



METROPOLITAN PLANNING COMMISSION

DRAFT MINUTES

June 26, 2025
4:00 pm Regular Meeting

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

MISSION STATEMENT

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

Greg Adkins, Chair
Jessica Farr, Vice-Chair

Commissioners Present:
Greg Adkins, Chair
Stewart Clifton
Kathy Leslie
Edward Henley
Leah Dundon
Councilmember Jennifer Gamble

Commissioners Absent:
Jessica Farr, Vice Chair
Dennie Marshall
Matt Smith
Asia Allen

Staff Present:
Lisa Milligan, Assistant Director of Land Development
Lora Fox, Legal Counsel
Andrea Dorlester, Planning Manager II
Bob Leeman, Planning Manager II
Abbie Rickoff, Planning Manager I
Dustin Shane, Planner II
Laszlo Marton, Planner II
Madalyn Welch, Planner II
Jeremiah Commey, Planner I

Lucy Alden Kempf
Secretary and Executive Director, Metro Planning Commission

Metro Planning Department of Nashville and Davidson County
800 President Ronald Reagan Way, P.O. Box 196300 Nashville, TN 37219-6300
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Notice to Public

Please remember to turn off your cell phones.

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

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

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

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

Writing to the Commission

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

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

Fax: (615) 862-7130

E-mail: planning.commissioners@nashville.gov

Speaking to the Commission

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

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

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

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

Meetings are conducted in accordance with the Commission's Rules and Procedures.

Legal Notice

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



The Planning Department does not discriminate on the basis of race, color, national origin, gender, gender identity, sexual orientation, age, religion, creed or disability in admission to, access to, or operations of its programs, services, or activities. Discrimination against any person in recruitment, examination, appointment, training, promotion, retention, discipline or any other employment practices because of non-merit factors shall be prohibited. For ADA inquiries, contact Randi Semrick, ADA Compliance Coordinator, at (615) 880-7230 or e-mail her at randi.semrick@nashville.gov. For Title VI inquiries, contact Human Relations at (615) 880-3370. For all employment-related inquiries, contact Human Resources at (615) 862-6640. If any accommodations are needed for individuals with disabilities who wish to be present at this meeting, please request the accommodation [here](#) or by calling (615) 862-5000. Requests should be made as soon as possible, but 72 hours prior to the scheduled meeting is recommended.

MEETING AGENDA

A: CALL TO ORDER

The meeting was called to order at 4:00 p.m.

B: ADOPTION OF AGENDA

Ms. Leslie moved, and Mr. Clifton seconded the motion to adopt the agenda. (6-0)

C: APPROVAL OF JUNE 12, 2025 MINUTES

Mr. Henley moved, and Ms. Gamble seconded the motion to approve of the meeting Minutes for June 12, 2025. (6-0)

D: RECOGNITION OF COUNCILMEMBERS

Councilmember Huffman spoke in favor of Item 1 and Item 18.

Councilmember Druffel spoke in favor of Item 10.

E: ITEMS FOR DEFERRAL / WITHDRAWAL: 3, 4, 5, 6, 12, 13, 14, 15, 16, 19, 22, 23, 26

Ms. Dundon moved, and Ms. Leslie seconded the motion to approve the Deferred and Withdrawn items. (6-0)

F: CONSENT AGENDA ITEMS: 30, 31, 32, 37

Mr. Clifton moved, and Mr. Henley seconded the motion to approve the Consent Agenda. (6-0)

G: HOUSING & INFRASTRUCTURE STUDY RECOMMENDATIONS MEMO

Katie Kemezis, Planning Manager I, Long Range Planning, provided an update on the study. Ms. Kemezis explained the four phases of the study, including the general project approach and goals, community engagement key takeaways, recommended phased changes to Zoning and Building Code, and the next steps.

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

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

H: ITEMS TO BE CONSIDERED

- 2025Z-003TX-001**
FINAL SITE PLAN NOTICING
BL2025-820
Council District: Countywide
Staff Reviewer: Dustin Shane

A request to amend Chapter 17.40 of the Metropolitan Code of Laws to require mailed notices for certain final site plans, requested by Councilmember Jordan Huffman.

Staff Recommendation: Disapprove the bill as filed and approve a substitute ordinance.

APPLICANT REQUEST

The original ordinance amends the Zoning Code to require mailed notices to surrounding properties for certain final site plans. A substitute ordinance is planned to be filed which will require written notice to the district councilmember for certain final site plans.

PROPOSED AMENDMENTS TO TITLE 17 - SUBSTITUTE ORDINANCE

The substitute ordinance amends Section 17.40 of the Metropolitan Code of Laws by adding a new Section 17.40.175 to require written notice to the district councilmember for certain final site plans.

The new section is proposed as follows: Substitute Ordinance: BL2025-820

17.40.175 – Notice of final site plan.

A. Prior to the approval of a final site plan or issuance of a zoning permit for new construction, the applicant shall provide written notice to the district council member in whose council district the subject property or properties included in the final site plan is located in if the following characteristics are met:

- 1.The final site plan includes five or more dwelling units.
- 2.The property or properties included in the final site plan have maintained the same zoning district for four or more years prior to the application for a final site plan.
3. The property or properties included in the final site plan are located within one thousand feet of a property zoned RS, R, or RM.
- 4.Final site plans that include properties zoned DTC shall be excluded from this requirement.

B. The written notice shall include the total number of dwelling units proposed.

HISTORY

The original bill passed First reading at the May 6, 2025, Council meeting. Second reading and public hearing is scheduled for July 1, 2025. The bill should be deferred to the August 5, 2025, public hearing so that the substitute can be introduced.

While this ordinance was originally filed and scheduled for a Planning Commission public hearing on May 22, 2025, it was deferred at that meeting to allow time for a substitute ordinance to be drafted. Codes and Planning staff discussed this with Councilmember Huffman and he has indicated that a substitute ordinance will be filed which changes the overall scope of what will be proposed.

SUBSTITUTE ORDINANCE ANALYSIS

The substitute ordinance will require written notice to the district councilmember for certain final site plans that include five or more dwelling units.

Planning and Codes staff recommend approval of this substitute as we find that it will provide the opportunity for additional information to be sent to the district councilmember in a timely manner. This will also provide the opportunity for the district councilmember to be informed of plans that are under review at Planning or Codes. This proposal will not burden staff or slow down the permitting process.

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.

The Planning Commission public hearing is scheduled for June 26, 2025. This item will then need to be deferred to the July 24, 2025, Planning Commission meeting for consideration.

PROPOSED AMENDEMENTS TO TILE 17 – ORIGINALLY FILED ORDINANCE

The bill as filed would amend Section 17.40 of the Metropolitan Code of Laws by adding a new Section 17.40.175 to require mailed notices for certain final site plans.

The new section is proposed as follows:

17.40.175 – Notice of final site plan.

A. Prior to the approval of a final site plan or issuance of a zoning permit for new construction, the applicant shall provide mailed notice to all property owners within one thousand feet of the subject property or properties included in the final site plan if the following characteristics are met:

- 1.The final site plan includes five or more dwelling units.

2. The property or properties included in the final site plan have maintained the same zoning district for four or more years prior to the application for a final site plan.
3. The property or properties included in the final site plan are located within one thousand feet of a property zoned RS, R, or RM.
4. Final site plans that include properties zoned DTC shall be excluded from this requirement.

B. The mailed notice shall include the total number of dwelling units proposed.

C. Properties owned by the applicant shall not be included in the required mailing.

D. In addition to notification of individual property owners, an incorporated condominium association registered with the metropolitan clerk as requesting notification shall also be notified.

ORIGINAL ORDINANCE ANALYSIS

While the Planning and Codes Departments support transparency in reviewing and processing final site plans, providing mailed notices at this stage of the development process could create confusion and false expectations for the recipients.

At the final site plan or building permit point of the process the developer has finalized the grading and construction plans and is expecting an administrative review for compliance with all Metro requirements. Once the review is completed, the developer has a reasonable expectation that the Codes Department will move forward with the issuance of the building permits in a timely manner. Requiring notice for a process that is typically “by right” introduces uncertainty and more steps to the process, while the Housing and Infrastructure Study being conducted by the Planning Department encourages removing regulatory barriers.

The Planning Department and Codes Departments currently provide opportunities for the public to see what applications have been filed, including the Development Tracker Website: <https://maps.nashville.gov/DevelopmentTracker/#> and permits can also be found under Permit History within the Parcel Viewer application: <https://maps.nashville.gov/ParcelViewer/> Nashville.gov also hosts a data viewer that provides an even more interactive and responsive data set for the general public.

The Codes Department and Planning Department anticipate the proposed amendment will require more staff time to create the notices and mailing lists for the applicant and will add additional time to review permits to check zoning history and distance to R, RS and RM properties. Ultimately, this could result in the need for additional staffing if overall productivity decreases significantly. Given the existing resources available to district councilmembers and the general public, Metro Codes sees this legislation as a duplicative effort and a misallocation of resources. District councilmembers are provided with two reports each month from the Codes Department: one report showing the building permits issued and one report showing building permit applications received by Codes for the district over the last 30 days.

STAFF RECOMMENDATION

Disapprove the bill as filed and approve a substitute ordinance.

SUBSTITUTE ORDINANCE NO. BL2025-820

An ordinance amending Chapter 17.40 of the Metropolitan Code of Laws to require ~~mailed~~ written notices ~~to the district council member~~ for certain final site plans (Proposal No. 2025Z-003TX-001).

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

Section 1. That Chapter 17.40 of the Metropolitan Code is hereby amended by adding the following as a new Section 17.40.175:

17.40.175 – Notice of final site plan.

A. Prior to the approval of a final site plan or issuance of a zoning permit for new construction, the applicant shall provide ~~mailed~~ written notice to ~~all property owners within one thousand feet of the district council member in whose council district~~ the subject property or properties included in the final site plan is located in if the following characteristics are met:

1. The final site plan includes five or more dwelling units.

2. The property or properties included in the final site plan have maintained the same zoning district for four or more years prior to the application for a final site plan.

3. The property or properties included in the final site plan are located within one thousand feet of a property zoned RS, R, or RM.

4. Final site plans that include properties zoned DTC shall be excluded from this requirement.

B. The ~~mailed~~ written notice shall include the total number of dwelling units proposed.

~~C. Properties owned by the applicant shall not be included in the required mailing.~~

~~D. In addition to notification of individual property owners, an incorporated condominium association registered with the metropolitan clerk as requesting notification shall also be notified.~~

Section 2. 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 3. 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.

INTRODUCED BY:

Jordan Huffman
Member of Council

Mr. Shane presented the staff report with the recommendation to disapprove as filed and approve with a substitute ordinance. Mr. Shane explained that per the Rules and Procedures, this item needs to be deferred to the July 24, 2025, Planning Commission meeting following the public hearing.

Chair Adkins closed the Public Hearing.

Councilmember Gamble stated she thinks it's always a good idea to make community members more aware and that she supports this item. She questioned if the final site plan review will be reviewed administratively.

Mr. Shane explained that final site plan is an administrative review and process, and then comes to the Commission at the end for approval.

Ms. Dundon questioned if the bill is changing the surrounding properties from getting notified to the council person.

Mr. Shane answered in the affirmative and explained that no one currently gets notified at this time for the final site plans.

Ms. Kempf explained that the hope with this substitute is to inform people of what's going on.

Mr. Henley moved, and Ms. Dundon seconded the motion to defer to the July 24, 2025, Planning Commission meeting. (6-0)

2. 2021SP-059-003
9TH & BUCHANAN (AMENDMENT)
Council District: 21 (Brandon Taylor)
Staff Reviewer: Laszlo Marton

A request to amend a Specific Plan for properties located at 1701, 1703, 1705, 1707, 1709 & 1711 9th Avenue North and 901 Buchanan Street, at the southern corner of 9th Avenue North and Buchanan Street, zoned SP and partially within a Detached Accessory Dwelling Unit Overlay District, (1.08 acres), to permit a mixed-use development, requested by Centric Architecture, applicant; 901 Buchanan Development Partners, owner.

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

APPLICANT REQUEST

SP amendment to permit a mixed-use development.

SP amendment

A request to amend a Specific Plan for properties located at 1701, 1703, 1705, 1707, 1709 & 1711 9th Avenue North and 901 Buchanan Street, at the southern corner of 9th Avenue North and Buchanan Street, zoned Specific

Plan (SP) and partially within a Detached Accessory Dwelling Unit Overlay District, to permit a mixed-use development (1.08 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.

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

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 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.

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.

SITE CONTEXT AND PLAN DETAILS

The subject site consists of seven properties, totaling 1.08 acres, located at the intersection of 9th Avenue North and Buchanan Street. The site is bounded by Buchanan Street and a segment of 9th Avenue North right-of-way along its frontage, Interstate 65 to the east, an alley at its rear (south), and commercial property to the west. The property currently includes two single-family homes as well as several vacant parcels. Surrounding properties are zoned Single-Family Residential (RS5), Commercial Service (CS), and Mixed Use Limited-Alternative (MUL-A), while surrounding land uses are single family residential, commercial retail, and the Jones Paideia elementary school is located across Buchanan Street.

In April 2022, Metro Council approved a preliminary SP (2021SP-059-001; BL2022-150) on the subject site to permit a mixed-use development that included a two-story mixed-use building fronting the Buchanan Street and 9th Avenue North intersection and an accompanying dog park area totaling 32,093 square feet. The site plan included surface parking and access via the existing driveway off 9th Avenue North as well as access via the alley to the rear. A final site plan application was submitted in 2022, but has not yet been approved.

The SP proposes two layout options; Option A, a layout with groups of attached townhomes and Option B, a layout with a single mixed-use building. For Option A, units are oriented to the Buchanan Street and 9th Avenue North street frontages, as well as internally towards a private drive aisle. For Option B, the building is oriented to the Buchanan Street and 9th Avenue street frontages. The SP would permit all uses of the MUL-A-NS zoning district with restrictions on specific uses including alternative financial services, beer and cigarette market, and bar or night club, which are prohibited. Short Term Rental Properties, owner occupied and not owner occupied, are prohibited from both options. Both layout options would be limited to the bulk standards of MUL-A, with a modified maximum height standard of four stories in 60 feet with no setback.

For both site layout options, access to the site is shown via the terminus of Jane Street at the southeast corner of the site. Along the site's Buchanan Street frontage, the existing access ramp off of 9th Avenue North is proposed to be removed and replaced with a sidewalk and planting strip per the Major and Collector Street Plan (MCSP). With the removal of the access ramp and the continuation of the sidewalk network along Buchanan Street, pedestrian access would be maintained. The plan identifies the existing pavement within the 9th Avenue North right-of-way to be removed and provides an extension of the Jane Street pavement for a turnaround. The rear alley is proposed for loading and fire access at the southwest corner. Access to the dumpster enclosure is also proposed at this corner off of the alley. Along the southern boundary of the site, a Type B5 Landscape Buffer is shown along the length of the alley to screen the parking from neighboring properties to the south. Parking for both site plan options identifies parking in the rear, behind the buildings.

ANALYSIS

The policy on the site is split, with T4 Mixed Use Corridor (T4 CM) on the western half of the site and T4 Neighborhood Center (T4 NC) on the eastern half of the site. The SP proposes two site layout options that largely follow the uses and bulk standards allowed per MUL-A, which aligns with the goals of the T4 CM and T4 NC policies as they provide for mixed use, residential, and commercial opportunities. Both site layout options provide appropriate orientation, setbacks, and building heights that will provide appropriate urban form. As the site is adjacent to the lower intensity T4 Neighborhood Maintenance policy to the rear, both layout options provide an appropriate transition by placing the bulk of the massing along the northern half of the property and providing a landscaped buffer along the alley. The SP aligns with the policy goals to limit parking and access to the rear of the site behind the buildings, effectively screening parking from view of the street and allowing for a pedestrian oriented environment along the site's frontage. While the plan proposes to restrict vehicle access along Buchanan Street, removal of ingress and egress at this location will enhance the pedestrian network along the frontage and improve safety by reducing vehicular conflict points with both pedestrian and cyclists. As the site is within a five-minute walk to a bus stop on WeGo Route 22, the plan meets the goals of NashvilleNext to provide more housing choices along transit corridors.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire access connection to alley. Limited building details provided. Subject to additional review prior to construction permit.

WEGO RECOMMENDATION

Approve with conditions

- WeGo improvements to be coordinated at SP final

HISTORIC ZONING

Approve

- Phase I archaeological survey recommended.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. The following are general approval comments and conditions; Any public access point (ramps, drives) and/or intersection should meet AASHTO stopping sight distance requirements.
- Coordinate w/ metro planning on MCSP requirements along existing ROW frontages. For reference, provide call outs on the final site plan for MCSP requirements. Call out and dimension any ROW dedications that are to accommodate ROW frontage requirements.
- In general, with a final: Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT standard details.
- 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. 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.
- 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. Comply w/ NDOT traffic comments/conditions of approval.
- Provide full-width, paved alley improvements, per ST-263. Provide truck turning exhibits for proposed site access point off ROW terminus (Jane St.). Based on the proposed layout, if truck turning exhibit(s) cannot be met at the terminus of Jane St., a circular paved terminus may be required by NDOT.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- The northbound approach of 9th Avenue at Buchanan Street shall be modified to prohibit vehicular ingress and egress, while maintaining pedestrian access. Modifications may be required to ensure utility providers and maintenance vehicles can access the 9th Avenue ROW. Prior to Final SP approval, the applicant shall identify any proposed encroachments in the ROW and, pending NDOT's approval of pavement removal, establish a maintenance agreement for landscaping.
- The applicant shall submit a Level 1 MMTA representing proposed land use and density for both development options, prior to Final SP submittal. At a minimum, pedestrian improvements at the 9th Ave/Delta Ave & Garfield St/Buchanan St intersection shall be required. Coordination with NDOT will be necessary throughout the MMTA review process.
- The applicant shall comply with MCSP requirements along all public ROW frontages, including the 9th Avenue frontage and the proposed sidewalk adjacent to the building, which shall be placed within the existing public ROW.
- Coordinate with WeGo to provide transit stop improvements in proximity to the development.
- Parking shall comply with Metro Code requirements for UZO parking maximums.
- A Traffic Demand Management Plan shall be completed for the future residents of this development. Further coordination with NDOT's TDM coordinator Meghan Matheson (meghan.matheson@nashville.gov). The TDM plan shall be completed at the time of U&O.
- 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: 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)	1.11	-	6 U	31	3	3

Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	1.11	-	3,750 SF	142	3	14

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	0.555	1.0 F	24 U	129	8	11

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.2775	1.0 F	12,087 SF	456	11	46

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)	0.2775	1.0 F	12,087 SF	1,356	120	118

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1,768	+133	+158

* **Mix of uses and unit count could vary. MMTA to be reviewed at final site plan.**

METRO SCHOOL BOARD REPORT

The mix of uses could vary and assumption of impact at this point is premature. Students would attend Robert Churchwell Elementary School, John Early Middle School, and Pearl-Cohn High School. Robert Churchwell Elementary School is identified as under capacity, while John Early Middle School and Pearl-Cohn High School are identified as exceedingly under capacity. This information is based 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 those permitted under the MUL-A-NS district except for alternative financial services, beer and cigarette market, and bar or night club. 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, remove Design Standard #3.
3. On the corrected copy, remove Design Standard #7 and replace with, "In the event of 9th Avenue North right-of-way abandonment, the ultimate location of the build-to-zone shall be further evaluated at the time of final site plan."
4. Modifications to the 9th Avenue North frontage may be required for emergency vehicle access if pavement is to be removed within the right-of-way. Applicant shall coordinate with Planning, NDOT and Fire on treatment of 9th Avenue North and Jane Street for emergency vehicle access prior to final site plan approval.
5. Due to the planned pavement removal on 9th Avenue North fronting the property, applicant shall coordinate on Fire access prior to final site plan approval. A reduction in unit count may be required to accommodate Fire access.
6. The rear landscape buffer shall be located outside of areas needed to accommodate access requirements along rear alley.
7. Units fronting on 9th Avenue North and Buchanan Street shall be oriented to the street and include pedestrian connections to the front of the units.
8. 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.
9. 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.
10. Comply with all conditions and requirements of Metro Reviewing Agencies.
11. 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.
12. 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.
13. 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.
14. 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.
15. No master permit/HPR shall be recorded prior to final SP approval.
16. Final plat may be required prior to permitting.
17. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

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

Approve with conditions and disapprove without all conditions. (6-0)

Resolution No. RS2025-135

"BE IT RESOLVED by The Metropolitan Planning Commission that 2021SP-059-003 is approved with conditions and disapproved without all conditions. (6-0)

CONDITIONS

1. Permitted uses shall be limited to those permitted under the MUL-A-NS district except for alternative financial services, beer and cigarette market, and bar or night club. 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, remove Design Standard #3.
3. On the corrected copy, remove Design Standard #7 and replace with, "In the event of 9th Avenue North right-of-way abandonment, the ultimate location of the build-to-zone shall be further evaluated at the time of final site plan."
4. Modifications to the 9th Avenue North frontage may be required for emergency vehicle access if pavement is to be removed within the right-of-way. Applicant shall coordinate with Planning, NDOT and Fire on treatment of 9th Avenue North and Jane Street for emergency vehicle access prior to final site plan approval.
5. Due to the planned pavement removal on 9th Avenue North fronting the property, applicant shall coordinate on Fire access prior to final site plan approval. A reduction in unit count may be required to accommodate Fire access.
6. The rear landscape buffer shall be located outside of areas needed to accommodate access requirements along rear alley.
7. Units fronting on 9th Avenue North and Buchanan Street shall be oriented to the street and include pedestrian connections to the front of the units.
8. 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.
9. 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.
10. Comply with all conditions and requirements of Metro Reviewing Agencies.
11. 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.
12. 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.
13. 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.
14. 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.
15. No master permit/HPR shall be recorded prior to final SP approval.
16. Final plat may be required prior to permitting.
17. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
18. 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.

3. 2025SP-007-001

13905 OLD HICKORY BOULEVARD

Council District: 31 (John Rutherford)

Staff Reviewer: Matt Schenk

A request to rezone from AR2a to SP zoning for properties located at 13905 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), approximately 1,440 feet west of Whittemore Lane (66.72 acres), to permit 237 residential units, requested by Dale & Associates, applicant; Mike & Patsy & David Pence et al., owners.

Staff Recommendation: Defer to the July 24, 2025, Planning Commission meeting and reopen the public hearing.

The Metropolitan Planning Commission deferred 2025SP-007-001 to the July 24, 2025, Planning Commission meeting and to reopen the public hearing. (6-0)

4. **2025SP-010-001**
6309 NOLENSVILLE PIKE
Council District: 04 (Mike Cortese)
Staff Reviewer: Laszlo Marton

A request to rezone from AR2A to SP zoning for property located at 6309 Nolensville Pike, approximately 130 feet east of Fairmeadows Drive (9.9 acres), to permit 131 multi-family residential units, requested by Barge Design Solutions, applicant; Mike & Patsy Pence & Patsy A. Revocable Living Trust, owners.

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

The Metropolitan Planning Commission deferred 2025SP-010-001 to the July 24, 2025, Planning Commission meeting. (6-0)

5. **2025SP-015-001**
GREENSIDE SP
Council District: 08 (Deonté Harrell)
Staff Reviewer: Celina Konigstein

A request to rezone from AR2A to SP zoning for properties located at 2334 Hobson Pike and Hobson Pike (unnumbered), approximately 808 feet west of Smith Springs Parkway (9.37 acres), to permit 105 multi-family residential units, requested by Dale & Associates, applicant; Soliman Hanna LLC, owner.

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

The Metropolitan Planning Commission deferred 2025SP-015-001 to the July 24, 2025, Planning Commission meeting. (6-0)

6. **2025SP-025-001**
RADNOR CORNER SP
Council District: 16 (Ginny Welsch)
Staff Reviewer: Jeremiah Commey

A request to rezone from RS7.5 to SP zoning for properties located at 406 and 408 McClellan Avenue, approximately 124 feet west of Nolensville Pike, (0.42 acres), to permit six multi-family residential units, requested by Dale & Associates, Inc., applicant; Benjamin Ayodele Adewuyi, owner.

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

The Metropolitan Planning Commission deferred 2025SP-025-001 to the July 24, 2025, Planning Commission meeting. (6-0)

7. **2025SP-026-001**
4326 MAXWELL RD
Council District: 08 (Deonté Harrell)
Staff Reviewer: Jeremiah Commey

A request to rezone from RS10 to SP zoning for property located at 4326 Maxwell Road, approximately 150 feet south of Trailwater Drive (3.8 acres), to permit 36 multi-family residential units, requested by ACE Holdings GP, applicant; Steven J. Sylvester ET UX, owners.

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

APPLICANT REQUEST

Preliminary SP to permit 36 multi-family residential units.

Preliminary SP

A request to rezone from Single-Family Residential (RS10) to Specific Plan (SP) zoning for property located at 4326 Maxwell Road, approximately 150 feet south of Trailwater Drive (3.8 acres), to permit 36 multi-family residential units.

Existing Zoning

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 16 single-family lots based on acreage alone. Application of Metro's Subdivision Regulations may result in fewer lots at this site.*

Proposed Zoning

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

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. 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.

CASE HISTORY

The initial application which requested to rezone from Single-Family Residential (RS10) to Specific Plan (SP) zoning to permit 40 multi-family residential units was deferred at the June 12, 2025, Metro Planning Commission meeting after a public hearing was held, following comments made at the public hearing. The Commission deferred the item to allow the applicant the opportunity to make revisions to the plan based on the comments. The applicant has since submitted a revised plan, which is shown in this report. The revised plan shows detached units fronting on Maxwell Road, which is a change from the previous plan which had four duplex units in this located. Two additional units were removed from the most northern block of townhomes to increase the buffer width. The landscape buffer was modified from a Type C 20 foot buffer to a Type D 30 foot landscape buffer along the western and northern property lines. With the changes, the overall unit count was reduced from 40 units to 36 units.

SITE

The approximately 3.83-acre site contains a two-story single family residential structure. The site is located approximately 150 feet south of Trailwater Drive. The site has frontage on Maxwell Road which is classified as a collector avenue in the Major and Collector Street Plan (MCSP). The site is also within 0.65 miles of Lavergne-Couchville Pike to the west, which is classified as a collector avenue, in the MCSP. The surrounding zoning districts include Single Family Residential (RS10), Agricultural Residential (AR2a) and Specific Plan (SP). The subject site abuts an SP to the east that was approved for single-family residential uses.

PLAN DETAILS

The plan proposes 36 multi-family residential units. Units 1-6 are detached units, oriented towards Maxwell Road. Units 19-24 are in groups of three while the remaining 16 units are in groups of four. These units are located interior to the site, oriented to an internal private drive. The proposed units share access through a private drive from Maxwell Road. Units 1-6 are rear loaded with two car garages while Units 7-36 are front loaded with one car garages.

Units 1-6 are proposed with a maximum height of three stories in 45 feet. Units 7-36 have a maximum height of two stories in 30 feet. All heights are measured from the average elevation to the midpoint of the roof pitch. All units are proposed with pitched roof forms. A minimum of fifteen percent glazing is required on building facades fronting a street. Approximately 20 percent of the site is being maintained as open space.

Sidewalk connections are provided on Maxwell Road. Per the MCSP requirements, the plan shows a six-foot wide planting strip and a six-foot wide sidewalk along Maxwell Road. As shown on the site layout, a 20-foot Type C landscape buffer is proposed along the eastern property line, while a 30-foot Type D landscape buffer is proposed along the western and northern property lines. The landscape buffer is intended to provide a mix of existing trees and new plantings adjacent to lower intensity land uses. A condition has been added for the applicant to provide a tree survey and a preservation plan for existing trees within the designated Type C and D landscape buffers at the time of final site plan.

ANALYSIS

The subject site is located within the 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 proposed plan is consistent with the T3 NE policy goal to allow for higher density with greater housing choice. The plan proposes a multi-family residential development that would provide additional density and housing options. As the primary unit type in the area is single-family residential, the plan meets the intent of the T3 NE policy as it provides a unit type in the form of attached townhomes, which will add to the overall diversity of housing choices in the area. The proposed SP would permit 36 multi-family residential units at a density of approximately nine units an acre, which is within the range of densities supported by the T3 NE policy.

The site has frontage along Maxwell Road, and it is within 0.65 miles of Laverne-Couchville Pike to the west, which is classified as a collector avenue, in the MCSP. The proposed sidewalk along the frontage of the site will help continue the existing sidewalk connection to the east of the subject site and enhance the pedestrian environment and provide alternative modes of transportation.

The proposed height of three stories for the units fronting Maxwell Road and two stories for the internal units is consistent with the policy guidance of one-to-three-story tall buildings.

Units 1-6 are proposed in three stories to provide a transition from Maxwell Road to the units at the rear, which are proposed in two stories. The reduction in height internal to the site is intended to better transition to the adjacent single-family residential homes that are lower in height. All units contain pitched roofs to ensure compatibility with the surrounding pattern. The six units fronting Maxwell Road are detached single family units to better mirror the housing form of the surrounding area.

The landscaping buffers provided along the property boundaries are intended to minimize the proposed development's visual impact on the existing surrounding properties. The proposed SP would permit an appropriately intense residential development that achieves the intent of the policy to provide additional housing choice at a density higher than traditional suburban developments. Staff finds that the plan meets the goals of the T3 NE policy and recommends approval.

FIRE RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve with conditions

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

WATER RECOMMENDATION

Approve with conditions

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

NDOT RECOMMENDATION

Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT.
- Final design and improvements may vary based on actual field conditions.
- The following are general approval comments and conditions;
 - All public commercial ramps, residential driveways shall meet code spacing requirements.
 - Any public access point (ramps, drives) 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.
 - Coordinate w/ metro planning on MCSP requirements along existing ROW frontages.
 - For reference, provide call outs on the final site plan for MCSP requirements. Call out and dimension any ROW dedications that are to accommodate ROW frontage requirements.
 - With the final: Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT standard details.
 - There should be no vertical obstructions in new public sidewalks and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
 - Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
 - Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW.

- On site plans, call out “mill & overlay extents to be coordinated in field with NDOT inspector.” Comply w/ NDOT traffic comments/conditions of approval.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- See roads comments.

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	3.8	4.35 F	16 U	193	16	17

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	3.8	-	40 U	216	14	18

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
-	-	-	-	+23	-2	+1

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 district: 3 Elementary 2 Middle 2 High

Projected student generation proposed SP-R district: 6 Elementary 4 Middle 4 High

The proposed SP-R zoning is expected to generate seven additional students than the existing RS10 zoning district. Students would attend Mt. View Elementary School, J.F. Kennedy Middle School, and Antioch High School. Mt. View Elementary School is identified as exceedingly over capacity, J.F. Kennedy Middle School is identified as at under capacity, and Antioch High School is identified as at over 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 36 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, references to “single-family” shall be replaced with “detached units.”
3. On the corrected copy, the rear setback shall be modified from “20 feet” to “30 feet.”
4. With the final site plan, landscape screening shall be provided between the detached units to minimize surface parking visibility from Maxwell Road.
5. With the final site plan, a tree survey and a preservation plan for existing trees within the designated Type C and D landscape buffers shall be provided. Any trees identified as a Protected and Heritage Trees per 17.28.065 within the buffer yard shall be preserved and have tree protection measures consistent with the requirements of the Metro Zoning Code. The tree preservation plan is subject to staff review and approval prior to the issuance of a grading permit and the approval of the final site plan.
6. 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.
7. 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.
8. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
9. The final site plan shall label all internal driveways as “Private Driveways.” A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
10. 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.

11. Comply with all conditions and requirements of Metro reviewing agencies.
12. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM9, as of the date of the applicable request or application.
13. 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.
14. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
15. No master permit/HPR shall be recorded prior to final SP approval.
16. Final plat may be required prior to permitting.

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

Jody Roberts, spoke in favor of the application.

Steve Sylvester, Maxwell Road resident, spoke in favor of the application.

Dawn Daniel, neighborhood representative, spoke in opposition to the application.

Carlen Castleman, Trailwater Drive resident, spoke in opposition to the application.

Deborah Lenor, nearby resident, spoke in opposition to the application.

Jody Roberts spoke in rebuttal.

Chair Adkins closed the Public Hearing.

Ms. Leslie stated she appreciates the changes that were made by staff and the developer.

Mr. Henley explained that there is an opportunity to use a site that's oversized to produce a substantial amount of housing that is needed. He stated he is inclined to support this project.

Councilmember Gamble stated she appreciates the changes made to this plan, including the buffer and diversity of housing. She stated she was hoping for a little less density than what is being proposed today, but she thinks the layout works.

Ms. Dundon stated the tree preservation is a critical part of this. She questioned if the tree preservation is within the 30 foot buffer.

Mr. Leeman explained that the landscape buffer usually includes existing trees, and if there are not enough existing trees, they might have to supplement with new trees to accomplish the C or D buffer requirement within the zoning code, but that the intent would be to keep as many existing trees as possible.

Mr. Clifton stated he supports staff recommendation.

Mr. Henley moved, and Ms. Leslie seconded the motion to approve with conditions and disapprove without all conditions. (6-0)

Resolution No. RS2025-136

"BE IT RESOLVED by The Metropolitan Planning Commission that 2025SP-026-001 is approved with conditions and disapproved without all conditions. (6-0)

CONDITIONS

1. Permitted uses shall be limited to a maximum of 36 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, references to "single-family" shall be replaced with "detached units."
3. On the corrected copy, the rear setback shall be modified from "20 feet" to "30 feet."

4. With the final site plan, landscape screening shall be provided between the detached units to minimize surface parking visibility from Maxwell Road.
5. With the final site plan, a tree survey and a preservation plan for existing trees within the designated Type C and D landscape buffers shall be provided. Any trees identified as a Protected and Heritage Trees per 17.28.065 within the buffer yard shall be preserved and have tree protection measures consistent with the requirements of the Metro Zoning Code. The tree preservation plan is subject to staff review and approval prior to the issuance of a grading permit and the approval of the final site plan.
6. 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.
7. 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.
8. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
9. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
10. 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.
11. Comply with all conditions and requirements of Metro reviewing agencies.
12. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM9, as of the date of the applicable request or application.
13. 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.
14. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
15. No master permit/HPR shall be recorded prior to final SP approval.
16. Final plat may be required prior to permitting.

8. 2025SP-029-001
CENTURY SUMMERBROOK SP
 Council District: 33 (Antoinette Lee)
 Staff Reviewer: Madalyn Welch

A request to rezone from AR2a to SP zoning for property located at Old Hickory Boulevard (unnumbered), approximately 1,764 feet east of Whittemore Lane, (37 acres), to permit 69 single-family residential lots and 67 multi-family residential units, requested by Catalyst Design Group, applicant; James Jones, owner.

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

APPLICANT REQUEST

Rezoned from AR2a to Specific Plan to permit 69 single-family residential lots and 67 multi-family residential units.

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for properties located at Old Hickory Boulevard (unnumbered), approximately 1,764 feet east of Whittemore Lane (37 acres), to permit 69 single-family lots and 67 multi-family residential units.

Existing Zoning

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *Based on acreage alone, AR2a would permit a maximum of 14 lots with 4 duplex lots for a total of 22 units.*

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.*

SOUTHEAST NASHVILLE COMMUNITY PLAN

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

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

SITE CONTEXT

The approximately 37-acre site is on the south side of Old Hickory Boulevard, 1,764 feet east of Whittemore Lane. The site consists of three parcels, all of which are largely wooded and currently undeveloped. Slopes are found on the site, some exceeding 20 percent, as well as stream crossings. Old Hickory Boulevard is classified as a collector street in the Major and Collector Street Plan (MCSP). To the north, west, and south, uses consist of primarily single-family residential uses with some two-family and multi-family uses to the east and west. The surrounding properties are zoned Agricultural/Residential (AR2a) with an SP to the site’s east, which is identified as the Clover Glen subdivision.

Site Plan

The plan proposes mixed residential types with a maximum of 69 single-family lots at the rear of the development site and 67 multi-family residential units closer to Old Hickory Boulevard for a total of 136 units at a density of 3.67 units per acre. The multi-family unit types proposed are attached townhomes, ranging in blocks of three to six units. Maximum height is set at two stories in 42 feet for both single-family lots and townhome units. Measurement of height has been established consistent with the standard SP definition (i.e., measured from the average of four most exterior corners at the finished grade to the midpoint of the main roof pitch or top of parapet). The site will be accessible from Old Hickory Boulevard with a new public road and private drive network throughout the site. The primary road will be public and right-of-way (ROW) dedication and improvements are shown in line with the local street requirements. ROW dedications and improvements along Old Hickory Boulevard will be provided in line with the MCSP requirements. The SP proposes two stubs for future roadway connectivity, one to the east that would align with the network in an existing SP development to the east and one near the northwestern corner of the single-family lots. Pedestrian circulation is provided throughout the site including sidewalks along the public road connecting the single-family lots to the townhomes and to the pocket park amenity area. A walking trail system is proposed throughout the preserved open space area.

The SP establishes two districts: District 1 being the single-family lots and District 2 being the attached townhomes. In District 2, a private drive network will extend to the public road from the townhomes on either side of the public road. The single-family lots are all street-facing. Some of the townhome units front the public streets and private drives, and some townhome units will front open space areas with vehicular access coming from private drives to the rear. The townhome units are proposed with rear loaded garages and surface parking spaces are also proposed along the private drives. On street parking is also proposed along the primary public street. The southwestern portion of the site will largely remain undisturbed, other than a walking trail, as part of the steep slopes that extend across the site. Potential sinkholes are identified on the southern portion of the site, primarily in open space areas. Staff has included a condition for further evaluation with the final SP.

Parking will be provided per Code by a combination of garage spaces and surface parking. A central area of open space is created within District 2 by the layout of the streets and units, creating a pocket park. Stormwater management areas are proposed in the open space areas on the northern half of the site.

ANALYSIS

The subject site is located within a T3 Suburban Neighborhood Evolving (T3 NE) policy area. T3 NE policy areas are characterized as undeveloped areas suitable for suburban residential patterns with housing variety, improved connectivity within the site, and environmentally sensitive development techniques. Though most of the surrounding area is vacant or single-family residential, the site’s proposed layout, large size, and location along a collector with proposed infrastructure for improved connectivity throughout the site provide for a greater intensity at this site and policy area. An existing SP to the east of the subject site is constructed at a similar density and configuration of unit type. 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 two stories in 42 feet, consistent with the policy guidance of one- to three-story tall buildings.

Conservation policy is present in pockets throughout the site with steeper slopes greater than 20 percent on the southwestern and southern portions. Streams bisect the middle of the site east to west which is identified on the plans with the appropriate stream buffers. A pond is identified near the entrance of the site, where the preserved open space area is proposed. The SP meets the goals of the CO policy by largely maintaining these areas as undisturbed. The policy and connectivity provides the opportunity for an appropriate transition in density and building type.

While open space consumes over 15 acres of the site, approximately 10 acres is identified to be preserved natural area. Staff has conditioned for landscape buffers around the perimeter of the site in areas for additional screening against neighboring properties. The buffers are appropriate to minimize the proposed development's visual impact on the existing surrounding neighborhood. Staff finds the proposed plan layout appropriate as it transitions in intensity from north to south, where the townhome units are located closer to the entrance of the site along Old Hickory Boulevard and then gives way to the single-family lots further into the site. Architectural design standards are established in the proposed SP. The proposal is improving opportunities for pedestrian connectivity in the area, consistent with the general goals of T3 NE areas. 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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only.
- Public and/or private Water and Sanitary Sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans.
- The required capacity fees must also be paid prior to Final Site Plan/SP approval, a minimum of 30% of capacity & 100% of DAPARC fees must be paid in order to receive approval. (See Capacity fee Permit #'s T2025020063 & T2025020072). Unless and until 100% of capacity charge has been paid, no water/sewer capacity is guaranteed.

METRO HISTORIC RECOMMENDATION

Approve

- We recommend a Phase I archaeological survey.

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.
- For final plans w/ new public roads, 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 and specifications.
- All public commercial ramps, residential driveways and street intersections shall meet code spacing requirements. All 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. 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. Any proposed public road terminus, 150 ft. or greater, will require a temporary paved cul-de-sac, per ST-331. This paved cul-de-sac should provide for general and emergency vehicular turning maneuvers at the road terminus.
- If the project is in the Urban Services Tax District(USD), a street lighting plan will be required with the final SP. Coordinate w/ Teresa Neal (teresa.neal@bargedesign.com) for street lighting plan approval. Submit landscape plan with the final SP.
- A mandatory referral approval will be required for proposed abandonments of existing ROW and/or encroachments into existing ROW.

- There shall be no earthen retaining walls installed in the public ROW.
- There shall be no vertical obstructions in new public sidewalks(or roadways) and the removal, or relocation, of utilities will be required to accommodate new public sidewalks. 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). Submit waste/recycle disposal plan with final SP. Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW. On site plans, call out "mill & overlay extents to be coordinated in field with NDOT inspector".
- At final, provide a future roadway grade and curvature exhibit, per NDOT road design standards, that shows the proposed Eastern stub road location can feasibly tie-in to the existing stub road in Clover Glen subdivision. If the proposed future road alignment between stubs can not meet NDOT road design standards(grade and/or curvature), the proposed Eastern road stub and lots may need to be revised to accommodate a feasible tie-in.
- Comply w/ NDOT traffic comments/conditions of approval.

NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- Developer shall construct 1/2 of the MCSP road cross section along the property frontage at Old Hickory Blvd.
- The developer has agreed to construct a left turn lane at the site access point on Old Hickory Blvd. Taper length shall be per MUTCD standards. The right-of-way along the property frontage should be dedicated to accommodate future transportation needs. Adequate street lighting must be provided per NDOT standards along the property frontage.
- Per MMTA recommendations, at Bell Rd & Old Hickory Blvd, refresh the crosswalk striping on the northbound, eastbound, and westbound approaches.

Maximum Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	37.1	0.5 F	18 U	215	17	19

*Based on two-family lots

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	37.1	-	69 U	739	53	71

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)	37.1	-	68 U	369	23	31

Traffic changes between maximum: AR2a and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+893	+59	+83

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a district: 4 Elementary 3 Middle 3 High

Projected student generation existing SP-MR district: 21 Elementary 16 Middle 16 High

The proposed SP zoning is expected to generate 43 more students than the existing AR2a zoning district. Students would attend A.Z. Kelley Elementary School, Thurgood Middle School, and Cane Ridge High School. A.Z. Kelley Elementary School and Cane Ridge High School are both identified as over capacity, while Thurgood Marshall

Middle School is identified as being exceedingly under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 69 single-family lots and 67 multi-family residential units. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited.
2. On the corrected copy, update the purpose note to reflect the Permitted Uses condition.
3. On the corrected copy, show a Type B landscape buffer around all perimeter drives, lots and units. Screening details to be provided with the landscape plan at final SP. Any preserved trees utilized for buffer requirements shall have tree protection measures consistent with the requirements of the Metro Zoning Code.
4. On the corrected copy, update the glazing requirements note: Minimum glazing requirements shall be required on building facades facing public streets and on the sides of corner units facing common open space and public streets.
5. On the corrected copy, remove note #27 on page 9.
6. On the corrected copy, in the Bulk Regulations chart on sheet 8, remove the current language from Note 1 of the architectural standards on all bulk regulations sheets and replace with "All residential units along public streets shall orient to public streets. When not possible, residential structures may be oriented towards open space common areas with the approval of Metro Planning."
7. On the corrected copy, add "with the approval of Metro Planning" to the rear setback note on the Typical Lot/Corner Lot Setback Details on sheet C1.0.
8. With the final SP, staff to provide final determination on placement and configuration of eastern stub road. Adjustments to the site plan may be needed to reflect final alignment determination.
9. With the final SP, provide tree preservation plan. Areas outside of stormwater management areas that are identified to be preserved on the preliminary SP shall include tree protection measures consistent with the requirements of the Metro Zoning Code.
10. Basement shall be defined per the "Story" definition in the Metro Zoning Code.
11. Except as specified for basements, occupiable floors are limited to the number of stories indicated in the plan.
12. Any internal surface parking areas visible from public streets shall be screened with additional landscaping.
13. The final unit count approved with the final site plan may be reduced dependent on TDEC determinations related to the presence and boundaries of sinkholes.
14. 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.
15. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
16. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
17. Final plat may be required prior to permitting.
18. No master permit/HPR shall be recorded prior to final SP approval.
19. 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.
20. Comply with all conditions and requirements of Metro reviewing agencies.
21. 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 RS5 zoning district for the single-family lots and RM9 zoning district for the multi-family units as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
22. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
23. 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.

Approve with conditions and disapprove without all conditions. (6-0)

Resolution No. RS2025-137

"BE IT RESOLVED by The Metropolitan Planning Commission that 2025SP-029-001 is approved with conditions and disapproved without all conditions. (6-0)

CONDITIONS

1. Permitted uses shall be limited to a maximum of 69 single-family lots and 67 multi-family residential units. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited.
2. On the corrected copy, update the purpose note to reflect the Permitted Uses condition.
3. On the corrected copy, show a Type B landscape buffer around all perimeter drives, lots and units. Screening details to be provided with the landscape plan at final SP. Any preserved trees utilized for buffer requirements shall have tree protection measures consistent with the requirements of the Metro Zoning Code.
4. On the corrected copy, update the glazing requirements note: Minimum glazing requirements shall be required on building facades facing public streets and on the sides of corner units facing common open space and public streets.
5. On the corrected copy, remove note #27 on page 9.
6. On the corrected copy, in the Bulk Regulations chart on sheet 8, remove the current language from Note 1 of the architectural standards on all bulk regulations sheets and replace with "All residential units along public streets shall orient to public streets. When not possible, residential structures may be oriented towards open space common areas with the approval of Metro Planning."
7. On the corrected copy, add "with the approval of Metro Planning" to the rear setback note on the Typical Lot/Corner Lot Setback Details on sheet C1.0.
8. With the final SP, staff to provide final determination on placement and configuration of eastern stub road. Adjustments to the site plan may be needed to reflect final alignment determination.
9. With the final SP, provide tree preservation plan. Areas outside of stormwater management areas that are identified to be preserved on the preliminary SP shall include tree protection measures consistent with the requirements of the Metro Zoning Code.
10. Basement shall be defined per the "Story" definition in the Metro Zoning Code.
11. Except as specified for basements, occupiable floors are limited to the number of stories indicated in the plan.
12. Any internal surface parking areas visible from public streets shall be screened with additional landscaping.
13. The final unit count approved with the final site plan may be reduced dependent on TDEC determinations related to the presence and boundaries of sinkholes.
14. 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.
15. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
16. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
17. Final plat may be required prior to permitting.
18. No master permit/HPR shall be recorded prior to final SP approval.
19. 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.
20. Comply with all conditions and requirements of Metro reviewing agencies.
21. 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 RS5 zoning district for the single-family lots and RM9 zoning district for the multi-family units as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
22. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
23. 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.

9. 2025SP-030-001
ALTERA NOLENSVILLE PIKE
Council District: 04 (Mike Cortese)
Staff Reviewer: Laszlo Marton

A request to rezone from AR2a to SP zoning for properties located at 6355 Nolensville Pike and Nolensville Pike (unnumbered), approximately 90 feet west of Sugar Valley Drive, (13.8 acres), to permit 273 multi-family residential units, requested by Fulmer Lucas Engineering, applicant; Amon & Anna Ringemann and Eleanor Dyer, owners.
Staff Recommendation: Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Preliminary SP to permit a multi-family residential development.

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for properties located at 6355 Nolensville Pike and Nolensville Pike (unnumbered), approximately 90 feet west of Sugar Valley Drive, to permit 273 multi-family residential units (13.8 acres).

Existing Zoning

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

Proposed Zoning

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

SOUTHEAST COMMUNITY PLAN

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

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

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

SITE CONTEXT

The subject site consists of three parcels, totaling 13.8 acres, located along the western side of Nolensville Pike. The property has been zoned AR2a since 1974 and is currently vacant and heavily wooded. Surrounding properties are zoned AR2a, Commercial Service (CS), Mixed-Use Limited-Alternative (MUL-A), and within Planned Unit Development (PUD) Overlay Districts, while surrounding land uses include single-family residential, retail shopping center, convenience market and gas station, and warehousing.

PLAN DETAILS

The proposed SP would permit a multi-family residential development with a maximum of 273 units. Units are proposed to be distributed between five buildings on the site, two of which front onto Nolensville Pike and three which orient internally and frame private drive aisles and parking. Three of the buildings closest to Nolensville Pike are shown to be four stories while buildings near the center of the site are shown to be 5/4 and 4/3 story split level buildings to work with the topography on the site. The maximum building height is listed as five stories in 65 feet. In the rear of the site, a clubhouse and pool are shown in front of approximately two acres of areas shown as conservation. The plan provides a 26' cross access easement to provide the potential for shared access to the parcel to the north; however, steep slopes, grading, and retaining walls may make this connection challenging. Further coordination to provide the cross access connection to the property to the north will be required at final site plan. At the rear of the site along its western boundary, the plan proposes approximately two acres of area for conservation to remain undisturbed.

ANALYSIS

The site is within the T3 Suburban Mixed Use Corridor (T3 CM), T3 Suburban Neighborhood Evolving (T3 NE), and Conservation (CO) policy areas. T3 CM is intended to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor. T3 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. Conservation policy on the site is associated with mild-moderate slopes on the site.

The proposed SP meets the general goals of the T3 CM and T3 NE policy. The proposed SP would permit 273 multi-family residential units at a density of 19.78 units an acre, which is on the higher end of densities that the policy supports but may be appropriate given the site's proximity to Nolensville Pike, an arterial boulevard on the Major and Collector Street Plan (MCSP). While the proposed building heights are four stories along Nolensville Pike and the plan includes a 5/4 story split level building and 4/3 story split level building, both the T3 CM and T3 NE policies support taller heights adjacent to major corridors, such as Nolensville Pike, and when increased building setbacks are provided. By providing a cross-access easement to the adjacent parcel to the north, the plan meets the intent of the T3 CM policy to provide coordinated access and circulation to create a corridor that functions as a whole instead of as separate buildings sites. Overall, the plan meets the general goals of the T3 CM and T3 NE policy areas and staff recommends approval.

FIRE MARSHAL RECOMMENDATION

Approve

HISTORIC ZONING RECOMMENDATION

Approve

- We recommend a Phase I archaeological survey.

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. Any proposed roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT detail standards.
- The ROW frontage should meet the Major Street Collector Plan requirements, and the frontage should be graded to accommodate future TDOT widening project.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- There are to be no vertical obstructions in new public sidewalks. Coordinate w/ utility companies, to have encroaching obstructions relocated to grass/furnishing zones.
- With the final, provide an actual stub connection (drive) for future cross access to the adjacent Northern property. Portions of the retaining wall proposed should be removed to accommodate such stub access. A grading easement should also be provided, if necessary, for the Northern parcel to tie-on with future redevelopment.
- Comply w/ NDOT traffic comments/conditions.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Prior to Final SP approval, a stamped sight distance exhibit, following AASHTO requirements for ISD & SSD, will need to be submitted in the for Driveway A due to the proposed retaining wall.
- The street scape requirements per the MCSP (8' sidewalk & 6' furnishing) shall be provided along Nolensville Pike, beyond the TDOT widening.
- The construction of Driveway A will add a fourth leg to the Sugar Valley Dr & Nolensville Pike intersection, requiring adjustments to the intersection striping and the new signal installation by TDOT. Further coordination with NDOT's signal team will be necessary before Final SP Approval.

- Continue to coordinate with NDOT and Planning on the final location and design of the cross access easement for the parcels to the North.
- The secondary access to the South shall be gated for emergencies only.
- Parking for this development shall be in line with Metro Code requirements.
- 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

- Approved as a 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. The required capacity fees must also be paid prior to Final Site Plan/SP approval, a minimum of 30% of capacity & 100% of DAPARC fees must be paid in order to receive approval. Unless and until 100% of capacity charge has been paid, no water/sewer capacity is guaranteed.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two- Family Residential* (210)	13.72	0.5 F	6 U	78	9	7

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	13.72	-	273 U	1,486	92	116

Traffic changes between maximum: **AR2a and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1,408	+83	+109

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a district: 1 Elementary 1 Middle 1 High

Projected student generation proposed SP district: 39 Elementary 28 Middle 22 High

METRO SCHOOL BOARD REPORT

The proposed SP zoning is expected to generate 86 more students than the existing AR2a zoning. Students would attend May Werthan Shayne Elementary School, William Henry Oliver Middle School, and John Overton High School. May Werthan Shayne Elementary School is identified as overcapacity, while William Henry Oliver Middle School is identified as extremely under capacity and Overton 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

Approve with conditions and disapprove without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 273 multi-family residential units. 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, add the following note: All mechanical units shall be screened by landscaping or an enclosure, or a combination of both. Screening details are to be submitted with the final site plan.
3. Additional landscape screening shall be provided with the final site plan along the site frontage between the back of sidewalk and the retaining walls.
4. A shared access easement providing cross access to the adjacent parcel to the north shall be recorded prior to final site plan approval. Final width and location of shared access easement will be determined at final site plan review.
5. 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.
6. Comply with all conditions and requirements of Metro Reviewing Agencies.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with the final site plan application.
8. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM20 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
9. 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.
10. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Property Owners' Association.
11. No master permit/HPR shall be recorded prior to final SP approval.
12. Final plat may be required prior to permitting.
13. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
14. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Approve with conditions and disapprove without all conditions. (6-0)

Resolution No. RS2025-138

"BE IT RESOLVED by The Metropolitan Planning Commission that 2025SP-030-001 is approved with conditions and disapproved without all conditions. (6-0)

CONDITIONS

1. Permitted uses shall be limited to a maximum of 273 multi-family residential units. 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, add the following note: All mechanical units shall be screened by landscaping or an enclosure, or a combination of both. Screening details are to be submitted with the final site plan.
3. Additional landscape screening shall be provided with the final site plan along the site frontage between the back of sidewalk and the retaining walls.
4. A shared access easement providing cross access to the adjacent parcel to the north shall be recorded prior to final site plan approval. Final width and location of shared access easement will be determined at final site plan review.
5. 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.
6. Comply with all conditions and requirements of Metro Reviewing Agencies.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with the final site plan application.
8. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM20 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
9. 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.
10. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Property Owners' Association.
11. No master permit/HPR shall be recorded prior to final SP approval.
12. Final plat may be required prior to permitting.

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

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

10. 2025S-090-001

WEST MEADE FARM, INC.

Council District: 23 (Thom Druffel)

Staff Reviewer: Dustin Shane

A request for final plat approval to shift lot lines on properties located at 438 and 439 Grayson Drive, at the current terminus of Grayson Drive, zoned RS40 (6.76 acres), requested by Clint Elliott Survey, applicant; Tracy Marks and Margaret S. Bright Revocable Trust, owners.

Staff Recommendation: Approve with conditions, including an exception to Section 3-5.2.d.1 and 3-5.2.d.2 of the Metro Subdivision Regulations.

APPLICANT REQUEST

Request for final plat approval to shift lot lines.

Final Plat

A request for final plat approval to shift lot lines on properties located at 438 and 439 Grayson Drive, at the current terminus of Grayson Drive, zoned Single-Family Residential (RS40) (6.76 acres).

SITE DATA AND CONTEXT

Location: The site consists of two lots located at the current terminus of Grayson Drive.

Street Type: The site has frontage on Grayson Drive which is classified as a local street.

Approximate Acreage: 6.76 acres or approximately 294,256 square feet.

Parcel/Site History: Parcel 011 was platted in 1961 as Lot 816 within West Meade Farms, Inc., Section 9 (Plat Book 3106, Page 20) while Parcel 061 was platted in 2000 as Lot 2 within the Resubdivision of Lot 817 of the Revised Portion of West Meade Farms, Inc., Section 9 (Instrument No. 20000724-0072963). The subject plat proposes to shift the common lot line between the two lots.

Zoning History: The site has been zoned Single-Family Residential (RS40) since 1987.

Existing land use and configuration: Parcel 011 (Existing Lot 1) has one house and an accessory building next to the house while Parcel 061 (Existing Lot 2) is vacant (the previously existing single-family home was recently demolished).

Surrounding Land Use and Zoning:

- North: Single-Family Residential/Single-Family Residential (RS40)
- South: Single-Family Residential/Single-Family Residential (RS40)
- East: Single-Family Residential/Single-Family Residential (RS40)
- West: Single-Family Residential/Single-Family Residential (RS40)

Zoning: Single-Family Residential (RS40)

Min. lot size: 40,000 square feet

Max. building coverage: 0.25

Min. rear setback: 20'

Min. side setback: 15'

Max. height: 3 stories

Min. street setback: Contextual per Zoning or the platted setback, whichever is greater.

PROPOSAL DETAILS

Number of lots: 2

Lot sizes: Proposed Lot 1 is approximately 1.08 acres, or 46,852 square feet, and proposed Lot 2 is approximately 5.68 acres, or 247,404 square feet.

Access: Both of the proposed lots take access from Grayson Drive.

Subdivision Variances or Exceptions Requested: Exceptions are required for lot area and lot frontage.

APPLICABLE SUBDIVISION REGULATIONS

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

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

3-1 General Requirements

The proposal meets the requirements of 3-1.

3-2 Monument Requirements

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

3-3 Suitability of the Land

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

Both lots contain areas of steep slopes, including slopes of 25% or greater. Any lot on natural slopes that are 20% or steeper are considered critical and must be designated as critical. Lots designated as critical must comply with the critical lot standards in the Zoning Code. Both lots on the plat are designated as critical. The site also contains problem soils on parts of these slopes (Bodine-Sulphura complex soils, found on 20 to 50 percent slopes). Any applications for final site plan approval for lots containing problem soils shall be accompanied by a geotechnical report certified by a qualified engineer licensed in the State of Tennessee.

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 RS40 zoning at the time of building permit. All proposed lots are greater than 40,000 square feet in size and have frontage on a public street, Grayson Drive.

3-5 Infill Subdivisions

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

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

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

Both lots exceed the minimum square footage requirement of the zoning district. Proposed Lot 1 is 46,852 square feet and Lot 2 is 247,404 square feet.

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

Both lots have frontage on a public street, Grayson Drive.

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

The T3 NM policy that applies to this site does not specifically identify an appropriate density; however, the policy supports the underlying RS40 zoning district and its prescribed density.

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

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

The subject property is at the end of a cul-de-sac; therefore the three lots to the east along the north side of Grayson Drive and the five lots to the east on the south side of Grayson Drive were used to measure lot frontage compatibility for Lots 1 and 2. The frontage width of proposed Lot 1 is 76.5 feet and does not meet the minimum frontage requirement of 141.97 feet. The frontage width of proposed Lot 2 is 84.57 feet and also does not meet the minimum frontage requirement of 141.97 feet.

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

The subject property is at the end of a cul-de-sac; therefore the three lots to the east along the north side of Grayson Drive and the five lots to the east on the south side of Grayson Drive were used to measure lot size compatibility for Lots 1 and 2. Proposed Lot 1 is 1.08 acres (46,852 square feet) and does not meet the minimum lot area requirement of 1.48 acres or 64,468.8 square feet. The proposed size of Lot 2, 5.68 acres (247,404 square feet), does meet the compatibility requirements of the required minimum lot area of 1.48 acres or 64,468.8 square feet.

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

The code required setback would be approximately 94 feet, which is smaller than the average setback determined by this section, which was approximately 221 feet. Due to one of the adjacent parcels having a setback nearly twice the setbacks of the adjacent properties, the resulting calculation per this section requires a much larger setback than the regulations intend to provide.

New structures will be required to meet the contextual setback standards per the Metro Zoning Code or the platted setback, whichever is greater. The plat proposes setbacks for Lot 1 at 100 feet and for Lot 2 110 feet. Staff finds that this is appropriate given the Code required setback, the setback required by this section, and the existing development pattern today. The proposed setback for Lot 1 is located where the existing structure is today, which could maintain the same area for development if the lot were to be redeveloped. The proposed setback for Lot 2 is 110 which is similar to the existing structure on Lot 1 and the other three parcels used in the setback analysis.

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

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

Both proposed lots are oriented toward Grayson Drive, consistent with the existing development pattern.

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

All agencies have recommended approval or approval with conditions.

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

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

Variances/Exceptions Analysis

Lot Frontage

When evaluating a larger area to analyze lot frontage, staff considered the existing lot configuration in the area. The frontage lengths of both lots were previously platted. Due to the terminus of an existing permanent dead-end having limited total frontage, it is expected that the individual lots on the cul-de-sac would have frontages less than lots not on a permanent dead-end terminus. It is worth noting that the proposed lot line shift does not result in a change to the frontage of this lot. Staff finds that the proposed lot layout and existing lot frontage configuration continues to provide for harmonious development. Given this information, staff finds the proposed lot line shift to be consistent with the larger area and that an exception to compatibility requirements would be appropriate for lot frontage for both lots.

Lot Size

When evaluating a larger area to analyze lot size, staff considered the existing lot configuration in the area. Shifting the lot lines in the way proposed by the plat makes Lot 2 larger and Lot 1 smaller. Regarding the size of Lot 1, the neighboring Lot 814, only two parcels east of Lot 1 along Grayson Drive, is 0.89 acres in size and has existed in that configuration since 1955. The proposed size for Lot 1 (1.08 acres) is larger than the existing Lot 814, located on the same block. Lot 1 features an existing home while Lot 2 is vacant after a demolition permitted in 2024. Transferring the rear of Lot 1 to Lot 2, as shown on the plat, would increase the size of that lot without changing the appearance from the street. Staff finds that the proposed lot layout and lot size configuration continues to provide for harmonious development. Given this information, staff finds the proposed lot line shift to be consistent with the larger area and that an exception to compatibility requirements would be appropriate for lot size for the proposed Lot 1.

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

Not applicable to this case.

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

Not applicable to this case.

3-5.5 Infill Subdivision Frontage

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

Not applicable to this case.

3-5.6 Reasonable Conditions

Not applicable to this case.

3-6 Blocks

Not applicable. No new blocks are being created.

3-7 Improvements

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

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

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

3-9 Requirements for Streets

Not applicable. No new streets are proposed.

3-10 Requirements for Dedication, Reservations, or Improvements

Sufficient right-of-way exists along Grayson Drive (a local street) such that no dedications of property are warranted.

3-11 Inspections During Construction

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

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

Not applicable. No new streets are proposed.

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

Not applicable. No private streets are proposed.

3-14 Drainage and Storm Sewers

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

3-15 Public Water Facilities

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

3-16 Sewerage Facilities

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

3-17 Underground Utilities

There are no new utilities proposed.

PLANNING STAFF COMMENTS

With the exception for minimum lot area for Lot 1 and minimum lot frontage for Lots 1 and 2, the proposed lots meet the standards of the Metro Subdivision Regulations and Metro Zoning Code. The plat proposes a lot line shift between two existing lots. Staff recommends approval with conditions based on a finding that the proposal can provide for harmonious development.

POLICY CONSIDERATIONS

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

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to this property is T3 Suburban Neighborhood Maintenance. The intent of T3 NM policy is 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. The proposed subdivision maintains the residential land use, meets the minimum standards of the zoning district, and has frontage along an existing local street.

If the Commission can find that the proposed final plat is meeting the intent of the T3 NM policy, the Commission could apply greater weight to this portion of the adopted General Plan (Nashville Next) and may approve the subdivision with the requested exceptions.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT ROADS RECOMMENDATION

Approve

NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

2025S-090-001

- For the latest plat, uploaded by Planning on 4/29/2025, WS recommends approval.

STAFF RECOMMENDATION

Staff recommends approval with conditions, including an exception to 3-5.2.d.1 for lot frontage and 3-5.2.d.2 for lot area.

CONDITIONS

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. On the corrected copy, identify the structure on Lot 1 as to be retained.
3. On the corrected copy, remove Note 15.
4. On the corrected copy, add note: Access to Lot 2 shall be limited to the existing ingress/egress easement.
5. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2025S-090-001 with conditions including an exception to 3-5.2.d.1 for lot frontage and 3-5.2.d.2 for lot area based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.

Approve with conditions, including an exception to Section 3-5.2.d.1 and 3-5.2.d.2 of the Metro Subdivision Regulations. (6-0)

Resolution No. RS2025-139

"BE IT RESOLVED by The Metropolitan Planning Commission that 2025S-090-001 is approved with conditions, including an exception to Section 3-5.2.d.1 and 3-5.2.d.2 of the Metro Subdivision Regulations. (6-0)

CONDITIONS

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. On the corrected copy, identify the structure on Lot 1 as to be retained.
3. On the corrected copy, remove Note 15.
4. On the corrected copy, add note: Access to Lot 2 shall be limited to the existing ingress/egress easement.
5. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

11. **2025S-097-001**

454 MCMURRAY DRIVE

Council District: 27 (Robert Nash)

Staff Reviewer: Laszlo Marton

A request for final plat approval to create two lots on property located at 454 McMurray Drive, at the western corner of Whispering Hills Drive and McMurray Drive, zoned R10 (0.98 acres), requested by JTA Land Surveying, applicant; Build Trust Homes, LLC, owner.

Staff Recommendation: Approve with conditions, including exceptions to Section 3-5.2.

APPLICANT REQUEST

Request for final plat approval to create two lots.

Final Plat

A request for final plat approval to create two lots on property located at 454 McMurray Drive, at the western corner of Whispering Hills Drive and McMurray Drive, zoned One and Two-Family Residential (R10) (0.98 acres).

SITE DATA AND CONTEXT

Location: The site consists of one property located at the northwest intersection of McMurray Drive and Whispering Hills Drive.

Street Type: The site has frontage on both McMurray Drive and Whispering Hills Drive. McMurray Drive and Whispering Hills Drive are classified as collector avenue by the Major and Collector Street Plan (MCSP).

Approximate Acreage: 0.98 acres or approximately 42,779 square feet.

Parcel/Site History: The site consists of one parcel. The subject property (454 McMurray Drive) was platted as one lot in 1955 in The Plan of Whispering Hills Section I Subdivision (Book 2331, Page 84).

Zoning History: The property has been zoned One and Two-Family Residential (R10) since 1998.

Existing Land Use: The property currently contains a single-family land use.

Surrounding Land Use and Zoning:

- North: Single Family Residential/R10
- South: Single Family Residential/R10
- East: Single Family Residential/R10
- West: Single Family Residential/R10

Zoning: One and Two-Family Residential (R10)

Min. lot size: 10,000 square feet

Max. building coverage: 0.40

Min. rear setback: 20'

Min. side setback: 5'

Max. height: 3 stories

Min. street setback: Per Zoning or as platted, whichever is greater. A 100-foot minimum building setback line is shown along Whispering Hills Drive and a 50-foot minimum building setback line is shown along McMurray Drive.

PROPOSAL DETAILS

Number of lots: 2

Lot sizes: Proposed Lot 1 has a lot size of 21,192 square feet while proposed Lot 2 has a lot size of 21,587 square feet.

Access: The lots are proposed to be accessed by a shared access drive from McMurray Drive. The existing drive will be removed.

Subdivision Variances or Exceptions Requested: An exception is required for the compatibility criteria for Lot 1 and Lot 2 as there are no parcels with which to compare.

APPLICABLE SUBDIVISION REGULATIONS

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

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

3-1 General Requirements

The proposal meets the requirements of 3-1.

3-2 Monument Requirements

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

3-3 Suitability of the Land

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

3-4 Lot Requirements

Lot 1 and Lot 2 comply with the minimum standards of the zoning code. The lots exceed the 10,000 square foot minimum lot size of the R10 zoning district. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of R10 zoning at the time of building permit. Lot 1 and Lot 2 will be accessed by a shared access easement off McMurray Drive, a public street.

3-5 Infill Subdivisions

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

exception to the compatibility criteria may be granted by the Planning Commission for a SP, UDO or cluster lot subdivision by approval of the rezoning or concept plan.

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

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

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

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

Complies. The proposed lots have frontage along a public street.

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

The T3 NM policy that applies to the site does not specifically identify an appropriate density; however, the policy supports the underlying R10 zoning district and its prescribed density.

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

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

The proposed Lot 1 has a frontage width of 101.5 feet along McMurray Drive. Proposed Lot 1 is a corner lot and has frontage onto both McMurray Drive and Whispering Hills Drive; however, it will orient to McMurray Drive as Metro Codes typically considers the shorter property line to be the front.

The proposed Lot 2 has a frontage width of 82.44 feet along McMurray Drive. The proposed Lot 2 has frontage solely on McMurray Drive. The McMurray Drive block face at this location is formed by Whispering Hills Drive to the north and Cherrywood Drive to the south. The only adjacent parcel to the south is an institutional use, and is excluded from the compatibility analysis, therefore there are no surrounding parcels with which to compare along the block face.

Per Section 3-5.2, in cases where there are no surrounding parcels, the Planning Commission may grant an exception to the compatibility requirement by considering a larger area to evaluate general compatibility. More information is provided in the Variance/Exceptions Analysis section below.

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

Proposed Lot 1 has an area of 21,192 square feet (0.49 acres), and the proposed Lot 2 has an area of 21,587 square feet (0.49 acres). The proposed lots do not have surrounding parcels with which to compare. As previously noted, Per Section 3-5.2, in cases where there are no surrounding parcels, the Planning Commission may grant an exception to the compatibility requirement by considering a larger area to evaluate general compatibility. More information is provided in the Variance/Exceptions Analysis section below.

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

For the proposed Lot 1 with frontage along McMurray Drive and Whispering Hills Drive, the contextual setback along Whispering Hills would be 94.2 feet per Code. This may deviate due to the possibility for two-family uses on the property which may result in a different setback being used. The application of the subdivision regulations would require a building setback line of approximately 107 feet on the plat. Staff has included a condition that the previous platted 100-foot setback on the original plat be retained with this plat. This will ensure that with new development the setback pattern in the area will remain.

For the proposed Lot 2, the existing structures on the parcel to the south, while that parcel was not considered in the compatibility for lot size and frontage as it has been developed with an institutional use, contains structures with a residential form and character. These structures are set back more than 100 feet from the street and applying this setback would make the proposed Lot 2 unbuildable. The existing structure is set back approximately 50 feet along McMurray Street which is consistent with the previously platted 50-foot setback. Staff proposes that the existing 50-foot building setback be maintained along this frontage. Additionally, this does not deviate substantially from the Codes required setback of 40 feet.

Any new development on the proposed lots will be required to meet the minimum building setback lines as shown on the plat.

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

Both proposed Lot 1 and Lot 2 are oriented to McMurray Drive. As Lot 1 is a corner lot it has frontage along both Whispering Hills Drive and McMurray Drive, however the shorter lot frontage is along McMurray Drive and the orientation would default to McMurray Drive. The proposed orientation for both lots is consistent with surrounding parcels located along McMurray Drive.

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

All agencies have recommended approval or approval with conditions.

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

In this case, there are no surrounding parcels with which to compare based on the proposed lot layout. Where surrounding parcels do not exist, the Planning Commission may grant an exception to the compatibility criteria by considering a larger area to evaluate general compatibility. The following section discusses each of these exceptions.

Variances/Exceptions Analysis

In cases where surrounding parcels do not exist, Section 3-5.2 of the Subdivision Regulations allows the Planning Commission to grant exceptions to compatibility requirements by considering a larger area to evaluate general compatibility. This request requires exceptions from Section 3-5.2 pertaining to lot frontage, lot size, and setbacks. While this block has no surrounding parcels per the definition in the Subdivision Regulations, there are other parcels along McMurray Drive and Whispering Hills Drive that can be used in the consideration of a larger area to evaluate general compatibility.

Lot Frontage

The proposed Lot 1 frontage is approximately 101 feet while the proposed Lot 2 frontage is 82 feet. When evaluating a larger area to analyze lot frontage, staff considered additional parcels along Whispering Hills Drive and McMurray Drive to the north, south and east. Within the larger area, lot frontages range from 71 to 174 feet, including several parcels with frontages around 80 feet in width. Therefore, the requested lot frontage widths for Lot 1 and Lot 2 are similar to nearby parcels in the larger area.

Lot Size

The proposed Lot 1 has an area of 21,192 square feet (0.49 acres) and the proposed Lot 2 has an area of 21,587 square feet (0.49 acres). When evaluating a larger area to analyze the proposed lot size, staff considered the same parcels as mentioned in the analysis for lot frontage above. In reviewing the larger area, lot sizes vary from block to block but most fall within the range of 13,000 to 42,000 square feet. Neighboring properties along the opposite block face of McMurray Drive have lot sizes between 13,000 and 19,000 square feet. Widening the scope of the analysis to consider additional surrounding parcels indicates that the proposed Lots 1 and 2 have a lot size that is in the middle of the range of lot sizes for the larger area and are not uncharacteristic of the area as a whole.

Street Setbacks

The plat includes setbacks along both the Whispering Hills Drive and McMurray Drive street frontages. Along Whispering Hills Drive the previously platted setback is shown to be retained at 100 feet to maintain consistency with the pattern along Whispering Hills Drive. Along McMurray Drive the previously platted setback of 50 feet is also shown to remain.

Lot Orientation

Both Lot 1 and Lot 2 are oriented to McMurray Drive. Staff analyzed the proposed lot orientation along McMurray Drive between Whispering Hills Drive and Cherrywood Drive and found that the proposed lot orientation is in keeping with surrounding parcels.

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

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

Not applicable to this case.

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

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

3-5.6 Reasonable Conditions
Not applicable to this case.

3-6 Blocks
Not applicable. No new blocks are being created.

3-7 Improvements
No public infrastructure or improvements are required with this subdivision. Construction plans for any required private improvements (private stormwater, water and sewer lines and connections) will be reviewed at the time of building permit.

3-8 Requirements for Sidewalks and Related Pedestrian and Bicycle Facilities
For subdivisions, sidewalks are not required along existing streets. Per a recent court case, the section of the Zoning Code that requires sidewalks along existing streets has been voided.

3-9 Requirements for Streets
Not applicable. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.

3-10 Requirements for Dedication, Reservations, or Improvements
Both McMurray Drive and Whispering Hills Drive are classified by the MCSP as collector avenues which have a total right-of-way width of 51 feet. The plat proposes to dedicate 0.5' of right-of-way to meet the standard half right-of-way of 25.5' per the MCSP along both streets.

3-11 Inspections During Construction
This section is applicable at the time of construction, which for this proposed subdivision, will occur only after issuance of a building permit approved by Metro Codes and all other reviewing agencies.

3-12 Street Name, Regulatory and Warning Signs for Public Streets
Not applicable. No new streets are proposed.

3-13 Street Names, Regulatory and Warning Signs for Private Streets
Not applicable. No private streets are proposed.

3-14 Drainage and Storm Sewers
Drainage and storm sewer requirements are reviewed by Metro Stormwater. Metro Stormwater has reviewed the proposed plat and found it to comply with all applicable standards of this section. Stormwater recommends approval.

3-15 Public Water Facilities
Metro Water Services has reviewed this proposed plat for water and has recommended approval with conditions.

3-16 Sewerage Facilities
Metro Water Services has reviewed this proposed plat for sewer and has recommended approval.

3-17 Underground Utilities
Utilities are required to be located underground whenever a new street is proposed. The plat is not proposing a new street and the requirement is not applicable.

PLANNING STAFF COMMENTS – SUBDIVISION REGULATIONS

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

POLICY CONSIDERATIONS

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

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

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

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval with conditions, including exceptions to Section 3-5.2.

CONDITIONS

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. On the corrected copy, update the setback label to remove the reference to the previously recorded plat. The label shall be 100' MBSL along Whispering Hills Drive and 50' MBSL along McMurray Drive.
3. On the corrected copy, remove Note #14 and replace with "Access to both lots is limited to the shared access easement as shown." Provide a callout for the easement on the face of the plat that says, "See Note #14."
4. On the corrected copy, update the zoning note #4 to include the Airport Impact Overlay.
5. On the corrected copy, extend the shared access easement to the building setback line.
6. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2025S-097-001 with conditions including exceptions to Section 3-5.2 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all the staff recommended conditions.

Approve with conditions, including exceptions to Section 3-5.2. (6-0)

Resolution No. RS2025-140

"BE IT RESOLVED by The Metropolitan Planning Commission that 2025S-097-001 is approved with conditions, including exceptions to Section 3-5.2. (6-0)

CONDITIONS

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. On the corrected copy, update the setback label to remove the reference to the previously recorded plat. The label shall be 100' MBSL along Whispering Hills Drive and 50' MBSL along McMurray Drive.
3. On the corrected copy, remove Note #14 and replace with "Access to both lots is limited to the shared access easement as shown." Provide a callout for the easement on the face of the plat that says, "See Note #14."
4. On the corrected copy, update the zoning note #4 to include the Airport Impact Overlay.

5. On the corrected copy, extend the shared access easement to the building setback line.
6. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

12. 2025S-100-001

5025 CHERRYWOOD DR

Council District: 27 (Robert Nash)

Staff Reviewer: Jeremiah Commey

A request for final plat approval to create two lots on property located at 5025 Cherrywood Drive, at the northwest corner Cherrywood Drive and Southcrest Drive, zoned R10 (0.68 acres), requested by JTA Land Surveying, applicant; Eiriny Meshreky, owner.

Staff Recommendation: Defer to the August 14, 2025, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2025S-100-001 to the August 14, 2025, Planning Commission meeting. (6-0)

13. 151-78P-001

HILLCREST SHOPPING CENTER (AMENDMENT)

Council District: 20 (Rollin Horton)

Staff Reviewer: Laszlo Marton

A request to amend a portion of a Planned Unit Development Overlay District on property located at 5845 Charlotte Pike, approximately 436 feet east of Lellyett Street, zoned CS (7.66 acres), to permit a three level storage facility, requested by Archall Architects, applicant; Extra Space Properties 130, LLC, owner.

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

The Metropolitan Planning Commission deferred 151-78P-001 to the July 24, 2025, Planning Commission meeting. (6-0)

14. 2024Z-069PR-001

Council District: 24 (Brenda Gadd)

Staff Reviewer: Celina Konigstein

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

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

The Metropolitan Planning Commission deferred 2024Z-069PR-001 to the July 24, 2025, Planning Commission meeting. (6-0)

15. 2025Z-016PR-001

Council District: 33 (Antoinette Lee)

Staff Reviewer: Celina Konigstein

A request to rezone from AR2A to RM9-NS zoning for property located at 13302 Old Hickory Boulevard, approximately 1,014 feet west of Twin Oaks Lane (6.3 acres), requested by; TTL, Inc., applicant; David & Marcie Matheny, owners.

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

The Metropolitan Planning Commission deferred 2025Z-016PR-001 to the July 24, 2025, Planning Commission meeting. (6-0)

16. 2025Z-020PR-001

Council District: 05 (Sean Parker)
Staff Reviewer: Dustin Shane

A request to rezone from SP to 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), requested by Pamela Scott, applicant and owner.

Staff Recommendation: Withdraw.

The Metropolitan Planning Commission withdrew 2025Z-020PR-001. (6-0)

17. 2025Z-050PR-001

Council District: 16 (Ginny Welsch)
Staff Reviewer: Laszlo Marton

A request to rezone from R6 to RM20-A-NS zoning for property located at 310 Polk Avenue, at the southwest corner of Polk Avenue and Whitney Avenue (0.44 acres), requested by Dale & Associates, applicant; Woodcrest Homes LLC, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from R6 to RM20-A-NS.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Multi-Family Residential (RM20-A-NS) zoning for property located at 310 Polk Avenue, at the southwest corner of Polk Avenue and Whitney Avenue (0.44 acres).

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 could permit a maximum of three duplex lots 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

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

SOUTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The application consists of one parcel (Map 105-16, Parcel(s) 247) totaling 0.44 acres, located at the intersection of Polk Avenue and Whitney Avenue. The property has been zoned One and Two-Family Residential since 1984. Surrounding properties are zoned R6, Commercial Service (CS) and Industrial/Warehousing Distribution (IWD) while surrounding land uses include single-family residential, two-family residential, distribution warehouse, and dormitory/boarding house. Polk Avenue is identified as an arterial boulevard in the Major and Collector Street Plan (MCSP).

RM20-A-NS on the subject site could permit a maximum of nine units. When considering higher intensity uses within T4 NM areas, the policy is supportive of locations that can provide transitions from higher intensity policy areas, are proximate to centers and corridors and are along arterial boulevard and collector avenues with the ability to support existing transit use. As the property is located on a policy seam, at the transition of a higher intensity policy (T4 Urban Mixed Use Neighborhood), is located at the corner of Polk Avenue (arterial boulevard) and

Whitney Avenue, and is proximate to Nolensville Pike, the property meets several of the characteristics for higher intensity residential placement.

The immediate properties to the west of the subject site contain warehousing uses, and a multi-family use at this corner location would provide an appropriate transition between the higher intensity uses along the southern side of Polk Avenue and the lower intensity uses interior to the neighborhood that are primarily single family residential and two-family residential. The Alternative (-A) designation will provide guidelines for access, driveways, garages, and will include a minimum raised foundation requirement. The -NS designation will prohibit owner occupied and not-owner-occupied short-term rentals, ensuring that future development will meet the intent of the policy to create permanent housing opportunities. For these reasons, staff recommends approval of RM20-A-NS.

FIRE RECOMMENDATION **Approve**

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.44	14.07 F	6 U	78	9	7

*Based on two-family lots

Maximum Uses in Proposed Zoning District: **RM-20-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	0.44	20 D	9 U	47	3	5

Traffic changes between maximum: **R6 and RM-20-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-31	-6	-2

METRO SCHOOL BOARD REPORT

Projected student generation existing R6 districts: 1 Elementary 1 Middle 1 High

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

The proposed RM20-A-NS zoning is not expected to generate any additional students than the existing R6 zoning district. Students would attend John B. Whitsitt Elementary School, Cameron College Prep Middle School, and Glenclyff High School. John B. Whitsitt Elementary School is identified as overcapacity while Cameron College Prep Middle School is identified as under capacity and Glenclyff 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.

Approve. (6-0)

Resolution No. RS2025-141

"BE IT RESOLVED by The Metropolitan Planning Commission that 2025Z-050PR-001 is approved. (6-0)

18. 2025Z-004TX-001
BAR OR NIGHTCLUB PARKING REQUIREMENT
BL2025-837
Council District: Countywide
Staff Reviewer: Dustin Shane

A request to amend Section 17.20.030 of the Metropolitan Code of Laws to eliminate the minimum parking requirement for the “Bar or nightclub” use, requested by Councilmember Jordan Huffman.

Staff Recommendation: Approve.

APPLICANT REQUEST

Amends the Zoning Code to remove the minimum parking requirements for the “Bar or nightclub” land use.

PROPOSED AMENDMENT TO TITLE 17

The bill, as filed, would amend Section 17.20.030 of the Metropolitan Code of Laws by removing the minimum parking requirements for the “Bar or nightclub” land use.

Currently, the Zoning Code has a requirement outside of the Urban Zoning Overlay (UZO) of one parking space for every 75 square feet of floor area for bars and nightclubs. Inside the UZO there is not a minimum parking requirement.

ANALYSIS

Staff generally supports lowering parking requirements for uses throughout the city to encourage more efficient use of land and to encourage use of alternative modes of transportation. While the UZO already has no minimum parking requirements, staff supports looking at uses outside of the UZO where minimum parking requirements can be lowered or eliminated.

Staff researched other zoning codes and found that the parking requirements for bars and nightclubs varied widely especially in suburban areas as compared to urban areas.

Staff recommends approval of the proposed change, as it could encourage the use of alternative transportation options, which would be beneficial from a public safety standpoint by discouraging driving while intoxicated. It also promotes better, more efficient land use by decreasing the amount of impervious surface and encouraging a more walkable building form with less parking.

The elimination of the parking requirement in the Zoning Code does not mean that parking will not be provided in all cases. As seen in the DTC, where there are not any on-site parking requirements, parking is still typically provided on-site with new developments.

FISCAL IMPACT RECOMMENDATION

There is no fiscal impact identified with this rezoning.

COUNCIL

The proposed amendment passed First reading at the May 20, 2025, Council meeting. The Council deferred Second reading and public hearing to the August 5, 2025, meeting.

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.

The Planning Commission public hearing is scheduled for June 26, 2025. This item will then need to be deferred to the July 24, 2025, Planning Commission meeting for consideration.

STAFF RECOMMENDATION

Approve.

ORDINANCE NO. BL2025-837

An ordinance amending Section 17.20.030 of the Metropolitan Code of Laws to eliminate the minimum parking requirement for the “Bar or nightclub” use (Proposal No. 2025Z-004TX-001).

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

Section 1. That Table 17.20.030, Parking Requirements, in Section 17.20.030 of the Metropolitan Code is hereby amended as shown in Exhibit A.

Section 2. 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 3. 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.

INTRODUCED BY:

Jordan Huffman
Member of Council

Exhibit A:

TABLE 17.20.030: PARKING REQUIREMENTS	
Land Use	Minimum Parking Spaces Outside the UZO UZO District: See Section 17.20.040.G (exemptions are optional for calculating maximums. If not utilizing the exemptions, the standards are applied to the entire square footage of the use)
Commercial Uses	
Bar or nightclub	1 space per 75 square feet <u>None</u>
	<u>UZO District: 1 space per 75 square feet</u>

Mr. Shane presented the staff report with the recommendation to approve.

Chair Adkins closed the Public Hearing.

Mr. Clifton stated he supports staff recommendation.

Ms. Leslie questioned if this plan includes cafés, restaurants, etc.

Mr. Shane stated that it is a different use so it would not include those uses.

Ms. Leslie questioned what the difference is between the café and the bar parking spaces.

Ms. Milligan stated that if a restaurant has a bar it is likely classified by code as a restaurant, not a bar. She explained that it depends on the number of sales of alcohol versus food, which is how the classification is made. Ms. Milligan explained that this is a councilmember proposed text amendment, and staff made a recommendation based on the ordinance as filed.

Councilmember Gamble wanted clarification on parking and the requirement for bars and nightclubs in residential neighborhoods.

Ms. Milligan clarified that there are a few layers to this, the first is the land use and where that land use is permitted, sale of alcohol is a bit more complex because the State controls the sale of alcohol, the City has regulations related to the sale of beer. She explained that the land use of bar and nightclub is defined in the Zoning Code, and the Zoning Code limits which zoning districts that use is permitted within. She explained that there are some restrictions, but that this proposal does not change where the use is permitted, it only changes this one aspect of zoning, which is parking minimums for that use.

Ms. Dundon stated she supports staff recommendation.

Ms. Leslie questioned if this bill could include restaurants.

Mr. Leeman stated that this bill couldn't be amended but other bills could be filed in the future to look at other type of uses in the Zoning Code.

Mr. Henley moved, and Ms. Leslie seconded the motion to defer to the July 24, 2025, Planning Commission meeting. (6-0)

19. 2018SP-020-002
3325 MCGAVOCK PIKE (AMENDMENT)
Council District: 13 (Russ Bradford)
Staff Reviewer: Dustin Shane

A request to amend a Specific Plan on property located at 3325 McGavock Pike, approximately 550 feet southwest of Murfreesboro Pike (6.01 acres), to permit 71 multi-family residential units, requested by Fulmer Lucas Engineering, applicant; Hessel Properties, GP, owner.

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

The Metropolitan Planning Commission deferred 2018SP-020-002 to the July 24, 2025, Planning Commission meeting. (6-0)

20. 2025SP-032-001
ARRINGTON CORNER SP
Council District: 05 (Sean Parker)
Staff Reviewer: Dustin Shane

A request to rezone from Specific Plan (SP) to Specific Plan (SP) zoning for property located at 800 North 5th Street, at the northwest corner of Arrington Street and North 5th Street (0.19 Acres), to permit three multi-family residential units, requested by Pamela A. Scott, applicant and owner.

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

Preliminary SP

A request to rezone from Specific Plan (SP) to Specific Plan (SP) zoning for property located at 800 North 5th Street, at the northwest corner of Arrington Street and North 5th Street (0.19 Acres), to permit three multi-family residential units.

Existing Zoning

Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan permits single-family residential uses in addition to detached accessory dwelling units.*

Proposed Zoning

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

SITE CONTEXT AND PLAN DETAILS

The application consists of one parcel (Map 082-07, Parcel 419) totaling 0.19 acres located at the corner of Arrington Street and North 5th Street. Surrounding properties consist of single- and two-family uses zoned Specific Plan (SP), Single-Family Residential (RS5), or One- and Two-Family Residential (R6-A) and within the T4 Urban Neighborhood Maintenance (T4 NM) policy area. The current SP zoning (Case No. 2014SP-076-001), which covers a larger area and was approved before the advent of the Detached Accessory Dwelling Unit (DADU) overlay, permits detached accessory dwelling units subject to certain bulk regulations and design constraints. The subject property currently contains a single-family residence.

Site Plan

The SP is intended to create a multi-family residential development consisting of three units, resulting in a density of 15.79 units/acre. The existing home at the front of the site will be replaced with a similar unit facing North 5th Street while two new units will be built at the rear that will face Arrington Street. The SP includes a site plan as well as bulk standards in line with the existing context (with a three-story height limit shown; however, a condition proposed by staff below limits height to 2.5 stories in 35 feet) and a landscaping plan showing decorative plantings along the public-facing property lines. Private walks will connect the front doors of the proposed homes to the public sidewalks. The site will only have vehicular access from the alley, for which the applicant proposes to dedicate ROW. Parking will be handled by garages within the units and three surface guest spots. The private drive is shown as permeable to aid in stormwater infiltration, with space for stormwater features also shown in open space along North 5th Street.

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.

ANALYSIS

The property is within the T4 Urban Neighborhood Maintenance (T4 NM) policy area. T4 NM policy is intended to maintain urban neighborhoods as characterized by their moderate- to high-density residential development pattern, building form/types, setbacks, and building rhythm along the street. T4 NM areas will experience some changes over time, primarily when buildings are expanded or replaced. The existing neighborhood context displays a range of built forms, with modest one- and one-and-a-half-story mid-century homes, historic early twentieth century homes, and newer, taller homes built closer together to maximize access to the public ROW. The site is served by public transit, being only a few blocks from WeGo's Meridian (No. 28) route.

Though the current zoning designation allows a detached accessory dwelling unit (DADU), the size of the allowed unit is limited to 750 square feet. Additionally, the unit's ownership would be tied to the owners of the larger unit. Multifamily uses here rather than one unit and a DADU per the current zoning makes sense because of the site's location at a corner and its access to a functioning alley. Further, the site is in an urban neighborhood well-served by a connected street grid, transit, and nearby commercial services along Arrington Street and Meridian Street. The neighborhood features several housing types, most with shallow setbacks, and so the potential for greater intensity at this intersection does not disrupt this existing context. Three smaller units limited to 2.5 stories in height (per staff's condition below), will support a diversity of housing types which is not possible under the current zoning. The SP also restricts vehicular access to the alley and dedicates ROW along this frontage while orienting units towards public streets, thus increasing pedestrian orientation and safety. For these reasons, staff recommends approval.

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.
- Revised plans reviewed 5/21/25. Overhead utility lines along North 5th and Arrington frontage may limit building height to 30 feet unless aerial fire apparatus access requirements are met.

STORMWATER RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT ROADS RECOMMENDATION

Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- Any proposed roadway sections, ramps, sidewalks, curb & gutter, etc., shall be designed and called out per NDOT detail standards.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- There are to be no vertical obstructions in new public sidewalks. Coordinate w/ utility companies, to have encroaching obstructions relocated to grass/furnishing zones.
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility work in public ROW.
- Additional approval conditions:
 - Alley site access only permitted and call out any existing curb cuts off Arrington and/or North 5th to be closed.
 - Any existing sidewalks along frontages shall be brought into ADA compliance.
 - Alley improvements shall consist of ROW dedication and alley paving per ST-263.

NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Remove the existing curb cut on Arrington Street that is close to the alley. Replace with typical sidewalk and curb.
- See NDOT roads comments.

Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.19	-	1 U	15	5	1

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)	0.19	-	3 U	15	1	2

Traffic changes between maximum: SP and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+2	+0	-4	+1

METRO SCHOOL BOARD REPORT

Projected student generation existing SP-R districts: 0 Elementary 0 Middle 0 High

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

The proposed SP-R zoning is expected to generate no more students than the existing SP-R zoning. Students would attend Ida B. Wells Elementary School, Jere Baxter Middle School, and Maplewood High School. Ida B. Wells Elementary School is identified as being exceedingly undercapacity while Jere Baxter Middle School and Maplewood High School were 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 disapprove without all conditions.

CONDITIONS

1. Permitted uses shall be limited to three multi-family residential units. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited.
2. Heights shall be limited to 2.5 stories in 35 feet. Add a note to the corrected copy indicating this.
3. On the corrected copy, add a note: "One-half story means a partial story under a gable, hip, or gambrel roof, the wall plates of which, on at least two exterior walls, are not more than four feet above the floor of such story. A dormer shall not occupy more than fifty percent of the roof area."
4. On the corrected copy, change the fallback zoning to RM15.
5. No master permit/HPR shall be recorded prior to final SP approval.
6. Final plat may be required prior to permitting.
7. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
8. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
9. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
10. 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.
11. Comply with all conditions and requirements of Metro reviewing agencies.
12. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
13. The final site plan shall depict any required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within any required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of any required sidewalk. Vertical obstructions are only permitted within any required grass strip or frontage zone.
14. 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.
15. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

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

Pam Scott, applicant, spoke in favor of the application.

Roy Dale, Dale & Associates, spoke in favor of the application.

Faird Daim, nearby resident, spoke in opposition to the application.

Zoltan Alangatti, nearby resident, spoke in opposition to the application.

Pam Scott spoke in rebuttal.

Roy Dale also spoke in rebuttal.

Chair Adkins closed the Public Hearing.

Mr. Henley stated that the sidewalk improvements and alley access is a critical part of this proposal, and that he is inclined to support staff recommendation.

Mr. Henley moved, and Councilmember Gamble seconded the motion to approve with conditions and disapprove without all conditions. (6-0)

Resolution No. RS2025-142

"BE IT RESOLVED by The Metropolitan Planning Commission that 2025SP-032-001 is approved with conditions and disapproved without all conditions. (6-0)

CONDITIONS

1. Permitted uses shall be limited to three multi-family residential units. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited.
2. Heights shall be limited to 2.5 stories in 35 feet. Add a note to the corrected copy indicating this.
3. On the corrected copy, add a note: "One-half story means a partial story under a gable, hip, or gambrel roof, the wall plates of which, on at least two exterior walls, are not more than four feet above the floor of such story. A dormer shall not occupy more than fifty percent of the roof area."
4. On the corrected copy, change the fallback zoning to RM15.
5. No master permit/HPR shall be recorded prior to final SP approval.
6. Final plat may be required prior to permitting.
7. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
8. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
9. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
10. 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.
11. Comply with all conditions and requirements of Metro reviewing agencies.
12. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
13. The final site plan shall depict any required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within any required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of any required sidewalk. Vertical obstructions are only permitted within any required grass strip or frontage zone.
14. 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.
15. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

21. 2025S-084-001

312 NIX DRIVE

Council District: 09 (Tonya Hancock)

Staff Reviewer: Jeremiah Commey

A request for final plat approval to shift lot lines and create one lot on property located at 312 Nix Drive and Nix Drive (unnumbered), approximately 263 feet south of Anderson Lane, zoned RS7.5 (0.69 acres), requested by Crowland Survey, applicant; William Bradley, owner.

Staff Recommendation: Approve with conditions, including an exception to Section 3-5.2.d.1 and Section 3-5.2.d.2 of the Metro Subdivision Regulations.

APPLICANT REQUEST

Request for final plat approval to shift lot lines.

Final Plat

A request for final plat approval to shift lot lines and create one lot on properties located at 312 Nix Drive and Nix Drive (unnumbered), approximately 263 feet south of Anderson Lane, zoned Single Family Residential (RS7.5) (0.69 acres).

SITE DATA AND CONTEXT

Location: The site consists of two properties located along the east side of Nix Drive.

Street Type: The site has frontage on Nix Drive, a local street.

Approximate Acreage: 0.69 acres or approximately 30,223 square feet.

Parcel/Site History: The site consists of two parcels. Parcel 103 (312 Nix Drive), the northern parcel in the request, was originally platted as part of Lot 14 on the Plan of Anderson Estates in 1954 (Book 1130, Page 37). It was re-platted into its current configuration as Lot 1 in 2019 with the Resubdivision of Part of Lot No. 14 on the Plan of the Anderson Tract (20190820-0083370.). The property at Nix Drive (unnumbered) was also platted as a part of Lot 14 with the original plat referenced above. It was platted in 2019 as Lot 2 on the plat referenced above.

Zoning History: Both properties have been zoned RS7.5 since 1998. Prior to 1998, the properties were zoned One and Two family Residential (R8).

Existing Land Use: The subject properties are vacant.

Surrounding Land Use and Zoning:

- North: Single Family Residential/RS7.5
- South: Single Family Residential/ RS7.5
- East: Single Family Residential/ RS7.5
- West: Single Family Residential/ RS7.5

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: per Zoning Code

PROPOSAL DETAILS

Number of lots: 3

Lot sizes: Proposed Lot 1 has a lot size of approximately 0.23 acres or 10,000 square feet, proposed Lot 2 has a lot size of approximately 0.23 acres, or 10,074 square feet and proposed Lot 3 has a lot size of approximately 0.23 acres or 10,148 square feet

Access: The proposed lots will be accessed from Nix Drive.

Subdivision Variances or Exceptions Requested: An exception is required for the compatibility criteria for the proposed lots, as they do not meet the requirement for minimum lot size and lot frontage.

APPLICABLE SUBDIVISION REGULATIONS

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

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

3-1 General Requirements

The proposal meets the requirements of 3-1.

3-2 Monument Requirements

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

3-3 Suitability of the Land

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

3-4 Lot Requirements

The proposed lots comply with the minimum standards of the zoning code. The lots exceed the 7,500 square foot minimum lot size of the RS7.5 zoning district. 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. The proposed lots are currently accessed by Nix Drive and future access will also be from Nix Drive

3-5 Infill Subdivisions

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

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

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

Complies. The proposed lots meet the minimum standards of the zoning code.

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

Complies. The proposed lots have frontage along a public street.

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

The T4 NM policy that applies to the site does not specifically identify an appropriate density; however, the policy supports the underlying RS7.5 zoning district and its prescribed density.

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

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

The proposed lots have frontage on Nix Drive. The proposed lots have a frontage width of approximately 60 feet. The required frontage per compatibility standards based on the surrounding parcels along Nix Drive is 62.75 feet. The proposed lots do not meet the minimum frontage requirement.

Per Section 3-5.2, in cases where lots do not meet the required minimum lot frontage, the Planning Commission may grant an exception to the compatibility requirement by considering a larger area to evaluate general compatibility. More information is provided in the Variance/Exceptions Analysis section below.

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

Lot 1 has a proposed area of 10,000 square feet, Lot 2 has a proposed area of 10,074 square feet, and Lot 3 has a proposed area of 10,148 square feet. The required lot size per compatibility standards based on the surrounding parcels is 10,836 square feet. The proposed lots do not meet this standard.

Per Section 3-5.2, in cases where lots do not meet the required minimum lot size, the Planning Commission may grant an exception to the compatibility requirement by considering a larger area to evaluate general compatibility. More information is provided in the Variance/Exceptions Analysis section below.

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

For any future development on the proposed lots the structures will be required to meet the zoning setback standards per the Metro Zoning Code.

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

The proposed Lots are oriented to Nix Drive which is in keeping with the lot orientation of surrounding parcels.

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

All agencies have recommended approval or approval with conditions.

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

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

Variances/Exceptions Analysis

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

Lot Frontage

The compatibility analysis conducted used two parcels to the north of the properties and five parcels to the south. Four of the seven parcels used in the compatibility analysis have frontages ranging from 54 to 70 feet. Three of the parcels have frontages greater than 100 feet which increases the average lot frontage to be much larger than the majority of parcels along Nix Drive. If the parcel with the greatest frontage (Map 043-06, Parcel 101) was removed from the compatibility analysis, the required frontage would be approximately 56 feet, which the proposed lots would meet. Several of the properties on the west side of Nix Drive have frontages ranging from 50 feet to 70 feet. There is a pattern of lots along both sides of Nix Drive with lot frontages that are between 50 feet and 70 feet. The proposed lot frontage of 60 feet is reflective of the broader area along Nix Drive.

Lot Size

The compatibility analysis conducted considered the same parcels as mentioned in the analysis for lot frontage above. Four of the seven parcels used in the compatibility analysis have sizes ranging from 7,775 square feet to 12,516 square feet. Three of the parcels have sizes greater than 18,000 square feet which increases the average lot size to be much larger than the majority of parcels along Nix Drive. There is a pattern of lots along both sides of Nix Drive with lot sizes that are between 7,775 square feet and 12,516 feet. The proposed lot sizes of approximately 10,000 square feet is reflective of the larger area.

Staff finds that the proposed lots have proposed lot frontages and lot sizes comparable to parcels in the larger area and that the proposed subdivision can provide for harmonious development. Given this information, staff finds the proposed Lots to be consistent with the larger area and that an exception to compatibility requirements would be appropriate.

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

Not applicable to this case.

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

Not applicable to this case.

3-5.5 Infill Subdivision Frontage

Not applicable to this case.

3-5.6 Reasonable Conditions

Not applicable to this case.

3-6 Blocks

Not applicable. No new blocks are being created.

3-7 Improvements

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

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

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

3-9 Requirements for Streets

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

3-10 Requirements for Dedication, Reservations, or Improvements

Nix Drive is classified as a local road. The plat does not propose to dedicate any right-of-way as the standard 50 foot right of way for a local street is already being met.

3-11 Inspections During Construction

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

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

Not applicable. No new streets are proposed.

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

Not applicable. No private streets are proposed.

3-14 Drainage and Storm Sewers

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

3-15 Public Water Facilities

Madison Suburban Utility District has provided a water availability letter.

3-16 Sewerage Facilities

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

3-17 Underground Utilities

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

PLANNING STAFF COMMENTS – SUBDIVISION REGULATIONS

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

POLICY CONSIDERATIONS

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

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to the entirety of this property is T4 NM (Urban Neighborhood Maintenance). The goal of the T4 NM Policy is to maintain urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. The policy states that these areas will experience some change over time, and when such change occurs, efforts should be made to retain the existing character of the neighborhood. Appropriate land uses in the T4 NM policy include single-family residential, one and two-family residential, open space, and institutional uses.

According to the T4 NM policy, density is secondary to the form of development; however, these areas are meant to be low- to moderate-density. Since T4 NM policy is applied to predominantly developed neighborhoods whose character is intended to be maintained, the appropriate density is determined by the existing character of each individual neighborhood in terms of its mix of housing types, setbacks, spacing between buildings, and block structure. Staff finds that the proposed subdivision to be in keeping with the maintenance policy goals, it maintains the residential land use, meets the minimum standards of the zoning district, and has frontage along an existing local street and is, therefore, consistent with T4 NM policy.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve with Conditions

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

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Changed from concept plan to final plat. NDOT does not have an issue with proposed plat.

TRAFFIC AND PARKING RECOMMENDATION

Approve with Conditions

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

WATER SERVICES RECOMMENDATION

Approve

- Attached is a copy of the above-referenced subdivision (uploaded by planning on May 7, 2025) on which we recommend approval. A minimum of 30% of Sewer capacity fees must be paid before issuance of building permits. Water provided by MSUD.

STAFF RECOMMENDATION

Staff recommends approval with conditions, including an exception to Section 3-5.2.d.1 for lot frontage and Section 3-5.2.d.2 for lot size.

CONDITIONS

1. On the corrected plat, provide lot size table for lots and total acreage and square footage included on the plat.
2. On the corrected copy, for Lot 3, replace the word "Old" with "New" to reflect the new parcel number.
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2025S-084-001 with conditions including an exception to Section 3-5.2.d.1 for lot frontage and Section 3-5.2.d.2 for lot size based upon findings that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all the staff recommended conditions.

Approve with conditions, including an exception to Section 3-5.2.d.1 and Section 3-5.2.d.2 of the Metro Subdivision Regulations. (6-0)

Resolution No. RS2025-143

"BE IT RESOLVED by The Metropolitan Planning Commission that 2025S-084-001 is approved with conditions, including an exception to Section 3-5.2.d.1 and Section 3-5.2.d.2 of the Metro Subdivision Regulations. (6-0)

CONDITIONS

1. On the corrected plat, provide lot size table for lots and total acreage and square footage included on the plat.
2. On the corrected copy, for Lot 3, replace the word "Old" with "New" to reflect the new parcel number.
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

- 22. 2025S-108-001**
3905 LUNN DR. & 3912 PUTNAM DR.
Council District: 01 (Joy Kimbrough)
Staff Reviewer: Savannah Garland

A request for final plat approval to create two lots and to remove the reserve parcel status for properties located at 3905 Lunn Drive and 3912 Putnam Drive, at the east and west corner of Lunn Drive and Putnam Drive, zoned RS15 (2.44 acres), requested by WT Smith Survey, applicant; David Majors, owner.

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

The Metropolitan Planning Commission deferred 2025S-108-001 to the July 24, 2025, Planning Commission meeting. (6-0)

23. 154-73P-001
THIENEMAN TOWNHOMES (AMENDMENT)
Council District: 12 (Erin Evans)
Staff Reviewer: Matt Schenk

A request to amend a portion of a Planned Unit Development Overlay District on property located at Old Hickory Boulevard (unnumbered), at the southwest corner of Rockwood Drive and Hermitage Woods Drive, zoned RM9 (3.32 acres), to permit 16 multi-family residential units, requested by Ingram Civil Engineering, applicant; Gordon McCammon, owner.

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

The Metropolitan Planning Commission deferred 154-73P-001 to the July 24, 2025, Planning Commission meeting. (6-0)

24. 2025Z-053PR-001

Council District: 02 (Kyonzté Toombs)
Staff Reviewer: Savannah Garland

A request to rezone from RS5 to MUL-A-NS zoning for property located at 115 W. Trinity Lane, approximately 515 feet west of Dickerson Pike (0.22 acres), requested by Dale & Associates, applicant; Guerrier Development, LLC, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS5 to MUL-A-NS.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Mixed-Use Limited-Alternative-No Short-term rental property (STRP) (MUL-A-NS) zoning for property located at 115 W. Trinity Lane, approximately 515 feet west of Dickerson Pike (0.22 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 and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *Based on acreage alone, RS5 would permit a maximum of one unit.*

Proposed Zoning

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

EAST NASHVILLE COMMUNITY PLAN

T4 Urban Community Center (T4 CC) is intended to maintain, enhance, and create urban community centers that contain commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T4 Urban Community Centers serve urban communities generally within a 5-minute drive or a 5-to-10-minute walk. T4 CC areas are pedestrian friendly areas, generally located at intersections of prominent urban streets. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

Dickerson South Corridor Study

The Dickerson South Corridor Study provides supplemental guidance for future development in the Dickerson Pike area by addressing land use, transportation, and community design at the neighborhood scale while also supporting high-capacity transit envisioned by NashvilleNext. The Dickerson South Corridor Study established a supplemental Building Heights Subdistricts policy for the area, which provides guidance on maximum building heights and appropriate zoning districts intended to create a pattern of development that is supported by the applicable subdistrict.

ANALYSIS

The application consists of one parcel (Map 071-07, Parcel 080) totaling 0.22 acres, located along the north side of W. Trinity Lane, and approximately 515 feet west from Dickerson Pike. The property has been zoned Single-Family

Residential (RS5) since 2004 and is currently vacant. The application proposes to rezone the property from RS5 to MUL-A-NS. The surrounding land uses include single-family residential, industrial, commercial, one and two family residential, and vacant. The surrounding zoning districts include Mixed-Use Limited (MUL), Commercial Service (CS), RS5, and Specific Plan (SP). This parcel has frontage along W. Trinity Lane, which is classified as an Arterial-Boulevard by the Major and Collector Street Plan (MCSP).

The property is located within the Urban Community Center (T4 CC) policy. The T4 CC policy areas encourage their development or redevelopment as intense mixed-use areas that provide a mix of uses and services to meet the needs of the larger surrounding urban area. The T4 CC policy is comprised of commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings. The permitted uses in the MUL-A-NS zoning district would permit a wide range of uses, consistent with those typically found in T4 CC policy areas. The site is located about 0.10 miles from Dickerson Pike with highly connected street networks, sidewalk access, and WeGo bus stops. The proposed Alternative (-A) standard would ensure that future development on the site has an urban form, consistent with the policy guidance. The -NS designation would prohibit STRPs from the district, which is appropriate given the surrounding single-family residential development to the north. The T4 CC policy supports high access management, served by highly connected street networks, sidewalks, and mass transit. The existing sidewalk network provides enhanced connectivity, aligning with the policy goals.

The subject site is also within the Dickerson South Corridor Study. This study provides additional guidance on maximum building heights and appropriate zoning districts. The proposed MUL-A-NS district is an appropriate zoning district for this supplemental policy subdistrict in this policy area. Staff recommends approval as the proposed MUL-A-NS district would permit a wide range of uses compatible with the intent of the policy and the proposed district aligns with the goals of T4 CC policy and the Dickerson South Corridor Study.

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)	0.22	8.71 F	1 U	15	5	1

Maximum Uses in Proposed Zoning District: MUL-A-NS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	0.11	1.0 F	5 U	26	1	3

Maximum Uses in Proposed Zoning District: MUL-A-NS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.055	1.0 F	2,396 SF	90	2	9

Maximum Uses in Proposed Zoning District: MUL-A-NS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.055	1.0 F	2,396 SF	269	24	24

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+370	+22	+35

METRO SCHOOL BOARD REPORT

The proposed MUL-A-NS zoning district includes a mix of uses which could vary and assumption of impact at this point is premature. Students would attend Tom Joy Elementary School, Jere Baxter Middle School, and Maplewood High School. Tom Joy Elementary, Jere Baxter Middle, and Maplewood High School are all identified as being at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.

Approve. (6-0)

Resolution No. RS2025-144

"BE IT RESOLVED by The Metropolitan Planning Commission that 2025Z-053PR-001 is approved. (6-0)

25. 2025Z-054PR-001

Council District: 16 (Ginny Welsch)

Staff Reviewer: Laszlo Marton

A request to rezone from RS15 to R15 zoning for property located at 335 Lawndale Drive, approximately 369 feet east of E. Thompson Lane (0.67 acres), requested by Victoria Rothberg, applicant; Victoria & Raucci Rothberg, owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS15 to R15.

Zone Change

A request to rezone from Single-Family Residential (RS15) to One and Two-Family Residential (R15) zoning for property located at 335 Lawndale Drive, approximately 369 feet east of E. Thompson Lane (0.67 acres).

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 one unit based on acreage alone. This does not account for compliance with the Metro Subdivision Regulations.*

Proposed Zoning

One and Two-Family Residential (R15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25 percent duplex lots. *R15 would permit a maximum of one lot with one duplex lot for a total of two units. Metro Codes provides final determinations on duplex eligibility.*

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 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.

ANALYSIS

The application consists of one parcel (Map 119-04, Parcels 164) totaling 0.67 acres, located on the north side of Lawndale Drive. The property has been zoned Single Family Residential (RS15) since 1998 and contains one home. Surrounding properties along Lawndale Drive on the east side of East Thompson Lane are zoned RS15 while properties along Lawndale Drive on the west of East Thompson Lane are zoned R15. Surrounding uses are

primarily single-family residential with scattered two-family residential in the larger Glenclyff Estates and Glengarry Park subdivisions.

The application proposes to rezone the property from RS15 to R15. The site is located within the T3 Suburban Neighborhood Maintenance (T3 NM) policy area. T3 NM areas are intended to maintain the general character of developed suburban residential neighborhoods. Based on acreage alone, the proposed R15 zoning could allow one duplex lot for a total of two units, which is a moderate increase in intensity from the existing RS15 district which permits one unit.

The T3 NM policy supports allowing for additional residential uses in relation to transit corridors and centers. The property is located within the transition/infill area as identified by the NashvilleNext Growth and Preservation Concept Plan and approximately 450 feet from a priority transit corridor (East Thompson Lane) and 1,300 feet from a Tier One Center at East Thompson Lane and Murfreesboro Pike, where the Urban Mixed Use Corridor (T4 CM) policy supports higher intensity uses. East Thompson Lane, which is identified as an arterial boulevard in the Major and Collector Street Plan (MCSP), is also within a five-minute walk to a bus stop served by WeGo Route 77 at the intersection of Lawndale Drive and East Thompson Lane. While the site's frontage currently lacks sidewalks, enhanced pedestrian connectivity is anticipated through nearby Choose How You Move (CHYM) improvements. Along Lawndale Drive, additional sidewalks are expected to close gaps in the sidewalk network and ultimately connect to East Thompson Lane, which is planned as a CHYM connector and complete street. Murfreesboro Pike is also identified as a CHYM all access corridor. In combination with the proximity to existing transit service, the expected nearby infrastructure improvements make the property an appropriate location for additional density. The site is also proximate to nearby parks and greenway trails such as Whitsett Park and Mill Creek Greenway, west of East Thompson Lane. The proposed R15 district increases density modestly and aligns with goals of the T3 NM policy and NashvilleNext to provide a mixture of housing choices near transit corridors where there is a focus on improved connectivity.

FIRE RECOMMENDATION

Approve

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)	0.67	4.36 F	1 U	15	5	1

Maximum Uses in Proposed Zoning District: R15

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.67	7.26 F	2 U	28	7	2

*Based on two-family lots

Traffic changes between maximum: RS15 and R15

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 RS15 districts: 0 Elementary 0 Middle 0 High
Projected student generation proposed R15 district: 0 Elementary 0 Middle 0 High

The proposed R15 zoning is expected to generate one more additional student than the existing RS15 zoning district. Students would attend Glengarry Elementary School, Wright Middle School, and Glenclyff High School. Glengarry Elementary School and Glenclyff High School are identified as at capacity while Wright Middle School is 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.

Mr. Marton presented the staff report with the recommendation to approve.

Victoria Rothberg, applicant, spoke in favor of the application.

No name given, spoke in opposition to the application.

No name given, spoke in opposition to the application.

Victoria Rothberg spoke in rebuttal.

Chair Adkins closed the Public Hearing.

Ms. Dundon stated she supports staff recommendation.

Ms. Kempf explained that every project is looked at carefully against Nashville Next and staff considers the context. She explained that staff looks at access to resourcing, integration of the land use with transportation networks, etc. Ms. Kempf explained that the Housing and Infrastructure Study contemplates opportunities to bring smaller scale investments throughout the city because of the multigenerational needs that the people of Nashville have, in order to elevate and enhance quality of life while enabling additional residents in a thoughtful way. She explained that the key to that is in design quality management.

Ms. Dundon moved, and Mr. Henley seconded the motion to approve. (6-0)

Resolution No. RS2025-145

"BE IT RESOLVED by The Metropolitan Planning Commission that 2025Z-054PR-001 is approved. (6-0)

26. 2025Z-055PR-001

Council District: 16 (Ginny Welsch)

Staff Reviewer: Jeremiah Commey

A request to rezone from OL to OR20-A zoning for properties located at 183 and 189 Thompson Lane, approximately 111 feet west of St. Edwards Drive (0.52 acres), requested by BCM Management, applicant; Edna Street, GP, owner.

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

The Metropolitan Planning Commission deferred 2025Z-055PR-001 to the July 24, 2025, Planning Commission meeting. (6-0)

27. 2025Z-056PR-001

Council District: 16 (Ginny Welsch)

Staff Reviewer: Celina Konigstein

A request to rezone from RS7.5 to R6-A zoning for property located at 194 Chilton Street, approximately 179 feet north of McCall Street (0.18 acres), requested by Steven Emery applicant; Chilton Homes, LLC, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS7.5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 194 Chilton Street, approximately 179 feet north of McCall Street (0.18 acres).

Existing Zoning

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

Proposed Zoning

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

SOUTH NASHVILLE COMMUNITY PLAN

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

SITE DETAILS

The 0.18-acre site consists of one parcel (Map 133-02, Parcel 301) located east of the corner of Chilton Street and Waller Street. The parcel has been zoned RS7.5 since 2003 and is currently vacant. The application proposes to rezone the parcel from RS7.5 to R6-A. Surrounding land uses are vacant, single-family, and one and two-family residential. The surrounding zoning district is primarily RS7.5, however the two parcels to the west were rezoned to R6-A in February 2025 (Case Number 2024Z-107PR-001). The subject parcel has frontage along Chilton Street, a local street, and access to an improved alley, Alley #1925, along the rear of the parcel.

ANALYSIS

The property is located within the Urban Neighborhood Maintenance (T4 NM) policy. The T4 NM policy focuses on preserving the existing residential character, while accommodating new growth that fits within the character. The T4 NM policy supports vacant parcels, such as this one, developing with a broader mix of housing types. The proposed Alternative (-A) standards would ensure that future development on the site has an urban form and takes access from the alley. The policy supports lots being accessed from alleys when possible and development with an urban form. The proposed R6-A zoning district increases density modestly and aligns with the goals of the T4 NM policy to accommodate new development at a neighborhood scale.

FIRE RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.18	5.80 F	1 U	15	5	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two- Family Residential* (210)	0.18	12.81 F	2 U	28	7	2

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+3	+13	+2	+1

METRO SCHOOL BOARD REPORT

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

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

The proposed R6-A zoning is not expected to generate any additional students than the existing RS7.5 zoning. Students would attend Glencliff Elementary School, Wright Middle School, and Glencliff High School. Glencliff Elementary is identified as being over capacity. Wright Middle School is identified as under capacity and Glencliff 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.

Approve. (6-0)

Resolution No. RS2025-146

"BE IT RESOLVED by The Metropolitan Planning Commission that 2025Z-056PR-001 is approved. (6-0)

28. 2025Z-058PR-001

Council District: 17 (Terry Vo)

Staff Reviewer: Jeremiah Commey

A request to rezone from CS to MUG-A-NS zoning for properties located at 359, 361, 363, 367, 371, 373 and 375 Murfreesboro Pike, at the southern corner of Murfreesboro Pike and Elm Hill Pike (1 acre), requested by Thomas & Hutton, applicant; Trevecca Nazarene University, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from CS to MUG-A-NS.

Zone Change

A request to rezone from Commercial Service (CS) to Mixed Use General-Alternative No Short-Term Rental (MUG-A-NS) zoning for properties located at 359, 361, 363, 367, 371, 373 and 375 Murfreesboro Pike, at the southern corner of Murfreesboro Pike and Elm Hill Pike (1 acre).

Existing Zoning

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

Proposed Zoning

Mixed Use General-Alternative No Short-Term Rental (MUG-A-NS) is intended for a moderately high intensity mixture of residential, retail, and office uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.

The -NS designation prohibits Short-Term Rental Property – Owner Occupied and Short-Term Rental Property - Not Owner Occupied uses from the district.

SOUTH NASHVILLE COMMUNITY PLAN

D Major Institutional (D MI) is intended to maintain, enhance, and create Districts where major institutional uses are predominant and where their development and redevelopment occurs in a manner that complements the character of surrounding communities. Land uses include large institutions such as medical campuses, hospitals, colleges and universities as well as uses that are ancillary to the principal use.

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

The CO policy on the site is due to a stream that intersects the site at the southern portion and a limited area of steep slopes on the eastern portion of the site.

ANALYSIS

The application consists of seven parcels (Map 106-01, Parcel(s) 066-072) totaling one acre west of the intersection of Murfreesboro Pike and Elm Hill Pike. The subject properties are currently vacant commercial lands with frontage onto Murfreesboro Pike. Murfreesboro Pike is classified as an Arterial Boulevard in the Major and Collector Street Plan (MCSP). The surrounding zoning districts include Commercial Service (CS),

Office/Residential Intensive (ORI), Industrial Warehousing/Distribution (IWD) and Mixed-Use General (MUG) while surrounding land uses include educational, light industrial, hotel, retail and vacant commercial land.

The application proposes to rezone the site from CS to MUG-A-NS. The site is within the District Major Institutional (D-MI) policy area. The D-MI policy is intended to maintain, enhance, and create districts where major institutional uses are predominant. The D-MI policy is applied in situations where there is an area with a concentration of a singular institutional use and an expressed interest in the integration of the use into the surrounding community as a beneficial neighbor and resource, while recognizing the distinctiveness of the institutional use. The site, which is owned by Trevecca Nazarene University is within the environs of Trevecca Nazarene University.

MUG-A-NS districts may be used near the central business district, within regional activity centers, or in areas otherwise policed for concentrations of mixed commercial development with high levels of accessibility, including public transit service. The subject parcels are located directly on Murfreesboro Pike and within a couple of feet from Elm Hill Pike. Both streets are classified as Arterial Boulevard in the MCSP. When considering the site's location in relation to high levels of vehicular and pedestrian connectivity, additional density may be appropriate.

The site is within a five-minute walk of several WeGo transit stops and has access to sidewalks along both sides of Murfreesboro Pike. The site has access to an unimproved alley at the rear. The Alternative (- A) standards would require vehicular access via the southern alley, which assists in accommodating an increase in density by not increasing traffic along Murfreesboro Pike.

The proposed MUG-A-NS zoning district would permit the subject property to develop with a wide range of uses including a mixture of residential and nonresidential along Murfreesboro Pike. Allowing a more intense mix of uses and/or residential density at this location would support the adopted policy goals for the site and be supported by the existing transit provided nearby.

The Alternative (-A) component of the requested zoning district requires an urban style of development with the buildings located near the street and parking provided to the side or rear of the building. The -NS designation restricts short term rental properties from the development Staff finds that the proposed MUG-A-NS zoning district is consistent with the D-MI land use policy and the proposed zoning district permits development at an intensity that is appropriate at this location and meets the policy goals of encouraging transit and walkable communities.

FIRE MARSHAL RECOMMENDATION **Approve**

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)	1.0	0.6 F	26,136 SF	987	24	100

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	0.50	3.0 F	66 U	358	23	30

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.25	3.0 F	32,670 SF	1,233	31	125

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.25	3.0 F	32,670 SF	3,665	325	319

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+4,269	+355	+374

METRO SCHOOL BOARD REPORT

Given the mix of uses permitted by the MUG-A-NS zoning district, the number of residential units ultimately built on site may vary and an assumption as to impact at this point is premature. Students generated by future development would attend. Students would attend John B. Whitsitt Elementary School, Cameron College Prep Middle School, and Glenclyff High School. John B. Whitsitt Elementary School is identified as being overcapacity while Cameron College Prep Middle School is identified as under capacity and Glenclyff 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.

Approve. (6-0)

Resolution No. RS2025-147

"BE IT RESOLVED by The Metropolitan Planning Commission that 2025Z-058PR-001 is approved. (6-0)

29. 2025Z-059PR-001

Council District: 17 (Terry Vo)
Staff Reviewer: Jeremiah Commey

A request to rezone from CS and ORI to MUG-A-NS zoning for properties located at 93 Nance Lane and 393 Murfreesboro Pike, at the north and south corner of Stanley Street and Nance Lane (2.57 acres), requested by Thomas & Hutton, applicant; Trevecca Nazarene University, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from CS and ORI to MUG-A-NS.

Zone Change

A request to rezone from Commercial Service (CS) and Office/Residential Intensive (ORI) to Mixed Use General-Alternative No Short-Term Rental (MUG-A-NS) zoning for properties located at 93 Nance Lane and 393 Murfreesboro Pike, at the north and south corner of Stanley Street and Nance Lane (2.57 acres).

Existing Zoning

Commercial Service (CS) is intended for retail, consumer service, financial, restaurant, office, self-storage, light manufacturing and small warehouse uses. *Approximately 0.54 acres of the site is zoned CS.*

Office/Residential Intensive (ORI) is intended for high intensity office and/or multi-family uses with limited retail opportunities. *Approximately 2.03 acres of the site is zoned ORI.*

Proposed Zoning

Mixed Use General-Alternative No Short-Term Rental (MUG-A-NS) is intended for a moderately high intensity mixture of residential, retail, and office uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.

The -NS designation prohibits Short-Term Rental Property – Owner Occupied and Short-Term Rental Property - Not Owner Occupied uses from the district.

SOUTH NASHVILLE COMMUNITY PLAN

D Major Institutional (D MI) is intended to maintain, enhance, and create Districts where major institutional uses are predominant and where their development and redevelopment occurs in a manner that complements the character of surrounding communities. Land uses include large institutions such as medical campuses, hospitals, colleges and universities as well as uses that are ancillary to the principal use.

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

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

The CO policy on the site is due to a stream and some gentle slopes on the southern portion of the developed part of the site.

ANALYSIS

The application consists of two parcels (Map 106, Parcels 084, 152) totaling 2.57 acres in size and located at the southwest corner of Murfreesboro Pike and Nance Lane. The subject site also has frontage along Woodard Avenue to the south. The northern parcel (Map 106, Parcel 152) is currently vacant. The southern parcel (Map 106, Parcels 084) contains a low-rise apartment with frontage onto Nance Lane and Woodard Avenue.

The surrounding zoning districts include Commercial Service (CS), Office/Residential Intensive (ORI), Industrial Warehousing/Distribution (IWD) and Mixed-Use General (MUG) while surrounding land uses include educational, light industrial, hotel, retail and vacant commercial land.

The application proposes to rezone the site from CS and ORI to MUG-A-NS. The site is within the Urban Mixed-Use Corridor (T4 CM) and District Major Institutional (D-MI) policy areas. These two policies share some common characteristics including: providing a diverse mix of residential, commercial and office uses, proximity to existing or planned transit, high levels of connectivity, location near or along an arterial boulevard, and high pedestrian connectivity. The proposed MUG-A-NS zoning district would permit the subject property to develop with a wide range of uses suitable to the property including a mixture of residential and nonresidential uses along Murfreesboro Pike.

The D-MI policy is applied in situations where there is an area with a concentration of a singular institutional use and an expressed interest in the integration of the use into the surrounding community as a beneficial neighbor and resource, while recognizing the distinctiveness of the institutional use. The site, which is owned by Trevecca Nazarene University is within the environs of Trevecca Nazarene University. The proposed MUG-A-NS zoning district is appropriate to further the goals of the policy near institutions.

MUG-A-NS districts may be used near the central business district, within regional activity centers, or in areas otherwise policed for concentrations of mixed commercial development with high levels of accessibility, including public transit service.

D-MI and T4 CM policy areas are generally located along or near Arterial Boulevard streets. The subject site has frontage on Murfreesboro Pike at the northern boundary and within 700 feet of Elm Hill Pike. Both streets are classified as Arterial Boulevards in the Major and Collector Street Plan (MCSP). The site is within a five-minute walk of several WeGo transit stops and has access to sidewalks along both sides of Murfreesboro Pike. The policies indicate that with proposed rezonings, the site's location in relation to high levels of vehicular and pedestrian connectivity shall be considered and additional density may be appropriate where there are high levels of connectivity.

The proposed MUG-A-NS zoning would permit a more intense mix of uses and residential density at this location which is supported by the existing transit and pedestrian network provided.

The Alternative (-A) component of the requested zoning district requires an urban style of development with the buildings located near the street and parking provided to the side or rear of the building. The -NS designation restricts short term rental properties from the development. Staff finds that the proposed MUG-A-NS zoning district is consistent with the T4 CM and D-MI land use policies and the proposed zoning district would permit development

at an intensity that is appropriate at this location and meets the policy goals of encouraging transit and walkable communities.

FIRE MARSHAL RECOMMENDATION
Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.54	0.6 F	14,113 SF	533	13	54

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential 3-10 (221)	1.015	3.0 F	133 U	723	45	59

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	1.015	3.0 F	132,640 SF	1,396	151	149

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	1.285	3.0 F	168 U	914	57	72

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.643	3.0 F	84,027 SF	3,172	79	320

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.643	3.0 F	84,027 SF	9,426	835	821

Traffic changes between maximum: **CS/ORI and MUG-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+10,860	+762	+951

METRO SCHOOL BOARD REPORT

Given the mix of uses permitted by the MUG-A-NS zoning district, the number of residential units ultimately built on site may vary and an assumption as to school impact at this point is premature. Students generated by future development would attend John B. Whitsitt Elementary School, Cameron College Prep Middle School, and Glenclyff High School. John B. Whitsitt Elementary School is identified as being overcapacity while Cameron College Prep Middle School is identified as under capacity and Glenclyff 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.

Approve. (6-0)

Resolution No. RS2025-148

"BE IT RESOLVED by The Metropolitan Planning Commission that 2025Z-059PR-001 is approved. (6-0)

I: OTHER BUSINESS

30. 2023S-090-001 Pennywell Concept Plan Extension

Resolution No. RS2025-149

"BE IT RESOLVED by The Metropolitan Planning Commission that 2023S-090-001 Pennywell Concept Plan Extension is approved. (6-0)

31. Contract Renewals for Cory Clark, Nick Lindeman, Miranda Clements, Molly Pike, Jared Islas, Dianna Tomlin, Andrea Barbour, Angie Hubbard, John Houghton, Latisha Birkeland, Matt Schenk, Christopher Paulsen, Hannah Davis, Katie Kemezsis, Abbie Rickoff, Eric Matravers, Austin Fernandez, Josey Rabare, Michelle Hollingsworth, Kyle Lampert, Daryl Hill, Celina Konigstein, Seth Harrison, Anna Catherine Attkisson, Kelsey Gaude, Joshua Goldbaum

Resolution No. RS2025-150

"BE IT RESOLVED by The Metropolitan Planning Commission that contract renewals for Cory Clark, Nick Lindeman, Miranda Clements, Molly Pike, Jared Islas, Dianna Tomlin, Andrea Barbour, Angie Hubbard, John Houghton, Latisha Birkeland, Matt Schenk, Christopher Paulsen, Hannah Davis, Katie Kemezsis, Abbie Rickoff, Eric Matravers, Austin Fernandez, Josey Rabare, Michelle Hollingsworth, Kyle Lampert, Daryl Hill, Celina Konigstein, Seth Harrison, Anna Catherine Attkisson, Kelsey Gaude, Joshua Goldbaum is approved. (6-0)

32. Contract Amendments for Lisa Milligan, Dustin Shane, Amelia Gardner, Bob Leeman, and Ariana Ordoñez

Resolution No. RS2025-151

"BE IT RESOLVED by The Metropolitan Planning Commission that contract amendments for Lisa Milligan, Dustin Shane, Amelia Gardner, Bob Leeman, and Ariana Ordoñez is approved. (6-0)

33. A 2% pay plan, 2% across-the-board, and a 5% Open Range salary increase for the Executive Director effective July 1, 2025, as approved in the Fiscal Year 2025 Metro Budget and based on the recommendation of the MPC Executive Committee.

Chair Adkins explained that there will be a pay range increase for every classification in the pay plan, he stated that every employee will get an increase with the average increase being 8% across Metro, with Planning being on the average 9%. Chair Adkins explained that this increase is to improve market position when designating the grade structures so pay ranges are more competitive compared to similar jobs in the market, as well as other cities. Chair Adkins also explained the proposed pay increase for Director Lucy Kempf in recognition of her critical leadership

and expanding the scope of responsibilities given to the department through citywide growth and development priorities. He stated that in fiscal year 2026, Director Kemp will continue to lead the department through staff expansion, including the integration of Historic, and oversee key roles in the implementation of Choose How You Move. Chair Adkins explained that the proposed increase is aligned with compensation for directors in cities of similar sizes and is comparable with increases offered to all Metro employees, including all Planning department employees. He claimed that he feels this is a fair proposal, and that all employees deserve a pay increase. Chair Adkins expressed that it is important to maintain competitiveness, and that staff turnover is detrimental to an organization; and that he would argue that our department has the deepest bench we've had in a long time, and that he believes it's driven by leadership.

Mr. Henley stated that he appreciates the opportunity to recognize the great work of staff and that they dutifully perform services for the city and that he thinks it's always appropriate that the staff is compensated.

Councilmember Gamble stated she believes this is very well deserved, and that from the council perspective there was unanimous support for increasing the pay ranges for Metro employees. She stated that there is a huge amount of appreciation for the people who make the city work.

Resolution No. RS2025-152

"BE IT RESOLVED by The Metropolitan Planning Commission that a 2% across-the-board, and a 5% Open Range salary increase for the Executive Director effective July 1, 2025, is approved. (6-0)

- 34. Historic Zoning Commission Report**
- 35. Board of Parks and Recreation Report**
- 36. Executive Committee Report**
- 37. Accept the Director's Report and Approve Administrative Items**

Resolution No. RS2025-153

"BE IT RESOLVED by The Metropolitan Planning Commission that the Director's Report is approved. (6-0)

- 38. Legislative Update**

J: MPC CALENDAR OF UPCOMING EVENTS

July 24, 2025

MPC Meeting

4 pm, 2601 Bransford Avenue, Metro School Administration Building, School Board Meeting Room

August 14, 2025

MPC Meeting

4 pm, 2601 Bransford Avenue, Metro School Administration Building, School Board Meeting Room

August 28, 2025

MPC Meeting

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

K: ADJOURNMENT

The meeting adjourned at 6:17 p.m.