

- I. **Projects Funded by the Urban Services District:** a brief list of all projects requesting funding from the Urban Services District.
- II. **Projects Funded by the General Services District:** a brief list of all projects requesting funding from the General Services District.
- III. **Detail Project Descriptions:** detailed descriptions of each requested project.

Section III reports projects' titles and descriptions, department, project status, council district, tax district, and project type, as well as requested funding by year. Projects also include maps, when available.

Projects are organized by departments, with departments grouped as follows:

- a. **Metro Council** (includes requests from Metro Council members not shown with other departments; some Council requests appear grouped within other Department programs, such as sidewalks)
- b. **Schools**
- c. **Enterprises** (Water & Sewer, Farmer's Market, Municipal Auditorium, State Fair Board, and District Energy System,)
- d. **Facilities & technology** (includes Administrative, the Agricultural Extension, County Clerk, Election Commission, Finance, General Services, Health, Information Technology Service, Metro Action Commission, and Social Services)
- e. **Safety** (includes District Attorney, Fire, Juvenile Court, Office of Emergency Management, and Police)
- f. **Development & culture** (includes Arts Commission, Historical Commission, MDHA, Parks, Planning Commission, and Public Library)
- g. **Transportation** (includes MTA and NDOT)

ALIGNMENT WITH THE GENERAL PLAN

Based on substantial community engagement, NashvilleNext identifies how Nashvillians want Nashville and Davidson County to manage change over the next 25 years. Aligning capital investments to this vision is a critical tool in achieving the community's desires. For FY2025-26, Planning staff conducted an assessment of projects based on NashvilleNext.

Alignment with the Guiding Principles

The General Plan includes seven Guiding Principles that represent the fundamental values expressed by Nashvillians throughout the process of creating NashvilleNext. In the long run, Metro's investments should support all of these principles, though spending in individual years may focus on some principles more than others.



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The chart below shows the seven Guiding Principles and the number of projects that support each:

Guiding Principle	Number of projects supported
Ensure opportunity for all	487
Expand accessibility	453
Create economic prosperity	463
Foster strong neighborhoods	827
Advance education	552
Champion the environment	382
Be Nashville	456

Alignment with the Growth and Preservation Concept Map

The Growth and Preservation Concept Map gives geographic context to capital investment decisions.

The Growth & Preservation Concept Map reflects Nashvillians' desires for how and where Nashville should grow and where it should preserve in the future. It identifies a green network that provides access to nature, requires environmental protection, and preserves natural resources. It also identifies and seeks to preserve the physical character of rural, suburban, and urban areas.

Smaller and larger activity centers accommodate most future growth, improve public spaces, support transit, provide walkable areas close to most parts of the county, and sustain economic activity. The locations of these centers are generally where centers and mixed use areas were identified in prior Community Plans. Infill development should be encouraged along transit and multimodal corridors in between and immediately around activity and employment centers.

The Concept Map also identifies a network of more frequent and reliable transit service. These routes should be more direct, with fewer stops. The most heavily used routes will be identified for high-capacity transit running outside of traffic.

Concept Map summary	Number of projects supported
Expands the Green Network	102
Located to support existing conditions	351
Supports a First Tier Center or Corridor	189
Supports a lower tier Center or Corridor	146
Program aligned with NashvilleNext	87

Efficient government

Finally, a core goal of the Capital Improvements Budget is to promote effective, efficient capital spending. Planning staff have developed criteria to assess projects that support efficient government:

- **Project need:** Expanding services, improving services or maintaining services.



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- **Condition:** Projects that renovate or replace an existing facility, which is obsolete or cannot support the department's operations.
- **Resource leveraging:** Projects whose funding includes outside money. Projects that support enterprise operations.
- **Project leveraging:** Projects that cluster with or coordinate with other department projects.
- **Planning context:** Projects based on a master plan, that are a priority for a board or commission, developed with public input, or whose implementation will include additional public input.
- **Regional collaboration:** Projects that support regional collaboration or intergovernmental agreements or that were developed through a regional planning process.

PRIORITIZATION

The Capital Improvements Budget includes several sources of priority.

Capital Priority Group

Departments identify one Capital Priority Group for each project. The Groups are:

- Mayor's Priority: Nashville Works
- Mayor's Priority: Nashville Grows
- Mayor's Priority: Nashville Moves
- Choose How Your Move

Department priorities

When submitting their project requests, Metro departments assign each project a priority, using the following system for identifying their priority:

Code Priority

- 1001** Appropriated and unexpended
- 1002** Required in the year shown
- 1003** Preferred in the year shown
- 1004** Requested in the year shown
- 1005** Needed for consideration in future CIBs

Council priorities

Councilmembers request projects by October 15 each year. Projects are assessed by the Metro Departments responsible for implementing each request, if funded, as well as the Planning Department. The Planning Department compiles a report identifying how projects align with Department master plans and the General Plan and provides it to Council, typically by December 15. A joint meeting of the Metro Council's Budget & Finance and Planning, Zoning, & Historical Committees meets to develop Council priorities.

Each Councilmember was able to submit 100 points to prioritize projects anywhere in the County, with a maximum of 50 points on any single project. Points were totaled by project and placed in order to assign a priority rank. All prioritized projects are listed in rank order with points assigned at the beginning of the Metro Council section in Part III.



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Across all Councilmembers submitting priorities, 169 projects received some level of prioritization. Council priorities are reflected in Section III (Detailed project listing) as follows:

Capital group	Mayor's Priority: Transportation
MPC rec priority	B Recommend as planned if funding available
Dept priority	1003 : Preferred in FY2023
Council priority	12 of 178

MPC Recommendations

In adopting the Capital Improvements Budget, the Planning Commission assigns a priority recommendation to each project. The draft CIB includes staff's recommendations. An overview of these recommendations follows in the next section.

FY2025-26 RECOMMENDATIONS

Staff recommends submitting the Capital Improvements Budget to the Mayor with the following recommendations identified:

A: Recommend as planned (36 projects; see Note below)

Projects are Recommended As Planned when they substantially advance the Guiding Principles, align with the Growth & Preservation Concept Map, and use Metro resources efficiently. Projects whose funding has already been secured, or that need additional funding to be completed, are also Recommended As Planned. Planning Commission recommends projects not funding levels. In some cases, projects may not need to be fully funded in FY26.

Most recommended projects are requesting new General Obligation bonds. However, two sets of requests are identified as already funded projects: projects backed by water and sewer revenue bonds are backed by Water Services' revenues and projects implementing Choose How You Move.

NOTE: Because of time constraints, only previously funded projects (as discussed above) are identified as "A: Recommend as planned" in the FY2025-26 Capital Improvements Budget.

B: Recommend as planned if funding available (971 projects)

Projects that are in alignment with NashvilleNext. Most projects in FY24 are Recommended As Planned If Funding Is Available. Due to the number of projects, projects with a "B" recommendation are not listed here. They are available in the Draft CIB.

C: Recommend further work (32 projects)

The Planning Commission will Recommend Further Work when different projects can be usefully aligned with one another to reduce costs or improve service or when projects require additional development before they can be recommended.



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Department	Project ID	Project Title
Council	24DS0048	Renovate East High Weight Room <i>Recommend further discussion with MNPS.</i>
	25DS0072	Pedestrian Crossing improvements at Jefferson St. Rosa Parks Blvd, Monroe St <i>Recommend refining request to Monroe and continued discussion with NDOT.</i>
	25DS0071	Ave for the Arts enhancement <i>Recommend further coordination with NDOT to develop the request.</i>
	25DS0069	Municipal Auditorium <i>Recommend further coordination with Municipal Auditorium to compare current CIB requests to future needs.</i>
	25DS0092	Purchase Nolensville Rd <i>Recommend further discussion with TDOT / State.</i>
	25DS0094	Purchase 98 Wallace RD <i>State law limits public private partnerships funded with GO bonds. Recommend exploring other approaches to accomplish this.</i>
	25DS0024	Undergrounding utilities <i>Recommend further coordination with NES to refine scope and determine feasibility and cost.</i>
	25DS0019	Rosebank Elementary Playground upgrades <i>MNPS plans ADA access improvements. Recommend further discussion.</i>
	24DS0049	Widening of Nolensville Road <i>Project limits are included within existing TDOT project. Recommend further discussion with NDOT and TDOT to clarify.</i>
	25DS0109	WeGo Route 9 <i>Per MTA, this is an operational request. Recommend further coordination.</i>
	25DS0104	Forrest Park at Cheekwood/Warner Parks comprehensive multi-modal/safety/stormwater/wayfinding improvements <i>Planning work is underway. Cost estimates are not yet available.</i>
	25DS0095	Purchase 204 Largo Dr <i>State law limits public private partnerships funded with GO bonds. Recommend exploring other approaches to accomplish this.</i>

N: Not scored (36 projects)

Projects that are not scored, because they do not relate to the Planning Commission's role in coordinating development, they are submitted with insufficient information to score, they are low department priorities, are late submissions, or are added after the Planning Commission has acted. Assessing projects that do not relate to the General Plan is likely to make them seem unimportant, when in fact they are simply not addressed by the General Plan. Projects such as these include:

- Information technology
- Fleet & equipment
- Office space retrofits or refreshes
- Omnibus categories of projects
- Contingency funding



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Due to the number of projects, projects with a “N” recommendation are not listed here. They are available in the Draft CIB.

X: Do not conform to the General Plan (including recommendations for alignment):

In rare cases, project requests Do Not Conform To the General Plan. This recognizes when a proposed capital project is specifically out of step with a recommendation of the General Plan. The Planning Commission will recommend against projects that Do Not Conform to the General Plan until the project and plan are in alignment. This can be done by changing the project to conform to the General Plan or by amending the General Plan to support a vision for the future of Nashville that would be supported by the project.

No projects are currently identified as Not Conforming to the General Plan.



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2016SP-055-003

1324 2ND AVENUE NORTH (AMENDMENT)

Map 082-09, Parcel(s) 234

08, North Nashville

19 (Jacob Kupin)



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Item #2	Specific Plan 2016SP-055-003
Project Name	1324 2nd Avenue North (Amendment)
Council Bill	BL2025-751
Council District	19 – Kupin
School District	05 – Fayne
Requested by	ESa, applicant; Neuhoff Acquisition II, LLC, owner.
Deferrals	This item was deferred at the March 27, 2025, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Marton
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

SP Amendment to adjust square footage and height.

SP Amendment

A request to amend a Specific Plan located at 1324 2nd Avenue North, at the southeast corner of 2nd Avenue North and Taylor Street, zoned Specific Plan (SP), to adjust permitted square footage and height (4.82 acres).

Existing Zoning

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

Proposed Zoning

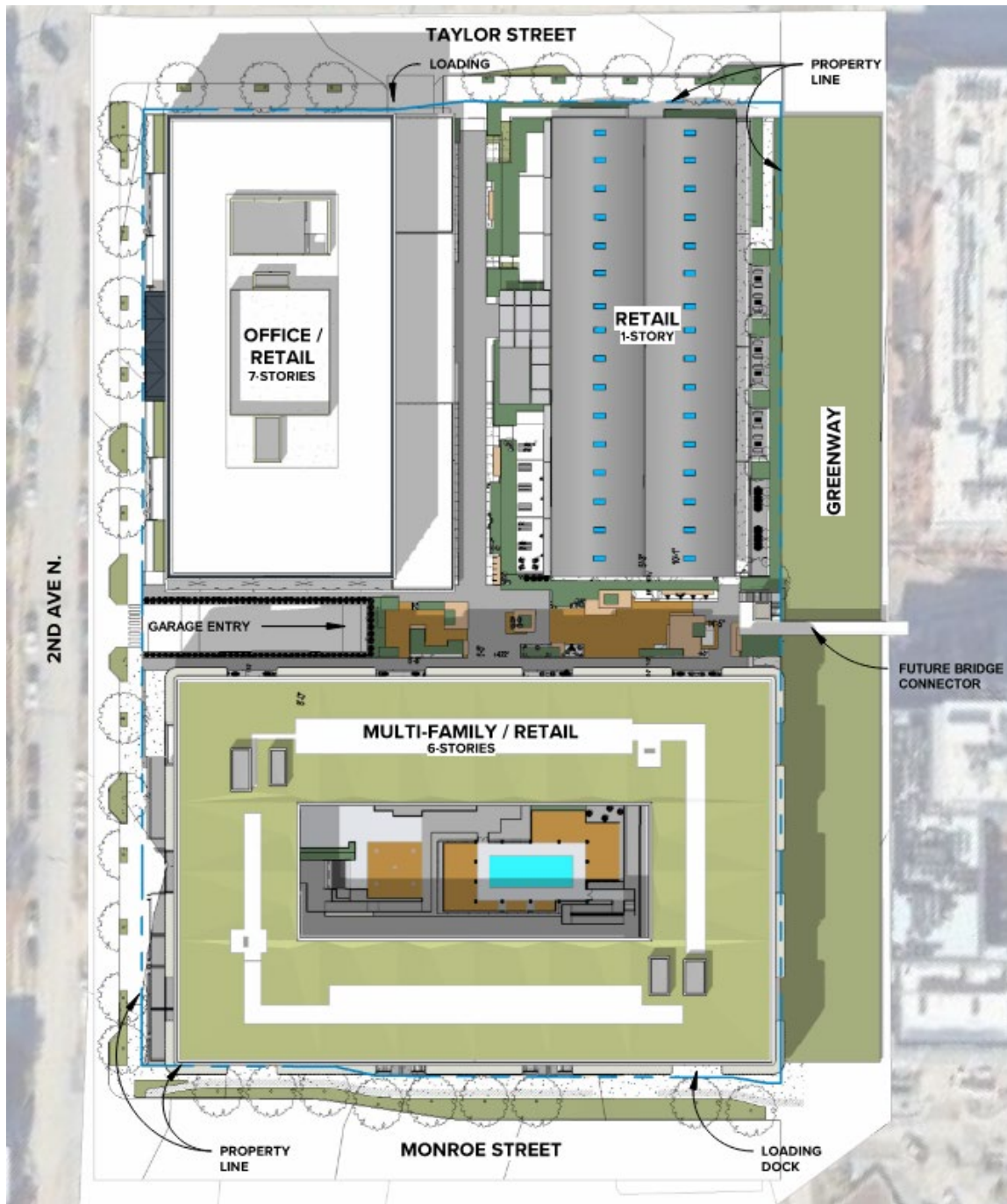
Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition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

NORTH NASHVILLE COMMUNITY PLAN

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



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Proposed SP



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SITE HISTORY AND EXISTING ENTITLEMENTS

Metro Council adopted the currently-approved Specific Plan as an amendment to the original SP on October 20, 2020, following a recommendation of approval by the Planning Commission at its August 27, 2020, Planning Commission meeting (BL2020-440). The currently approved SP is approved for a mixed-use development that includes 232,500 square feet of non-residential uses and multi-family residential units. The site plan contains a mixed-use office building, a mixed-use residential building and renovates an existing one-story bow truss building to serve as a food and beverage and retail center. The plan also includes a promenade at the center of the site, that leads to a proposed bridge over the Cumberland River Greenway.

SITE CONTEXT

The subject site consists of one parcel located at the intersection of 2nd Avenue North and Taylor Street. The site is approximately 4.82 acres in size and currently includes a warehouse structure and surface parking. The site also has frontage along the Cumberland River Greenway. 2nd Avenue North is classified as an arterial boulevard in the Major and Collector Street Plan (MCSP). The site opposite the greenway and to the east of this property is the location of the Neuhoff SP (2019SP-029-001) which was approved as a mixed-use development.

PLAN DETAILS

The currently approved SP establishes a maximum height standard of 85 feet for all buildings. The amendment proposes to increase the height of the office/retail building at 2nd Avenue North and Taylor Street to seven stories in 100 feet, and to add one story to the residential building at 2nd Avenue North and Monroe Street while maintaining the 85-foot maximum height for that building. The existing SP permits a Floor Area Ratio (FAR) of 2.5, including 232,500 square feet of nonresidential uses. The amendment proposes to increase the nonresidential square footage by 37,500 square feet, for 270,000 total square feet and a FAR of 2.9.

There are no proposed changes to the building height and square footage of the Bow Truss retail building. The amendment does not propose any additional uses that were not previously approved by the SP. Previously approved streetscape improvements to 2nd Avenue, Monroe Street, and Taylor Street will remain and will provide an improved pedestrian and bike experience. The plan retains the proposed bridge that will connect this development with the Neuhoff SP across the railway and greenway.

ANALYSIS

The site is within the T4 Mixed Use Neighborhood policy area. T4 MU policy is intended to 2025sp-01 maintain, enhance, and create urban, mixed-use neighborhoods with a development pattern that contains a variety of housing along with mixed use, commercial, institutional, and even light industrial development. T4 MU areas are intended to be high density/intensity. The proposed SP amendment would allow for additional square footage and building height allowing for an additional story to the multi-family residential building and two additional stories for the office building. T4 MU policy generally supports buildings up to five stories in height but may be taller under certain conditions. Some of these conditions include proximity to existing transit, location along an arterial, planned height of surrounding buildings, and the ability to contribute to the public



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realm and overall fabric of the mixed-use neighborhood through the use of pedestrian friendly walkways, plazas and open spaces.

The SP accomplishes all of these as the taller buildings are located along 2nd Avenue North, an arterial, the site is within a five-minute walk to a bus stop on WeGo Route 9, plazas and landscaped walkways are incorporated throughout the site layout, the proposed bridge provides increased access and interaction with the greenway, and the buildings provide a transition in height towards the Neuhoff SP site to the east, which has new building heights between 8 and 14 stories. The plan also includes design standards that ensure the architecture of the buildings will be appropriate for an urban mixed-use area, by incorporating a minimum first floor height as well as standards for glazing.

Overall, the proposed SP amendment aligns with the design goals of T4 MU and furthers the goals of NashvilleNext to provide mixed-use, walkable neighborhoods.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

WEGO Recommendation

Approve with conditions

- Development shall upgrade existing 3rd Ave N & Taylor St northbound bus stop to an in-lane local service bench type bus stop as per latest WeGo Design Guidelines with appurtenances:
- Upgraded bus stop may be constrained within existing RoW and existing utilities.
- Appurtenances shall be provided by developer as specified by WeGo. Sidewalk shall be prepared by developer for fixing appurtenances as specified by WeGo.
- WeGo conditions shall be shown on all subsequent SP plans.
- Development shall coordinate and agree all WeGo conditions with WeGo Robert.Johnson@Nashville.gov prior to all subsequent SP approvals, prior to finalization of any TIS or MMTA revisions, and again prior to Building Permit approval.
- WeGo conditions shall be satisfied prior to any occupancy or use of the site.

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- 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. All existing ROW frontages should adhere to the Major Collector Street Plan (MCSP) and dedication may be required along existing ROW frontages to



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accommodate MCSP requirements. (cont.) Coordinate w/ metro planning on MCSP requirements along existing ROW frontages. For reference, provide call outs on the final site plan for MCSP 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. A mandatory referral approval will be required for any proposed abandonments of existing ROW and/or encroachments into existing ROW. There shall be no earthen retaining walls installed in the public ROW. Earthen retaining walls, 4 ft. or greater in height, off the public ROW will require a stamped wall design by a licensed CIVIL engineer. 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. (cont.) Otherwise, provide minimum 5 ft. of clear travel around sidewalk obstructions. 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. (cont.) On site plans, call out "mill & overlay extents to be coordinated in field with NDOT inspector".
- Comply w/ NDOT traffic comments/conditions of approval.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- At Final SP, the applicant shall coordinate with NDOT on the traffic signal at 2nd Ave & Monroe St. If warranted per criteria outlined in the MUTCD, traffic signal control shall be installed. Additional traffic control analysis shall be conducted prior to Final SP plan approval.
- To accommodate on-street parking on both sides of 2nd Avenue, adjustments to the proposed cross-section will be necessary. At Final SP, the cross-section shall include curb and gutter on each side, with a total curb-to-curb width of 36 feet, consisting of two 10' travel lanes and two 8' parking lanes. Additionally, a 4' furnishing zone and an 8' sidewalk will be provided. To ensure adequate space for all components of the cross-section, additional ROW dedication may be required.
- Provide a minimum of 30' of separation between the intersections/access points and on street parking.
- Due to the further expansion of multi-modal connectivity between the Germantown neighborhood and the River North Area, Taylor Street has been identified as a potential location for the landing of the multi-modal bridge. As a result of this, the cross section of Taylor Street shall provide a bike facility along this developments frontage. The exact design of the bike facility will be finalized prior to Final SP approval, which may require the removal of the existing bulbed in on-street parking. Further coordination with NDOT will be required.
- At Final SP the applicant shall coordinate with WeGo on Transit improvements.
- Provide appropriate RR crossing signage and pavement markings. Ensure appropriate pedestrian accommodations are provided at the railroad crossing.



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- Any proposed Valet or lay-by-lane operations occurring within the public ROW shall be discouraged. Off-peak loading and deliveries for this development shall be prioritized to minimize impacts to traffic operations.
- 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.

STORMWATER RECOMMENDATION

Approve

METRO WATER SERVICES RECOMMENDATION

Approve with conditions

- We have no objection to the amendment.

Maximum Uses in Existing Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	4.82	-	190,000 SF	1978	205	210

Maximum Uses in Existing Zoning District: **SP-MU**

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)	4.82	-	280 U	1,524	93	119

Maximum Uses in Existing Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	4.82	-	24,000 SF	906	23	92

Maximum Uses in Existing Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	4.82	-	5,000 SF	561	49	49

Maximum Uses in Existing Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Brewery (925)	4.82	-	13,500 SF	621	28	154



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	4.82	-	234,418 SF	2,425	247	256

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)	4.82	-	320 U	1,742	107	136

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	4.82	-	23,690 SF	894	22	90

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-529	-22	-142

METRO SCHOOL BOARD REPORT

Projected student generation existing SP district: 13 Elementary 10 Middle 9 High

Projected student generation proposed SP district: 15 Elementary 12 Middle 10 High

The proposed SP zoning district is anticipated to generate five more students than what would be generated under the current SP and SP zoning district. Students would attend Jones Paideia Elementary School, John Early Middle School, and Pearl-Cohn High School. John Early Middle School and Pearl-Cohn High School are identified as exceedingly under capacity. Jones Paideia Elementary School is identified as under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Approve with conditions and disapprove without all conditions.

CONDITIONS

1. Permitted uses shall be limited to 320 multi-family residential units and 270,000 square feet of non-residential uses. The permitted uses for non-residential uses shall be as specified in the plan. Short term rental property, owner occupied and short term rental property, not owner occupied, shall be prohibited within the entire development.
2. Comply with all conditions of BL2020-440 as applicable.
3. With the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.



Metro Planning Commission Meeting of 04/24/2025

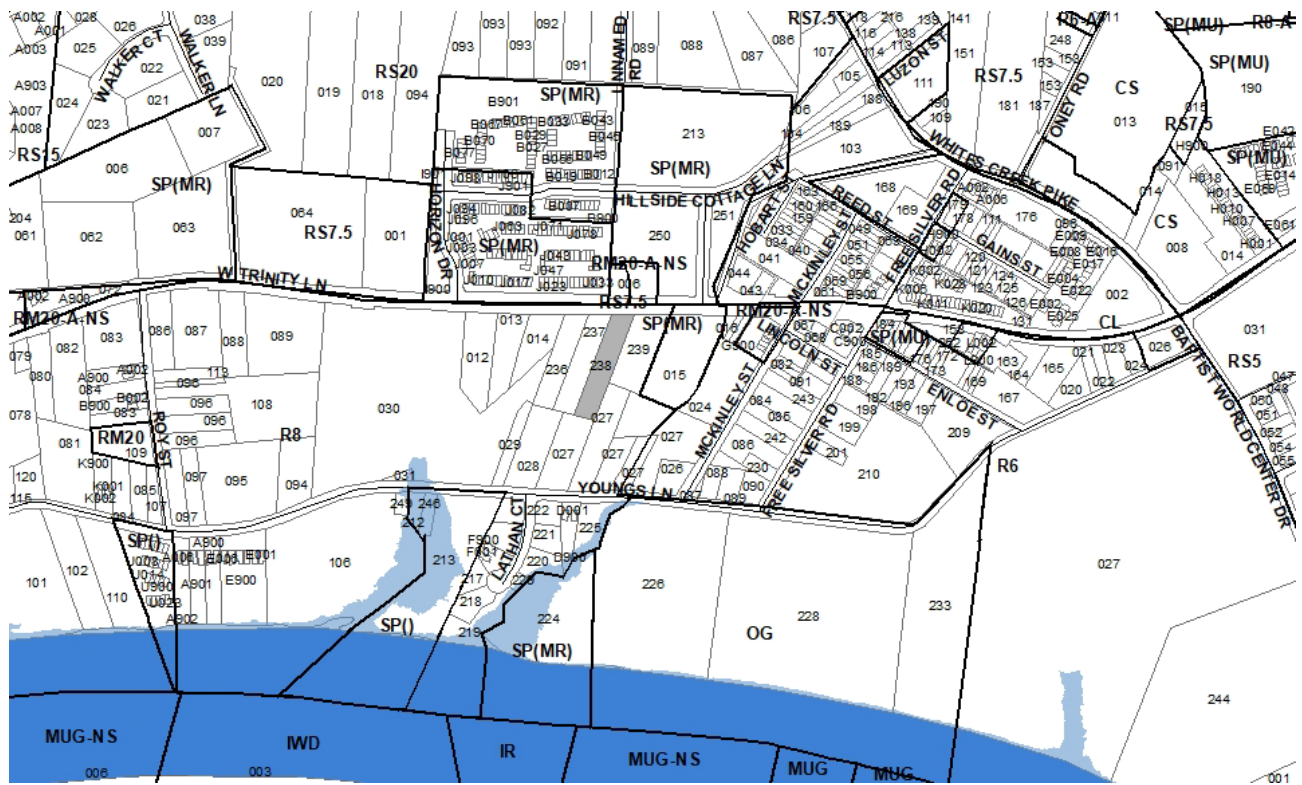
4. Comply with all conditions and requirements of Metro Reviewing Agencies.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with the final site plan application.
6. If a development standard, 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 MUL-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
7. 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.
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. No master permit/HPR shall be recorded prior to final SP approval.
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 building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 04/24/2025



2024SP-036-001

832 WEST TRINITY

Map 070-08, Parcel 238

02, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 04/24/2025

Item #3**Project Name****Council District****School District****Requested by****Specific Plan 2024SP-036-001****832 West Trinity**

02 – Toombs

01 – Taylor

Dale & Associates, applicant; MG Gran, LLC, owner.

Deferrals

This item was deferred at the September 12, 2024, October 24, 2024, November 14, 2024, December 12, 2024, January 9, 2025, February 27, 2025, March 27, 2025, and April 10, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Marton

Staff Recommendation

Approve with conditions and disapprove without all conditions.

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

A request to rezone from One and Two-Family Residential (R8) to Specific Plan (SP) zoning for property located at W. Trinity Lane (unnumbered), approximately 655 feet west of McKinley Street, to permit 17 multi-family residential units (1 acre).

Existing Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of five lots with one duplex lot for a total of six units. This does not account for compliance with the Metro Subdivision Regulations. Metro Codes provides final determinations on duplex eligibility.*

Proposed Zoning

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

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

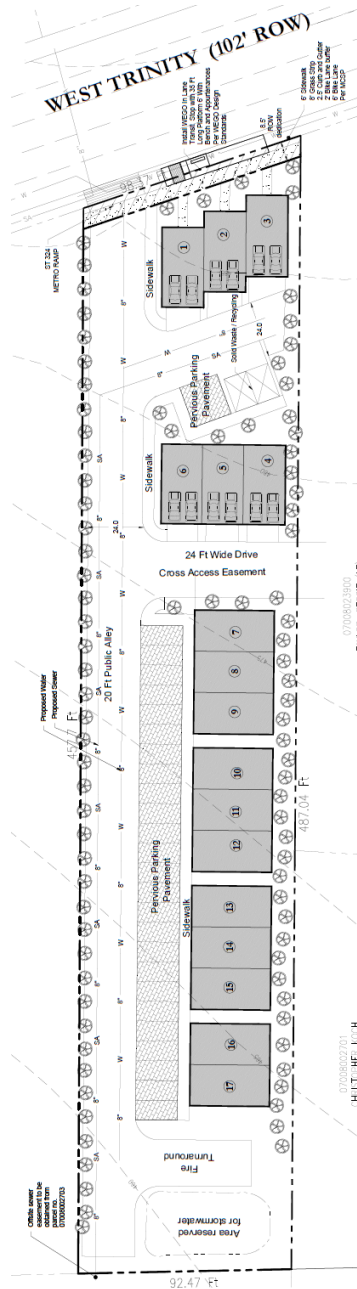
T4 Urban Residential Corridor (T4 RC) is intended to maintain, enhance, and create urban residential corridors. T4 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T4 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.



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Haynes Trinity Supplemental Policy

The site is within the Haynes Trinity Supplemental Policy which was approved and adopted by the Planning Commission on January 11, 2018. The mobility plan component of the Haynes Trinity Planning Study calls for a more connected street system to provide a strong and cohesive block structure. The Mobility Plan within the Study identifies the benefits of increased street connectivity which include lower traffic volumes on major streets, alternative route choices, and redundant emergency vehicle access.



Proposed SP



Metro Planning Commission Meeting of 04/24/2025

SITE CONTEXT

The subject site consists of one parcel totaling one acre, located along the south side of West Trinity Lane. The property has been zoned One and Two-Family Residential (R8) since 1974 and is heavily wooded. Adjacent zoning includes One and Two-Family Residential (R8) to the south, east, and west and Single-Family Residential (RS7.5), Multi-Family Residential (RM20-A-NS) and Specific Plan to the north and east. The preliminary plan approved for the SP to the east (2017SP-084-001) includes a north-south local street. Surrounding uses include primarily single-family residential, multi-family residential, and institutional south of West Trinity Lane and multi-family residential north of West Trinity Lane. The site is currently accessed from West Trinity Lane which is classified as an Arterial Boulevard in the Major and Collector Street Plan (MCSP) and the frontage is approximately 98 feet.

PLAN DETAILS

The proposed SP would permit a multi-family residential development with a maximum of 17 units, including a mixture of garage-parked units on the northern portion and surface-parked units on the southern portion. The plan proposes a maximum building height of three stories in 40 feet. Units are distributed across the site in blocks of two or three, with three attached units fronting West Trinity Lane, and the remaining attached units are oriented internally. A north-south public alley is identified on the plan, however final determinations in regard to classifications of private drives and alleys will be further evaluated and determined with the final site plan. To allow for future connectivity with adjacent sites, the SP provides an east/west cross-access easement to serve adjacent parcels mid-site. The cross-access easement aligns with cross parcel connectivity goals called for in the Haynes Trinity Mobility plan. Along the frontage, the plan proposes to dedicate 8.5' of right-of-way and provide streetscape improvements per the MCSP requirements. Short term rentals are proposed as a permitted use.

ANALYSIS

The site is within the T4 Urban Residential Corridor policy area. The T4 RC policy is intended to maintain, enhance, and create urban residential corridors. T4 RC areas are located along prominent arterial-boulevard or collector-avenue corridors and are served by multiple modes of transportation, provide high access management, and are served by moderately connected street networks, sidewalks, and existing or planned mass transit. The proposed SP would permit 17 multi-family residential units at a density of approximately 17 units an acre which is within the range of densities that are supported the T4 RC policy. While the plan proposes to allow short term rental properties, staff has included a condition to prohibit short-term rental properties owner occupied and not-owner occupied, as generally recommended in residential policy areas. The T4 RC policy explains that sites within the area should coordinate access and circulation to create a corridor that functions instead of as separate building sites. Additionally, the Haynes Trinity Supplemental Policy and its associated Mobility plan call for an enhanced block structure and increased connectivity for multiple routes. The SP includes a cross-access easement to allow for shared access for future development of adjacent parcels, therefore the plan meets the goals of both policies by consolidating access and providing future connectivity to surrounding parcels.

Overall, staff finds that the plan is consistent with the T4 RC and Haynes Trinity Supplemental Policy.



Metro Planning Commission Meeting of 04/24/2025

FIRE MARSHAL RECOMMENDATION

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

WEGO RECOMMENDATION

Approve with conditions

- Development shall provide an upgraded W Trinity Lane & Livano EB bus stop with appurtenances as per latest WeGo Transit Design Guidelines:
- Development must coordinate and reach agreement with NDOT and WeGo about the bike lane/bus stop interface. This interface can considerably change the bus stop design.
- All WeGo conditions must be shown on all future plans.
- Development must coordinate and reach agreement with WeGo Robert.Johnson@Nashville.gov on all WeGo conditions prior to Final SP submission, and again prior to issue of building permits.
- All WeGo conditions must be complete prior to any occupancy or use of the site.

STORMWATER RECOMMENDATION

Approve with conditions

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

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.
- For final SP plans w/ new public roads proposed, plans shall include proposed public roadway profiles, curvature, grade, drainage and utility data. Public roadway construction drawings shall comply with NDOT Subdivision Street Design Standards, ST- details and specifications.
- Any public street intersections should be provided with stop control and ADA compliant pedestrian access ramps. Any public access point (ramps, drives) and/or intersection should meet AASHTO stopping sight distance requirements.
- All existing ROW frontages should adhere to the Major Collector Street Plan (MCSP) and dedication may be required along existing ROW frontages to accommodate MCSP requirements. (cont.) Coordinate w/ metro planning on MCSP requirements along existing ROW frontage. For reference, provide call outs on the final site plan for any MCSP 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. There shall be no earthen retaining walls installed in the public ROW. There shall be no vertical obstructions in new proposed public roads and/or sidewalks. The removal, or relocation, of utilities will be required to accommodate new public roadways and/or sidewalks.



Metro Planning Commission Meeting of 04/24/2025

- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- Prior to final SP submittal, continue to coordinate w/ planning and NDOT on site drive aisle classification (private or public). Continue to coordinate w/ planning on the requirement for a cross-access easement to the adjacent parcel East at 830 West Trinity Lane.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- See roads comments.

METRO WATER SERVICES RECOMMENDATION

Approve with conditions

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

Maximum Uses in Existing Zoning District: R8

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	1.0	6.81 F	6 U	78	9	7

*Based on two-family lots

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)	-	-	17 U	91	6	8

Traffic changes between maximum: R8 and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+13	-3	+1



Metro Planning Commission Meeting of 04/24/2025

METRO SCHOOL BOARD REPORT

Projected student generation existing R8 district: 2 Elementary 1 Middle 1 High

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

The proposed SP zoning district is anticipated to generate four more students than what would be generated under the current R8 zoning district. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. Cumberland Elementary School and Haynes Middle High School are identified as at capacity. Whites Creek High School is exceedingly under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Approve with conditions and disapprove without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 17 multi-family residential units. Short Term Rental Property (STRP) owner occupied and not owner-occupied shall be prohibited.
2. On the corrected copy, update the uses in the purpose note and development summary to reflect the Permitted Uses condition.
3. On the corrected copy, remove "future roadway" label from the adjacent parcel.
4. Right-of-way dedication areas and road improvement details shall be identified on the final site plan consistent with the applicable local and/or MCSP requirements. Any additional areas of dedication not currently identified on the preliminary SP to meet road width standards shall be provided. On the corrected copy, the proposed right-of-way dedication shall be measured from the centerline of the existing right-of-way to the proposed property line.
5. On the corrected copy, remove note 14 and note 16 under the Standard SP notes.
6. On the corrected copy, remove the building elevations note under Architectural Notes and replace with: Building elevations for all units shall be provided with the final site plan.
7. On the corrected copy, remove Architectural Note C and replace with the following: Building facades shall be constructed of brick, brick veneer, stone, cast stone, cementitious siding, glass, or materials substantially similar in form and function, unless otherwise approved on detailed building elevations included with the preliminary SP.
8. On the corrected copy, add "Maximum" after the building height in the Development Summary table and add note: No building setback required.
9. Prior to the issuance of building permits, the east/west shared access easement shall be recorded via plat. The shared access easement shall provide access to adjacent parcels to the east and west of the site.
10. A Type B landscape buffer shall be provided along the southern and eastern property boundaries with the final site plan, outside of any areas designated for shared access.
11. At final site plan, the plan shall provide additional details for dumpster screening.
12. The applicant shall continue to work with NDOT and Planning regarding the inclusion of public infrastructure if required, and public access easements to adjoining properties. With final site plan submittal, a corrected copy of the preliminary SP shall be provided to reflect final determinations.

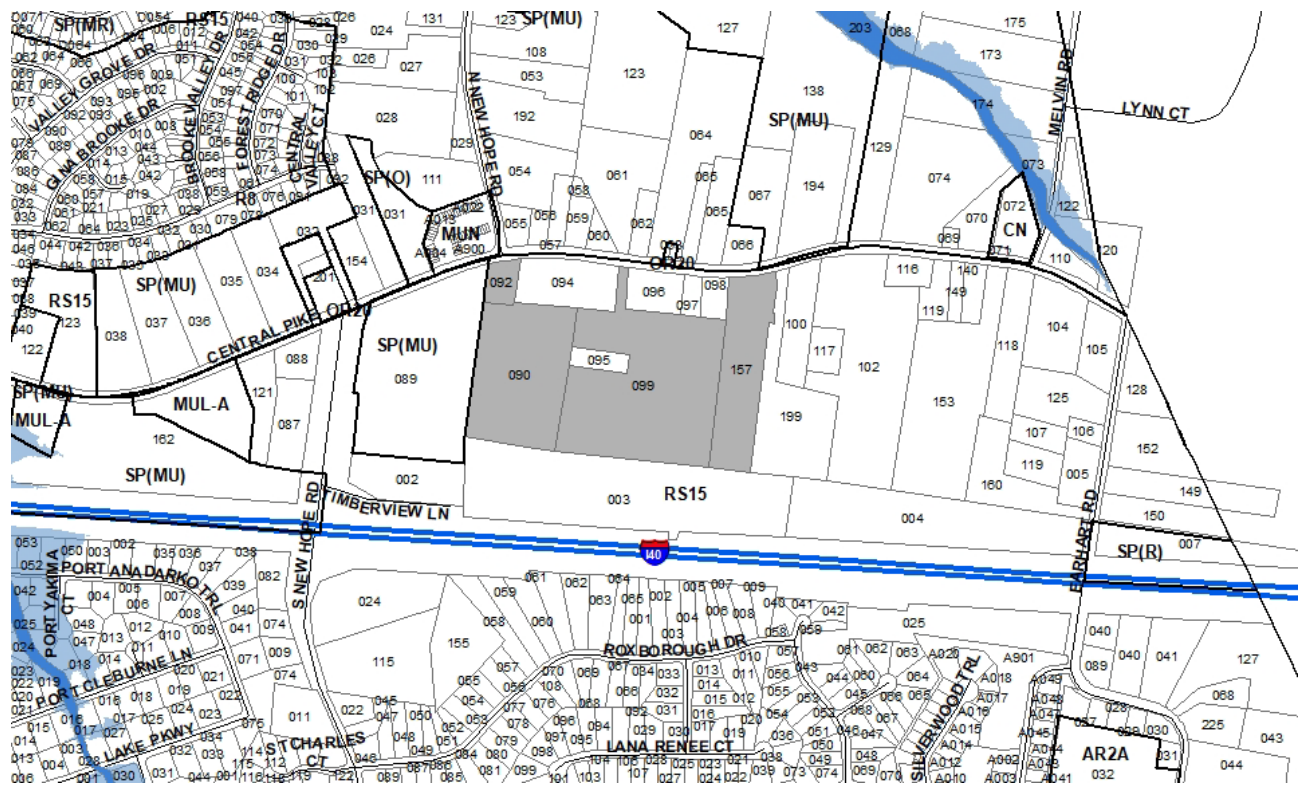


Metro Planning Commission Meeting of 04/24/2025

13. With the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
14. Comply with all conditions and requirements of Metro Reviewing Agencies.
15. 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.
16. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM20-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
17. 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.
18. 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.
19. No master permit/HPR shall be recorded prior to final SP approval.
20. Final plat may be required prior to permitting.
21. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
22. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any of any building permits.



Metro Planning Commission Meeting of 04/24/2025



2024SP-048-001

4222 & 4278 CENTRAL PIKE

Map 087, Parcels 090, 092, 099, 157

14, Donelson – Hermitage – Old Hickory

12 (Erin Evans)



Metro Planning Commission Meeting of 04/24/2025

Item #4	Specific Plan 2024SP-048-001
Project Name	4222 & 4278 Central Pike
Council District	12 – Evans
School District	04 – Nabaa-McKinney
Requested by	Dewey Engineering, applicant; Frank Batson Homes, Inc., owner.
Deferrals	This item was deferred at the October 24, 2024, November 14, 2024, January 9, 2025, February 27, 2025, and March 27, 2025, Planning Commission meetings. No public hearing was held.
Staff Reviewer	Marton
Staff Recommendation	<i>Defer to the May 8, 2025, Planning Commission meeting.</i>

APPLICANT REQUEST

Rezone from RS15 to SP to permit a multi-family residential development

Preliminary SP

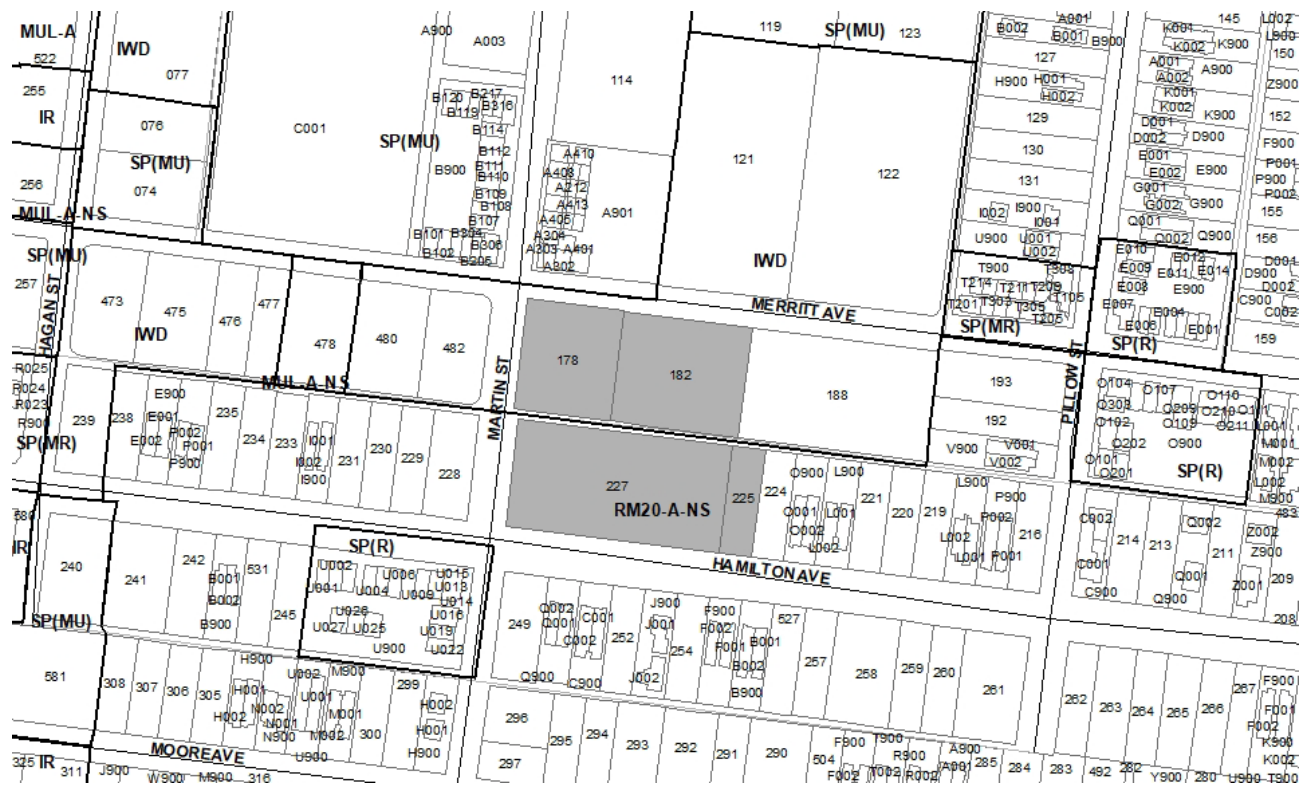
A request to rezone from Single Family Residential (RS15) to Specific Plan (SP) zoning for properties located at 4222, 4226 and 4278 Central Pike, approximately 765 feet east of South New Hope Road, to permit 314 multi-family residential units (27 acres).

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 04/24/2025



2025SP-005-001

MARTIN & MERRITT

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

11, South Nashville

17 (Terry Vo)



Metro Planning Commission Meeting of 04/24/2025

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

17 – Vo

05 – Fayne

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

Deferrals

This item was deferred at the February 13, 2025, February 27, 2025, March 13, 2025, March 27, 2025, and April 10, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Schenk

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

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

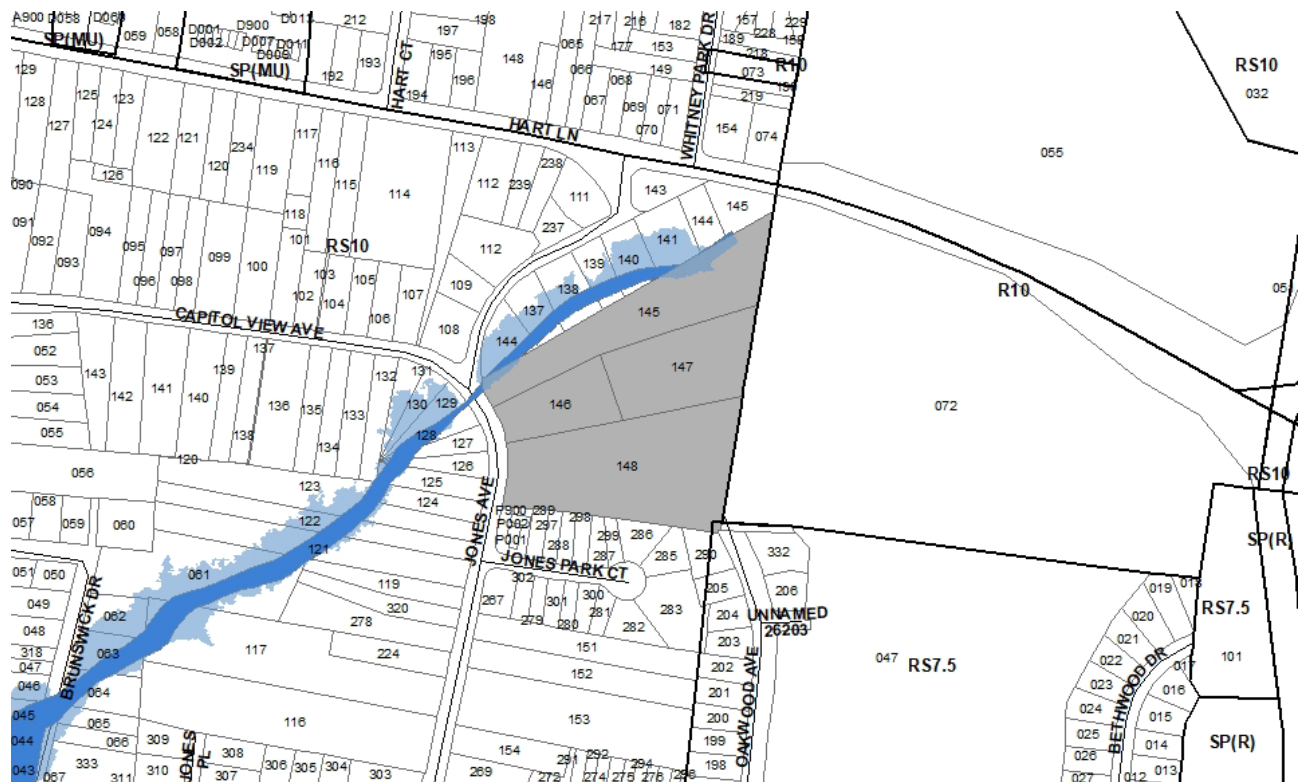
A request to rezone from Industrial Warehousing/Distribution (IWD) and Multi-Family Residential-Alternative-No STRP (RM20-A-NS) to Specific Plan (SP) zoning for properties located at 525 Merritt Avenue, 1300 and 1312 Martin Street, and 548 Hamilton Avenue, at the northeastern corner of Martin Street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

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 04/24/2025



2025SP-006-001

BRIARWOOD TOWNHOME SP

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

05, East Nashville

05 (Sean Parker)



Metro Planning Commission Meeting of 04/24/2025

Item #6

Project Name

Council District

School District

Requested by

Specific Plan 2025SP-006-001

Briarwood Townhome SP

05 – Parker

01 – Taylor

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

Deferrals

This item was deferred at the January 9, 2025, February 13, 2025, February 27, 2025, March 27, 2025, and April 10, 2025, Planning Commission meetings. A public hearing was held and closed on February 27, 2025.

Staff Reviewer

Shane

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

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

Preliminary SP

A request to rezone from Single-Family Residential (RS10) to Specific Plan (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.

Existing Zoning

Single-Family Residential (RS10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *Based on acreage alone, RS10 would permit a maximum of 36 lots. Compliance with the Metro Subdivision Regulations may result in fewer lots.*

Proposed Zoning

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

EAST NASHVILLE COMMUNITY PLAN

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



Metro Planning Commission Meeting of 04/24/2025

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed. CO policy at this site identifies a stream and its associated floodway and floodplain, which are shown undisturbed per the requirements of the Metro Stormwater Manual.

Supplemental Policy

The site is within the Dickerson North Small Area Plan and specifically within the Pages Branch supplemental policy. Supplemental Policy Areas (SPAs) are intended to provide additional guidance beyond the Community Character Manual (CCM) policies, often identifying a smaller area and providing guidance based on context and specific goals for this area. Additional information on the supplemental policy is included in the analysis below.

CASE HISTORY

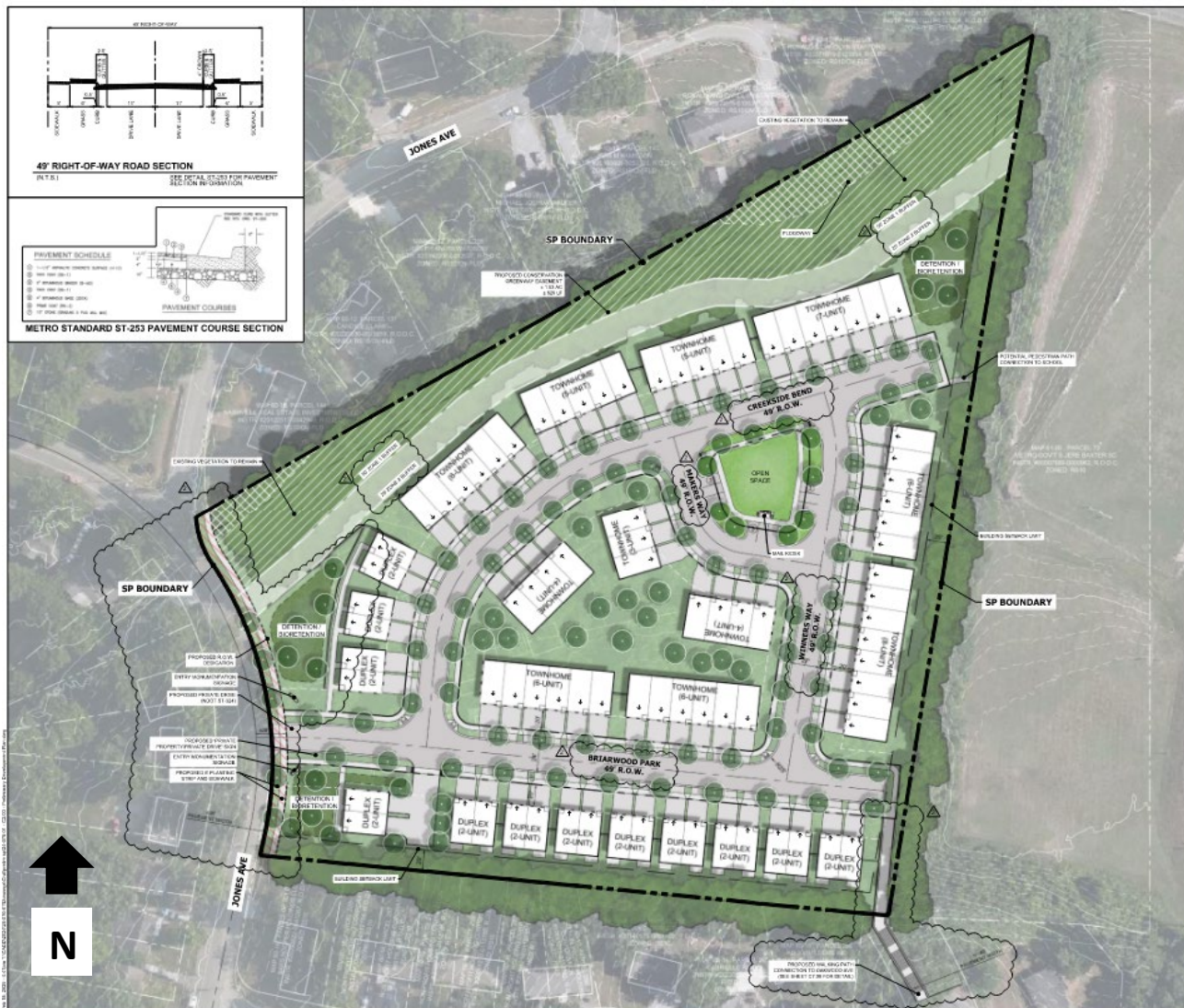
This item was deferred from the February 27, 2025, Planning Commission meeting to the March 27, 2025, meeting after a public hearing was held, due to a desire by the Commission for additional clarification on several items raised during the public hearing pertaining to community outreach, safety, and the land use policy. Additional information on the requested items needing further consideration is included below. Following an update from Planning staff on the below items at the March 27, 2025, meeting, the item was again deferred by the Planning Commission meeting after input was received from the councilmember. The public hearing remains closed. The issues raised at the February 27, 2025, hearing, and subsequent March 27, 2025 meeting, are as follows:

Clarification on items raised at the February 27, 2025, meeting

1. Host a community meeting facilitated by the applicant;
2. Provide more information on the project's impacts on road safety along Jones Avenue, specifically regarding the intersection of the private drive with Jones Avenue, and the separation distance from the drive to the two existing intersections along Jones Avenue;
3. Provide additional details on how the proposal is consistent with the land use policy;
4. Reevaluate feasibility of the Oakwood Avenue extension; and
5. Provide an opportunity to hear from the councilmember.



Metro Planning Commission Meeting of 04/24/2025



Site Plan

1. Regarding the community meeting, the applicant hosted a community meeting on March 19, 2025.
2. Regarding impacts to Jones Avenue: the road is classified as a collector avenue with a posted speed limit of 25 mph, which requires a minimum stopping distance of 165 feet for the grade shown and intersection sight distance of between 240 feet to 280 feet, per AASHTO standards. NDOT has confirmed that the minimum stopping distance and intersection sight distance available is sufficient to meet these standards, with further review at the final SP. NDOT has also determined that the intersection spacing requirements (100 feet along a collector avenue) are met by the private drive's spacing as shown on the plan—250 feet to the intersection to the south and 172 feet to the intersection to the north—thus ensuring safety for vehicles exiting the site and vehicles traveling along Jones Avenue. The developer has also indicated willingness to install speed humps at NDOT's direction and clear brush at the southeast side of the Capitol



Metro Planning Commission Meeting of 04/24/2025

View Avenue and Jones Avenue intersection to further increase visibility of cars approaching the intersection. Staff has added a condition of approval to reflect these measures.

3. Regarding this proposal's relationship to the land use policy, Planning further evaluated this proposal against the goals of the T4 Urban Neighborhood Maintenance (T4 NM) policy. The policy provides guidance for "Infill" sites, such as this property. The policy describes that infill sites that are currently "vacant, underutilized, or in a nonresidential use that could redevelop." The guidance for these sites is comparable to the guidance given for T4 Urban Neighborhood Evolving (T4 NE) sites in that a broader mix of housing types than the rest of the policy area may be supported, with the difference being that T4 NM sites are typically smaller and located within urban neighborhoods, where there is a greater need for intentionality in providing appropriate design that transitions in building type, massing, and orientation in order to blend new development into the surrounding neighborhood. The subject site along Jones Avenue is larger than surrounding residential properties and minimally developed, where opportunities for infill redevelopment are appropriate, if designed well to fit within the context of the neighborhood. When such sites come in for redevelopment under a unified plan of design, a broader mix of housing types is appropriate, with the caveat that appropriate transitions must still be provided. The SP proposal accomplishes this by providing a broader mix of housing types (attached units grouped in varying block sizes) while transitioning to blocks of two units along the southern property line and along Jones Avenue, where visibility to the development along the street is greater and to mimic the form of the existing duplexes south of the site.

The site is also within the Pages Branch subarea of the Dickerson North Small Area plan. The plan speaks frequently about the need for a mix of housing types to encourage desired commercial offerings within the neighborhood. It also draws attention to the severe lack of multimodal infrastructure, which limits mobility and access to businesses for residents. The proposed plan would remedy several deficiencies in the pedestrian and transit infrastructure local to the site and also requires improvements to surrounding bus stops.

4. Regarding the Oakwood Avenue extension: the existing terrain presents a significant topographical challenge, with approximately 100 feet of grade change between the terminus of Oakwood Avenue and Jones Avenue. Accommodating this elevation difference would require a road slope exceeding the 12% maximum allowed by NDOT and the Fire Marshal. Additionally, the necessary roadway alignment would require substantial property acquisition and grading, impacting Jere Baxter Middle School and nearby residential properties. A pedestrian-only connection to Oakwood Avenue is a reasonable compromise that will provide for non-vehicular access to Oakwood Avenue, Oakwood Park, and WeGo bus stops along Bullock Avenue.
5. Planning staff let the councilmember know that the Planning Commission would like the opportunity to hear his views on the project. Those views were received at the March 27, 2025, meeting (below).

At the March 27, 2025, meeting, the councilmember brought the following community concerns to staff's attention:



Metro Planning Commission Meeting of 04/24/2025

1. That the requirements for traffic calming should be strengthened (i.e., that the conditions should ensure that if traffic calming measures are approved by the community, that the developer contribute towards them regardless of whether a final use and occupancy permit has already been issued).
2. That the requirement for the pedestrian connection to Oakwood Avenue be modified such that the developer is required to complete it.
3. That because the improvements planned for Hart Lane in conjunction with the successful Choose How You Move referendum are extensive, and that future development closer to Hart Lane is possible because of consolidated ownership of several parcels along Jones Avenue, that staff should ensure that this development is adequately contributing to safe pedestrian access from this site north to Hart Lane.
4. That the private drives and connections be publicly accessible.

To address the initial concerns raised at the public hearing, conditions have been added in consultation with NDOT requiring further coordination at final SP on traffic calming measures and on methods to increase visibility near the intersections through brush clearing. Additional conditions by NDOT regarding further evaluation of site distance with the final SP are also included.

The analysis below has been updated to reflect concerns, and staff has added conditions where appropriate.

SITE CONTEXT

The approximately 8.27-acre site is on the northeastern side of a curve in Jones Avenue, just southeast of its intersection with Capitol View Avenue. The site is directly west of Jere Baxter Middle School, and a portion of the Oakwood Avenue ROW stub touches its southeastern corner. The site is largely wooded but contains two-single-family homes and one duplex on four parcels. Slopes are found on the site, but none exceeding 20 percent. Jones Avenue is classified as a collector street in the Major and Collector Street Plan (MCSP). The MCSP also shows Oakwood Avenue extended across the southern boundary of the site at a right angle over to Jones Avenue. This connection was mapped with the adoption of the Dickerson North Small Area Plan. To the north, west, and south, uses consist of one- and two-family uses zoned Single-Family Residential (RS10). The zoning of the school to the east is One- and Two-Family Residential (R10). RS7.5 zoning exists to the site's southeast, and this zoning extends across the Shephardwood Subdivision to the southeast, which consists of single-family homes bordering Oakwood Park.

Site Plan

The plan proposes a multi-family residential development consisting of a maximum of 84 multi-family residential units at approximately 10.16 units per acre. The unit types proposed are attached townhomes, ranging in blocks of two to eight units. Maximum height is set at 45 feet in three stories and measured per the standard SP definition (i.e., measured from the average elevation at the finished grade to the midpoint of the main roof pitch or top of parapet). The site will be accessible by a new private drive network intersecting with Jones Avenue. Although the private drives are labeled as right-of-way, staff has conditioned that they be private drives. Two new private drives will extend from this road to the north, creating an island of townhomes and open space within the



Metro Planning Commission Meeting of 04/24/2025

center of the development. The drives intersect near the northeastern corner of the site, and another small private drive forms a separate connection to the southwest, creating a small open space area between the two intersections. Units along Jones Avenue are street-facing with vehicular access coming from private drives to the rear. Units interior to the site front the internal drive network or open space. Units are proposed with individual driveways but are spaced and interspersed with trees to avoid the appearance of a continuous curb cut. ROW dedications and improvements to Jones Avenue are shown in line with the requirements of the Major and Collector Street Plan (MCSP), and pedestrian circulation is possible throughout the site. This includes a pedestrian connection from the southeastern corner of the site to the improved portion of Oakwood Avenue to the southeast. The northern boundary of the site will remain vegetated as part of the stream buffer required for the creek that extends along the property line (one of the headwaters of Pages Branch). A greenway conservation easement is proposed for this area and identified on the site plan as extending along the length of the northern property boundary.

Parking will be provided per Code by a combination of garage spaces and head-in parking along the private drives. All garages are accessed by driveways along the private drive network. Two central areas of open space are created by the layout of the streets and units, giving a design cohesion to the site. Water quality/quantity areas are proposed along the western edge of the site, where elevation is the lowest. The units closest to Jones Avenue in the southwestern corner of the site will address Jones Avenue.

ANALYSIS

The subject site is located within a T4 Urban Neighborhood Maintenance (T4 NM) policy area. T4 NM policy areas are characterized by moderate to higher density residential development with an emphasis on a diverse mix of housing types and high levels of connectivity within and around a site. Though most of the surrounding area is single-family residential with a few duplexes, the site's infill character, large size, location along a collector, and proximity to schools, transit, and a Metro Park uniquely identify it for greater intensity than would be appropriate for smaller T4 NM sites or those located more internally to such a policy area.

The plan also meets the policy goals by providing a layout consistent with the design principles identified in the policy. The proposed height of all units is three stories in 45 feet, consistent with the policy guidance of one- to three-story tall buildings. The Type B landscaping buffers that will be provided along the side and rear property boundaries are appropriate to minimize the proposed development's visual impact on the existing surrounding neighborhood. The plan transitions in intensity from north to south, with the larger building footprints giving way to two-unit structures along the southern property boundary, where the development backs up more closely to the established surrounding neighborhood.

As noted above, the site is located within the Dickerson North Small Area Plan. This plan primarily identifies future improvements to the area's transportation network. New street connections were adopted through an update to the MCSP. This included the extension of Oakwood Avenue, where it was intended to extend to the west across this site and intersect with Jones Avenue. After consideration of a grading plan submitted by the applicant and reviewed by Nashville Department of Transportation (NDOT), it was determined that a public street connection to Jones Avenue may



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be feasible if realigned but would pose challenges due to the significant grading required. However, the proposal is improving opportunities for pedestrian connectivity in the area, consistent with the general goals of T3 NE areas. The plan includes an internal pedestrian network that connects to the new sidewalks that will be installed along the Jones Avenue frontage. Though the Oakwood Avenue vehicular ROW is not extended, pedestrian access is proposed from the internal sidewalk network to Oakwood Avenue and is conditioned to be within public access easements (this requirement has been strengthened following concerns raised at the March 27, 2025, meeting). A crosswalk with ADA ramps is shown to the north at the intersection of Jones Avenue and Hart Lane. Finally, signage and improvements consistent with “completing” the unimproved Oakwood Avenue are also noted within the plans.

Conservation policy is located along the northern property boundary and covers the stream that separates this property from those to the north. The site plan meets the goals of the CO policy by respecting this buffer. Regarding pedestrian access to the north to Hart Lane, a greenway conservation easement is identified on the plan, which would allow opportunities for pedestrian connectivity from Jones Avenue to the northeast towards Hart Lane, should Metro opt to further develop this greenway in the future. The plan shows sidewalks up to the intersection of Jones Avenue and Capitol View Avenue to the north and a pedestrian crossing at the intersection of Hart Lane and Jones Avenue, which set up a good foundation for future safe pedestrian connectivity to Hart Lane outside of the greenway easement area.

To address community concerns about increased traffic and unsafe speeds along Jones Avenue, staff has included a condition in consultation with NDOT requiring that the applicant create a traffic calming plan along Jones Avenue and to establish an escrow account prior to receiving a grading permit to fund the identified improvements. A condition was also added requiring that the private drives and connections within the development be publicly accessible.

The subject site is larger than most parcels in the area, within a five-minute walk to the nearest WeGo bus stop, and is located along Jones Avenue, a collector avenue as identified by the MCSP. The location of the site between the adjacent middle school and a primarily residential area also provides the opportunity for an appropriate transition in density and building type. Staff finds the proposed SP zoning district to be consistent with the guidance provided in policies governing the site and recommends approval.

FIRE MARSHAL RECOMMENDATION

Approve

WEGO PUBLIC TRANSIT RECOMMENDATION

Approved with conditions

- Developer shall liaise and reach agreement with WeGo Robert.Johnson@Nashville.gov on the exact locations of the upgraded bus stops and on all WeGo conditions prior to Final SP approval, and again prior to Building Permit issue.
- WeGo conditions shall be completed prior to any occupancy or use of the development.



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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.

PARKS AND GREENWAYS RECOMMENDATION

Approved with conditions

- The greenway conservation easement area is all the land within the parcel that is floodway, plus an additional 75' from that floodway, and/or to include both the 50' and 25' required conservation buffers that lie within the parcel boundaries. The future greenway trail is placed within the Zone 2 buffer.
- If grading is shown in the Zone 2 buffer, the applicant shall ensure that adequate space is available within the buffer to accommodate future Greenway trail development, and that the trail area is graded to ensure future ADA compliance. The Metro Greenway standard is a 14' wide paved path with a minimum 2' shoulder per side and must be ADA compliant along its route through the site with consideration for future connection to pedestrian infrastructure/adjoining parcels.
- The final plat must clearly delineate the floodway and associated Zone 1 and Zone 2 buffers with the buffer dimensions labeled. The buffers shall be easily distinguishable with hatching and/or shading identified in the plan legend.
- The public "Conservation Greenway Easement" must be clearly delineated on the Site Plan. The delineation must be a boundary survey with metes and bounds labeled or keyed to a chart with the total acreage within each easement provided.
- 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, all of which must be executed by the property owner, notarized, submitted to, and approved by Greenways prior to Final Site Plan approval.
- If the land area containing the easement is transferred, subsequent owner(s) at the time of Council approval must execute an identical agreement.
- The Conservation Greenway Easement Agreement must be recorded with the Davidson County Register of Deed's Office prior to any use and occupancy or issuance of the first Use and Occupancy letter.
- Maintenance within the Greenway Conservation Easement shall be performed by the owner until such time as the greenway is built by Metro. No maintenance is permitted in the Zone 1 buffer or Floodway without a variance per Metro Water Service requirements.
- A Greenway trail, once constructed, shall be open to the public 365 days/year per Metro Parks approved operating hours, except for times where temporary closure is required for public safety.
- Any future or proposed access from a development onto a greenway shall be approved by Metro Parks.



Metro Planning Commission Meeting of 04/24/2025

HISTORIC ZONING RECOMMENDATION

Approve

- Phase I archaeological survey recommended.

WATER SERVICES RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT ROADS RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- All ROW frontages shall adhere to the Major & Collector Street Plan (MCSP). Dedicate ROW along all frontages to accommodate MCSP requirements. Provide call outs on final site plan for MCSP requirements.
- In general, with a final:
 - Any proposed roadway sections, ramps, sidewalks, curb & gutter, etc., shall be designed and called out per NDOT detail standards.
 - All internal site roads shall be private.
 - There shall be no vertical obstructions in new public sidewalks, and removal or relocation of utilities will be required to accommodate new public sidewalks.
 - Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
 - Additional 1-1/2' mill and overlay may be required to cover full extents of utility and/or road widening work in the public ROW. Extents to be coordinated in field with NDOT inspector.
 - Comply w/ traffic comments and conditions.
- Continue to coordinate w/ Metro Fire at final, if necessary, on whether they prefer some kind of pavement improvement off Oakwood ROW for a turn-a-round.
- Reference NDOT traffic comments conditions, in regards to the pedestrian path proposed in existing Oakwood Ave ROW.
- With the final SP, Submit a Stopping Sight Distance (SSD) exhibit (per AASHTO) looking left and right from stop position at the site access. State required SSD, per mph and existing grades along Jones Ave, per AASHTO tables. Provide available SSD on profile views across proposed site grades and existing Jones Ave. roadway grades. On the profile exhibits, any proposed grades and/or vegetation obstructions within the required sight line should be removed to accommodate the required SSD.



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NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- The applicant shall comply with the MCSP requirements along the frontage of Jones Ave.
- Per review of the submitted MMTA, the applicant shall provide the following improvements;
 - Jones Ave & Bullock Ave; Construct a pedestrian landing on the NE corner of the intersection with an ADA warning mat. A bus stop platform shall be provided on Bullock, within the existing ROW, and a sidewalk connection shall also be provided from the platform to the ped landing. Further Coordination with NDOT and WeGo may be required.
 - Oakwood Ave & Bullock Ave; Construct a pedestrian landing on the NW corner of the intersection with an ADA warning mat. Provide cross-walk striping across the Western leg of the intersection with a new stop bar. Install a cross-walk, with MUTCD signage, across Oakwood Ave to provide access to the existing bus stop. A pedestrian landing and bus stop platform shall be provided on the Eastern side of Oakwood Ave. Further coordination with NDOT and WeGo may be required.
 - Jones Ave & Hart Ln; Provide cross-walk striping and ADA mats across the southern leg of the intersection.
- With the submittal of the final site plan, the applicant shall continue to work with NDOT and Planning on the location and configuration of the proposed pedestrian connection to Oakwood Avenue. If PROWAG (ADA) compliance is not possible due to topography, Planning and NDOT may remove the requirement for connection or work on an alternate approach. If the connection is deemed possible through compliance of PROWAG, then further discussions regarding potential maintenance agreements and/or encroachments will need to be finalized prior to Final SP approval.
- Comply with NDOT Roads conditions.
- The applicant's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

Maximum Uses in Existing Zoning District: RS10

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	8.27	3.70 F	31 U	354	27	33

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	8.27	-	84 U	456	29	38



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Traffic changes between maximum: RS10 and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+102	+2	+5

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 district: 4 Elementary 3 Middle 3 High

Projected student generation proposed SP-R district: 12 Elementary 8 Middle 7 High

The proposed SP zoning is expected to generate 17 more students than the existing RS10 zoning district. Students would attend Tom Joy Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools are 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 84 multi-family residential units. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited.
2. On the corrected copy, change the fallback zoning to RM9.
3. On the corrected copy, identify the following as prohibited uses: Short term rental properties, owner occupied and short term rental properties, not-owner occupied.
4. On the corrected copy, change the Jones Avenue setback to 50 feet within the site data table to match the distances shown on the site plan.
5. On the corrected copy, remove all "ROW" labels from the plan (identified along Briarwood Park, Winners Way, Creekside Bend, and Makers Way) and replace with "private drive." All associated references of the approved driveway network as "public ROW" within the SP document shall be corrected.
6. On the corrected copy, remove all references to "duplex" and replace with "attached multi-family." All units are to be referred to as "attached multi-family" regardless of how many are attached within a structure.
7. On the corrected copy, identify the landscape buffers on the plan as specified in the site data.
8. This preliminary SP does not anticipate subdivision or creation of lots. Subdivision or creation of lots in the future would require an SP amendment.
9. With the submittal of the final site plan, the applicant shall continue to work with NDOT and Planning on the location and configuration of the proposed pedestrian connection to Oakwood Avenue. Any portion of the trail located outside of the Oakwood Avenue right-of-way shall be placed within a public access easement that shall extend to Jones Avenue. Coordination with Metro Schools will be necessary to achieve construction of the trail.
10. With submittal of the final site plan, applicant shall work with Metro Planning and Metro Greenways staff regarding inclusion and extent of the proposed greenways easement.



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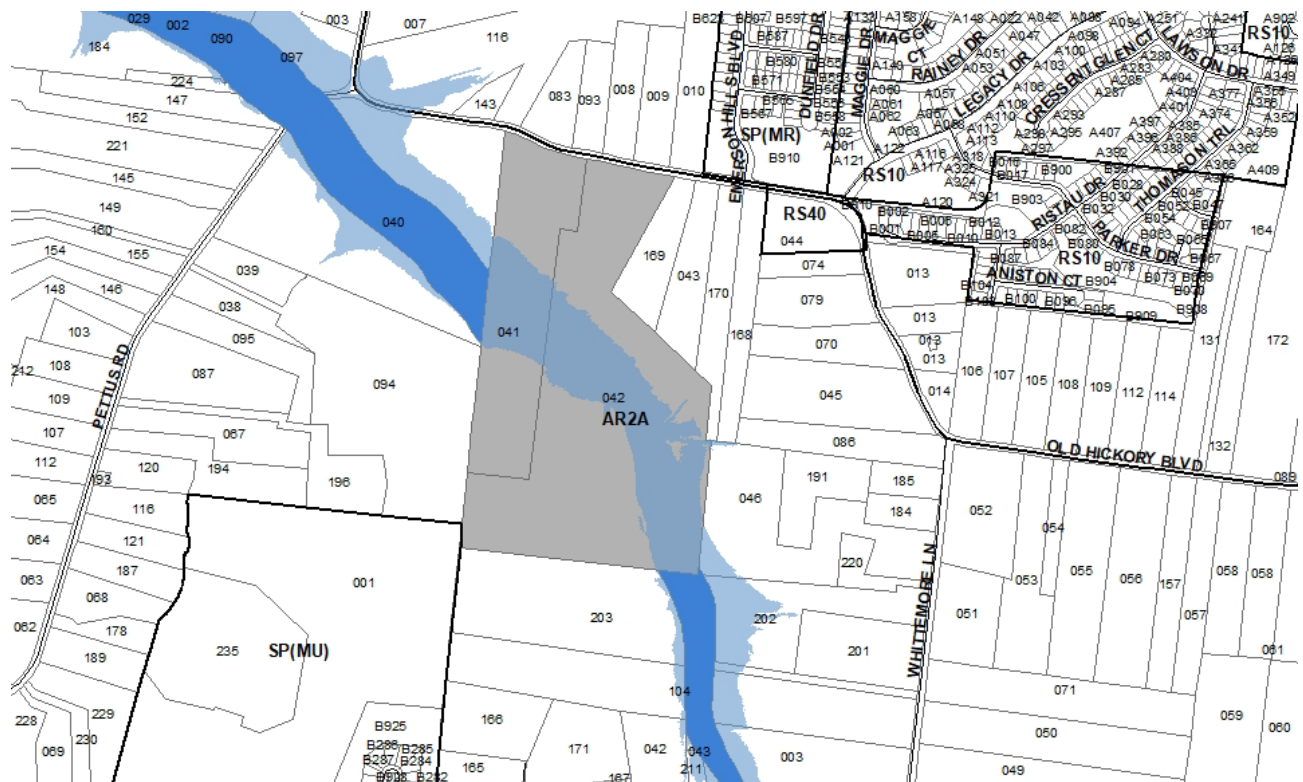
11. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
12. With submittal of the final site plan, continue discussions with NDOT on opportunities for traffic calming measures and clearing of brush near intersections to enhance visibility.
13. The development team shall coordinate with NDOT through the "Developer-Funded Traffic Calming" process to create a mitigation plan that identifies the appropriate locations for speed cushions and/or other traffic calming measures, prior to Final SP approval. Additionally, pending community approval of the traffic calming measures, the development team shall place \$10,000 in escrow prior to receiving a grading permit to fund the proposed traffic calming measures. A note will be added to the corrected copy of the Preliminary SP to ensure its inclusion in the approval process.
14. With submittal of the final site plan, dedicate a public access easement along all sidewalks and pedestrian ingress/egress paths into and out of the development.
15. No signage is being approved with this application. Sign permits must be obtained from Codes at the time of building permit review.
16. 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.
17. 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.
18. No master permit/HPR shall be recorded prior to final SP approval.
19. Final plat may be required prior to permitting.
20. 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.
21. Comply with all conditions and requirements of Metro reviewing agencies.
22. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
23. 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.
24. 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.



SEE NEXT PAGE



Metro Planning Commission Meeting of 04/24/2025



2025SP-007-001

13905 OLD HICKORY BOULEVARD

Map 182, Parcel(s) 041-042

12, Southeast

31 (John Rutherford)



Metro Planning Commission Meeting of 04/24/2025

Item #7	Specific Plan 2025SP-007-001
Project Name	13905 Old Hickory Boulevard
Council District	31 – Rutherford
School District	02 – Elrod
Requested by	Dale & Associates, applicant; Mike & Patsy Pence, et al., owners.

Deferrals	This item was deferred at the January 9, 2025, February 27, 2025, March 13, 2025, March 27, 2025, and April 10, 2025, Planning Commission meetings. No public hearing was held.
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Staff Reviewer	Schenk
Staff Recommendation	<i>Defer to the May 8, 2025, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit 330 multi-family residential units.

Preliminary SP

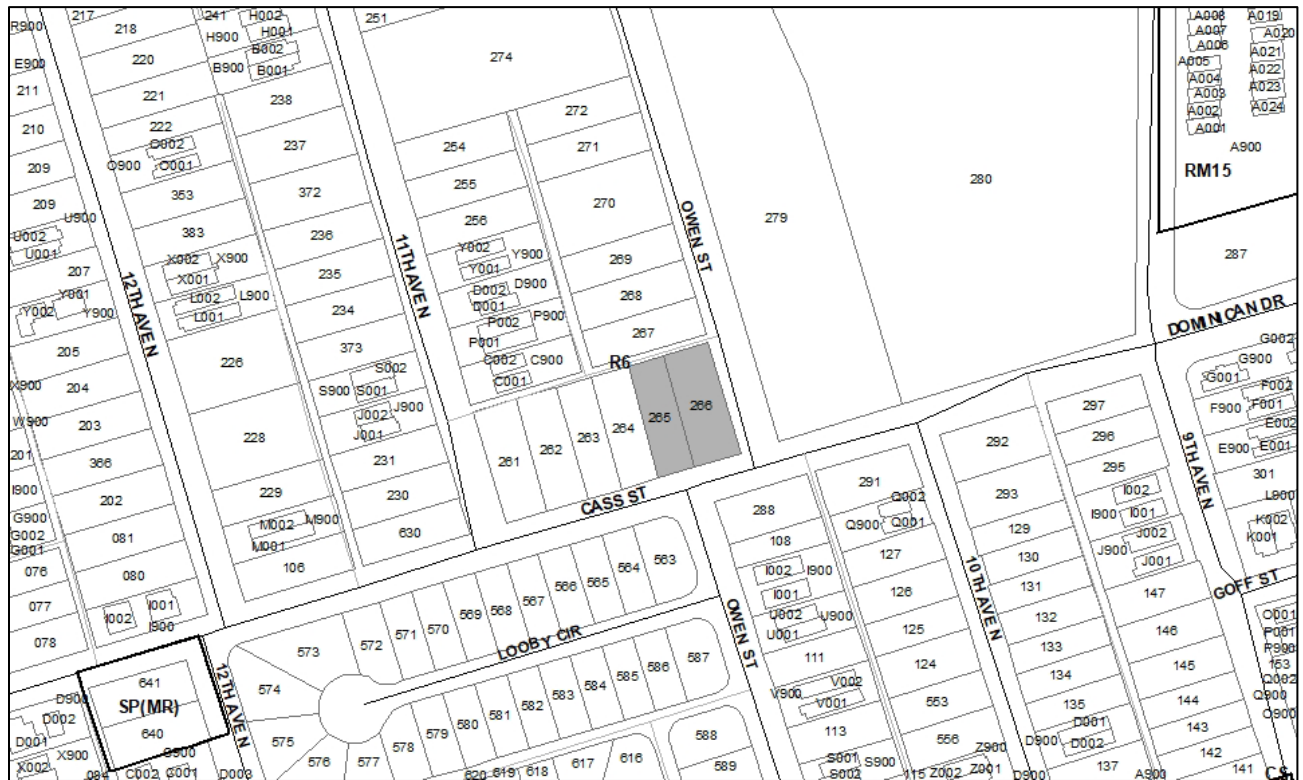
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for properties located at 13905 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), approximately 1,440 feet west of Whittemore Lane (66.72 acres), to permit 330 multi-family residential units.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 04/24/2025



2025SP-009-001

1004 & 1104 CASS STREET

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

08, North Nashville

02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 04/24/2025

Item #8	Specific Plan 2025SP-009-001
Project Name	1004 & 1104 Cass Street
Council District	02 – Toombs
School District	05 – Buggs
Requested by	Dale & Associates, applicant; Ludie Lou Holdings, LLC and Charles Carney, owners.
Deferrals	This request was deferred at the February 13, 2025, February 27, 2025, March 13, 2025, and April 10, 2025, Planning Commission meetings. No public hearing was held.
Staff Reviewer	Commeys
Staff Recommendation	<i>Defer to the May 8, 2025, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit a multi-family residential development.

Preliminary SP

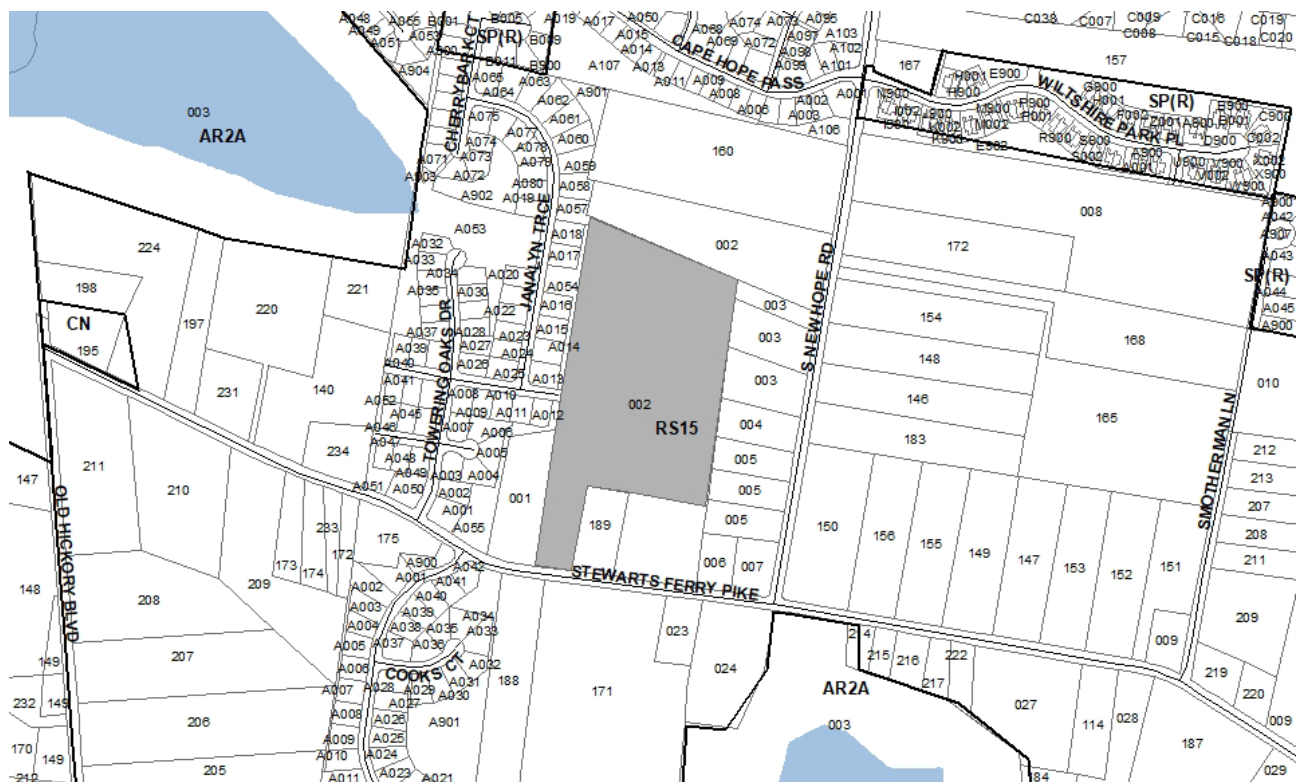
A request to rezone from One and Two-Family Residential (R6) to Specific Plan (SP) zoning for properties located at 1004 and 1104 Cass Street, at the northwest corner of Cass Street and Owen Street, (0.38 acres), to permit ten multi-family residential units.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 04/24/2025



2025SP-016-001

BATSON HOMES-STEWARTS FERRY PIKE

Map 110, Parcel(s) 002

14, Donelson-Hermitage-Old Hickory

12 (Erin Evans)



Metro Planning Commission Meeting of 04/24/2025

Item #9**Project Name****Council District****School District****Requested by****Specific Plan 2025SP-016-001****Batson Homes-Stewarts Ferry Pike**

12 – Evans

04 – Nabaa-McKinney

Crunk Engineering, LLC, applicant; Earl Flynn Et. Ux., owner.

Deferrals

This item was deferred at the March 13, 2025, March 27, 2025, and April 10, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Schenk

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Preliminary SP to permit up to 24 two-family lots and 2 single-family lots for a total of 50 residential units.

Preliminary SP

A request to rezone from Single-Family Residential (RS15) to Specific Plan (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.

Existing Zoning

Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. *RS15 would permit a maximum of 49 lots, based on acreage alone. Application of the Metro Subdivision Regulations may result in fewer lots.*

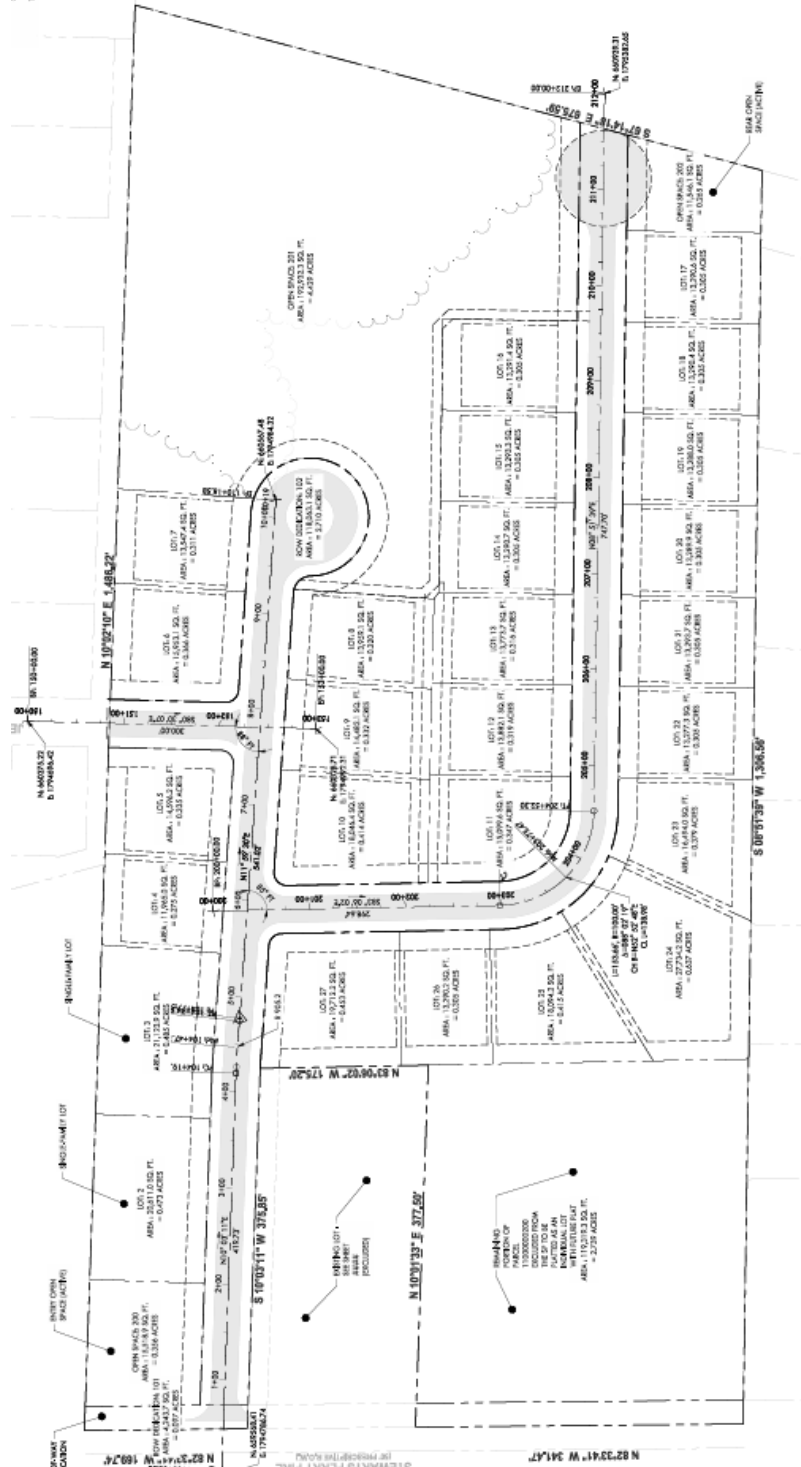
DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN

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



Metro Planning Commission Meeting of 04/24/2025

DATE: 04/24/2025
TOTAL OPEN SPACE: 171,111



Proposed Preliminary SP



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SITE CONTEXT AND PLAN DETAILS

The site consists of a portion of a single parcel, approximately 17 acres, and is located on the northern side of Stewarts Ferry Pike, which is a local street that transitions to a collector street in the Major and Collector Street Plan (MCSP), at its intersection with South New Hope Road, approximately 310 feet to the west. The site has developed with a single-family residential use. The surrounding parcels are zoned Single Family Residential (RS15) and have developed with single-family residential uses, with an SP allowing for two-family residential use in the broader area. Surrounding single-family residential lots range from 9,000 square feet to several acres in size.

The site plan proposes 24 two-family residential lots and two single-family residential lots, for a total of 50 residential units on 26 lots. The SP comprises approximately 17 acres of the 19.74-acre property. The existing RS15 zoning will be retained on the remaining 2.74-acre portion of the property, currently developed with an existing residential unit oriented to Stewarts Ferry Pike. The lot sizes will range from approximately 11,965 square feet to 27,734 square feet for the two-family lots, and approximately 20,611 square feet to 21,123 square feet for the single-family lots. The plan also proposes several open spaces throughout the development, including along the frontage of Stewarts Ferry Pike, for a total of 5.05 acres of open space, which is more than 25% of the total site area. The proposed lots are oriented towards two new public streets. The proposed public streets include a connection to the existing Jenoaks Pass to the west and a stub street to the north, which includes a temporary turnaround but will be platted as right-of-way to the boundary of the site to allow for future connectivity. These new streets also have sidewalks built to local street standards. The plan proposes architectural and landscaping standards and includes architectural elevations.

ANALYSIS

The proposed SP is located within the T3 Suburban Neighborhood Evolving (T3 NE) policy. The T3 NE policy is intended to promote a broader range of housing types, improved connectivity, and moderate density development. The proposed plan incorporates several of the goals of the policy. This includes providing a range of housing types, as the plan proposes both single-family and two-family residential uses, improved connectivity by providing connections to existing streets and proposing a stub road to the northern property line for future connections, and a moderate density development pattern consistent with the surrounding area, as the proposed density is a modest increase from what would be permitted by the existing zoning district.

FIRE MARSHAL RECOMMENDATION

Approve

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.
- For a final w/ new public roads: Include proposed public roadway construction drawings (profiles, grades, drainage).
- Roadway construction drawings shall comply with NDOT Subdivision Street Design Standards and specifications.



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- In general, with a final: Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT detail standards.
- Coordinate w/ metro planning on sidewalks requirement along Stewarts Ferry Pike frontage.
- Frontage improvements, per ST-252 half section, are required along portions of Stewarts Ferry Pike ROW.
- Dedicate and dimension ROW half section to accommodate detail ST-252. Access (including driveways) off ROW should meet metro code requirements.
- Provide NDOT detail standards and call outs in final site plan.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility work and/or road widening within existing public ROW. (cont.) Extents to be coordinated in field with NDOT inspector.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Appropriate stop control shall be provided at each of the internal intersections. Cross-walks shall also be provided on appropriate approaches at each intersection.
- 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.

STORMWATER RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only.
- Public and/or private Water and Sanitary Sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval.
- The approved construction plans must match the Final Site Plan/SP plans.
- Submittal of an availability study is required before the Final SP can be reviewed.
- Once this study has been submitted, the applicant will need to address any outstanding issues brought forth by the results of this study.
- A minimum of 30% 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.
Contingent upon Metro Health Department's feedback of existing two alternative septic systems.



Metro Planning Commission Meeting of 04/24/2025

HISTORIC ZONING RECOMMENDATION

- Phase I archaeological survey recommended.

Maximum Uses in Existing Zoning District: RS15

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)	17	-	41 U	458	33	43

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	17	-	2 U	28	7	2

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	17	-	48 U	529	39	51

*Based on two-family lots

Traffic changes between maximum: RS15 and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+99	+13	+10

METRO SCHOOL BOARD REPORT

Projected student generation existing RS15 district: 4 Elementary 3 Middle 3 High

Projected student generation proposed SP district: 5 Elementary 4 Middle 3 High

The proposed SP zoning is expected to generate two additional students than the existing RS15 zoning district. Students would attend Ruby Major Elementary School, Donelson Middle School, and McGavock High School. Ruby Major Elementary School is identified as overcapacity, Donelson Middle School is identified as under capacity, and McGavock High 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 with conditions and disapproval without all conditions.

CONDITIONS

- Permitted uses shall be limited to a maximum of 24 two-family residential lots and 2 single-family residential lots for a total of 50 residential units. Short term rental property, owner occupied and short term rental property, not owner occupied shall be prohibited.



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2. On the corrected copy, renumber lots to be Lots 1 through 26.
3. On the corrected copy, identify the lots currently numbered as Lots 4 through 27 as two-family lots on the face of the plan.
4. On the corrected copy, any additional areas of proposed right of way dedication and road improvement details not currently identified along Stewarts Ferry Pike and the proposed streets shall be provided per the local and/or MCSP requirements. The dedication along Stewarts Ferry Pike shall be measured from centerline of the existing right-of-way to the proposed property line.
5. On the corrected copy, for all notes, include references to appropriate plan sheets.
6. On the corrected copy, remove references to FAR and ISR.
7. On the corrected copy, provide a lot area table with the lot size for each proposed lot.
8. On the corrected copy, revise minimum lot size to be 10,000 square feet for the two-family lots and 20,000 square feet for the single-family lots.
9. On the corrected copy, provide dimensions for sidewalk and grass strip shown on the plan along Stewarts Ferry Pike.
10. A tree preservation plan will be required with the final site plan submittal.
11. 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.
12. Property located at 1487 Stewarts Ferry Pike (parcel ID #11000018900) must be replatted to remove septic areas prior to approval of any final site plan or final plat for the SP. A final plat to create one lot for the remaining portion of property located 1501 Stewarts Ferry Pike (parcel ID #11000000200) must be recorded prior to or with the recording of the plat for lots within the SP.
13. Right-of-way shall be dedicated to the northern boundary of the site for the eastern stub road.
14. 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 R15 zoning district. Uses are limited as described in the Council ordinance.
15. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
16. 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.
17. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
18. A final plat may be required prior to permitting.
19. No master permit or HPR shall be recorded on the property prior to final site plan approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 04/24/2025

Item #10**Project Name****Council District****School District****Requested by****Specific Plan 2025SP-019-001****5000 Ashland City Hwy**

01 - Kimbrough

01 – Taylor

Dale & Associates, applicant; Jason Walker, owner.

Deferrals

This item was deferred at the April 10, 2025, Planning Commission meeting. No public hearing was held.

Staff Reviewer

Shane

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

APPLICANT REQUEST**Zone change from AR2a to SP.**Preliminary SP

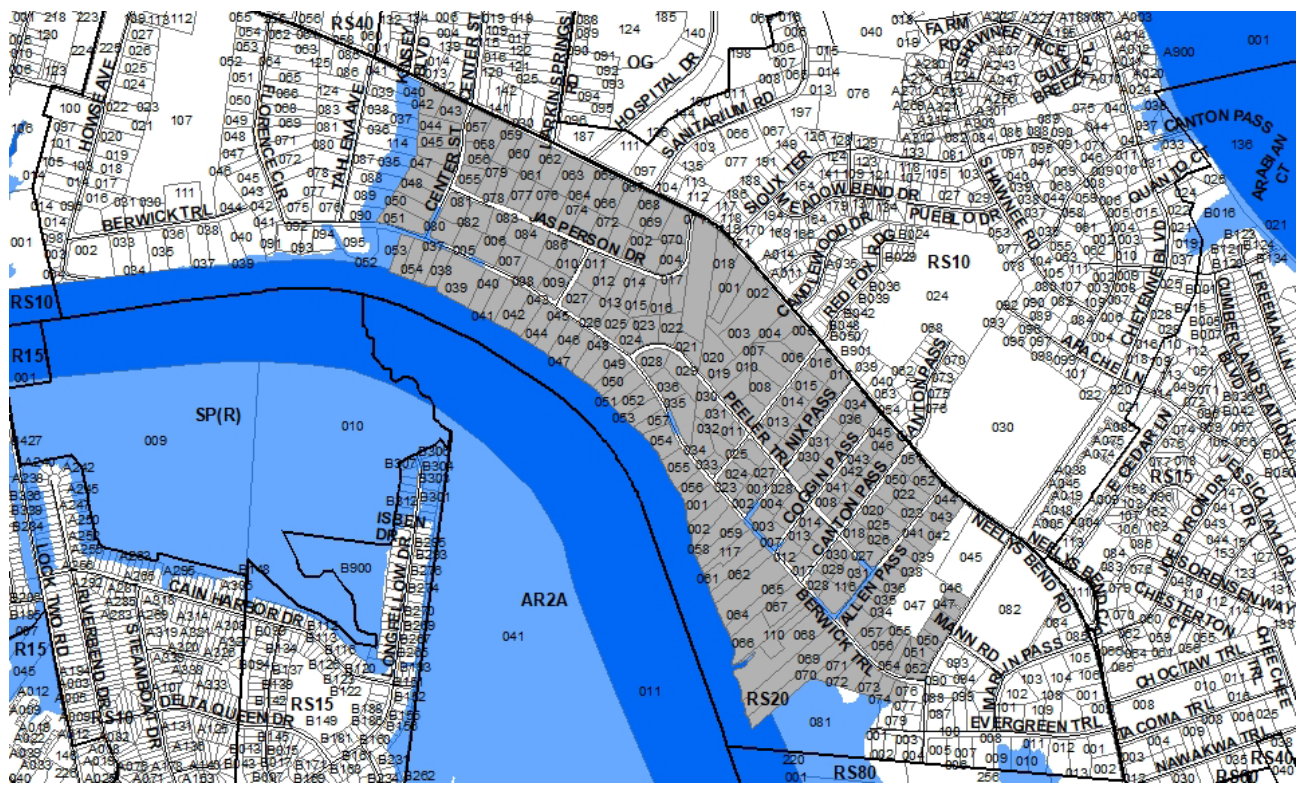
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for property located at 5000 Ashland City Highway, approximately 914 feet north of Old Hydes Ferry Pike (5.01 acres), to permit building contractors supply uses.

STAFF RECOMMENDATION

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



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2025NHC-001-001

MARLIN MEADOWS

Various Maps, Various Parcels

04, Madison

09 (Tonya Hancock)



Metro Planning Commission Meeting of 04/24/2025

Item #11

Neighborhood Conservation Overlay 2025NHC-001-001

Project Name

Marlin Meadows

Council Bill No.

BL2025-739

Council District

09 - Hancock

School District

03 - Young

Requested by

Councilmember Tonya Hancock, applicant; various property owners.

Deferrals

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

Staff Reviewer

Konigstein

Staff Recommendation

Approve.

APPLICANT REQUEST

Apply a Neighborhood Conservation Overlay District.

Neighborhood Conservation Overlay

A request to apply a Neighborhood Conservation Zoning Overlay District to various properties located west of Neelys Bend Road and north of Longfellow Drive, zoned Single Family Residential (RS20) (211.13 acres).

Existing Zoning

Single Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre.

Proposed Overlay

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

MADISON 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



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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.

REQUEST DETAILS

The Metro Historic Zoning Commission (MHZC) considered this application at its February 21, 2025, meeting. Historic Zoning Commission staff recommended approval of this application. The Metro Historic Commission Staff provided the following key summary of the area's importance:

Marlin Meadows is significant as an antebellum farm that became a mid-century subdivision, reflecting the national trend of suburbanization in the middle of the twentieth century, and as an excellent example of mid-century architecture.

The complete report considered with the MHZC includes more background information.

METRO HISTORIC ZONING COMMISSION RECOMMENDATION

A recommendation of approval of the Marlin Meadows Neighborhood Conservation Zoning Overlay was issued at the Metro Historic Zoning Commission (MHZC) held on February 21, 2025. The MHZC determined the area to meet Criteria 1 and 3 of section 17.36.120 and adoption of the existing design guidelines with a new chapter for Marlin Meadows, finding both to be consistent with the Secretary of Interior's Standards.

ANALYSIS

The published MHZC report detailed the typical character of the homes in the area:

Most of the homes in Marlin Meadows are single-story, standard plan, brick Ranch-style dwellings with several larger custom-built Ranch, Colonial Revival, and Mid-Century Modern-style homes. The original deed restrictions required all homes to feature brick or stone exteriors. Most of the homes in this subdivision were built from 1952 and 1957 with only a handful of modern infill homes. By 1959, the Marlin Meadows subdivision had been built out and annexed into Madison.

At the end of the published MHZC report, there is guidance for infill with the intent to preserve the character of the area. The existing zoning district, RS20, will remain, and the overlay would be added to provide design guidelines for future development.

At the direction of the Metro Council, the Planning Department is in the process of completing the Housing & Infrastructure study (H&I). While preliminary findings were presented to Metro Council on March 24, 2025, final recommendations are to follow in June. Given ongoing work on the H&I study, Planning staff would have preferred that this request wait until those recommendations are finalized, however, since the MHZC has approved the request and since Planning relies heavily on their recommendation, staff recommends approval.

STAFF RECOMMENDATION

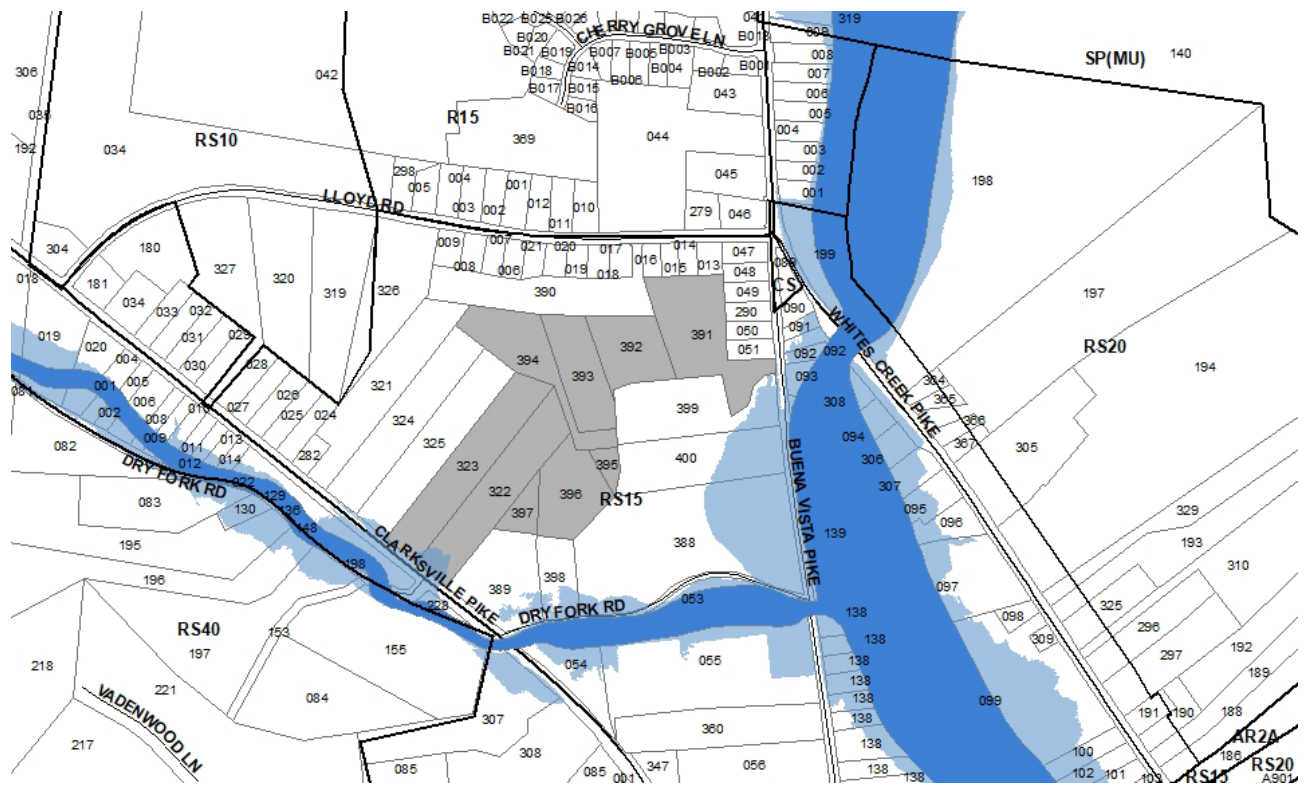
Staff recommends approval of the Neighborhood Conservation Overlay District.



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2024S-139-001

SHULAR CLARKSVILLE HIGHWAY

Map 048, Parcel(s) 322-323

Map 049, Parcel(s) 391-397

03, Bordeaux - Whites Creek - Haynes Trinity

01 (Joy Kimbrough)



Metro Planning Commission Meeting of 04/24/2025

Item #12

Project Name

Council District

School District

Requested by

Concept Plan 2024S-139-001

Shular Clarksville Highway

01 – Kimbrough

01 – Taylor

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

Deferrals

This item was deferred from the November 14, 2024, December 12, 2024, February 13, 2025, February 27, 2025, and April 10, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Marton

Staff Recommendation

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

APPLICANT REQUEST

Concept plan to permit 70 residential lots.

Concept Plan

A request for concept plan approval to create 70 residential lots utilizing the compact development standards on properties located at Dry Fork Road (unnumbered), Clarksville Pike (unnumbered) and Buena Vista Pike (unnumbered), approximately 575 feet south of Lloyd Road, zoned Single-Family Residential (RS15) (30.14 acres) and located in the Whites Creek at Lloyd Road Urban Design Overlay District.

STAFF RECOMMENDATION

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



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2025S-029-001

NEELYS BEND

Map 074, Parcel(s) 036, 088

04, Madison

09 (Tonya Hancock)



Metro Planning Commission Meeting of 04/24/2025

Item #13**Project Name****Council District****School District****Requested by****Final Plat 2025S-029-001****Neelys Bend**

09 – Hancock

03 – Young

Clint Elliott Survey, applicant; Nicole Bluhm, owner.

Deferrals

This item was deferred from the March 13, 2025, and March 27, 2025, Planning Commission meeting. No public hearing was held.

Staff Reviewer

Marton

Staff Recommendation

Approve with conditions, including a variance to Section 4-2.5.a.1.c.

APPLICANT REQUEST**Request for final plat approval to create one lot and shift lot lines.****Final Plat**

A request for final plat approval to create one lot and shift lot lines on properties located at 2027 and 2031 Neelys Bend Road, approximately 505 feet north of Overton Lane, zoned Single-Family Residential (RS80) (8.96 acres).

SITE DATA AND CONTEXT

Location: The site consists of two properties located on the east side of Neelys Bend Road.

Street Type: The two properties both have frontage on Neelys Bend Road which is classified as a Collector Avenue by the Major and Collector Street Plan (MCSP).

Approximate Acreage: 390,586 square feet or 8.96 acres.

Parcel/Site History: The site consists of two properties. The property at 2027 Neelys Bend Road was platted in 2008 and is described as Lot 2 on the plan of Mark Thompson's Two Lot Subdivision. The property at 2031 Neelys Bend Road was created by deed in 2011.

Zoning History: Both properties have been zoned RS80 since 1998 and are within the Airport Impact Overlay.

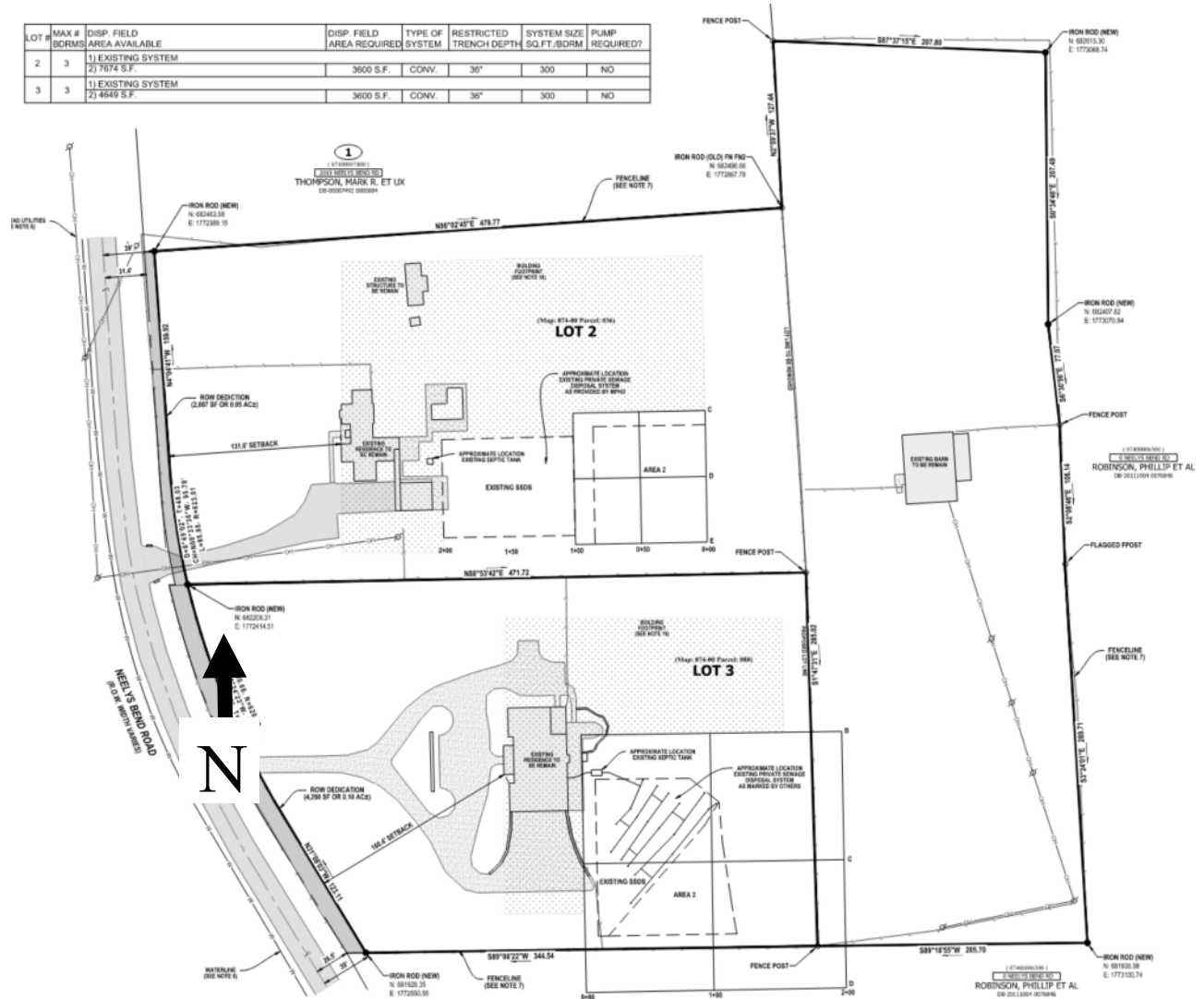
Existing Land Use: Both properties currently contain single-family land uses, which are identified to be retained on the proposed lots



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Surrounding Land Use and Zoning:

- North: Single Family Residential and Vacant Rural Land/RS80
- South: Vacant Rural Land/RS80
- East: Vacant Rural Land/RS80
- West: Single Family Residential/RS80



Proposed Final Plat



Metro Planning Commission Meeting of 04/24/2025

Zoning: Single-Family Residential (RS80)

Min. lot size: 80,000 square feet

Max. building coverage: 0.20

Min. rear setback: 20'

Min. side setback: 20'

Max. height: 3 stories

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

PROPOSAL DETAILS

Number of lots: 2

Lot sizes: Proposed Lot 2 has a lot size of 6.096 acres or approximately 265,552 square feet.

Proposed Lot 3 has a lot size of 2.724 acres or approximately 118,669 square feet.

Access: Both lots draw access from Neelys Bend Road.

Subdivision Variances or Exceptions Requested: A variance to *Section 4-2.5.a.1.c.* is required for both lots, as Lot 2 and Lot 3 do not meet the requirement for minimum lot size.

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 Conservation (CO) and Rural Maintenance (T2 RM) policy. For T2 RM, the Rural Subdivision Regulations found in Chapter 4 are utilized. There are several subdivision options in the Rural Subdivision Regulations. This proposal utilizes the Countryside Character Option – Open Alternative as described in Section 4-2.5.a.1 of the subdivision regulations.

4-2. Development Standards

4-2.1. Identification of Primary Conservation Land. Prior to design of any subdivision plan with new streets or joint access easement, Primary Conservation Land shall be identified and, subject to the provisions of Sections 4-2.2 and 4-2.3, preserved from any disturbance.

Not applicable as no new streets or joint access easements are proposed.



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4-2.2. Preservation of Conservation Land. Unless an exception is granted under Section 4-2.3, all Primary Conservation Areas shall be preserved and set aside through an appropriate means such as conservation easements and/or open space.

Not applicable as no new streets or joint access easements are proposed.

4-2.3 Development Footprint. The remaining land outside of the boundary of the Primary Conservation Land shall be designated as the Development Footprint.

Not applicable as no new streets or joint access easements are proposed.

4-2.4 Building Placement. In subdivisions without new streets or joint access easements, any subdivision application shall note proposed building envelopes. Building envelopes shall not be within areas listed in Section 4-2.1(a) through section 4-2.1(j).

While there are no new streets, or joint access easements, any subdivision application shall note proposed building envelopes. The existing building footprints are shown on each proposed lot and are identified to be retained. A building envelope comprising a larger area has been added to each lot on the plat for any future development. The envelope is not located within any areas listed in Section 4-2.1(a) through section 4-2.1(j).

4-2.5 Rural Character Design

1. Countryside Character Option. This option may be used for any rural character subdivision. It is intended to maintain a natural, open rural character by minimizing the visual intrusion of development along primary roadways through the use of setbacks, building placement, existing vegetation and natural topographic features that obscure the view of development from the street.

1. Open Alternative – Street frontage without existing vegetative or topographical screening. For purposes of this section, “surrounding parcels” is defined as the five R, RS, AR2a, or AG parcels oriented to the same block face on either side of the parcel proposed for subdivision, or to the end of the same blockface, whichever is less. If there are no surrounding parcels, the screened alternative shall be used.

Lots 2 and 3 are located along an existing public street and were reviewed against below (a) through (d).

a. Building Setback along existing public streets.

Where the minimum required street setback is less than the average of the street setback of the two parcels abutting either side of the lot(s) proposed to be subdivided, a minimum building setback line shall be included on the proposed lots at the average setback of the abutting parcels. The proposed plat complies. The average front setback of the abutting parcels along Neelys Bend is approximately 76 feet. The contextual street setback anticipated by the Zoning Code is approximately 93 feet. The existing buildings on Lot 2 and Lot 3 are



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indicated to remain on the proposed lots and therefore the existing setback will be retained with the existing homes. The existing home on Lot 2 has a front setback of 148 feet and the existing home on Lot 3 has a front setback of 185 feet. If the lots were to ever be redeveloped, setbacks would be applied per Metro Zoning at the time of permitting.

b. Lot Depth along existing public streets.

The proposed plat complies. The minimum depth for lots along existing public streets shall be the building setback required by Sec 4-2.5(a) plus 300 feet. This provision requires a 393-foot lot depth. Lot 2 has a lot depth of approximately 677 feet while Lot 3 has a lot depth of approximately 424 feet when measured from the center of the lot.

c. Lot size along existing public streets.

The proposed plat does not comply. A compatibility analysis was conducted per this requirement. Minimum lot size is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than the smallest of the surrounding parcels, whichever is greater. The outcome of the analysis is that the minimum lot size is 343,187 square feet or 7.87 acres. Lot 2 is 6.096 acres while Lot 3 is 2.724 acres. A variance is needed and will be discussed below.

d. Lot frontage abutting existing public streets.

The proposed plat complies. A compatibility analysis was conducted per this requirement. Minimum lot frontage is either equal to or greater than 70% of the frontage of the average frontage of surrounding parcels or equal to or larger than the frontage of the surrounding parcels, whichever is greater. The outcome of the analysis is that the minimum lot frontage along Neelys Bend Road is 122 feet. The frontage for Lot 2 is approximately 254 feet while the frontage for Lot 3 is approximately 312 feet.

e. Street lights.

Not applicable for this case as the property is located in the GSD.

f. Conservation development.

Not applicable for this case as the Conservation standards do not apply.

g. Compact development.

Not applicable for this case as the Compact standards are not being utilized.

Subdivision Variances or Exceptions Requested: Yes. The request requires a variance from Section 4-2.5.a.1.c. pertaining to the lot size along public streets.

Section 1-11, Variances, permits the Planning Commission to grant variances to the Subdivision Regulations when it finds that extraordinary hardships or practical difficulties may result from strict



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compliance with the regulations. While the regulations grant the Commission the authority to grant variances, the regulations state that “such variance shall not have the effect of nullifying the intent and purpose of the Subdivision Regulations.” In order to grant a variance, the Commission must find that:

1. The granting of the variance shall not be detrimental to the public safety, health, or welfare or injurious to other property or improvements in the neighborhood in which the property is located.
2. The conditions upon which the request for a variance is based are unique to the property for which the variance is sought and are not applicable generally to other property.
3. Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations were carried out.
4. The variance shall not in any manner vary from the provisions of the adopted General Plan, including its constituent elements, the Major Collector Street Plan, or the Zoning Code for Metropolitan Nashville and Davidson County (Zoning Code).

Variance Analysis

Lot Size – The compatibility analysis conducted used five parcels to the north of the properties and one property to the south, as the block face ends at Neelys Bend and Overton Road (entrance of Peeler Park). While five out of six of the surrounding parcels were between 2 and 3 acres, one of the six parcels had a total size of 54 acres, which skewed the average lot size to be much larger than the majority of parcels along Neelys Bend Road. If this outlying parcel (Map 074, Parcel 063) were to be removed from the compatibility analysis, the required lot size would be approximately 1.8 acres, which the proposed Lots 2 and 3 would meet. As the majority of properties along this stretch of Neelys Bend Road are from two to five acres, the lot sizes proposed by the plat are characteristic of the larger area.

As proposed, staff finds that the variance from the lot size is consistent with Section 1-11 of the Subdivision Regulations. The granting of the variance will not have any impact on public safety and is not inconsistent with the long-range plan.

PLANNING STAFF COMMENTS – SUBDIVISION REGULATIONS

With the variance for lot size (4-2.5.a.1.c.), the proposed subdivision meets the standards of the Metro Subdivision Regulations and Metro Zoning Code.

POLICY CONSIDERATIONS

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



Metro Planning Commission Meeting of 04/24/2025

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 T2 RM (Rural Maintenance). The goal of the T2 RM Policy is to maintain rural neighborhoods as characterized by their development pattern, varying setbacks, building form, and land uses. The policy states that these areas will experience some change over time, and when such change occurs, efforts should be made to retain the existing character of the neighborhood. Appropriate land uses in the T2 RM policy include maintenance of the land in its natural state, small scale agricultural and related accessory uses, residential, institutional uses, and rural subdivisions.

According to the T2 RM policy, density is secondary to the form of development; however, these areas are meant to be one of the lowest densities of development in the county. Density does not generally exceed one dwelling unit per two acres and even lower density is preferred to create or preserve an open, rural environment. Lots with variable and irregular lot widths at the street are appropriate to reflect organic development instead of a conventional subdivision pattern. The property is proposed to develop as a Rural Subdivision, as suggested and recommend by policy. Staff finds that the Rural Subdivision regulations meet the intent of the T2 RM policy.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Not applicable

- Water Services has no objection to the plat and confirm they are to be served by MSUD for Water and defer to Metro Health Department for Septic Systems.

METRO HEALTH RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval with conditions, including variance for lot size (4-2.5.a.1.c.).



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CONDITIONS

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. On the corrected copy, remove note #15.
3. On the corrected copy, update the “building footprint” label to say, “building envelope.”
4. On the corrected copy, update note 18 to say, “Future development subject to setback requirements per Metro Zoning Code. If Zoning required street setbacks are determined to be less than the platted building envelopes, then the zoning required street setbacks may apply and an amendment to the plat is not needed.”
5. On the corrected copy, remove the word “setback” from the existing setback dimension on both lots, and keep just the measurement in feet.
6. On the corrected copy, add Airport Impact Overlay to note #3.
7. Prior to the recording of the final plat, the mylar shall be approved and signed by the Metro Health Department.
8. 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-029-001, including a variance for lot size (4-2.5.a.1.c.) 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.



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2025S-037-001

MADELINE DRIVE

Map 147-16, Parcel(s) 192

12, Southeast

27 (Robert Nash)



Metro Planning Commission Meeting of 04/24/2025

Item #14**Project Name****Council District****School District****Requested by****Plat Amendment 2025S-037-001****Madeline Drive**

27 – Nash

07 – Player

Soma Ezzadpanah, applicant and owner.

Deferrals

This request was deferred at the March 13, 2025, March 27, 2025, and April 10, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Commey

Staff Recommendation

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

APPLICANT REQUEST**Request for plat amendment to modify an easement.**Plat Amendment

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 Single Family Residential (RS10) (0.35 acres).

STAFF RECOMMENDATION

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



Map 103-03, Parcel(s) 199
07, West Nashville
24 (Brenda Gadd)



Metro Planning Commission Meeting of 04/24/2025

Item #15

Council District

School District

Requested by

Zone Change 2024Z-069PR-001

24 – Gadd

08 – O'Hara Block

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

Deferrals

This item was deferred at the August 22, 2024, September 12, 2024, September 26, 2024, October 24, 2024, November 14, 2024, December 12, 2024, January 9, 2025, February 13, 2025, February 27, March 13, 2025, and April 10, 2025, Planning Commission meetings. A public hearing was held and closed on August 22, 2024.

Staff Reviewer

Konigstein

Staff Recommendation

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

APPLICANT REQUEST

Zone change from RS7.5 to R6-A.

Zone Change

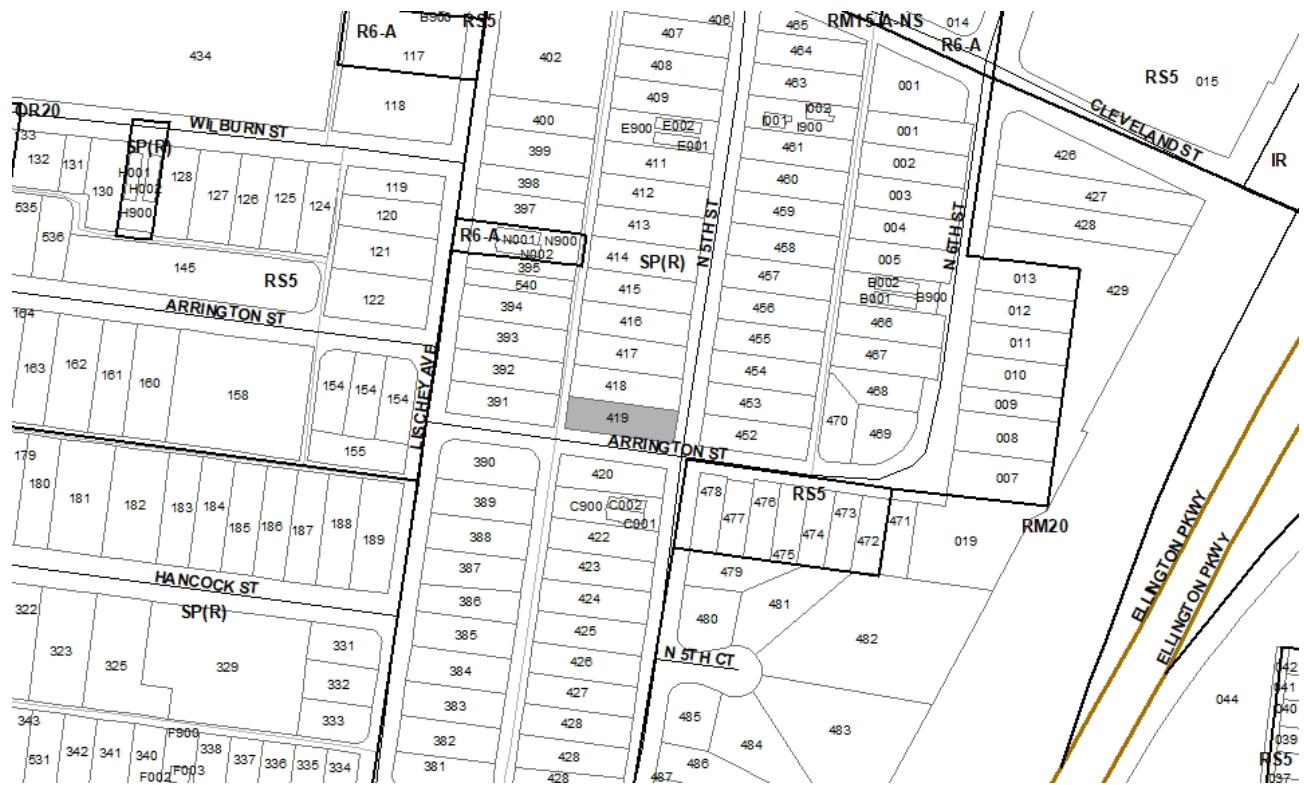
A request to rezone from Single-Family Residential (RS7.5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 5011 Wyoming Avenue, at the southeast corner of 51st Avenue North and Wyoming Avenue (0.19 acres).

STAFF RECOMMENDATION

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



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2025Z-020PR-001

Map 082-07, Parcel(s) 419

05, East Nashville

05 (Sean Parker)



Metro Planning Commission Meeting of 04/24/2025

Item #16**Council District****School District****Requested by****Zone Change 2025Z-020PR-001**

05 – Parker

01 – Taylor

Pamela Scott, applicant and owner.

Deferrals

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

Staff Reviewer

Shane

Staff Recommendation*Defer to the May 8, 2025, Planning Commission Meeting.*

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

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

STAFF RECOMMENDATION

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



NO SKETCH



Metro Planning Commission Meeting of 04/24/2025

Item #17**Project Name****Council Bill No.****Council District****School District****Requested by****Text Amendment 2025Z-002TX-001****Definition of Family**

BL2025-780

Countywide

Countywide

Councilmember Joy Kimbrough

Staff Reviewer

Leeman

MPC Rules and Procedures

This item will need to be deferred to the May 22, 2025, Planning Commission meeting per the MPC Rules and Procedures following a public hearing. Councilmember Kimbrough has agreed to defer this item at Council so that the Planning Commission can consider this item according to the Rules and Procedures.

Staff Recommendation

Disapprove as submitted and approve the amendments to Title 17 with a substitute.

APPLICANT REQUEST

Amend the Zoning Code to amend the definition for "Family."

PROPOSED AMENDMENTS TO TITLE 17

The bill as filed would amend Section 17.04.060 of the Metropolitan Code of Laws to amend the definition for "Family."

- The purpose of this change is to keep the number of unrelated persons who can live together the same, but to allow those under the age of 13 who are related to an occupant to not count toward the total number of occupants.

The proposed text amendment includes changes to Titles 16 and 17 of the Metro Zoning Code. Planning is only required to make a recommendation on the Title 17 changes. The Planning Commission will only provide a recommendation to Metro Council for the changes to Title 17. Text in the existing code to be removed are shown in strikethrough, and new sections of the code to be added are shown in underline.

Section 17.04.060 of the Metropolitan Code is proposed to be amended relating to the definition of "Family" as follows:

"Family" means one of the following:

1. An individual, or
2. Two or more persons related by blood, marriage or law, or,
3. A group of two or more unrelated persons living together in a dwelling unit, not to exceed four persons in a dwelling unit with three or fewer bedrooms, and not to exceed five persons



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in a dwelling unit with four or more bedrooms. Such group may include a combination of related and unrelated persons. **Persons under the age of 13 related to an adult occupant by blood, marriage, or law shall be exempted from the maximum number of allowable unrelated persons.**

4. A group of not more than eight unrelated persons with disabilities including three additional persons acting as support staff or guardians, who need not be related to each other or to any of the persons with disabilities, residing together in a home in accordance with Tennessee Code Annotated § 13-24-102. For purposes of this subsection, 'persons with disabilities' includes persons with a physical or mental impairment which substantially limits one or more of such person's major life activities, a record of having such an impairment, or being regarded as having such an impairment, but such term does not include current, illegal use of or addiction to a controlled substance (as defined in section 102 of the Controlled Substances Act (21 U.S.C. 802)). For the purposes of this subsection, "persons with disabilities" does not include persons who pose a substantial likelihood of serious harm as defined in Tennessee Code Annotated § 33-6-501, or who have been convicted of serious criminal conduct related to such disability.
5. A group of not more than eight unrelated persons over the age of sixty-five, including two additional persons acting as house parents or guardians, living together as a single housekeeping unit.
6. Family, as defined herein, is subject to the occupancy limitations in Section 16.24.400.J of the Metropolitan Code of Laws. Where there is a conflict between the definition of family in this section and the overcrowding provisions in Section 16.24.400.J, the more restrictive limitation shall apply.

The proposed ordinance also changes the definition of "Family" in Title 16 (Building Code). However, the Planning Commission is not required to make a recommendation on changes to Title 16. The changes are as follows:

Section 1. That Section 16.24.030 of the Metropolitan Code of Laws is amended by deleting the definition of "Family" and replacing it with the following:

"Family" means for purposes of this chapter:

1. An individual; or
2. Two or more persons related by blood, marriage or law; or
3. A group of two or more unrelated persons living together in a dwelling unit, not to exceed four persons in a dwelling unit with three or fewer bedrooms, and not to exceed five persons in a dwelling unit with four or more bedrooms. Such group may include a combination of related and unrelated persons. Persons under the age of 13 related to an adult occupant by blood, marriage, or law shall be exempted from the maximum number of allowable unrelated persons.



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Staff recommends both sections of the Code be amended to: “Persons under the age of 18 related to an adult....” This will keep both sections of the Code consistent.

BACKGROUND

In 2023, BL2022-1471 amended the definition of “Family” in Titles 16 and 17 of the Metropolitan Code to:

- change the allowance of unrelated persons living together from three to four persons, and
- provided that this group can include a combination of related and unrelated persons.

Additionally, this ordinance amended the portion of the “Family” definition related to group homes for persons with disabilities to update terminology to modern standards and to align with state law more closely. The ordinance also added a definition of “dwelling unit” to clarify that it is a single unit for use by one family.

Previous amendments to the definition of “Family” changed the definitions of subsections 2 and 3, while subsection 1 has remained the same since the 1998 Code. Changes to subsections 2 and 3 were modified in 2006 (BL2006-1171), 2008 (BL2008-151), and 2009 (BL2009-535) to bring definitions closer to Tennessee Code Annotated definitions.

ANALYSIS

The current ordinance proposes to add language to the definition of “Family” to allow for persons under the age of thirteen related to an adult occupant by blood, marriage, or law to be exempted from the maximum number of allowable unrelated persons.

It is not uncommon for zoning codes to define a "family" for the purposes of establishing occupancy limits. In many zoning ordinances, a "family" is defined as a group of people who are related by blood, marriage, or adoption, and it may also include certain unrelated individuals who live together in a single dwelling unit. These definitions are used to determine maximum occupancy limits for residential properties.

Furthermore, allowing minors to not be counted toward the overall number of persons allows mixed-families and families with newborn children to continue to reside in a dwelling unit without violating the definition of “Family.” This text amendment would ensure that families with children are not unduly limited in the number of people they can have in a residence, which would potentially conflict with anti-discrimination laws or fair housing laws.

This change would allow families with children to reside on a property with more people, without violating occupancy restrictions. At the federal level, the Fair Housing Act prohibits discrimination based on familial status, which includes families with children under 18. While the Fair Housing Act doesn't specifically address zoning codes, it does influence how local governments design their occupancy laws.

While staff supports amending the definition of “Family” to allow minors to be exempted, staff recommends disapproval of the ordinance as filed and approval with a substitute that changes the



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age from 13 to 18 years of age so that it applies to all minors under the age of 18. This will make it consistent with Fair Housing laws and treat all minors equally.

ZONING ADMINISTRATOR RECOMMENDATION

The Zoning Administrator recommends that the age limit be updated to include all minors under the age of 18 years of age.

FISCAL IMPACT RECOMMENDATION

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

COUNCIL

The proposed amendment passed First reading at the April 1, 2025, Council meeting. Second reading and public hearing is scheduled for May 6, 2025.

MPC RULES AND PROCEDURES/TEXT AMENDMENT REVIEW PROCESS

The Planning Commission adopted amended Rules and Procedures (Section VIII. D) on October 24, 2024, requiring zoning text amendments to go through a two-step process at the Planning Commission to allow a public hearing at the first meeting where it is considered, then a deferral of two regularly scheduled meetings (four weeks), and then final consideration at a second meeting.

This item will need to be deferred to the May 22, 2025, Planning Commission meeting per the MPC Rules and Procedures following a public hearing. Councilmember Kimbrough has agreed to defer this item at Council so that the Planning Commission can consider this item according to the Rules and Procedures.

STAFF RECOMMENDATION

Disapprove as submitted and approve the amendments to Title 17 with a substitute.



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SUBSTITUTE ORDINANCE NO. BL2025-780

An ordinance to amend Sections 16.24.030 and 17.04.060 of the Metropolitan Code of Laws to amend the definition of “family.” (Proposal No. 2025Z-002TX-001).

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

Section 1. That Section 16.24.030 of the Metropolitan Code of Laws is amended by deleting the definition of “Family” and replacing it with the following:

"Family" means for purposes of this chapter:

1. An individual; or
2. Two or more persons related by blood, marriage or law; or
3. A group of two or more unrelated persons living together in a dwelling unit, not to exceed four persons in a dwelling unit with three or fewer bedrooms, and not to exceed five persons in a dwelling unit with four or more bedrooms. Such group may include a combination of related and unrelated persons. Persons under the age of ~~13~~ **18** related to an adult occupant by blood, marriage, or law shall be exempted from the maximum number of allowable unrelated persons.

Section 2. That Section 17.04.060 of the Metropolitan Code of Laws is amended by deleting the definition of "Family" and replacing it with the following:

"Family" means one of the following:

1. An individual, or
2. Two or more persons related by blood, marriage or law, or,
3. A group of two or more unrelated persons living together in a dwelling unit, not to exceed four persons in a dwelling unit with three or fewer bedrooms, and not to exceed five persons in a dwelling unit with four or more bedrooms. Such group may include a combination of related and unrelated persons. Persons under the age of ~~13~~ **18** related to an adult occupant by blood, marriage, or law shall be exempted from the maximum number of allowable unrelated persons.
4. A group of not more than eight unrelated persons with disabilities including three additional persons acting as support staff or guardians, who need not be related to each other or to any of the persons with disabilities, residing together in a home in accordance with Tennessee Code Annotated § 13-24-102. For purposes of this subsection, 'persons with disabilities' includes persons with a physical or mental impairment which substantially limits one or more of such person's major life activities, a record of having



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such an impairment, or being regarded as having such an impairment, but such term does not include current, illegal use of or addiction to a controlled substance (as defined in section 102 of the Controlled Substances Act (21 U.S.C. 802)). For the purposes of this subsection, "persons with disabilities" does not include persons who pose a substantial likelihood of serious harm as defined in Tennessee Code Annotated § 33-6-501, or who have been convicted of serious criminal conduct related to such disability.

5. A group of not more than eight unrelated persons over the age of sixty-five, including two additional persons acting as house parents or guardians, living together as a single housekeeping unit.
6. Family, as defined herein, is subject to the occupancy limitations in Section 16.24.400.J of the Metropolitan Code of Laws. Where there is a conflict between the definition of family in this section and the overcrowding provisions in Section 16.24.400.J, the more restrictive limitation shall apply.

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

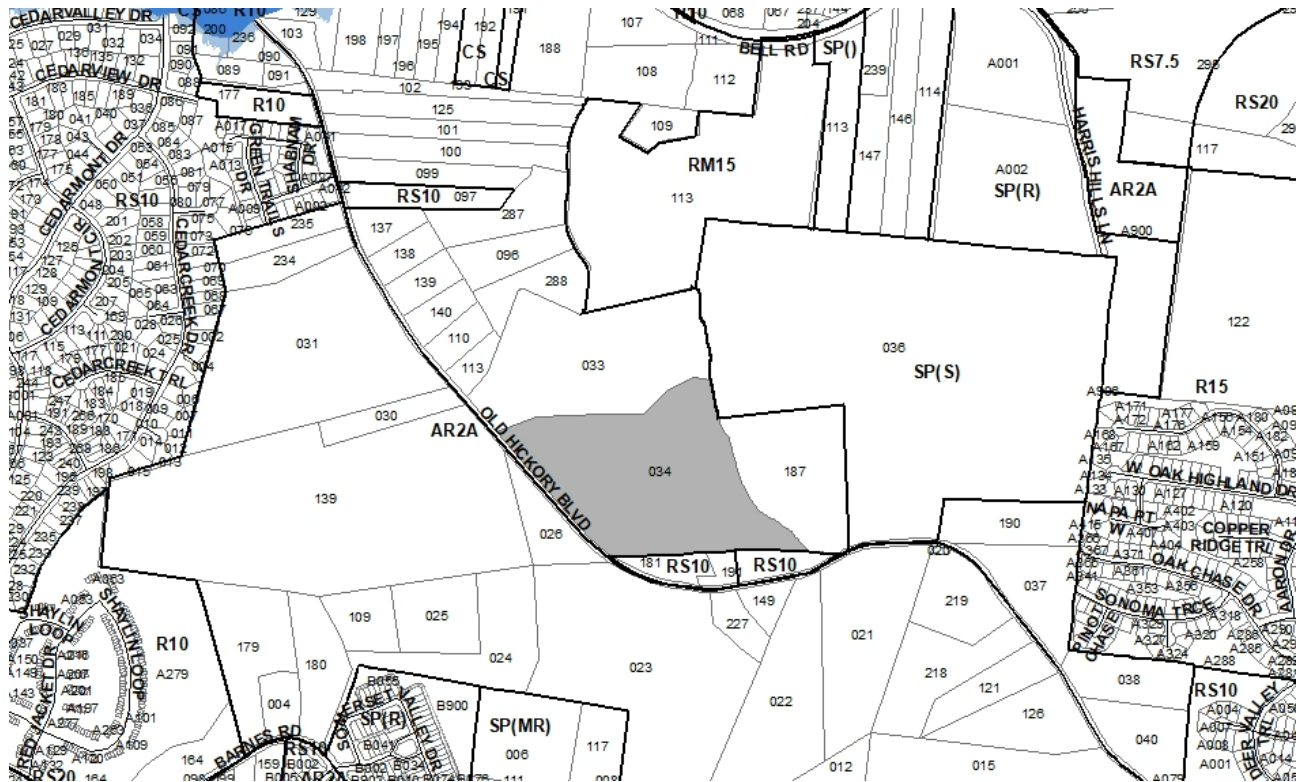
Section 4. This Ordinance shall take effect upon publication of above said notice announcing such change in a newspaper of general circulation, the welfare of the Metropolitan Government of Nashville and Davidson County requiring it.



SEE NEXT PAGE



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2025SP-021-001

0 OLD HICKORY BLVD

Map 173, Parcel(s) 034

12, Southeast

31 (John Rutherford)



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Item #18**Project Name****Council District****School District****Requested by****Specific Plan 2025SP-021-001****0 Old Hickory Blvd**

31 – Rutherford

02 – Elrod

Catalyst Design Group, applicant; Alvin Watson & Matilda Rouse ET AL, owners.

Staff Reviewer

Welch

Staff Recommendation*Defer to the May 8, 2025, Planning Commission Meeting.*

APPLICANT REQUEST**Rezone from AR2a to Specific Plan to permit 52 single-family lots and 59 multi-family residential units.**Preliminary SP

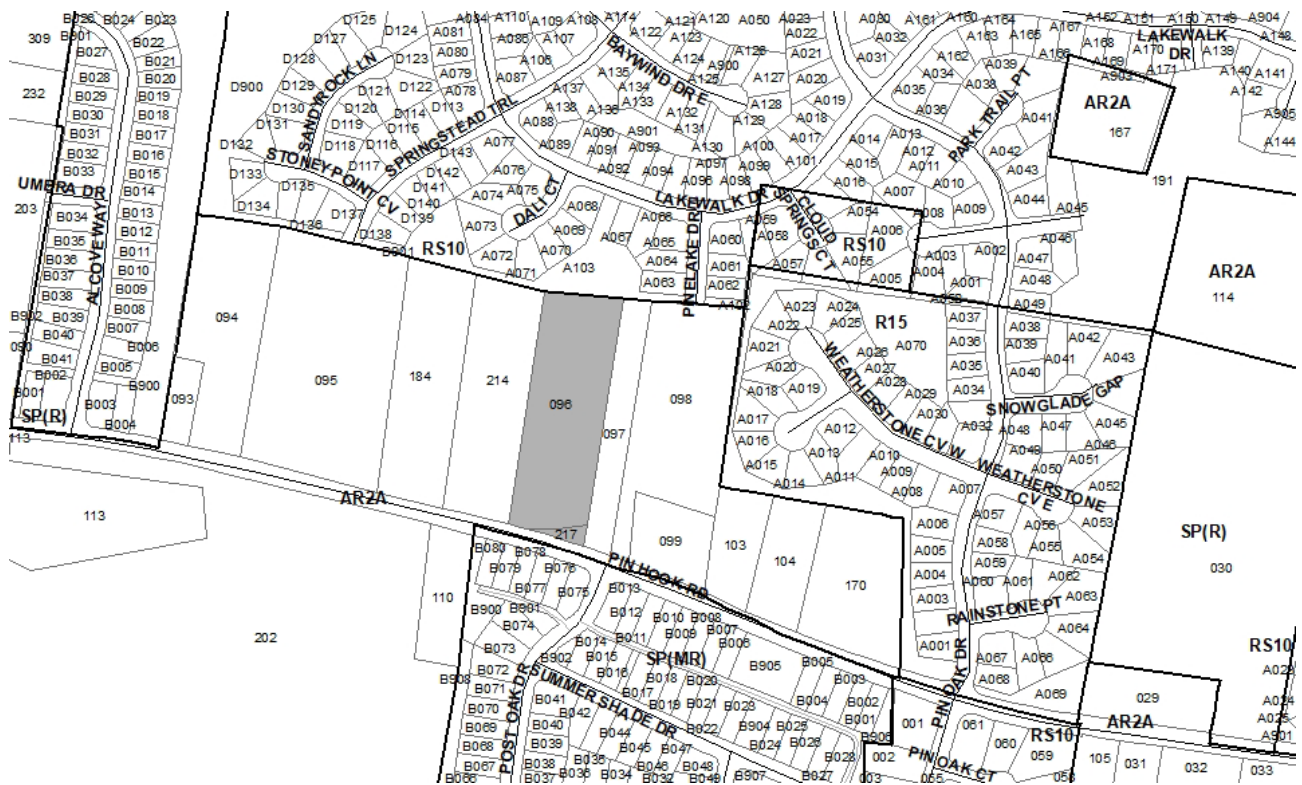
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for property located at Old Hickory Boulevard (unnumbered), approximately 2,502 feet southwest of Harris Hills Lane (25.44 acres), to permit 52 single-family lots and 59 multi-family residential units.

STAFF RECOMMENDATION

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



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2025SP-023-001

THE COURTSIDE ENCLAVE

Map 164, Parcel(s) 096, 217

13, Antioch – Priest Lake

08 (Deonté Harrell)



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Item #19**Project Name****Council District****School District****Requested by****Specific Plan 2025SP-023-001****The Courtside Enclave**

08 – Harrell

06 – Mayes

Dale & Associates, Inc., applicant; Joshua Labarge, owner.

Staff Reviewer

Shane

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

APPLICANT REQUEST**Rezone from AR2a to Specific Plan to permit a multi-family residential development.**Preliminary SP

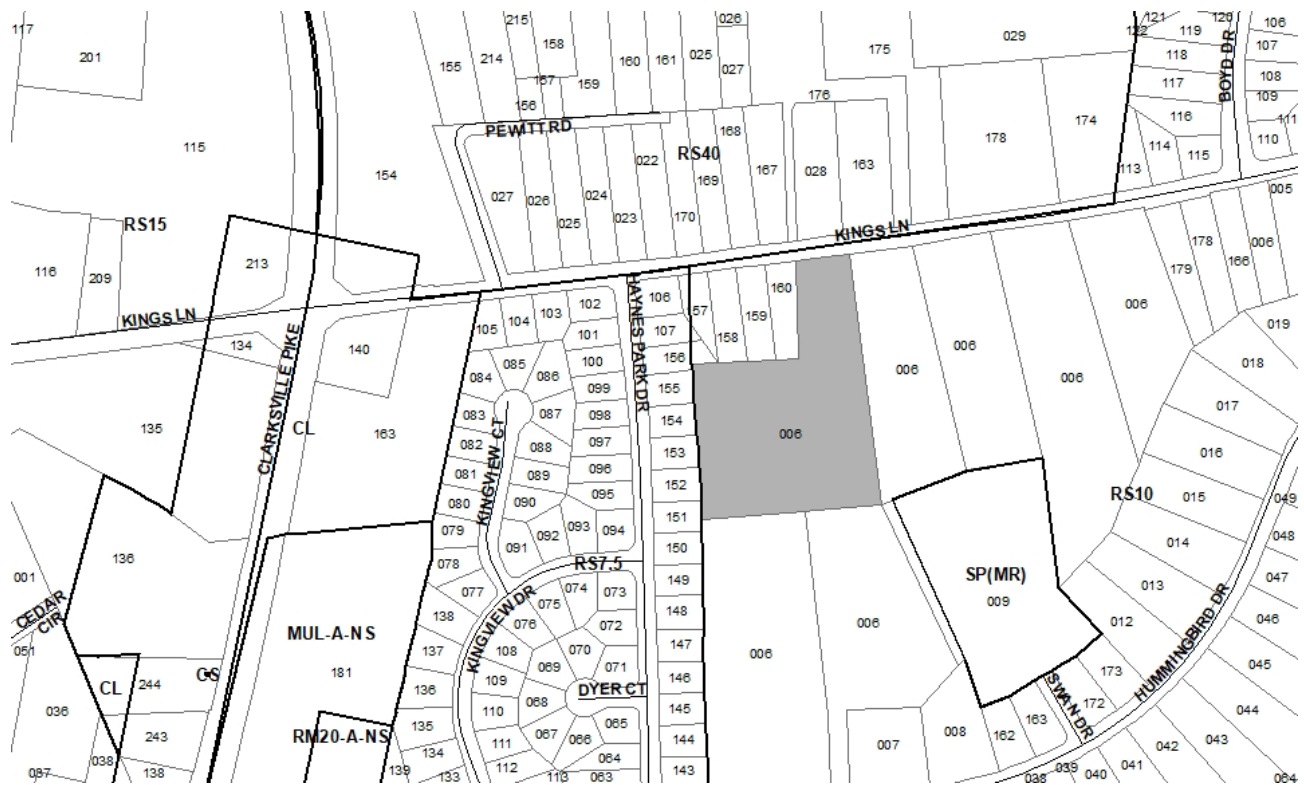
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for properties located at 3766 Pin Hook Road and Pin Hook Road (unnumbered), approximately 262 feet south of Lakewalk Drive (3.09 acres), to permit 22 multi-family residential units.

STAFF RECOMMENDATION

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



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2025SP-024-001

KINGS LANE

Map 059-13, Parcel(s) 006

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Joy Kimbrough)



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Item #20**Specific Plan 2025SP-024-001****Project Name****Kings Lane****Council District**

01 – Kimbrough

School District

01 – Taylor

Requested byDale & Associates, Inc., applicant; Church of God (7th Day), owner.**Staff Reviewer**

Marton

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

APPLICANT REQUEST**Preliminary SP to permit 51 multi-family residential units.**Preliminary SP

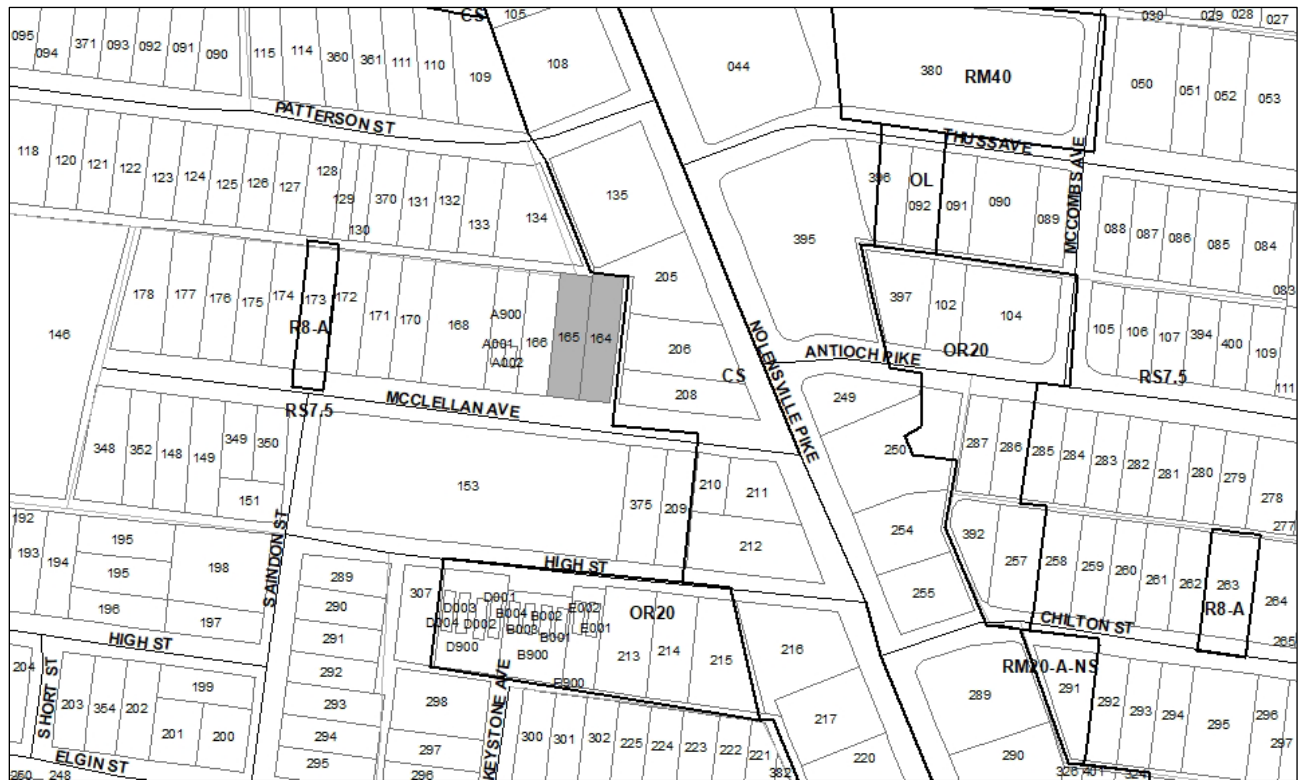
A request to rezone from Single Family Residential (RS10) to Specific Plan (SP) zoning for property located at Kings Lane (unnumbered), approximately 122 feet east of Haynes Park Drive, to permit 51 multi-family residential units (5 acres).

STAFF RECOMMENDATION

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



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2025SP-025-001

RADNOR CORNER SP

Map 133-01, Parcel(s) 164-165

11, South Nashville

16 (Welsch)



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Item #21**Project Name****Council District****School District****Requested by****Specific Plan 2025SP-025-001****Radnor Corner SP**

16 – Welsch

07 – Player

Dale & Associates, applicant; Benjamin Ayodele
Adewuyi, owner.

Staff Reviewer

Commey

Staff Recommendation

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

APPLICANT REQUEST

Preliminary SP to permit six multi-family residential development.

Preliminary SP

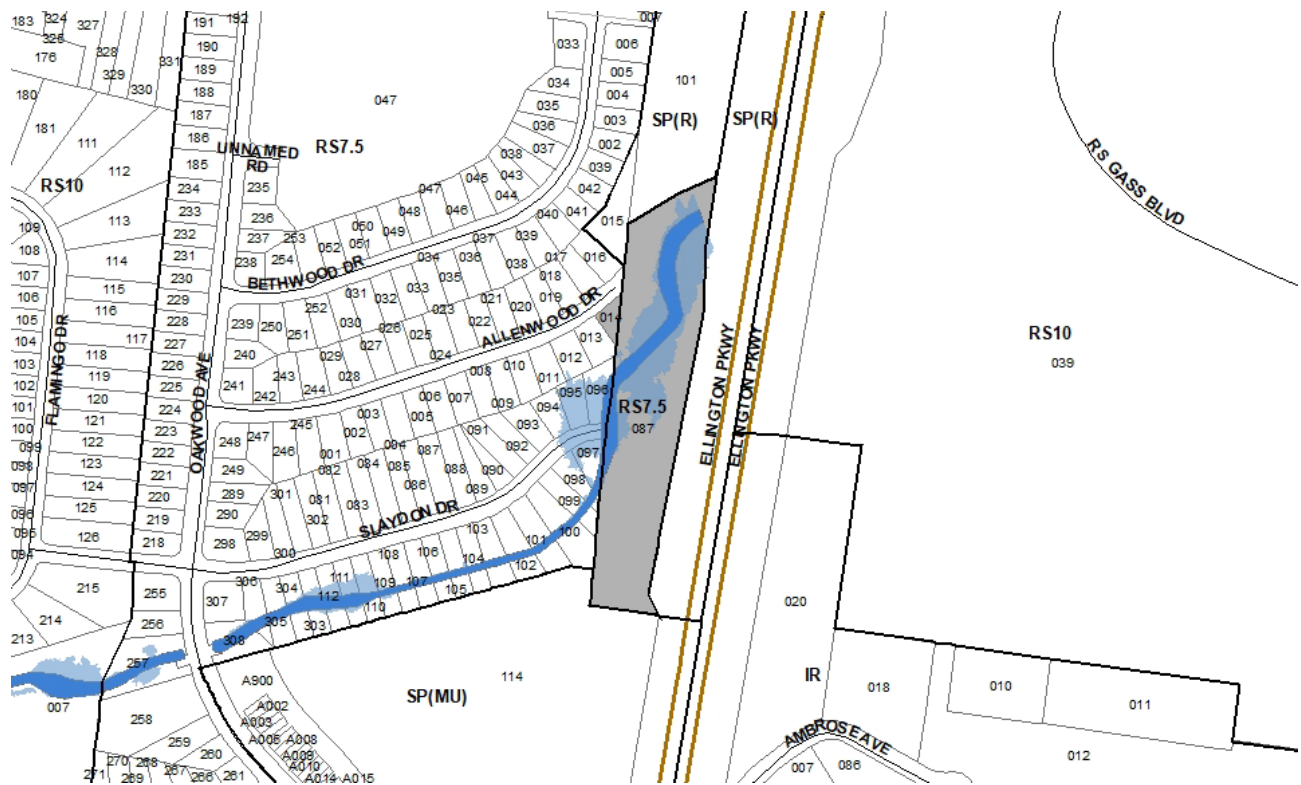
A request to rezone from Single-Family Residential (RS7.5) to Specific Plan (SP) zoning for properties located at 406 and 408 McCellan Avenue, approximately 124 feet west of Nolensville Pike, (0.42 acres), to permit six multi-family residential units.

STAFF RECOMMENDATION

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



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2024S-103-001

OAKWOOD PRESERVE

Map 072, Parcel(s) 87

Map 072-01, Parcel(s) 014

05, East Nashville

05 (Sean Parker)



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Item #22**Project Name****Council District****School District****Requested by****Final Plat 2024S-103-001****Oakwood Preserve**

05 – Parker

01 – Taylor

Dale & Associates, applicant; Main Street Land Trust, owner.

Staff Reviewer

Schenk

Staff Recommendation*Approve with conditions.*

APPLICANT REQUEST**Request for final plat approval to remove the reserve parcel status and create three lots.****Final Plat**

A request for final plat approval to remove the reserve parcel status and create three lots on properties located at Allenwood Drive (unnumbered) and Bethwood Drive (unnumbered), at the current terminus of Slaydon Drive, zoned Single-Family Residential (RS7.5) (5.26 acres).

SITE DATA AND CONTEXT

Location: The site consists of two parcels located at the eastern terminus of Allenwood Drive and Slaydon Drive. The larger parcel is addressed to Bethwood Drive but does not have frontage on that street.

Street Type: The site has frontage on Allenwood Drive and Slaydon Drive, both local streets, with an existing right-of-way width of 50 feet.

Approximate Acreage: 5.07 acres, or approximately 220,950 square feet.

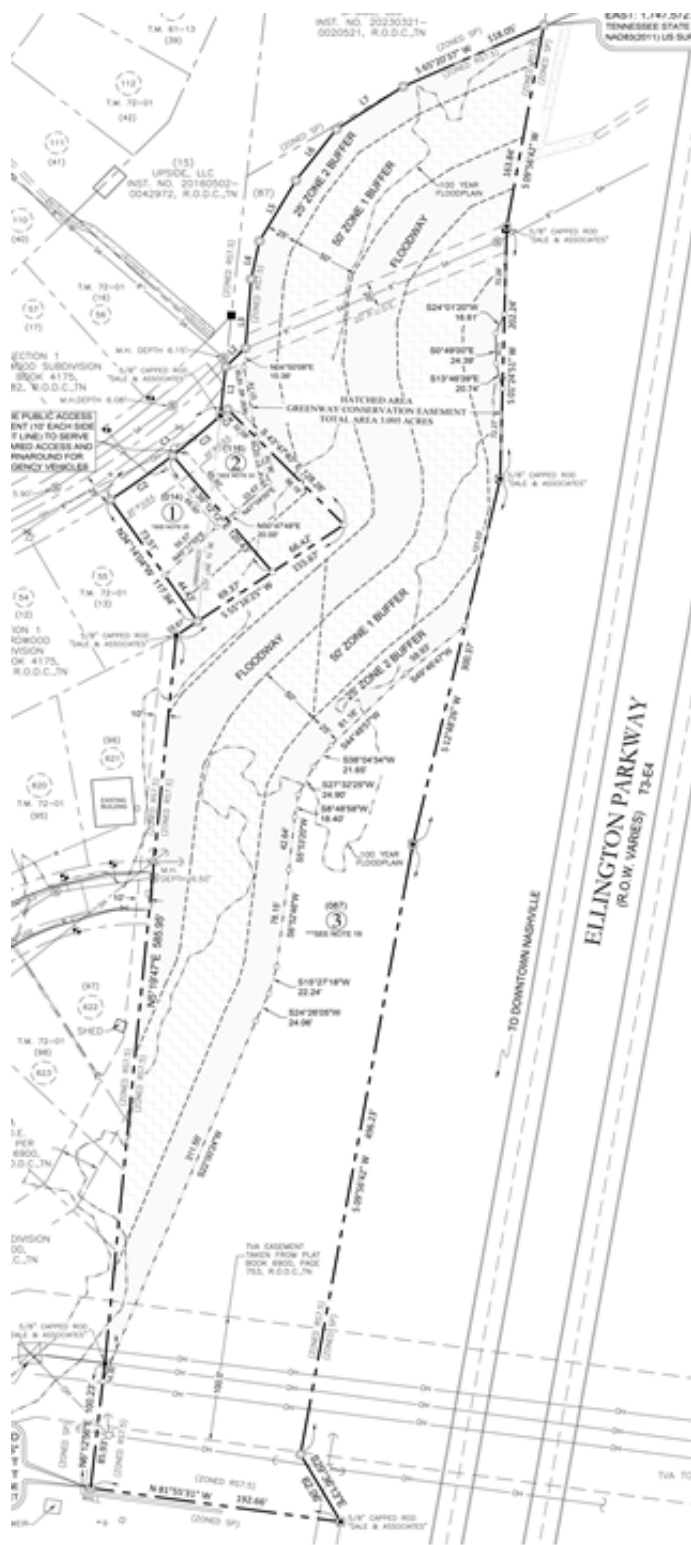
Parcel/Site History: The site consists of two parcels. The smaller parcel addressed as Allenwood Drive (unnumbered) was platted as a reserve parcel in 1969. The larger parcel addressed as Bethwood Drive (unnumbered) was created by deed in 2023.

Zoning History: The parcel addressed as Allenwood Drive (unnumbered) has been zoned Single-Family Residential (RS7.5) since 1998. The parcel addressed as Bethwood Drive (unnumbered) has been zoned RS7.5 since 2023. In 2024, a concept plan to create 18 lots utilizing the conservation development standards of the subdivision regulations was approved by the Planning Commission for the parcel addressed as Bethwood Drive (unnumbered). Before the rezoning to RS7.5, this parcel was previously zoned Specific Plan (SP) and was part of a larger SP that included the parcel to the north and permitted a maximum of 77 multi-family residential units. A SP amendment and rezoning was approved in 2023 to remove this portion from the SP.

Existing land use and configuration: Both of the parcels are currently vacant. The smaller parcel is located on the south side of Allenwood Drive. The adjacent larger parcel is located to the east, spanning north/south between Allenwood and Slaydon Drives and Ellington Parkway, to the east.



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Proposed Final Plat



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Surrounding land use and zoning:

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

Zoning: Single-Family Residential (RS7.5)

Min. lot size: 7,500 square feet

Max. building coverage: 0.45

Min. rear setback: 20'

Min. side setback: 5'

Max. height: 3 stories

Min. street setback: Contextual per Zoning Code

PROPOSAL DETAILS

Number of Lots: 3

Lot sizes: Lot 1 is 0.17 acres (7,615 square feet), Lot 2 is 0.17 acres (7,554 square feet), and Lot 3 is 4.72 acres (205,779 square feet).

Access: Access to the lots is provided by Allenwood Drive and Slaydon Drive.

Subdivision Variances or Exceptions Requested: None

APPLICABLE SUBDIVISION REGULATIONS

This request includes the removal of a reserve parcel and combining the reserve parcel area with additional property for subdivision.

Removal of reserve parcels is typically reviewed under Chapter 2-8, Miscellaneous Platting Situations of the Subdivision Regulations. Section 2-8.1 pertains to converting parcels to building sites. The Commission is required to review parcels being converted to building sites when no reason was provided on the plat, such as this case. However, in this case the reserve area is being combined with a larger neighboring parcel to the east to create three lots. Therefore, staff reviewed under Chapter 3 of the 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 the CCM are based on a planning tool called a Transect, which describes a range of development patterns from most to least developed.

Prior versions of the 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



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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. This site is located within the Urban Neighborhood Evolving (T4 NE) and Urban Neighborhood Maintenance (T4 NM) policies. For sites within the T4 Urban transect, the regulations found in Chapter 3 are utilized.

Since the site is split between two policy areas, staff utilized the infill standards for the T4 Urban Neighborhood Evolving (T4 NE) policy, since the majority of the proposed plat is within this policy. Staff would note that if the infill standards under the T4 Urban Neighborhood Maintenance (T4 NM) policy were utilized, Lots 1 and 2 would not meet the compatibility requirements for lot frontage and lot area.

3-1 General Requirements

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

3-2 Monument Requirements

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

3-3 Suitability of the Land

The proposed plat does include areas of a stream buffer. A buffer zone is shown on the plat.

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 RS7.5 zoning at the time of building permit. All proposed lots are greater than 7,500 square feet and have frontage on public streets, with Lots 1 and 2 having frontage along Allenwood Drive, and Lot 3 having frontage on both Allenwood Drive and Slaydon Drive.

3-5 Infill Subdivisions

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

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



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- a. *All minimum standards of the zoning code are met.*
All lots exceed the 7,500 square foot minimum square footage requirement of the zoning district. Lot 1 is 7,615 square feet, Lot 2 is 7,554 square feet, and Lot 3 is 205,779 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.*
All lots have frontage on public streets, Allenwood Drive and Slaydon Drive. The approved concept plan shows both Allenwood Drive and Slaydon Drive extending into Lot 3.
- c. *Each lot oriented to an existing street shall meet minimum lot frontage requirements as follows: 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.*
All lots exceed the minimum frontage requirement of 40 feet.
- d. *The current standards of all reviewing agencies are met.*
All agencies have recommended approval or approval with conditions.
- e. *The proposed lots comply with any applicable special policy.*
Not applicable.

3-6 Blocks

Not applicable to this case. 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 to this case. The proposal is for an infill subdivision located on existing streets.

3-10 Requirements for Dedication, Reservations, or Improvements

The existing right-of-way for both Allenwood Drive and Slaydon Drive is approximately 50 feet, which is the standard right-of-way for a local street.



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3-11 Inspections During Construction

Construction plans for any required private improvements will be reviewed at the time of building permit.

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

Not applicable to this case. No new streets are proposed.

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

Not applicable to this case. 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 with conditions.

3-15 Public Water Facilities

Public water is available to this site from Metro Water Services. Metro Water Services has Recommended approval with conditions.

3-16 Sewerage Facilities

Public sewer is available to this site from Metro Water Services. Metro Water Services has Recommended approval with conditions.

3-17 Underground Utilities

Not applicable to this case.

PLANNING STAFF COMMENTS

Staff finds the proposed subdivision is consistent with the intent of Chapter 3 of the Subdivision Regulations and the standards of the Metro Zoning Code.

POLICY CONSIDERATIONS

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

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



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policy include single-family residential, one and two-family residential, multi-family residential, open space and institutional uses.

According to the T4 NE policy density is secondary to the form of development; however, these areas are meant to have moderate- to high- density with smaller lots and a more diverse mix of housing types than are typically found in T4 Urban Neighborhood Maintenance areas. The proposed concept plan creates residential lots on an environmentally burdened site using varying lot sizes.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

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

WATER SERVICES RECOMMENDATION

Approve with Conditions

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

METRO PARKS RECOMMENDATION

Approve with Conditions

- The greenway conservation easement area is all the land within the parcel that is floodway, plus an additional 75' from that floodway, and/or to include both the 50' and 25' required conservation buffers that lie within the parcel boundaries.
- If grading is proposed within the Zone 2 buffer, the applicant shall ensure that adequate space is available within the buffer to accommodate future Greenway trail development, and that the trail area is graded to ensure future ADA compliance. The Metro Greenway standard is a 14' wide paved path with a minimum 2' shoulder per side and must ADA compliant along it's route through the site with consideration for future connection to pedestrian infrastructure/adjoining parcels.
- The final plat must clearly delineate the floodway and associated Zone 1 and Zone 2 buffers with the buffer dimensions labeled. The buffers shall be easily distinguishable with hatching and/or shading identified in the plan legend.



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- The public “Conservation Greenway Easement” must be clearly delineated on the Site Plan. The delineation must be a boundary survey with metes and bounds labeled or keyed to a chart with the total acreage within each easement provided.
- 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, all of which must be executed by the property owner, notarized, submitted to, and approved by Greenways prior to Final Site Plan approval.
- If the land area containing the easement is transferred, subsequent owner(s) at the time of Council approval must execute an identical agreement.
- The Conservation Greenway Easement Agreement must be recorded with the Davidson County Register of Deed’s Office prior to any use and occupancy or issuance of the first Use and Occupancy letter.
- Maintenance within the Greenway Conservation Easement shall be performed by the owner until such time as the greenway is built by Metro. No maintenance is permitted in the Zone 1 buffer or Floodway without a variance per Metro Water Service requirements.
- A Greenway trail, once constructed, shall be open to the public 365 days/year per Metro Parks approved operating hours, except for times where temporary closure is required for public safety.
- Any future or proposed access from a development onto a greenway shall be approved by Metro Parks.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. On the corrected copy, denote all lots as Critical Lots.
3. On the corrected copy, provide note that Lot 3 is unbuildable until replatted following the approval of the final site plan for the approved concept plan, Case 2023S-112-002 on this site.
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

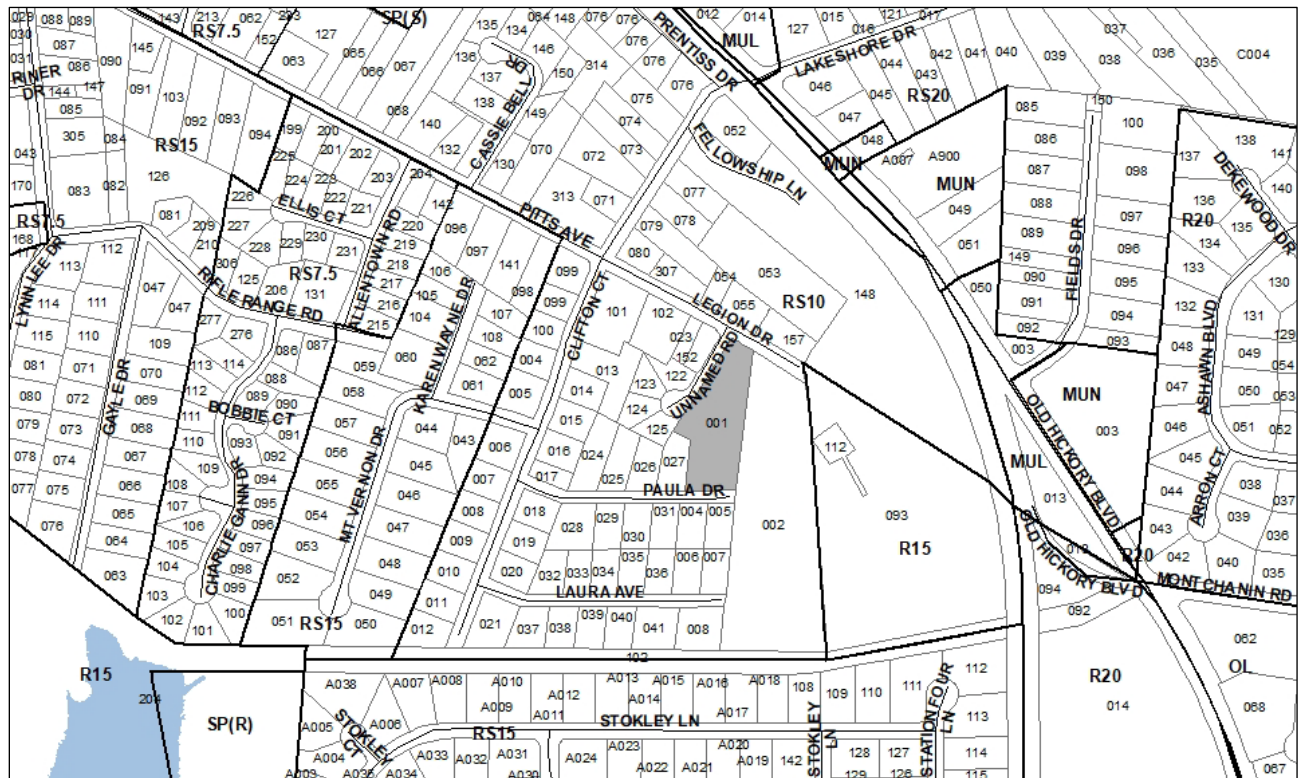
Motion to approve proposed subdivision Case No. 2024S-103-001 with conditions, based upon the finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



SEE NEXT PAGE



Metro Planning Commission Meeting of 04/24/2025



2025S-066-001

109 PAULA DRIVE

Map 064-01, Parcel(s) 001

14, Donelson - Hermitage - Old Hickory

11 (Jeff Eslick)



Metro Planning Commission Meeting of 04/24/2025

Item #23**Project Name****Council District****School District****Requested by****Final Plat 2025S-066-001****109 Paula Drive**

11 – Eslick

04 – Nabaa-McKinney

Truelinels, applicant; Marie Keely Hunt, owner.

Staff Reviewer

Commey

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

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

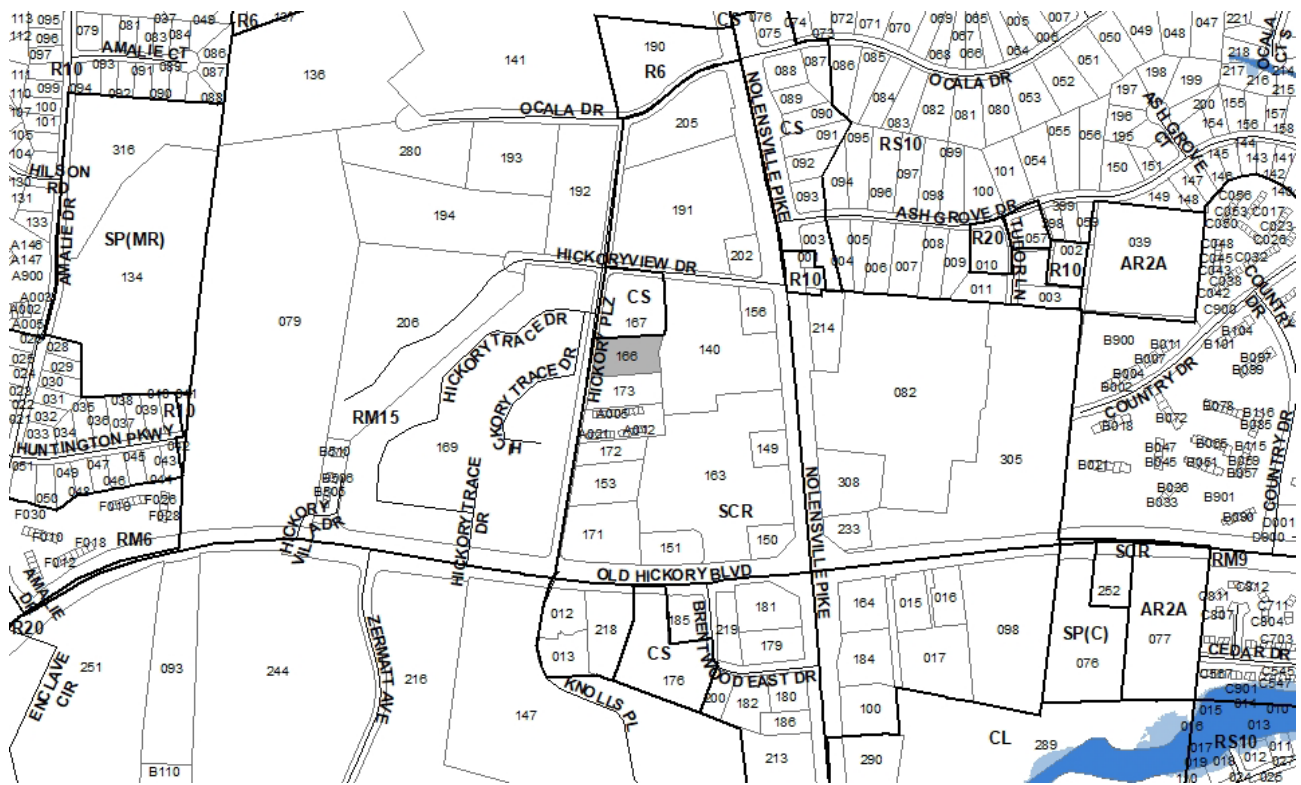
A request for final plat approval to create two lots on property located at 109 Paula Drive, approximately 449 feet east of Clifton Court, zoned Single-Family Residential (RS10) (1.6 acres).

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 04/24/2025



192-69P-005

5710 HICKORY PLAZA (REVISION & FINAL)

Map 161, Parcel(s) 166

12, Southeast

27 (Robert Nash)



Metro Planning Commission Meeting of 04/24/2025

Item #24**Project Name****Council District****School District****Requested by****Planned Unit Development 192-69P-005****5710 Hickory Plaza (Revision & Final)**

27 – Nash

02 – Elrod

Lukens Engineering Consultants, applicant; The MPTR
Tennessee Community Property Trust, owner.**Staff Reviewer**

Konigstein

Staff Recommendation*Approve with conditions.*

APPLICANT REQUEST**Revise preliminary PUD and final site plan.****PUD Revision and Final**

A request to revise the preliminary plan and for final site plan approval for a portion of a Planned Unit Development Overlay District on property located at 5710 Hickory Plaza, approximately 310 feet south of Hickoryview Drive, zoned Shopping Center Regional (SCR) and located within a Planned Unit Development Overlay District and Corridor Design Overlay District (1.05 acres) to permit an office use.

Existing Zoning

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

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

Corridor Design Overlay District (CDO) provides appropriate design standards for commercial, office, and mixed-use development along corridors necessary to provide incremental improvements to the aesthetics of Nashville's commercial districts and corridors.

PUD HISTORY

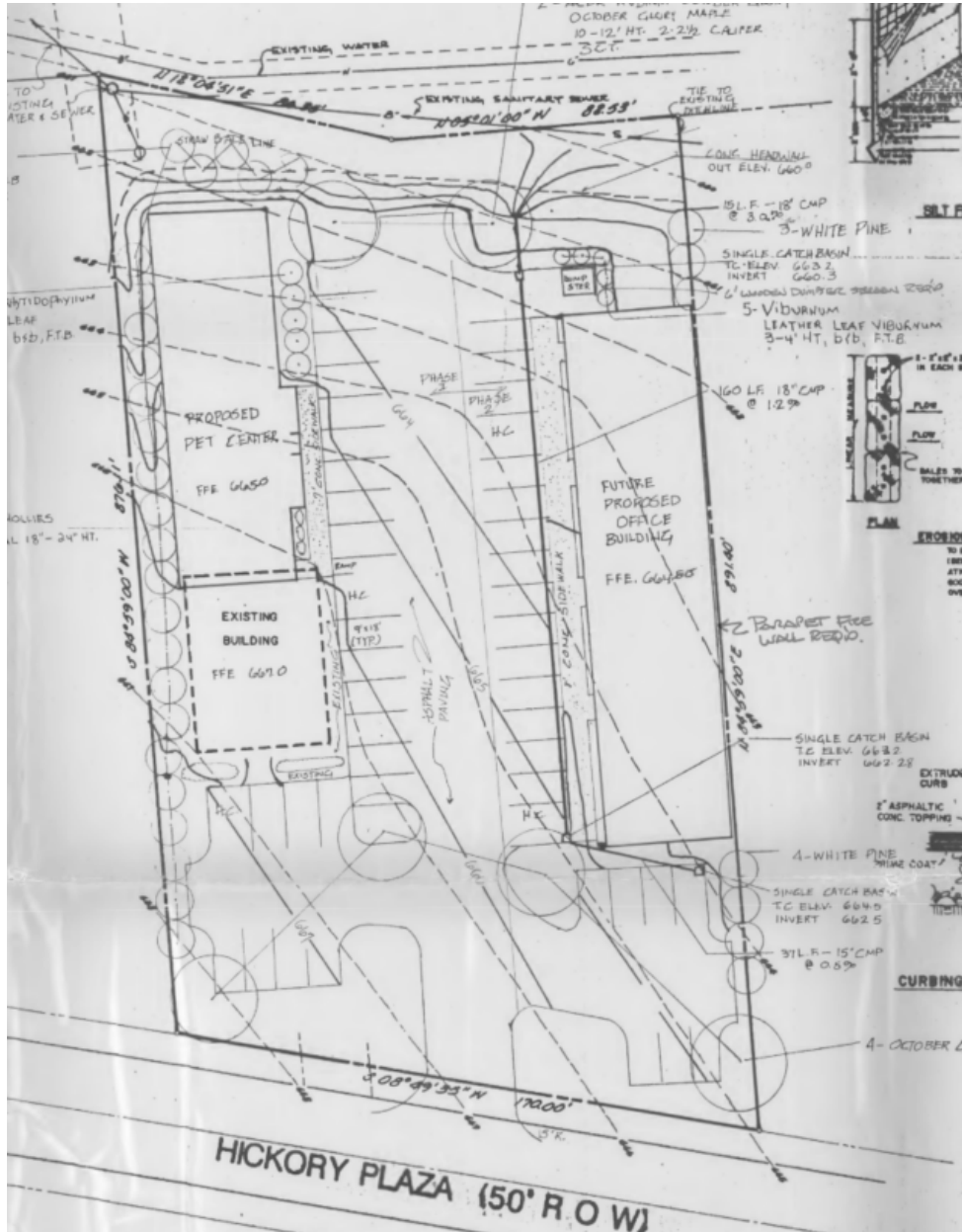
The preliminary PUD, which includes more properties beyond the subject property, was approved by Metro Council in 1969, to permit 258,500 square feet of general retail, daycare, and office uses. There is one parcel involved in this request.

In November 1978, the Planning Commission approved a request for the construction of a veterinary clinic at this parcel. In April 1986, the Planning Commission approved a revision and



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final site plan with conditions to permit the expansion of the existing veterinary clinic and the addition of a new office building. The veterinary clinic was built and expanded; however, the office building was never built. The proposed revision to the preliminary and final site plan is to modify the approved building footprint and increase the size of the office use from 5,624 square feet to 7,838 square feet, modify the parking layout, and shift an existing access point to the south.

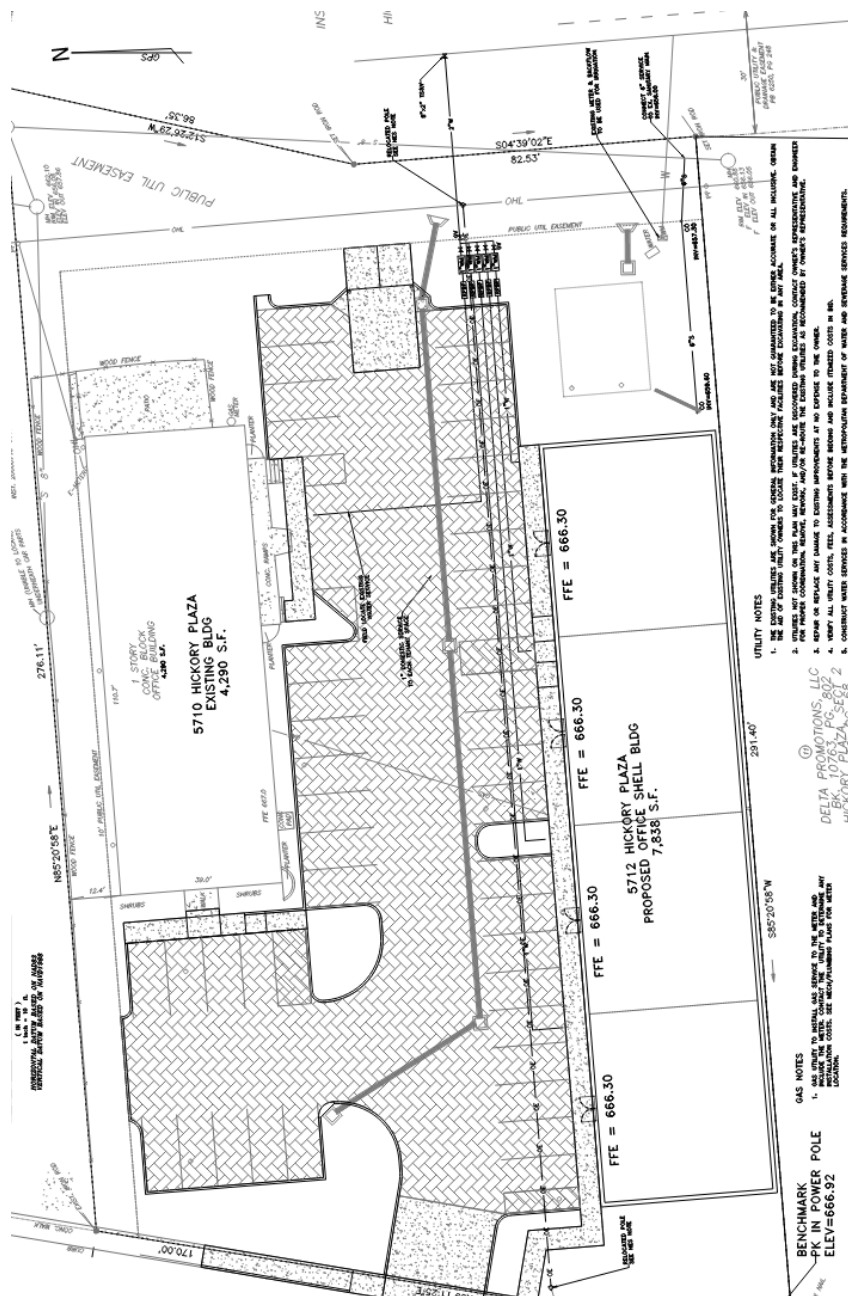


SITE DATA	
SITE AREA	1.05 AC (43,738 S.F.)
TOTAL BLDG. AREA - EXISTING	19,003 S.F.
PET CENTER	4,180 S.F.
OFFICE	5,624 S.F.
	11,704
FLOOR AREA RATIO	0.182 < 1.0
PARKING PROVIDED	48 SPACES
PARKING REQUIRED	42 SPACES

Approved Site Plan from 1986



Metro Planning Commission Meeting of 04/24/2025



Proposed Site Plan

SITE CONTEXT AND PLAN DETAILS

The 1.05-acre subject property includes one parcel located on the east side of Hickory Plaza, approximately 310 feet south of Hickoryview Drive. The parcel is zoned SCR and is within the PUD overlay. There is an existing building on the northern part of the site. Adjacent zoning is SCR, Multi-Family Residential (RM15) and Commercial Service (CS) with adjacent land uses including general commercial and residential. The subject property is developed with an approximately 4,200 square foot building with associated parking.



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This application proposes to modify the building footprint and increase the square footage of the office use, modify the parking layout. and shift the access point.

Site Plan

The site plan includes a one story, 7,838 square foot office shell building and associated parking. The proposed building is on the southern part of the site in the same general location as previously approved. The existing access is proposed to shift to the south. Proposed sidewalks are identified at the front of the building that connect to the public sidewalk along Hickory Plaza.

No changes are proposed to the existing building.

ANALYSIS

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

- G. Status of Earlier Planned Unit Developments (PUDs). The following provisions shall apply to a planned unit development (PUD) approved under the authority of a previous Zoning Code and remaining a part of the official zoning map upon the enactment of this title.
1. The planned unit development (PUD) shall be recognized by this title according to the master development plan and its associated conditions specified in the PUD ordinance last approved by the metropolitan council prior to the effective date of the ordinance codified in this title.
 2. The planning commission may consider and approve minor modifications to a previously approved planned unit development subject to the following limitations. All other modifications shall be considered by the planning commission as an amendment to the previously approved planned unit development and shall be referred back to the council for approval according to the procedures of Section 17.40.120(A)(5). That portion of a planned unit development master plan being amended by the council shall adhere to all provisions of this code:
 - a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
 - b. The boundary of the planned unit development overlay district is not expanded;
 - c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);
 - d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;
 - e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;
 - f. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;
 - g. There is no change from a PUD approved exclusively for single-family units to another residential structure type;



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- h. The total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council;
- i. If originally limited to office activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- j. If originally limited to office, retail and other general commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to include industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- k. If originally limited to commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- l. In the determination of the commission, the nature of the change will have no greater adverse impact on those environmentally sensitive features identified in Chapter 17.28 of this code than would have occurred had the development proceeded in conformance with the previous approval.
- m. In the judgment of the commission, the planned unit development or portion thereof to be modified does not meet the criteria for inactivity of Section 17.40.120.H.4.a.

The plan does not increase the floor area greater than 10 percent above the originally approved 258,550 square feet that was approved by Council. The revision does not propose a use not permitted in the PUD. The request does not expand the boundary of the PUD, nor does it include any new access points where access was not already permitted.

This application proposes a small increase in square footage of the proposed office building than what was approved on the final site plan, a shifted access drive and a reconfigured parking arrangement. The proposed office building is slightly greater in square footage than originally approved. The site's existing access will be shifted to the south and a sidewalk will be constructed in the area where the access is being removed. The reconfigured parking and additional parking spaces meet the requirements of the zoning code.



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Staff recommends approval with conditions as the plan meets all the criteria of Section 17.40.120.G.

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve with conditions

- See SWGR 2023041833.

WATER SERVICES RECOMMENDATION

Approve with conditions

- MWS recommends approval, on the following conditions: Approval does not apply to private water and 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. A minimum of 30% of Water and Sewer Capacity fees must be paid before issuance of building permits. (Water and Sewer Capacity Fee Permit No's 2024021472 and 2024021468).

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Confirm any sidewalk construction requirements along Hickory Plaza with the Planning Department. Confirm any landscape requirements with the Planning Department. For any work located within the public right of way, obtain any necessary permits from the Nashville Department of Transportation - Permit Office, 615.862.8782, pwpermits@nashville.gov, located at 720 S. 5th Street, twenty-four (24) hours before the beginning of any work. Nashville Department of Transportation Permits:
<https://www.nashville.gov/departments/transportation/permits>

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

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

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Permitted uses shall be limited to 7,900 square feet of general office use on the undeveloped portion of the site.

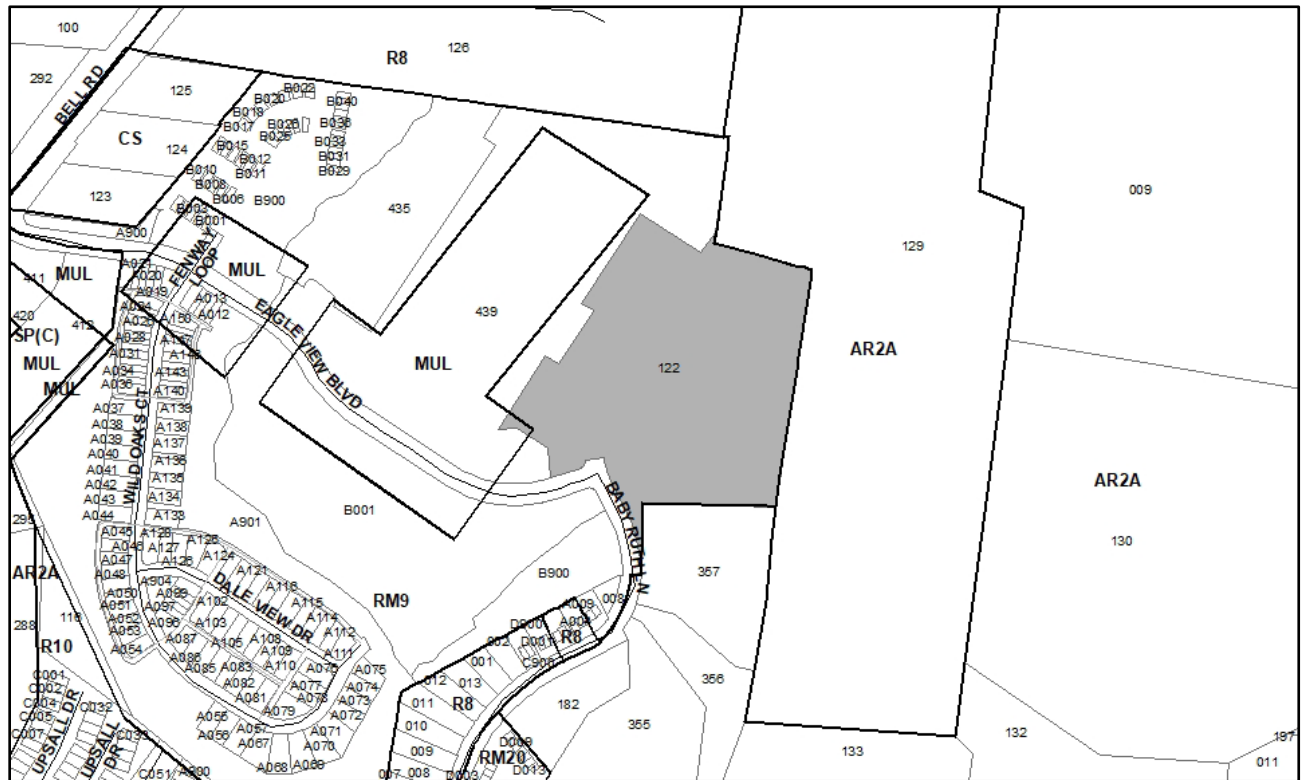


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2. On the corrected copy, revise overall height measurements on Sheet A-2 to be in feet and add the proposed height to the Development/Site Data Table on Sheet C2.1.
3. On the corrected copy, revise title of document to state "Revision to the Preliminary and Final Site Plan".
4. On the corrected copy, dimension the existing sidewalk.
5. On the corrected copy, label and dimension the proposed portion of the sidewalk to be filled in where the existing curb cut is along Hickory Plaza.
6. No changes are approved to the existing building on site.
7. Comply with all conditions and requirements of Metro reviewing agencies.
8. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
10. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.
11. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.
12. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require reapproval by the Planning Commission and/or Metro Council.



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2003UD-003-011

RIDGEVIEW UDO, SECTIONS VI & VII (AMENDMENT)

Map 163, Parcel(s) 122

13, Antioch-Priest Lake

32 (Joy Styles)



Metro Planning Commission Meeting of 04/24/2025

Item #25

Project Name

Council District

School District

Requested by

2003UD-003-011 (Amendment)

Ridgeview UDO, Sections VI & VII

32 – Styles

06 – Mayes

Dale & Associates, applicant; AF PB2, LLC, owner.

Staff Reviewer

Commey

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Amend a portion of an Urban Design Overlay.

UDO Amendment

A request to amend a portion of the preliminary plan for property located at Eagle View Boulevard (unnumbered), at the northeast corner of Eagle View Boulevard and Baby Ruth Lane, zoned Mixed Use Limited (MUL) and Multi-Family Residential (RM9) (14.57 acres) and within the Ridgeview Urban Design Overlay District, to permit 376 multi-family residential units.

Existing Zoning

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

Mixed Use Limited (MUL) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses.

Urban Design Overlay (UDO) is intended to allow for the application and implementation of special design standards with the intent of achieving a sense of place by fostering a scale and form of development that emphasizes sensitivity to the pedestrian environment, minimizes intrusion of the automobile into the built environment, and provides for the sensitive placement of open spaces in relationship to building masses, street furniture and landscaping features in a manner otherwise not insured by the application of the conventional bulk, landscaping and parking standards of the Zoning Code.

ANTIOCH – PRIEST LAKE COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. 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.



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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.

UDO HISTORY

The Ridgeview Urban Design Overlay (UDO) was approved in 2003 for a total of 936 residential units consisting of 256 live/work units, 210 flats, 192 townhomes, 142 patio homes, and 136 single-family lots. It also included a mixed-use area. The UDO was amended in 2016 to allow for 781 units, including 581 multi-family residential units, an assisted living facility with 200 beds, and a community education site. With the 2016 amendment, case number 2003UD-003-003, the number of residential units decreased due to the addition of the Metro School site in Section IV. Sections III and V of the UDO, which border the subject site to the west, were included in a 2019 modification, case number 2003UD-003-008, which included changes to the overall layout, with no additional density proposed.

The UDO is divided into seven sections or phases. Currently, Section I, which includes 150 units comprising of single-family units and townhomes has been completed. Section II, which was approved for 41 townhomes is currently under construction. Section III was previously approved for 110 multi-family units but was modified to 70 units with the 2019 modification and has not yet been constructed. Section IV, which consists of a Metro Nashville Public School (Eagle View Elementary School) has been completed. Section V, which consists of 324 multi-family stacked flats has also been completed, while Sections VI and VII, subjects of this application, are proposed to include 376 multi-family stacked flat units.

SITE CONTEXT

The approximately 14.57-acre site comprises Sections VI and VII of the Ridgeview Urban Design Overlay (UDO) located at Eagle View Boulevard (unnumbered), at the northeast corner of Eagle View Boulevard and Baby Ruth Lane. The site has frontage on Eagle View Boulevard, an existing street, and a segment of Baby Ruth Lane that will be constructed with this development. Both are classified as collector avenues (either planned or existing), respectively, in the Major and Collector Street Plan (MCSP). The site is within 0.5 miles of four WeGo transit stops along Bell Road which is classified as an arterial boulevard in the MCSP.

The surrounding zoning districts include vacant residential land zoned Agricultural/Residential (AR2a), Multi-Family Residential (RM20, RM9) and Mixed-Use Limited (MUL). Other properties in the vicinity are zoned One and Two Family Residential (R8) with a Planned Unit Development (PUD) Overlay District.

REQUEST DETAILS

The current request is for approval to build 376 multifamily stacked flat units in Sections VI and VII of the Ridgeview UDO. The plan proposes 172 units in Section VI and 204 units in Section VII. This request will increase the maximum number of approved residential units in the UDO from 541



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in place. All streetscape and other design guidelines of the UDO will also remain. Buildings are proposed in three stories in 40 feet and four stories in 50 feet, all heights measured from the average elevation of the four most exterior corners to the mid-point of the primary roof pitch or to the top of the parapet for a flat roof. Three of the buildings are proposed to be three stories while the majority of the buildings will be split between three and four stories to work with the grading of the site.

A 10-foot retaining wall will be used to screen the development at the southern portion of the site at the intersection of Baby Ruth Lane and Eagle View Boulevard. Measures have been proposed to soften the retaining wall, including landscaping between the public sidewalk and the retaining wall. The plan has both surface and garage parking. Parking areas that may be visible from public view will be screened by knee walls and landscaping. The site is served by a clubhouse and swimming pool, and the plan also includes various open spaces for outdoor recreation.

The proposed units share access through a public road extension of Baby Ruth Lane, which is to be constructed as part of the development. NDOT has added conditions that include off-site street improvements along Baby Ruth Lane, Eagle View Boulevard, and Mt. View Road, to the south.

Sidewalk connections are provided on the proposed Baby Ruth Lane. Per the MCSP requirements, the plan shows a six-foot planting strip and a six-foot sidewalk width along Baby Ruth Lane. The site is also served by internal sidewalks. As shown on the site layout, a 20-foot type C landscape buffer is proposed along the southern, northern and eastern property lines.

ANALYSIS

The subject site is vacant and located within a Suburban Neighborhood Evolving (T3 NE) policy area. T3 NE policy areas are undeveloped, underdeveloped, or suitable for substantial infill and redevelopment and are anticipated to be developed in suburban residential patterns, but at higher densities and with greater housing variety than classic suburban neighborhoods.

The plan is consistent with the Antioch – Priest Lake Community Plan and meets several critical planning goals. The plan calls for a design that would foster walkability by providing sidewalks along all streets as well as internal connections, and it includes various open space areas for outdoor recreation. The plan calls for a private road connection at the northwestern corner of the new development that connects with existing development in Section V of the UDO. The plan also calls for a continuation of Baby Ruth Lane through the development, which provides more options for vehicular movement in the area and further connects communities.

The site is also located within the conservation policy area. 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 conservation policy on the site is associated with some gentle and steep slopes that are present on the site and a stream that runs through the site. The proposed development avoids the areas of steep slopes present on the site.

The proposed amendment is consistent with the T3 NE policy goal allowing for higher density with greater housing choice. The UDO has a mixture of townhomes and single family homes and the addition of the stacked flats will add to the variety of housing choices. The amended plan for



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Sections VI and VII calls for a maximum height of four stories, which is consistent with the allowable height of five stories in the UDO. Proposed sidewalks along existing streets, new streets, and internal to the site will ensure good pedestrian connectivity in the area.

The landscaping buffers provided along the property boundaries are appropriate to minimize the proposed development's visual impact on the adjacent residential and agriculturally zoned land.

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve with Conditions

The applicant will be responsible for ensuring that all previously noted ROW punchlist items are completed or addressed in a manner satisfactory to NDOT. A list of those items has previously been provided to the applicant.

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

- All work within the Public right-of-way requires an Excavation Permit from the Nashville Department of Transportation.
- Proof-rolling of ALL street sub-grades is required in the presence of the Nashville Department of Transportation Inspector, request to be made 24 hours in advance.
- Stop signs to be 30 inch by 30 inch.
- Street name signs are to have six inch white letters in Highway Gothic font on a nine inch green aluminum blade, and be mounted vertically staggered. Street name signs shall be assembled using extruded sign blades.
- All signs to have 3M high intensity retro-reflective coating.
- All striping within ROW is to be 80 mil thermoplastic striping at the time of acceptance. Paint striping should be used in the interim until final striping has been placed.
- The development/ contractor shall have a NDOT stamped set of plans on site to be produced upon request during any site visit.
- Provide detailed road information (vertical and horizontal details) on construction plan set.
- Provide Metro standard detail callouts on construction plan set.
- Exiting Public ROW provide now entering private property signs at access entrances to project.



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- Create smooth transition between existing and proposed. C&G and sidewalk is to align. If transitions are needed provide per MUTCD taper guidance.
- Comply with T&P conditions. Provide off-site sheets for items identified within Traffic & Parking conditions copied below.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

This development represents the final phase within the Ridgeview UDO. Currently, there are outstanding infrastructure components within the UDO area that require completion. The applicant shall coordinate with the NDOT regarding the following infrastructure items:

1.) Eagle View Boulevard (between Bell Rd & Baby Ruth Ln)

[1.A.] At the intersection of Bell Rd & Eagle View Blvd, restripe all deficient pavement markings.

[1.B.] The cross-section on Eagle View Blvd shall include a minimum of one travel lane in each direction and a center two-way left-turn lane, each a minimum of 12'.

[1.C.] Bridge culvert – address deficiencies noted in NDOT's previously completed bridge inspection report.

[1.D.] The sidewalk gaps along both sides of Eagle View Blvd shall be filled with an 8' sidewalk & 6' grass-strip. NDOT may grant an exception based on existing constraints.

[1.E.] An enhanced mid-block cross walk shall be provided on Eagle View Blvd providing access to the Eagle View Elementary school. Further coordination with NDOT will be required to determine the appropriate treatments, but at a minimum the following shall be provided, ADA-compliant curb ramps, a School sign (S1-1) with a diagonal downward pointing arrow plaque (W16-7P) on the south side of Eagle View Blvd facing eastbound traffic as well as on the north side of Eagle View Blvd facing westbound traffic.

2.) Intersection of Eagle View Blvd & Baby Ruth Lane;

[2.A.] Stop signs (R1-1) with All-Way plaques (R1-3P), stop line pavement markings, and Stop Ahead warning signs (W3-1) should be provided for all three approaches. Pedestrian crosswalk pavement markings and ADA-compliant curb ramps should be provided for each leg.

[2.B.] An Eastbound left turn lane, with a minimum of 50' of storage, on Eagle View Blvd shall be provided.

3.) Baby Ruth Lane, between Eagle View Blvd & Mt. View Rd;

[3.A.] Sidewalks shall be provided along the property frontage that is being developed with this final phase.

[3.B.] Provide traffic calming on the existing residential street of Baby Ruth Lane, double solid yellow centerlines and white edge-lines should be installed on Baby Ruth Lane from the Hanover Ridge Apartments access drive to its intersection with the Eagle View Blvd Extension.

[3.C.] Speed limit pavement markings should be installed on Baby Ruth Lane to provide traffic calming for the street



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[3.D.] School signs (S1-1) with Ahead plaques (W16-9P) should be provided for the southbound and northbound approaches of the Baby Ruth Lane Extension to the Eagle View Blvd Extension. An End School Zone sign (S5-2) should be provided on northbound Baby Ruth Lane Extension north of the Eagle View Blvd Extension and on southbound Baby Ruth Lane Extension south of the Eagle View Blvd Extension.

4.) Intersection of Bell Road and Hickory Hollow Terrace/Bell Forge Lane; Modify the traffic signal design to provide a northbound, right-turn overlap signal phase for Bell Forge Lane at Bell Road.

Maximum Uses in Existing Zoning District: UDO

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)	-	-	150 U	1,510	111	149

Maximum Uses in Existing Zoning District: UDO

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)	-	-	475 U	2,587	158	198

Maximum Uses in Existing Zoning District: UDO

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Assisted Care Living Facility (252)	-	-	200 U	779	40	51

Maximum Uses in Proposed Zoning District: UDO

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)	-	-	150 U	1,510	111	149

Maximum Uses in Proposed Zoning District: UDO

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)	-	-	851 U	4,636	280	346

Traffic changes between maximum: UDO and UDO

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1,270	+82	+97



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METRO SCHOOL BOARD REPORT

Projected student generation current: districts 24 Elementary 17 Middle 14 High

Projected student generation proposed: 45 Elementary 32 Middle 27 High

The proposed amendment is expected to generate 49 additional students. 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 with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 376 multi-family residential units in Sections VI and VII. Short-term rental properties, owner occupied and short-term rental properties, not owner occupied, shall be prohibited.
2. On the corrected copy, identify the proposed unit count breakdown in Section VI and VII summary.in
3. On the corrected copy, remove note C from the architectural standards on sheet C0.0.
4. On the corrected copy, update the existing unit counts to reflect the 2019 modification.
5. On the corrected copy, update the UDO Summary on Sheet C1.1 to say "Existing UDO Summary" and add "200 beds" next to Section VI Assisted Living.
6. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the modified UDO plan.
7. With the final site plan, all mechanical units shall be located on the sides of units and be screened with additional landscaping, subject to Planning Staff review.
8. With the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
9. The Preliminary 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.
10. For the internal private drives, 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 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.
12. Comply with all conditions and requirements of Metro reviewing agencies.
13. If a development standard, not including permitted uses, is absent from the plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the UDO, as of the date of the applicable request or application.
14. A corrected copy of the preliminary plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
15. Minor modifications to the preliminary 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



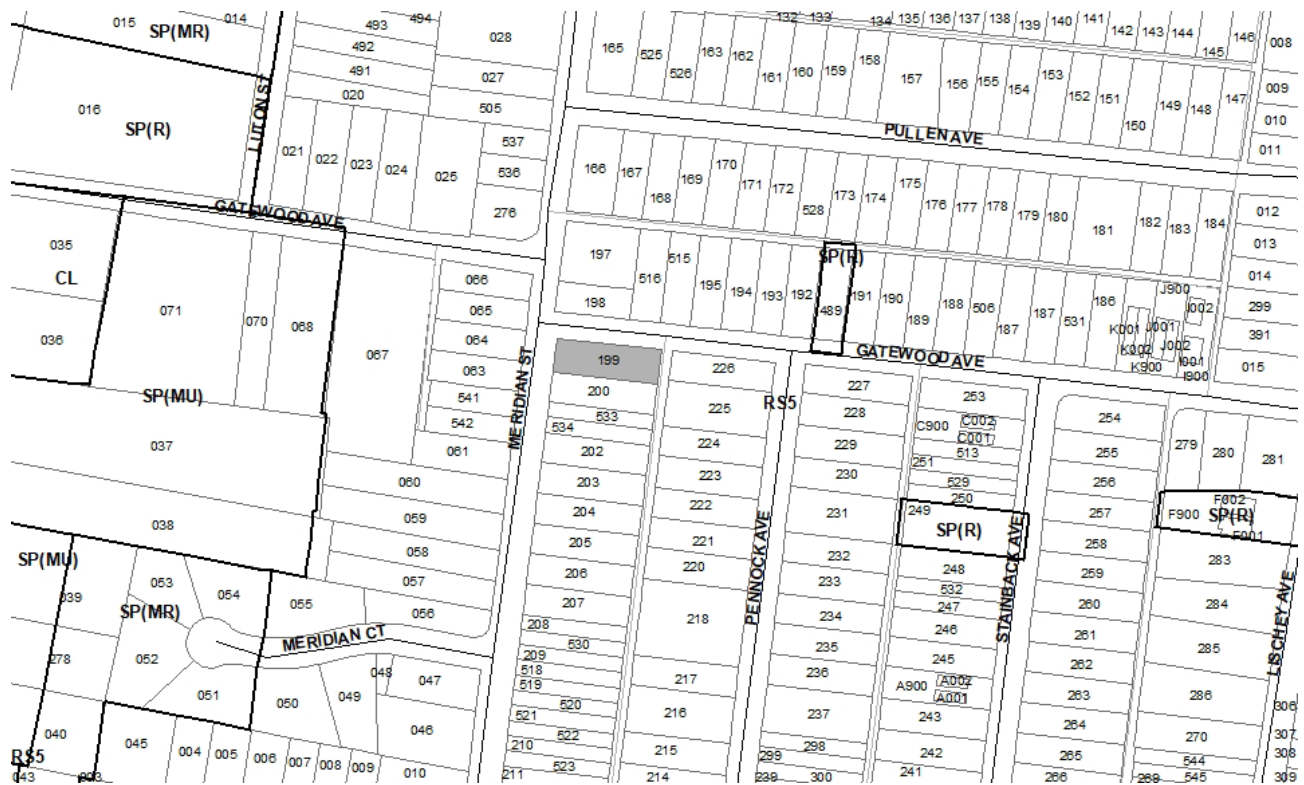
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approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained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

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



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2025Z-024PR-001

Map 071-11, Parcel(s) 199

05, East Nashville

05 (Sean Parker)



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Item #26

Council District

School District

Requested by

Zone Change 2025Z-024PR-001

05 – Parker

01 – Taylor

C&R Associates, applicant; Checkerboard Properties, owner.

Staff Reviewer

Marton

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 1435 Meridian Street, at the corner of Meridian Street and Gatewood Ave and located within a Detached Accessory Dwelling Unit Overlay District (0.18 acres).

Existing Zoning

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

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

Proposed Zoning

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



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

Supplemental Policy Area: 05-Highland Heights

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

ANALYSIS

The application consists of one parcel (Map 071-11, Parcel 199) totaling 0.18 acres, located at the intersection of Meridian Street and Gatewood Avenue. The property has been zoned Single Family Residential (RS5) since 1998 and is currently vacant. Surrounding properties are zoned RS5 and One and Two-Family Residential (R6-A) while surrounding land uses include single-family residential and one and two-family residential.

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

Based on acreage alone, the proposed R6-A zoning could allow up to one duplex lot for a total of two units, which is a similar density that could be allowed by the existing RS5 zoning district and DADU overlay but would allow for a different building type. Currently the primary building type along Meridian Street is single family. 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 choice 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 five-minute walk to bus stops on WeGo routes 23 and 28, and therefore the request furthers the goal in 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. The presence of an improved alley at the rear of the site requires the alley to be utilized for access to meet the Alternative standards. For these reasons, staff recommends approval of R6-A.



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FIRE RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.18	5.55 D	1 U	15	5	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two- Family Residential* (210)	0.18	11.11 D	2 U	28	7	2

*Based on two-family lots

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

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

METRO SCHOOL BOARD REPORT

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

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

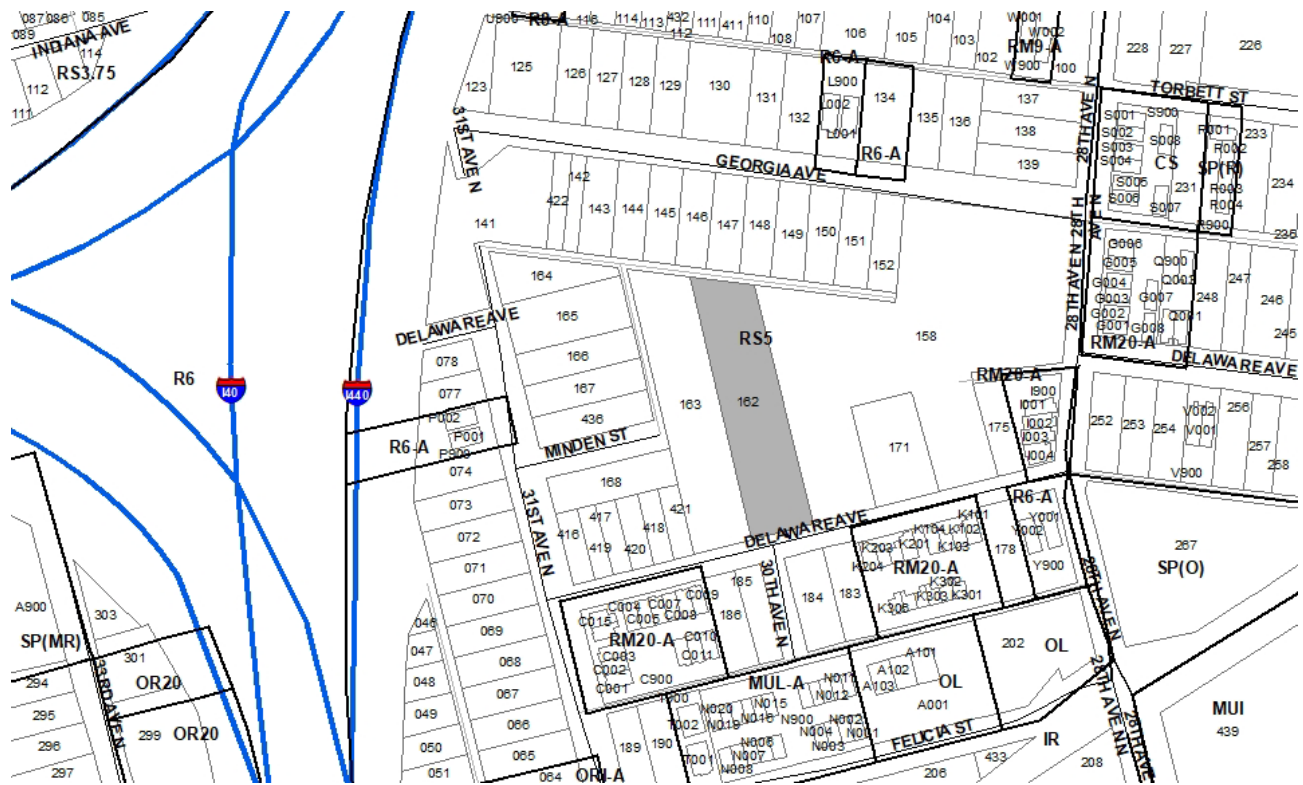
The proposed R6-A zoning is expected to generate no more additional students than the existing RS5 zoning district. Students would attend Shwab Elementary School, Jere Baxter Middle School, and Maplewood High School. Shwab Elementary School is identified as under capacity while Jere Baxter Middle School 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.



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2025Z-032PR-001

Map 092-10, Parcel(s) 162

08, North Nashville

21 (Brandon Taylor)



Metro Planning Commission Meeting of 04/24/2025

Item #27

Council District

School District

Requested by

Zone Change 2025Z-032PR-001

21 – Taylor

05 – Fayne

Nashville Barndo Builders, LLC applicant; Clifton Rhodes, II, and Linda Rhodes, owners.

Staff Reviewer

Garland

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 2908 Delaware Avenue, at the northern corner of 30th Avenue North and Delaware Avenue (0.95 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 eight single-family residential lots, based on acreage only. This does not account for compliance with the Metro Subdivision Regulations.*

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 six lots including one duplex lot for a total of seven units. Metro Codes provides final determinations on duplex eligibility.*

NORTH 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 will 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.

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



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Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

ANALYSIS

The application consists of one parcel totaling 0.95 acres, located along the north side of Delaware Avenue and approximately 400 feet west of 28th Avenue North. This property has been zoned Single-Family Residential (RS5) since 2006. The property was previously zoned R6 in 1974. The land use for the subject site is single family residential and the surrounding land uses consist of single family residential, one- and two-family residential, office, and directly east of the site is a church. The surrounding zoning includes RS5, Multi-Family Residential Alternative (RM20-A), and there are a few other properties in the area that have been rezoned to R6-A in recent years. The property has frontage along Delaware Avenue, which is a local street. An unimproved alley right-of-way runs along the northern boundary of the subject site.

The property is located within the Urban Neighborhood Evolving (T4 NE) policy, which intends to include greater housing choice, improved connectivity, and more moderate to high density residential development. The subject site is approximately 400 feet west of an arterial boulevard as identified in the Major and Collector Street Plan (MCSP), 28th Avenue North, where a WeGo bus stop is present approximately 560 feet south on 28th Avenue North. The Conservation Policy is on the northern part of the parcel due to slopes. The proposed rezoning to R6-A is consistent with the Urban Neighborhood Evolving (T4 NE) policy.

Given the site's location in an urban neighborhood and that the existing development pattern features one- and two-family residential units, 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 policies. Therefore, staff is supportive of the zone change request to R6-A zoning.

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)	0.95	8.71 F	8 U	102	11	9

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)	0.95	11.10 F	7 U	90	9	8

*Based on two-family lots



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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	-12	-2	-1

METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 districts: 1 Elementary 0 Middle 1 High

Projected student generation proposed R6-A district: 1 Elementary 0 Middle 1 High

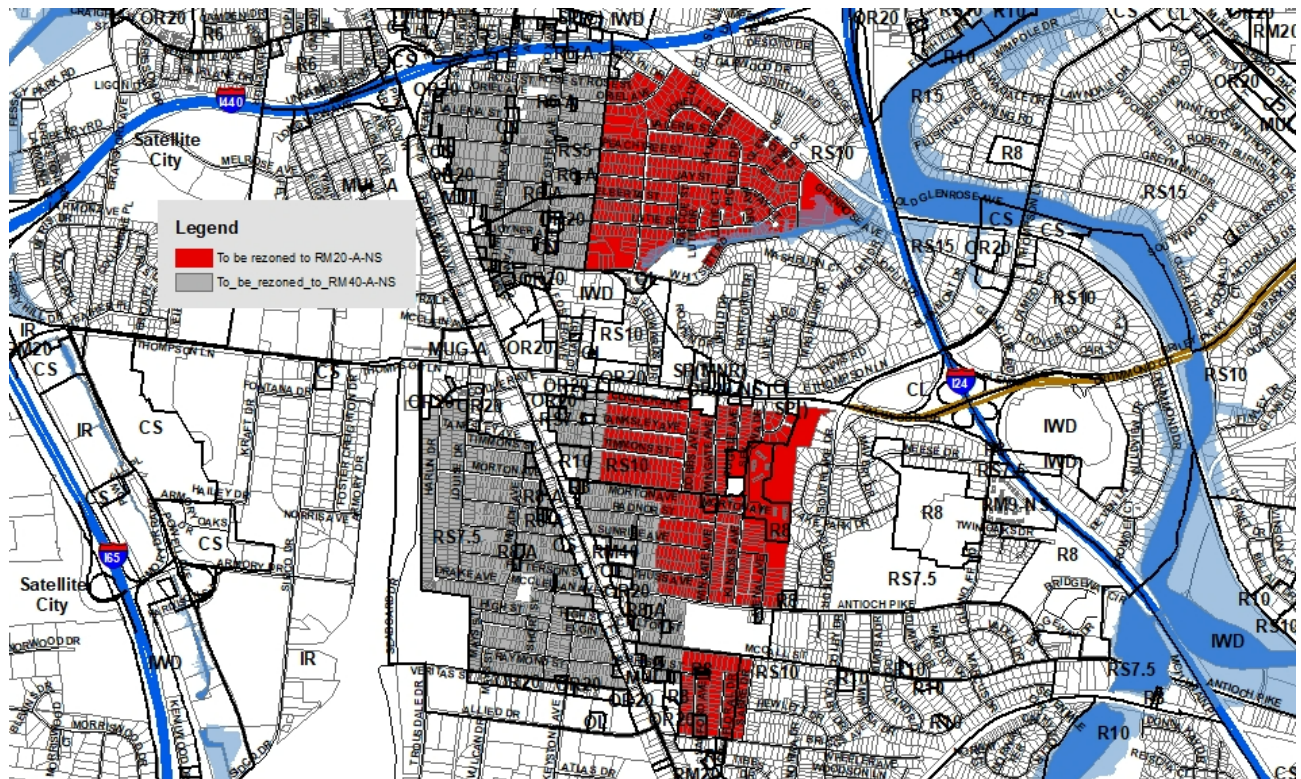
The proposed R6-A zoning is not expected to generate any additional students than the existing RS5 zoning. Students would attend Park Avenue Elementary School, Moses McKissack Middle School, and Pearl-Cohn High School. Park Avenue Elementary, Moses McKissack Middle School, and Pearl-Cohn High School are all 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.



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2025Z-036PR-001

Various Maps, Various Parcels

11, South Nashville

16 (Ginny Welsch)



Metro Planning Commission Meeting of 04/24/2025

Item #28a**Zone Change 2025Z-036PR-001****Council Bill No.**

BL2025-808

Associated Case No.

2025UD-001-001

Council District

16 – Welsch

School District

07 – Player

Requested by

Councilmember Ginny Welsch, applicant; various owners.

Staff Reviewer

Welch

Staff Recommendation*Disapprove as submitted and approve a substitute.*

APPLICANT REQUEST**Zone change from RS7.5, R8, RS10, RS5, R10, R8, R8-A, R6-A, RM9-A-NS, RM20, and RM20-A-NS zoning to RM20-A-NS and RM40-A-NS.****Zone Change**

A request to rezone from Single-Family Residential (RS5, RS7.5, RS10), One and Two-Family Residential (R8, R10), One and Two-Family Residential-Alternative (R8-A, R6-A), Multi-Family Residential (RM20), and Multi-Family Residential-Alternative-No STRP (RM9-A-NS, RM20-A-NS) zonings to Multi-Family Residential-Alternative-No STRP (RM20-A-NS and RM40-A-NS) zoning for various properties located on the east and west sides of Nolensville Pike, south of I-440, between Thompson Lane and Wheeler Street on the east side of Nolensville Pike, and between Veritas Street and Tanksley Avenue to Harlin Drive on the west side of Nolensville Pike, and between Rose Street and Whitsett Road to Glenrose Ave on the east side of Nolensville Pike, (620.23 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.

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.

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre.

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. *Metro Codes provides final determinations on duplex eligibility.*

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. *Metro Codes provides final determinations on duplex eligibility.*



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One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *Metro Codes provides final determinations on duplex eligibility.*

One and Two-Family Residential-Alternative (R8-A) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre, including 25 percent duplex lots, and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *Metro Codes provides final determinations on duplex eligibility.*

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *Metro Codes provides final determinations on duplex eligibility.*

Multi-Family Residential - Alternative (RM9-A-NS) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. The -NS designation prohibits Short-Term Rental Property – Owner Occupied and Short-Term Rental Property - Not Owner Occupied uses from the district.

Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre.

Multi-Family Residential-Alternative (RM20-A-NS) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. The -NS designation prohibits Short-Term Rental Property – Owner Occupied and Short-Term Rental Property - Not Owner Occupied uses from the district.

Proposed Zoning

Multi-Family Residential-Alternative (RM20-A-NS) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. The -NS designation prohibits Short-Term Rental Property – Owner Occupied and Short-Term Rental Property - Not Owner Occupied uses from the district.

Multi-Family Residential-Alternative (RM40-A-NS) is intended for single-family, duplex, and multi-family dwellings at a density of 40 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.

SOUTH NASHVILLE 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



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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.

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.

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.

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

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.

CONTEXT ON THIS PROPOSAL AND THE HOUSING & INFRASTRUCTURE STUDY

As we understand it, the purpose of this rezoning and Urban Design Overlay is to allow additional housing opportunity, a goal the Department supports. The Housing & Infrastructure study notes that, over the next 10 years Nashville has a likely deficit of 20,000 – 40,000 units in zoning capacity. Draft findings also suggest a need to allow lower cost homes. Initial recommendations from the study support growth close to frequent transit service in walkable places with access to services, such as grocery stores and parks. The draft recommendations lay out a four-part test for changes to the zoning code or zoning map:



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1. Is it supported by NashvilleNext?
2. Will it be supported by infrastructure, either existing infrastructure with capacity, infrastructure provided with new development, or infrastructure aligned with planned, public improvements?
3. Will it result in design and form of new construction that better matches its context, especially within or transitioning to neighborhoods.
4. Will it support a housing market that provides better opportunities for Nashvillians?

Accomplishing housing goals through an Urban Design Overlay (UDO) may have unintended consequences and contrary objectives.

Staff experimented with UDOS as a tool to introduce more housing types initially in Wedgewood Houston in 2021. The Planning Commission adopted the Wedgewood Houston UDO as a creative approach for this purpose. The approval followed a year-long community plans process that led to the development of the UDO. Planning staff included detailed design standards that helped protect characteristics of value to the community and was specifically tailored to the Wedgewood Houston area. It is administered by the Planning Department and one of the reasons it was initially proposed was because the city lacked a diversity of zoning types and contextual bulk standards *within the base zoning districts*.

A healthy zoning code would include enough diversity of housing types within the base zoning districts to respond to the needs of our communities in both form and function. Many of the kinds of housing forms promoted by a UDO can be accomplished in a base zoning district. Such districts would create the kinds of predictability all our community deserves and would be administered by Codes resulting in a more streamlined approach to housing delivery. As it stands, UDOS introduce an added layer of review from the Planning Department whereas development within a base zoning district is administered by Codes. Additional regulatory layers and reviews are generally contrary to any effort to simplify the code or more quickly deliver housing from a regulatory perspective.

Staff will propose additional zoning types for Council consideration within the Housing & Infrastructure process this summer. Some of the districts that may be proposed to change are included within this case; therefore, there is a scenario where property owners in this area will experience several discreet and potentially significant changes to the zoning of their property within a matter of months.

Further, given that staff review of this case occurred concurrently with the Housing & Infrastructure work, there was a significant challenge in aligning our policy thought with both documents (the Housing & Infrastructure Study and the staff reports for this case). Council required that the Housing & Infrastructure Study give deep consideration to infrastructure deficiency together with areas proposed for zoning change. This process has driven constructive working conversations and analysis between multiple departments within development services, which informed our approach to this case.

Given the guidance from Metro Council on Housing & Infrastructure and consistent with our review of zoning cases, staff incorporated feedback from the infrastructure departments in this review to provide visibility to issues around growth management. The guidance is reflected in the



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staff report in both directions: information from Water Services about strong capacity in the area bolstered staff's finding that an upzoning near the corridor at the upper limit of NashvilleNext is appropriate, but concerns expressed by NDOT and Water about lack of sidewalks and stormwater deficiency also informed staff's thinking about where to suggest removing areas proposed for change. We welcome a conversation with the Commission, Metro Council and Departments overall about expectations for what information the Department should provide during review of large scale upzonings and downzonings in the future.

ANALYSIS

The application consists of various parcels totaling 620.23 acres, located within District 16 south of I-440 and south of Thompson Lane. This rezone is associated with a proposed Urban Design Overlay District (see associated case #2025UD-001-001) which proposes to apply alternative development standards that would guide any new development to be compatible with the surrounding areas. While the properties included in this rezone would refer to the UDO for development standards, the proposed Alternative (-A) standards of the base zoning would provide additional standards for the location of a building and its associated parking, encouraging transit and walkability for residents in instances when the UDO is silent. Owner-occupied and not owner-occupied short-term rentals are prohibited.

The properties are primarily located within T3 and T4 transects. Within each transect, there are Elements: Neighborhoods, Centers, and Corridors. Each Element supports varying uses and densities, some supporting all residential and some supporting mixed use. Each transect supports all housing types across the Elements. The majority of the proposed zoning area is within T3 NM and T4 NM policies, with small areas of T4 NE and T4 NC policies. In both T3 and T4 transects, NM policies are primarily intended to maintain while recognizing that some change may occur.

The application proposes to rezone all properties identified on the map to either RM20-A-NS or RM40-A-NS. Existing land uses in this area are primarily single-family residential and transition to a mixture of housing types of two-family and multi-family residential closer to Nolensville Pike. The site area mainly consists of local roads and some improved alleys. Nolensville Pike, Thompson Lane, and Foster Avenue, all identified as arterial boulevards in the Major and Collector Street Plan (MCSP), are in the rezone area and are within walking distance for some of the parcels included in this request. WeGo bus transit is provided along Nolensville Pike.

Improved infrastructure is necessary for supporting higher densities and NashvilleNext addresses this objective within its policy language. Staff worked with NDOT and Water staff, and analyzed the existing infrastructure throughout the rezone area, and against NashvilleNext policy. While certain infrastructure upgrades would be required with individual development proposals, the city must apply strict constitutional standards to such reviews, and recent court decisions have narrowed Metro's ability to require certain infrastructure with private development, such as sidewalks. With guidance from Council to evaluate the relationship of zoning, land use and infrastructure in the Housing and Infrastructure study, the Department attempted to provide a better picture of systems-level improvements needed to support growth, such as water capacity, sewer capacity, stormwater, sidewalks, and street/alley network in the staff report. This is also consistent with our review of zoning cases generally. Generally, water capacity in this area is strong, but stormwater and sidewalk



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networks are deeply inconsistent and insufficient in some areas. NashvilleNext provides a view on how to address infrastructure, described below.

In staff's analysis, we made an effort to maintain the boundaries of the Councilmember's request where possible and made modifications in areas where staff found that the proposed zoning did not meet the policy, together with where there is a lack of infrastructure-readiness. Ultimately, the Commission will determine whether the proposal meets policy. Staff applied general rules when considering a site's suitability and attempted to maintain a clear dividing line to avoid ending the rezoning boundary mid-block. Alignment along both sides of certain blocks with orientation towards each other was evaluated when considering consistency along the block. The general parameters are based on design principles of the T4 Neighborhood Maintenance and Neighborhood Evolving policy characteristics. The urban neighborhood policies encourage a mixture of building types when street types are considered, when proximity to existing or planned transit is considered, and when capacity of the block structure and rights-of-way to accommodate development intensity are considered. The policies encourage access via alleys for both single- and multi-family residential development, which was a guiding factor when evaluating streets with existing developed alleys. The T4 NM policy specifically speaks to higher density as it states "Areas with adequate infrastructure, access, and the ability to form transitions and support existing or planned mass transit and the viability of consumer businesses are most appropriate for higher density. These are primarily areas along arterial-boulevard or collector-avenue street corridors internal to the neighborhood or abutting larger Centers and Corridors adjacent to the neighborhood." These factors coupled with Water's determination of strong capacity in the area strengthened the Department's view that RM-40-A-NS, at the upper end of NashvilleNext's land use classifications was appropriate, but with a modified map. The general parameters for parcels included in staff's proposed modified map are:

- Sites within the Transition area as shown on the Growth and Preservation Map in Nashville Next.
- Sites within approximately a quarter-mile to Nolensville Pike if within the UZO and existing sidewalks or alleys are present.
- Sites within approximately an eighth of a mile to Nolensville Pike if within the UZO and no sidewalks or unbuilt alleys are present.

However, most of the proposed RM20-A-NS areas and some of the RM40-A-NS areas are located outside of the transition areas identified on the Nashville Next Growth and Preservation map (Exhibit A for countywide map and Exhibit B for zoom of area under consideration). The Growth and Preservation map identifies Centers and Corridors where additional density may be appropriate coupled with investments in infrastructure. As a reminder, Nashville Next was a community driven plan that outlined many goals and objectives, including providing additional housing in appropriate areas. It also encouraged the development of more middle housing types, while maintaining a balance with existing neighborhoods.

Other key goals of Nashville Next include the following:



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- Create more walkable centers: Coordinating development regulations and investments in public spaces to create walkable places and manage demand for new housing and employment throughout the county.
- Create opportunity through abundant housing: Encourage a mix of housing types in centers and along corridors, as well as appropriately scaled homes in transitional areas, with modest additions of new homes in established neighborhoods.
- Build a high capacity transit system: Create a complete transit system with routes into and out of downtown complemented by cross-county routes.
- Support frequent service by accommodating growth along transit lines.
- Increase the community's resiliency: Preserve and restore environmental features like floodplains and steep slopes. Work to build relationships between new and old neighbors to provide community support as future natural hazards strike.

Balancing growth and intensity near centers and corridors is fundamental to implementing Nashville Next and achieving the overall goals of the plan. Therefore, staff's recommendation seeks to balance adding additional density near Nolensville Pike in the transition areas to support the goals of creating more walkable corridors and supporting high capacity transit. However, staff's recommendation also seeks to address the policy goals in the neighborhoods further from Nolensville Pike, many of these T3 suburban policy. RM20-A-NS is generally not a recommended zoning designation within the T3 Neighborhood Maintenance Policy. Generally, R8 is the most intense zoning supported with T3 NM areas, dependent on context.



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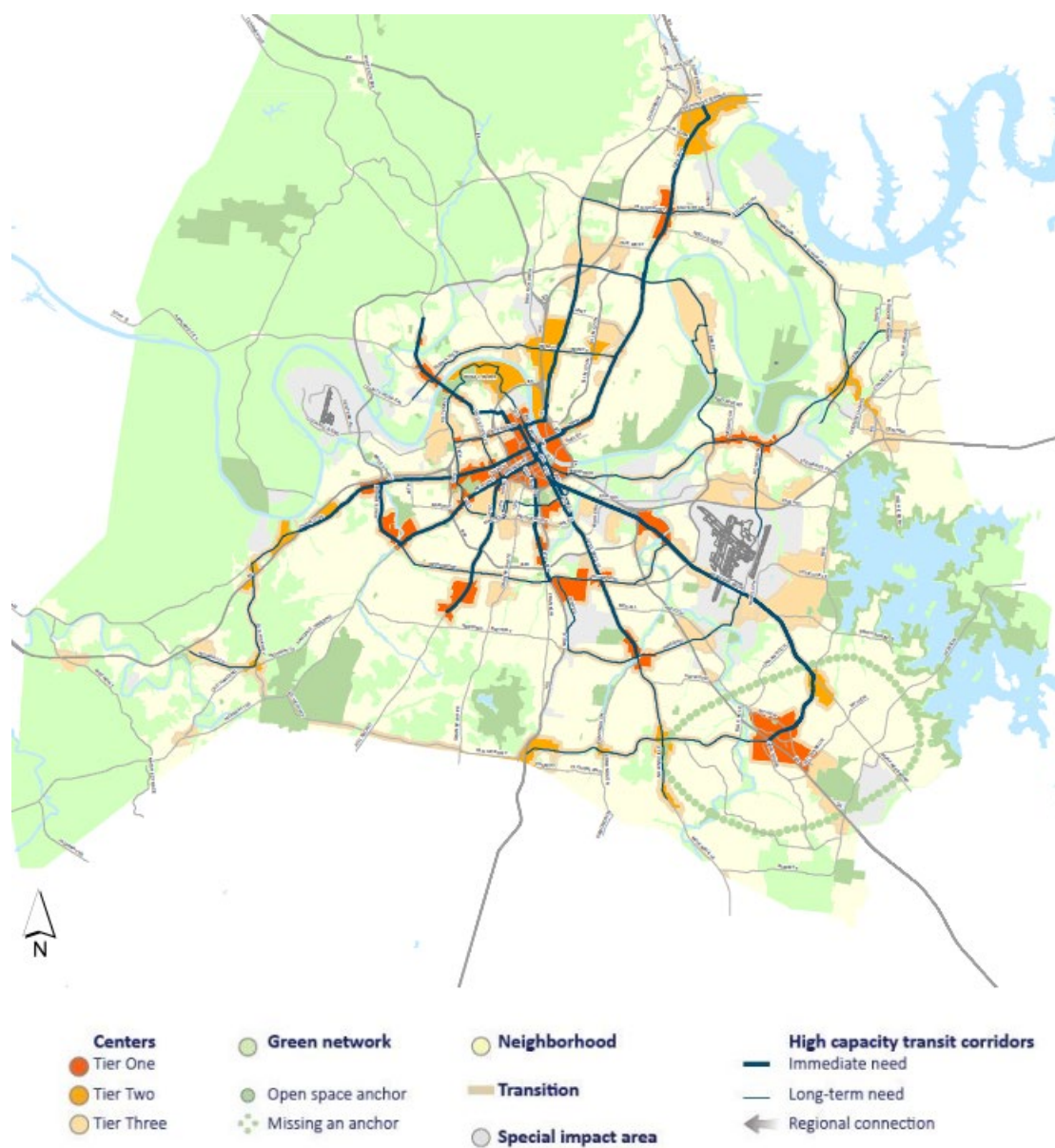


Exhibit A: Nashville Next Growth and Preservation Map



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Exhibit B: Nashville Next Growth and Preservation Map of the South Nashville area

Staff recommends a modified rezoning map identifying areas close to Nolensville Pike (approximately 216 acres) as more suitable for the change in zoning, as these areas mostly feature improved alleys, and some sidewalks are already in place in the area (See Exhibit C) as opposed to the areas proposed for removal by staff (See Exhibit D). The staff recommended areas are within walking distance to Nolensville Pike and are located within the Urban Zoning Overlay (UZO). The UZO generally represents the older, more urban areas that were built with alleys in some instances. Proximity to existing infrastructure and Nolensville Pike corridor is crucial, as it provides a high level of connectivity throughout the area, encourages walkability, and provides additional modes of transportation with multiple WeGo bus stops located along Nolensville Pike. A site's location to centers and corridors are weighed when evaluating the appropriateness of a zoning designation. Higher intensity is appropriate when near corridors as they typically provide amenities that provide for the residents such as transit and walkability to consumer services. Proximity to Nolensville Pike was a crucial factor when evaluating this proposal. Properties included in staff's recommended boundary area are not within 100-year floodplain.



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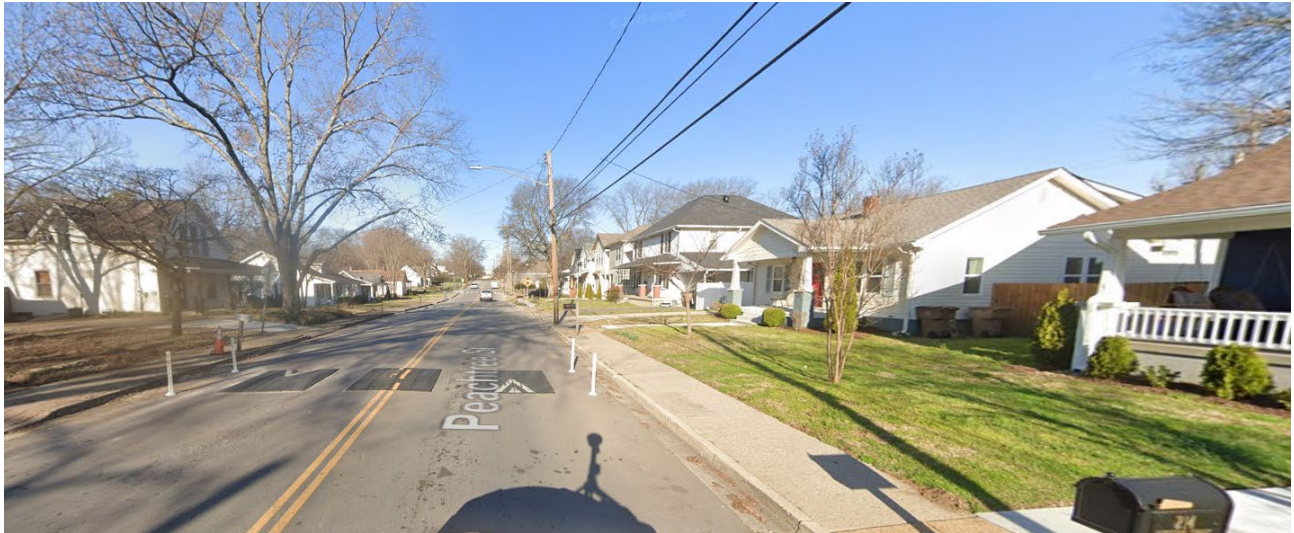


Exhibit C: Included in recommended UDO Area identifying improved sidewalks and alley access.



Exhibit D: Included in proposed UDO, but where staff recommends removing Area situated further from with corridor with no alleys and no sidewalks.

Furthermore, the properties included in staff's recommended rezoning map are mostly within the T4 NM and T4 NE policies with some being within T4 NC and T3 NM policies. The T4 NE policy supports higher density and integrated mixture of housing types and the T4 NM policy, which borders the T4 NE policy, intends to serve as a transitional area to the adjacent policies. Nolensville Pike provides services and retail uses that are important to the surrounding neighborhoods, so more density within a quarter-mile walk to that corridor aligns with the T4 NE policy and is appropriate. Staff would note that RM40-A-NS exceeds the density indicated by CCM as being supported in T4 NM and would recommend to the Planning Commission that Nashville Next be evaluated in that regard with the Housing and Infrastructure Study recommendations.

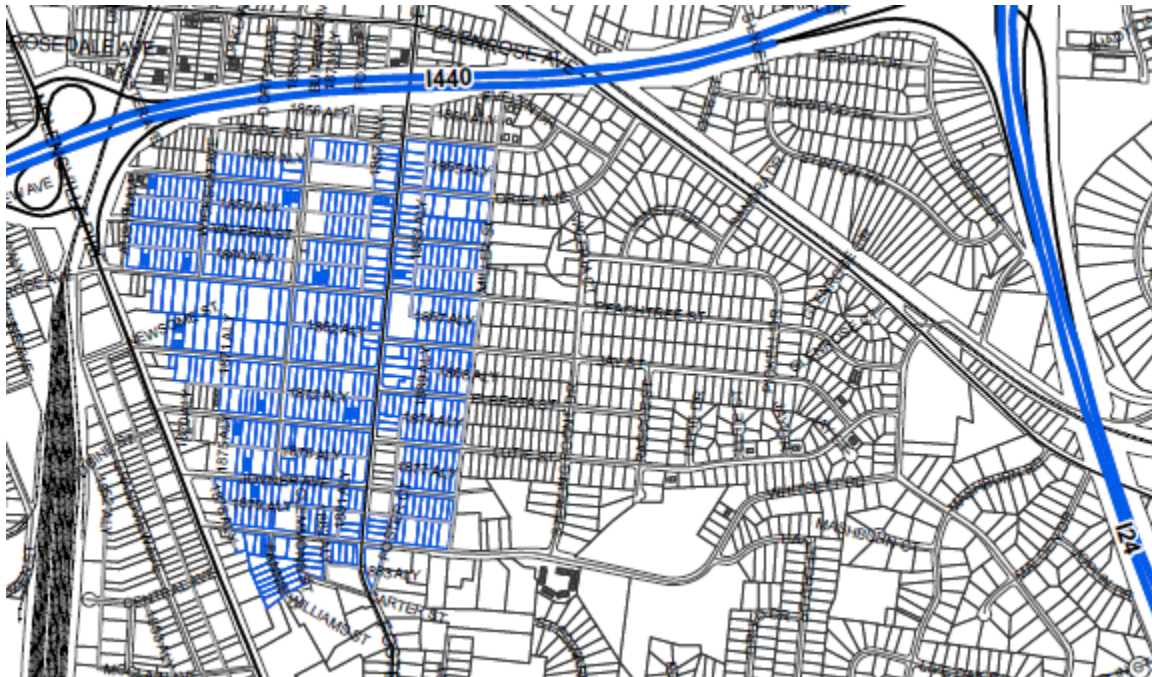
Overall, the proposed RM20-A-NS zoning is generally not supported in NashvilleNext within the proposed areas, and given the lack of proximity to Nolensville Pike, staff found that these areas are



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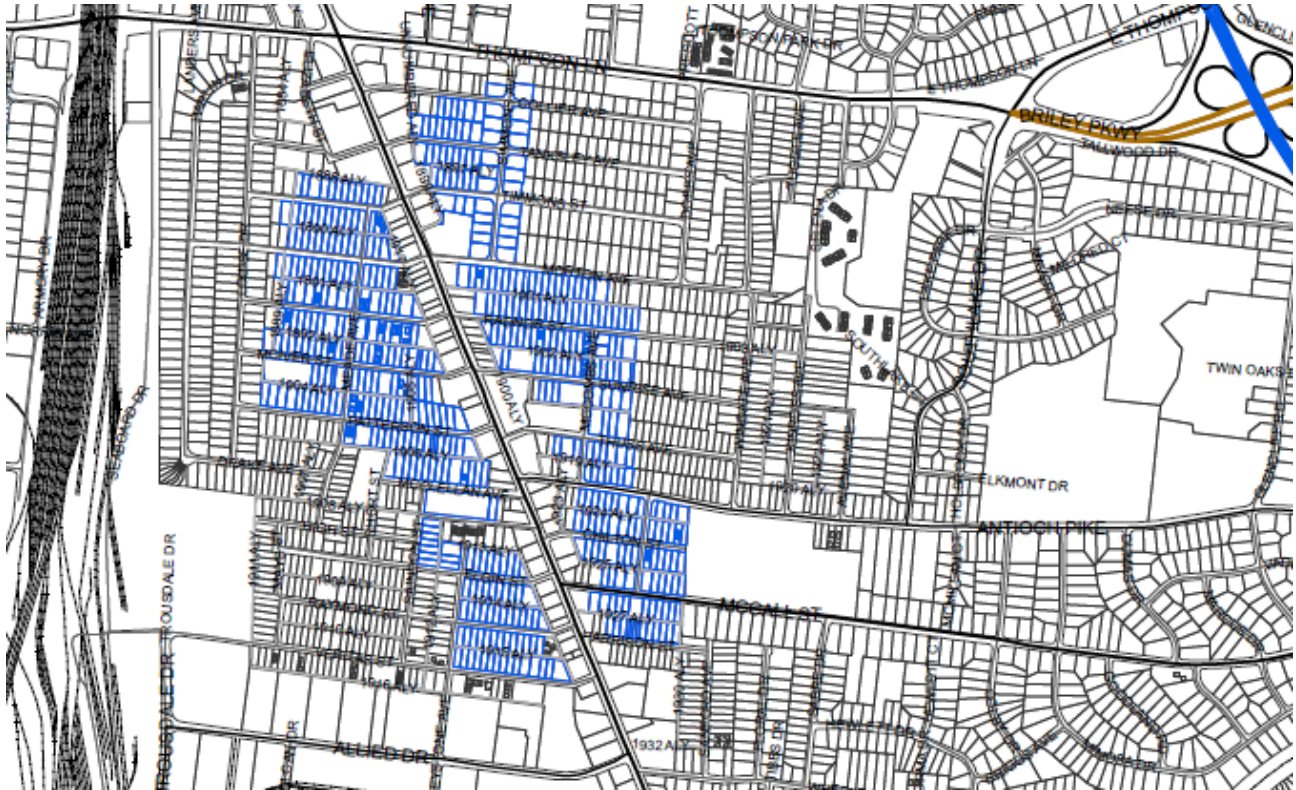
not yet ripe for significant upzone. RM20-A-NS is generally not a recommended zoning designation within the T3 Neighborhood Maintenance Policy. Capital investments in this area could ripen the city's ability to support additional growth here. For these reasons staff recommends disapproval as proposed and approval of a substitute.

Staff will note that some areas included in the proposed rezoning, are noted as being eligible for listing on the National Register of Historic Places. Staff factored the following in its recommendation: (1) the properties where staff recommends approval are *not* within a locally designated area; (2) the properties staff recommends for approval are near major corridors and have some existing systems infrastructure investment; and (3) our housing goals as a city.





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Staff's Recommended Rezoning: Exhibit E

The properties identified in this exhibit in blue are recommended to be rezoned to RM40-A-NS.

FISCAL NOTE

Based on information provided from the Metro Water and Sewer Department, some potential sewer upgrades may be required. The improvements would need to be included in future capital improvement budgets potentially totaling 13.8 million dollars.

METRO SCHOOL BOARD REPORT

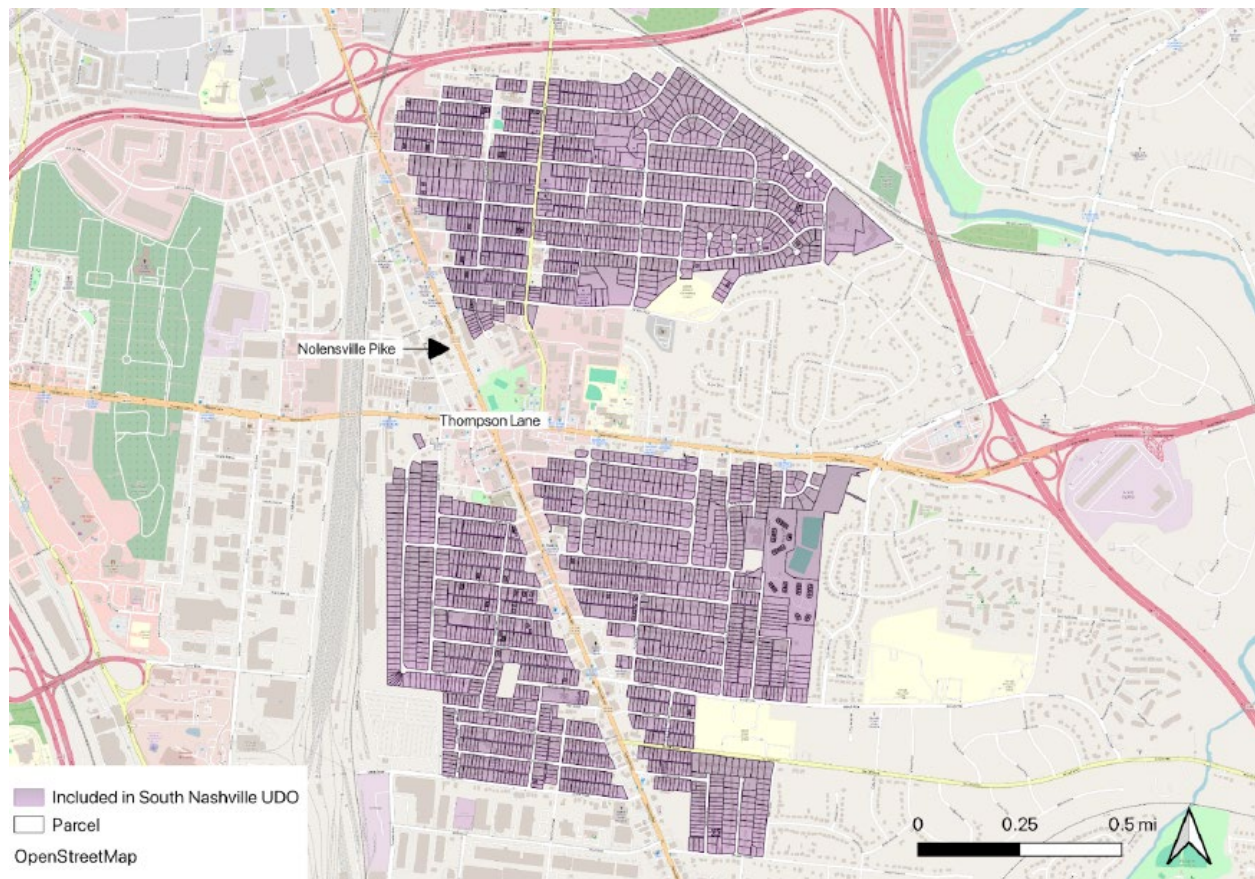
Due to the large site area and potential of development, the assumption of student generation is difficult to anticipate. Students would likely attend Glenclyff Elementary School or John B. Whitsitt Elementary School, Wright Middle School or Croft Middle School, and Glenclyff High School. Glenclyff Elementary and John B. Whitsitt Elementary are both identified as over capacity. Croft Middle School and Wright Middle School are both identified as being exceedingly under capacity. Glenclyff High School is identified as at capacity. This information is based on the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends disapproval as submitted and approval of a substitute.



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2025UD-001-001

SOUTH NASHVILLE UDO

Various Maps, Various Parcels

11, South Nashville

16 (Ginny Welsch)



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Item #28b**Project Name****Council Bill No.****Associated Case No.****Council District****School District****Requested by****Urban Design Overlay 2025UD-001-001****South Nashville Urban Design Overlay**

BL2025-793 and BL2025-794

2025Z-036PR-001

16 - Welsch

07 - Player

Councilmember Ginny Welsch, applicant; various owners.

Staff Reviewer**Staff Recommendation**

Welch

Disapprove as submitted and approve a substitute with conditions if the associated case is approved and disapprove without all conditions. If the associated case is not approved, staff also recommends disapproval.

APPLICANT REQUEST

To apply an Urban Design Overlay District (UDO) for various properties on the east and west sides of Nolensville Pike, south of I-440 and north of Wheeler Street.

Urban Design Overlay

A request to apply an Urban Design Overlay District for various properties located on the east and west sides of Nolensville Pike, south of I-440, between Thompson Lane and Wheeler Street on the east side of Nolensville Pike, and between Veritas Street and Tanksley Avenue to Harlin Drive on the west side of Nolensville Pike, and between Rose Street and Whitsett Road to Glenrose Ave on the east side of Nolensville Pike, zoned Single-Family Residential (RS5, RS7.5, RS10), One and Two-Family Residential (R8, R10), One and Two-Family Residential-Alternative (R8-A, R6-A), Multi-Family Residential (RM20), and Multi-Family Residential-Alternative-No STRP (RM9-A-NS, RM20-A-NS) zonings to Multi-Family Residential-Alternative-No STRP (RM20-A-NS and RM40-A-NS) (620.23 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.

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.

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre.

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. *Metro Codes provides final determinations on duplex eligibility.*

One and Two-Family Residential-Alternative (R6-A) requires a minimum 6,000 square foot lot and



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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. *Metro Codes provides final determinations on duplex eligibility.*

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *Metro Codes provides final determinations on duplex eligibility.*

One and Two-Family Residential-Alternative (R8-A) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre, including 25 percent duplex lots, and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *Metro Codes provides final determinations on duplex eligibility.*

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *Metro Codes provides final determinations on duplex eligibility.*

Multi-Family Residential - Alternative (RM9-A-NS) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. The -NS designation prohibits Short-Term Rental Property – Owner Occupied and Short-Term Rental Property - Not Owner Occupied uses from the district.

Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre.

Multi-Family Residential-Alternative (RM20-A-NS) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. The -NS designation prohibits Short-Term Rental Property – Owner Occupied and Short-Term Rental Property - Not Owner Occupied uses from the district.

Proposed Zoning

Urban Design Overlay (UDO) is intended to allow for the application and implementation of special design standards with the intent of achieving a sense of place by fostering a scale and form of development that emphasizes sensitivity to the pedestrian environment, minimizes intrusion of the automobile into the built environment, and provides for the sensitive placement of open spaces in relationship to building masses, street furniture and landscaping features in a manner otherwise not insured by the application of the conventional bulk, landscaping and parking standards of the Zoning Code.

SOUTH NASHVILLE 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



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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.

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.

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.

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

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.

CONTEXT ON THIS PROPOSAL AND THE HOUSING & INFRASTRUCTURE STUDY

As we understand it, the purpose of this rezoning and Urban Design Overlay is to allow additional housing opportunity, a goal the Department supports. The Housing & Infrastructure study notes that, over the next 10 years Nashville has a likely deficit of 20,000 – 40,000 units in zoning capacity. Draft findings also suggest a need to allow lower cost homes. Initial recommendations from the study support growth close to frequent transit service in walkable places with access to services, such as grocery stores and parks. The draft recommendations lay out a four-part test for changes to the zoning code or zoning map:



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1. Is it supported by NashvilleNext?
2. Will it be supported by infrastructure, either existing infrastructure with capacity, infrastructure provided with new development, or infrastructure aligned with planned, public improvements?
3. Will it result in design and form of new construction that better matches its context, especially within or transitioning to neighborhoods.
4. Will it support a housing market that provides better opportunities for Nashvillians?

Accomplishing housing goals through an Urban Design Overlay (UDO) may have unintended consequences and contrary objectives.

Staff experimented with UDOS as a tool to introduce more housing types initially in Wedgewood Houston in 2021. The Planning Commission adopted the Wedgewood Houston UDO as a creative approach for this purpose. The approval followed a year-long community plans process that led to the development of the UDO. Planning staff included detailed design standards that helped protect characteristics of value to the community and was specifically tailored to the Wedgewood Houston area. It is administered by the Planning Department and one of the reasons it was initially proposed was because the city lacked a diversity of zoning types and contextual bulk standards *within the base zoning districts*.

A healthy zoning code would include enough diversity of housing types within the base zoning districts to respond to the needs of our communities in both form and function. Many of the kinds of housing forms promoted by a UDO can be accomplished in a base zoning district. Such districts would create the kinds of predictability all our community deserves and would be administered by Codes resulting in a more streamlined approach to housing delivery. As it stands, UDOS introduce an added layer of review from the Planning Department whereas development within a base zoning district is administered by Codes. Additional regulatory layers and reviews are generally contrary to any effort to simplify the code or more quickly deliver housing from a regulatory perspective.

Staff will propose additional zoning types for Council consideration within the Housing & Infrastructure process this summer. Some of the districts that may be proposed to change are included within this case; therefore, there is a scenario where property owners in this area will experience several discreet and potentially significant changes to the zoning of their property within a matter of months.

Further, given that staff review of this case occurred concurrently with the Housing & Infrastructure work, there was a significant challenge in aligning our policy thought with both documents (the Housing & Infrastructure Study and the staff reports for this case). Council required that the Housing & Infrastructure Study give deep consideration to infrastructure deficiency together with areas proposed for zoning change. This process has driven constructive working conversations and analysis between multiple departments within development services, which informed our approach to this case.

Given the guidance from Metro Council on Housing & Infrastructure and consistent with our review of zoning cases, staff incorporated feedback from the infrastructure departments in this review to provide visibility to issues around growth management. The guidance is reflected in the



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staff report in both directions: information from Water Services about strong capacity in the area bolstered staff's finding that an upzoning near the corridor at the upper limit of NashvilleNext is appropriate, but concerns expressed by NDOT and Water about lack of sidewalks and stormwater deficiency also informed staff's thinking about where to suggest removing areas proposed for change. We welcome a conversation with the Commission, Metro Council and Departments overall about expectations for what information the Department should provide during review of large scale upzonings and downzonings in the future.

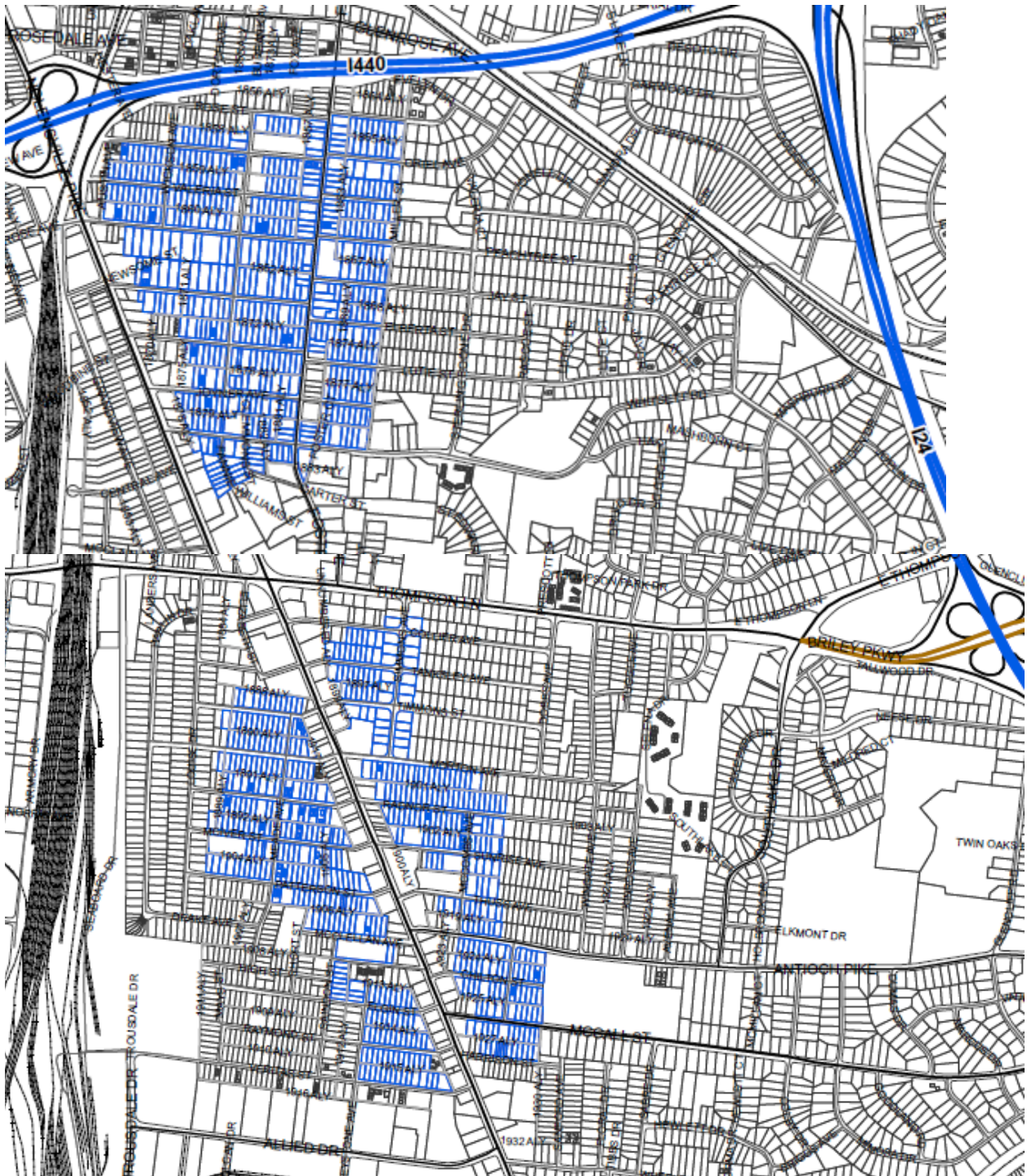
SITE CONTEXT AND PLAN DETAILS

The 620.23 acre site encompasses the residential neighborhoods of South Nashville on the east and west sides of Nolensville Pike, south of I-440, between Thompson Lane and Wheeler Street on the east side of Nolensville Pike, and between Veritas Street and Tanksley Avenue to Harlin Drive on the west side of Nolensville Pike, and between Rose Street and Whitsett Road to Glenrose Ave on the east side of Nolensville Pike. The boundary area of the UDO encompasses predominantly residential uses. The standards of the UDO would apply to residential properties when the property is redeveloped, or a vacant site is developed. Structures that existed prior to this UDO and new additions to the existing structures are exempt from the UDO standards and would be required to follow base zoning. Nonresidential and mixed-use structures are exempt from the requirements of the UDO. Owner-occupied and not owner-occupied short-term rentals are prohibited throughout the entire UDO area with the proposed new base zoning.

The bill as filed would adopt the South Nashville Urban Design Overlay to apply standards to various properties within District 16, which are also included in the associated rezone case (#2025Z-036PR-001). The associated rezoning case requests to rezone various parcels within the entire overlay area from their current zoning designations to RM20-A-NS and RM40-A-NS. Staff recommends a modified UDO boundary eliminating such parcels that we find do not meet the policy and are without improved infrastructure and further away from transit, consistent with the recommended base rezoning map. Staff recommends the associated rezoning case because it is coupled with the UDO as the UDO applies design guidelines for future projects in keeping with the characteristics of the surrounding area.



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Staff's Recommended UDO Exhibit

The properties identified in this exhibit are staff's recommended modified UDO boundary.



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The UDO outlines the following goals:

- Provide standards for maintaining and enhancing existing character in an evolving urban neighborhood consistent with Nashville Next
- Enables more housing to address housing demand.
- Encourage additional housing at a scale and design that is compatible with the surrounding properties.

The South Nashville UDO is proposed to enable more housing within the area while providing guidance for such new development to ensure appropriate design is maintained between the new growth and the existing character of the area. The goal of the UDO is to ensure context appropriate design is applied to future housing within the area. The UDO provides standards as it relates to bulk regulations, materials and façade treatments, massing, landscape and access. In circumstances where the UDO is silent, the base zoning and overlays would then apply.

Key design components of the UDO include:

- Removes minimum lot size
- Replaces Floor Area Ratio (FAR) standards with new Gross Floor Area (GFA) standards
- Establishes contextual street setbacks based on adjacent sites
- Provides massing standards
- Identifies access requirements for properties with and without alley access
- Sets Impervious Surface Ratio (ISR) for single- and multi-family uses.
- Established maximum height

The UDO sets a maximum ISR of 0.7 for multi-family residential and 0.4 for single-family residential. Given the staff recommended UDO boundary encompasses existing developed neighborhoods, staff recommends a condition to modify the UDO requirements to include a maximum ISR of 0.65 for multi-family, a maximum ISR of 0.5 for two-family, and the ISR for single-family to remain as proposed. This recommendation is an effort to be more in keeping with the existing character of the area and provide additional opportunities to address stormwater issues. Staff recommended modifications to the UDO are in alignment with staff's modified rezoning boundary. Stormwater and traffic infrastructure requirements will be evaluated with each final site plan to determine compliance with Metro requirements.

Balancing growth and intensity near centers and corridors is fundamental to implementing Nashville Next and achieving the overall goals of the plan. Therefore, staff's recommendation seeks to balance adding additional density near Nolensville Pike in the transition areas to support the goals of creating more walkable corridors and supporting high capacity transit. However, staff's recommendation also seeks to address the policy goals in the neighborhoods further from Nolensville Pike, many of these T3 suburban policy.

Staff is unable to support the UDO as proposed as we find portions of the boundary area do not meet NashvilleNext policy, are further from the corridor and lack improved infrastructure that will support growth to the scale proposed. NDOT expressed concerns about zoning change in areas with narrow pavement widths and how these together affect street parking and the impact on safety services. Given that staff recommends prioritizing zone change near the transit corridors, we find



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this direction generally addresses NDOT's concerns in this case. However, staff acknowledges a need for additional work be done at a policy level.

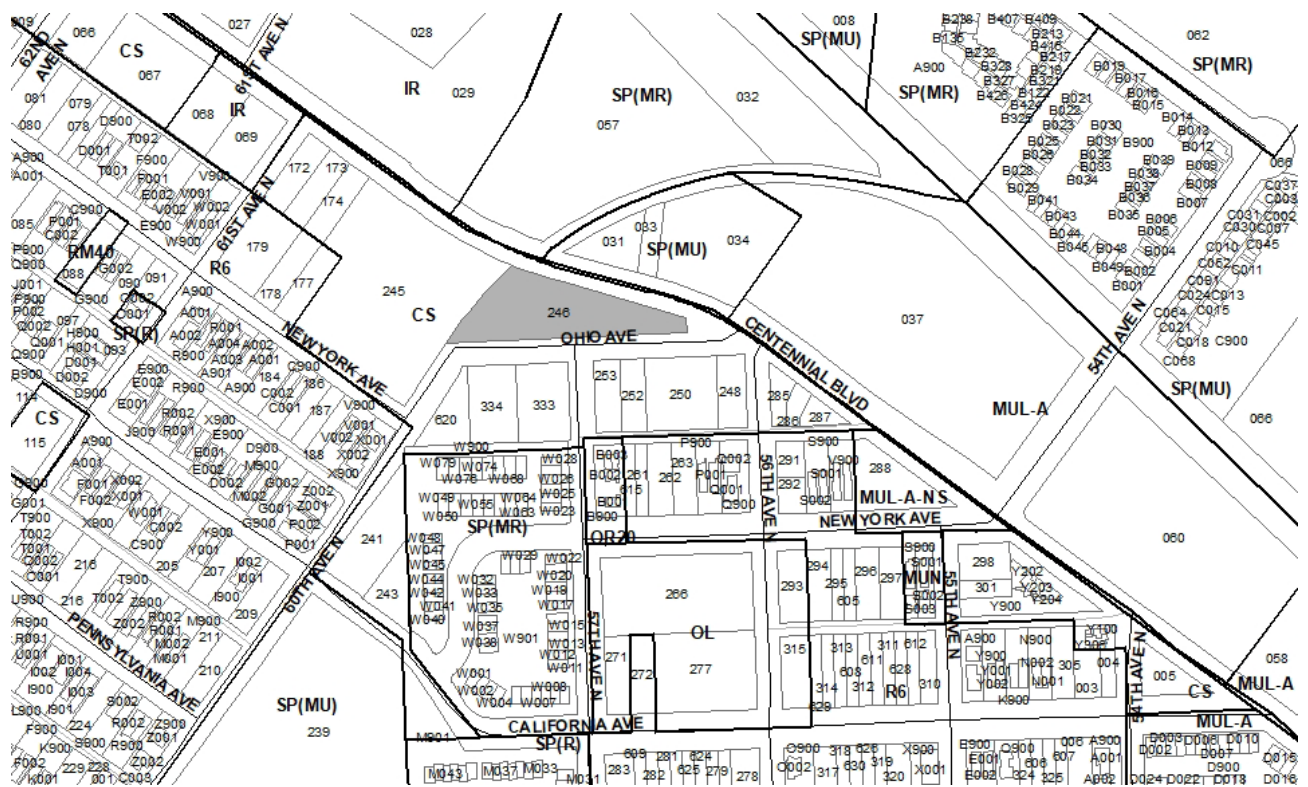
Therefore, staff recommends disapproval as submitted and approval of a substitute if the associated case is approved. If the associated case is not approved, staff recommends disapproval.

CONDITIONS

1. Update the corrected copy to include only the area proposed for approval.
2. Update the corrected copy with the following standard: Multi-family residential ISR maximum shall be 0.65
3. Update the corrected copy with the following standard: Maximum ISR for two-family residential shall be 0.5.



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2025SP-022-001

5701 CENTENNIAL BLVD

Map 091-02, Parcel(s) 246

07, West Nashville

20 (Rollin Horton)



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Item #29

Project Name

Council District

School District

Requested by

Specific Plan 2025SP-022-001

5701 Centennial Blvd

20 – Horton

09 – Tylor

Reno & Cavanaugh, applicant; Henrad Centennial Development I, LLC, owner.

Staff Reviewer

Marton

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Preliminary SP to permit a mixed-use development.

Preliminary SP

A request to rezone from Commercial Service (CS) to Specific Plan (SP) zoning for property located at 5701 Centennial Boulevard, at the northern corner of Ohio Avenue and 60th Avenue North, to permit a mixed-use development (1.04 Acres).

Existing Zoning

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

Proposed Zoning

Specific Plan-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.

WEST NASHVILLE COMMUNITY PLAN

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

SITE CONTEXT

The subject site consists of one parcel, totaling 1.04 acres, located at the intersection of Ohio Avenue and Centennial Boulevard. The property has been zoned CS since 1998 and currently includes a warehouse structure with bar/restaurant uses and a dog park. Surrounding properties are zoned CS, Mixed-Use Limited-Alternative (MUL-A), and SP, while surrounding land uses include heavy manufacturing, lumber yard, office, auto repair, and multi-family residential.



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2025SP-022-001

5701 CENTENNIAL BLVD Regulatory Specific Plan



Development Summary Site Data:

SP Name	5701 Centennial Boulevard
Council District	20 – Rollin Horton
Parcel ID	09102024600
Site Acreage	1.04
Existing Zoning	CS
Proposed Zoning	Specific Plan
Proposed Uses	All uses permitted in MUL-A, plus pet grooming and related services, not including overnight boarding of animals
CCM Policy	T4-CM – Urban Mixed Use Corridor

Proposed SP



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SITE HISTORY AND EXISTING ENTITLEMENTS

The subject site received building permits in 2023 for a renovation of an existing warehouse that includes bar/restaurant uses and an exterior renovation for a dog park. Following renovations, the property owner was notified of a violation related to a 6' vinyl fence, which did not meet setback standards of the code. While a fence was shown on the building permit set, Metro Codes does not review building permits for fences, and approval of a building permit does not equal approval of a fence. Therefore, the property owners submitted an application to the Board of Zoning appeals to request a variance from setback requirements. The case was originally reviewed by the Board of Zoning Appeals on November 11, 2024 (2024-239), and was ultimately denied at the December 5, 2024, hearing.

PLAN DETAILS

The regulatory SP includes various standards that would allow for a mixed-use development on the site. The SP would permit all uses of the MUL-A zoning district plus pet grooming and related services. Building standards for new structures and additions to existing structures would follow the bulk standards of the MUL-A district. Short term rental property, owner occupied, and non-owner occupied are not permitted throughout the entire development. The SP includes a standard that will require the owner to work with NDOT to install a compliant crosswalk across Centennial Boulevard, at the intersection with Ohio Avenue. Additionally, the regulatory SP includes a standard that would allow a 6-foot solid vinyl/wood fence located within one foot of the public right of way.

ANALYSIS

The site is within the T4 Mixed Use Corridor (T4 CM) policy area. T4 CM policy is intended to enhance urban mixed-use corridors by encouraging a greater mix of higher density residential and mixed-use development along the corridor. The proposed SP would allow for all uses of the MUL-A zoning district including pet grooming and related services and new development would be required to meet the bulk standards of MUL-A. The uses allowed per MUL-A align with the goals of T4 CM policy as it provides for residential, commercial, office, and light industrial opportunities. The Alternative (-A) standards will provide additional guidance for urban design and form. Given the location along Centennial Boulevard, which is classified as an arterial boulevard, the site is an appropriate location for a higher intensity mixed use development. While the SP's fence standard is a modification of the current Zoning Code requirement, staff is supportive of the standard given the fence has been in its current location for many years, is compatible with the existing use, and the applicant has made changes to address NDOT safety concerns by removing opaque fencing at the intersection to address sight distance guidance. Additionally, NDOT has conditioned that the applicant coordinate on the design of a crosswalk at the intersection of Centennial Boulevard and Ohio Avenue at final SP to enhance pedestrian safety. Overall, the plan meets the general goals of the T4 CM policy area and staff recommends approval.

FIRE MARSHAL RECOMMENDATION

Approve



Metro Planning Commission Meeting of 04/24/2025

HISTORIC ZONING RECOMMENDATION

Approve

- Phase I archaeological survey recommended.

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. The following are general approval comments and conditions; Any public access point (ramps, drives) and/or intersection 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. Coordinate w/ NDOT traffic on any proposed pedestrian crossings.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- At Final SP, the applicant shall submit a stamped sight distance exhibit for the intersection of Ohio Ave and Centennial Blvd that follows AASHTO guidance for stopping sight distance (SSD) and intersection sight distance (ISD).
- Prior to Final SP submittal, the applicant shall coordinate with NDOT on the design of the cross-walk on Centennial Blvd at or near the intersection of Ohio Ave, dependent upon constraints. The cross-walk will require additional enhancements and shall follow the guidance of FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations.
- 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.

STORMWATER RECOMMENDATION

Approve

METRO WATER SERVICES RECOMMENDATION

Approve with conditions

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

Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	1.04	0.6 F	27,181 SF	1,026	26	104



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Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	0.52	1.0 F	22 U	118	8	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
Retail (820)	0.26	1.0 F	11,325 SF	428	11	43

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.26	1.0 F	11,325 SF	1,270	113	111

Traffic changes between maximum: CS and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+790	+106	+60

METRO SCHOOL BOARD REPORT

The mix of uses could vary and assumption of impact at this point is premature. Students would attend Cockrill Elementary School, Moses McKissack Middle School, and Pearl-Cohn High School. Cockrill Elementary School, Moses McKissack Middle School and Pearl-Cohn 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

Approve with conditions and disapprove without all conditions.

CONDITIONS

1. Permitted uses shall be limited to those permitted under the MUL-A district, plus pet grooming and related services. Overnight boarding of animals is prohibited. Short term rental property, owner occupied and short-term rental property, not owner occupied, shall be prohibited within the entire development.
2. On the corrected copy, provide a definition for "Pet Grooming and related uses."
3. On the corrected copy, remove standard #4 and on the corrected copy, replace with NDOT Traffic condition #2.
4. On the corrected copy, remove standards #6 and #7.
5. On the corrected copy, update the numbered standards to reflect the corrections above.



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6. Should the current use cease operations and the site redevelops as a different use, right-of-way dedication and road improvement details shall be provided along Centennial Boulevard and Ohio Avenue consistent with Major and Collector Street Plan (MCSP) and/or local requirements.
7. With future development, should the fence be removed, the fence must be located outside of the ultimate right-of-way as defined by the MCSP.
8. With the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
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 the final site plan application.
11. 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 MUL-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
12. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
13. 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.
14. No master permit/HPR shall be recorded prior to final SP approval.
15. Final plat may be required prior to permitting.
16. 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.
17. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.