

Metropolitan Planning Commission



Staff Reports

July 24, 2025



Metro Planning Commission Meeting of 07/24/2025

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



SEE NEXT PAGE



NO SKETCH



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Item #1**Project Name****Council Bill No.****Council District****School District****Requested by****Text Amendment 2025Z-003TX-001****Final Site Plan Noticing**

BL2025-820

Countywide

Countywide

Councilmember Jordan Huffman

Deferrals

This item was deferred at the May 22, 2025, and June 26, 2025, Planning Commission meetings. A public hearing was held and closed on June 26, 2025.

MPC Rules and Procedures

This item was deferred to the July 24, 2025, Metropolitan Planning Commission meeting after the public hearing was closed per section VIII.D of the Rules and Procedures of the Metropolitan Planning Commission.

Staff Reviewer

Shane

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 has been filed which requires 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.



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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 was scheduled for July 1, 2025, but the bill was deferred to the August 5, 2025, public hearing so that the substitute could 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, who filed a substitute ordinance that changed the overall scope of what was proposed.

SUBSTITUTE ORDINANCE ANALYSIS

The substitute ordinance requires 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 with 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.

This item was deferred to the July 24, 2025, Planning Commission meeting per MPC Rules and Procedures following a public hearing at the June 26, 2025, meeting. At the June 26, 2025, MPC meeting, no members of the public spoke on this amendment, and the Commission asked clarifying questions of staff.

PROPOSED AMENDMENTS TO TITLE 17 -ORIGINALLY FILED ORDINANCE

The bill as originally 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:



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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.



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MPC RULES AND PROCEDURES

This item was deferred to the July 24, 2025, Planning Commission meeting per MPC Rules and Procedures following a public hearing at the June 26, 2025, meeting.

STAFF RECOMMENDATION

Disapprove the bill as filed and approve a substitute ordinance.



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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



NO SKETCH



Metro Planning Commission Meeting of 07/24/2025

Item #2**Project Name****Council Bill No.****Council District****School District****Requested by****Text Amendment 2025Z-004TX-001****Bar or Nightclub Parking Requirement**

BL2025-837

Countywide

Countywide

Councilmember Jordan Huffman

Deferrals

This item was deferred at the June 26, 2025, Planning Commission meeting. A public hearing was held and closed on June 26, 2025.

MPC Rules and Procedures

This item was deferred to the July 24, 2025, Metropolitan Planning Commission meeting after the public hearing was closed per section VIII.D of the Rules and Procedures of the Metropolitan Planning Commission.

Staff Reviewer

Shane

Staff Recommendation*Approve.*

APPLICANT REQUEST

Amend 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.



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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.

This item was deferred to the July 24, 2025, Planning Commission meeting per MPC Rules and Procedures following a public hearing at the June 26, 2025, meeting.

STAFF RECOMMENDATION

Staff recommends approval of the bill as filed.



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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:

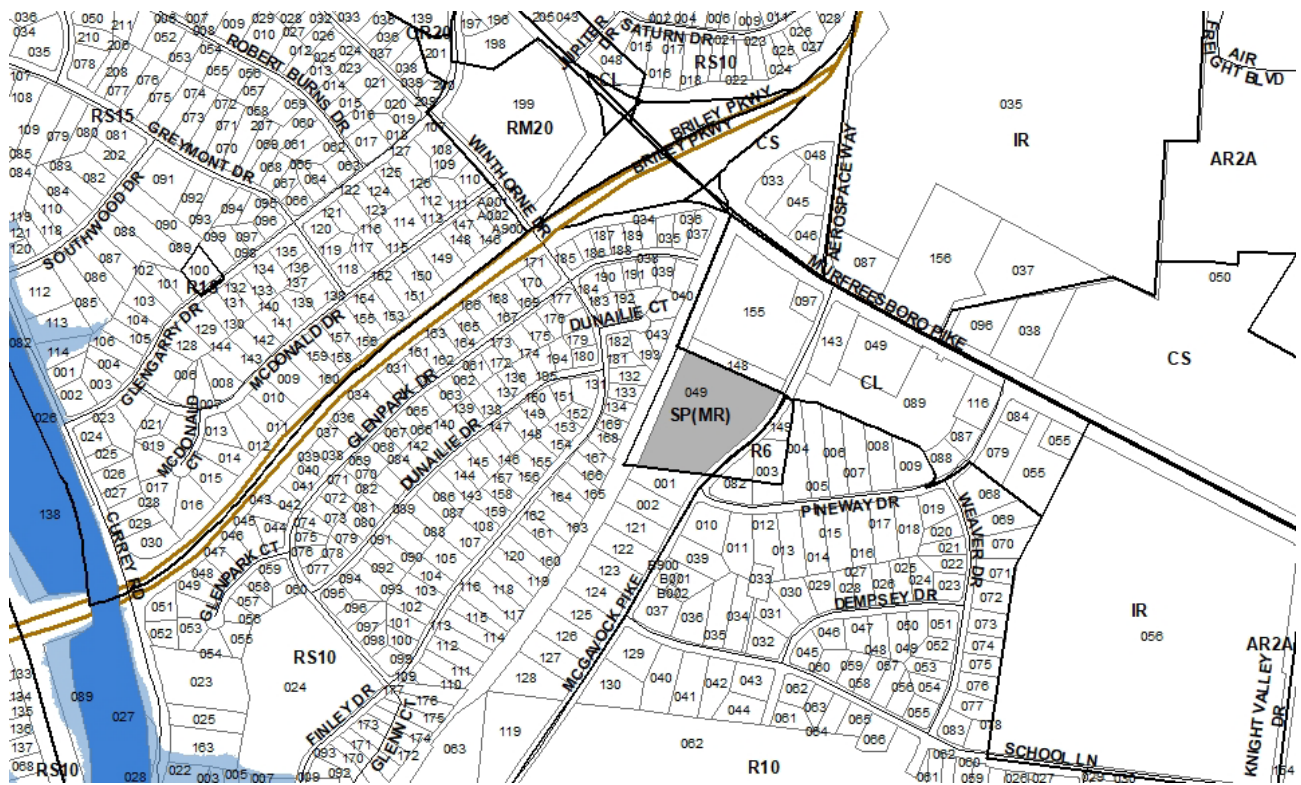
Jordan Huffman
Member of Council

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>



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2018SP-020-002

3325 MCGAVOCK PIKE (AMENDMENT)

Map 120, Parcel(s) 049

13, Antioch – Priest Lake

13 (Russ Bradford)



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Item #3**Project Name****Council District****School District****Requested by****Specific Plan 2018SP-020-002****3325 McGavock Pike (Amendment)**

13 – Bradford

07 – Player

Fulmer Lucas Engineering, applicant; Hessel Properties, GP, owner.

Deferrals

This item was deferred at the June 26, 2025, Planning Commission meeting. No public hearing was held.

Staff Reviewer

Shane

Staff Recommendation

Defer to the August 14, 2025, Planning Commission meeting.

APPLICANT REQUEST**Amend a Specific Plan.****SP Amendment**

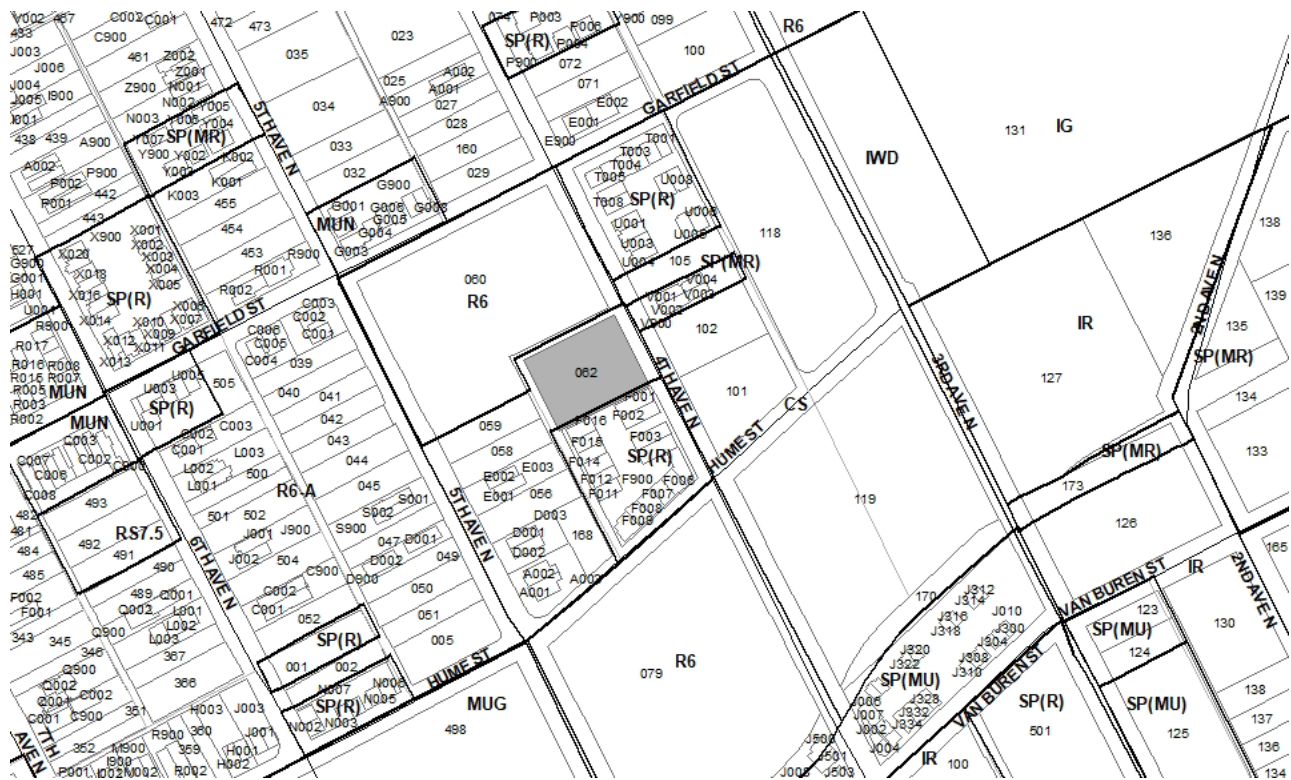
A request to amend a Specific Plan (SP) on property located at 3325 McGavock Pike, approximately 550 feet southwest of Murfreesboro Pike (6.01 acres), to permit 71 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the August 14, 2025, Planning Commission meeting.



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2024SP-060-001

1609 4th AVE. N.

Map 082-05, Parcel(s) 062

08, North Nashville

19 (Jacob Kupin)



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Item #4	Specific Plan 2024SP-060-001
Project Name	1609 4th Ave. N.
Council District	19 – Kupin
School District	05 – Buggs
Requested by	Catalyst Design Group, applicant; M & J Partnership, owner.
Deferrals	This item was deferred at the December 12, 2024, January 9, 2025, February 13, 2025, March 13, 2025, and April 10, 2025, May 8, 2025, and June 12, 2025, Planning Commission meetings. No public hearing was held.
Staff Reviewer	Schenk
Staff Recommendation	<i>Defer to the September 11, 2025, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit 21 multi-family residential units.

Preliminary SP

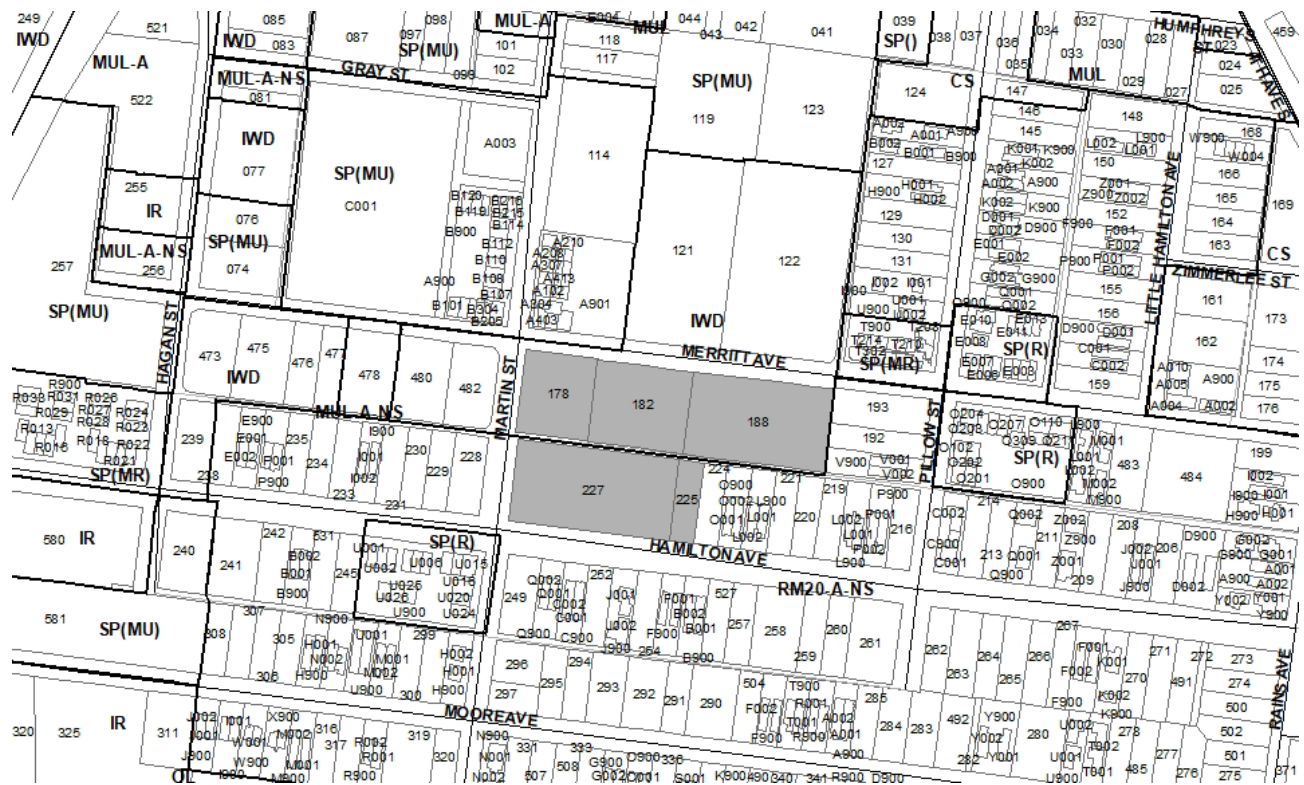
A request to rezone from One and Two-Family Residential Alternative (R6-A) to Specific Plan (SP) zoning for property located at 1609 4th Avenue North, approximately 182 feet north of Hume Street, (0.53 acres), to permit 21 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the September 11, 2025, Planning Commission meeting.



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2025SP-005-001

MARTIN & MERRITT

Map 105-07, Parcel(s) 178, 182, 188, 225, 227

11, South Nashville

17 (Terry Vo)



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Item #5

Project Name

Council District

School District

Requested by

Specific Plan 2025SP-005-001

Martin & Merritt

17 – Vo

05 – Buggs

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

Deferrals

This item was deferred at the February 13, 2025, February 27, 2025, March 13, 2025, March 27, 2025, April 10, 2025, April 24, 2025, May 8, 2025, May 22, 2025, and June 12, 2025, Planning Commission meetings. A public hearing was held and closed at the June 12, 2025, Planning Commission meeting.

Staff Reviewer

Staff Recommendation

Schenk

Approve with conditions and disapprove without all conditions including a major modification to the Wedgewood-Houston Chestnut Hill UDO for building setbacks.

APPLICANT REQUEST

Preliminary SP to permit a mixed-use development.

Preliminary SP

A request to rezone from Industrial Warehousing/Distribution (IWD) and Multi-Family Residential-Alternative-No STRP (RM20-A-NS) to Specific Plan (SP) zoning for properties located at 513 and 525 Merritt Avenue, 1300 and 1312 Martin Street, and 548 Hamilton Avenue, at the northeastern corner of Martin Street and Hamilton Avenue (4.03 acres), and partially within the Wedgewood-Houston Chestnut Hill Urban Design Overlay District, to permit a mixed-use development.

Existing Zoning

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

RM20-Alternative-No STRP (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. *RM20-A-NS would permit a maximum of 30 units.*

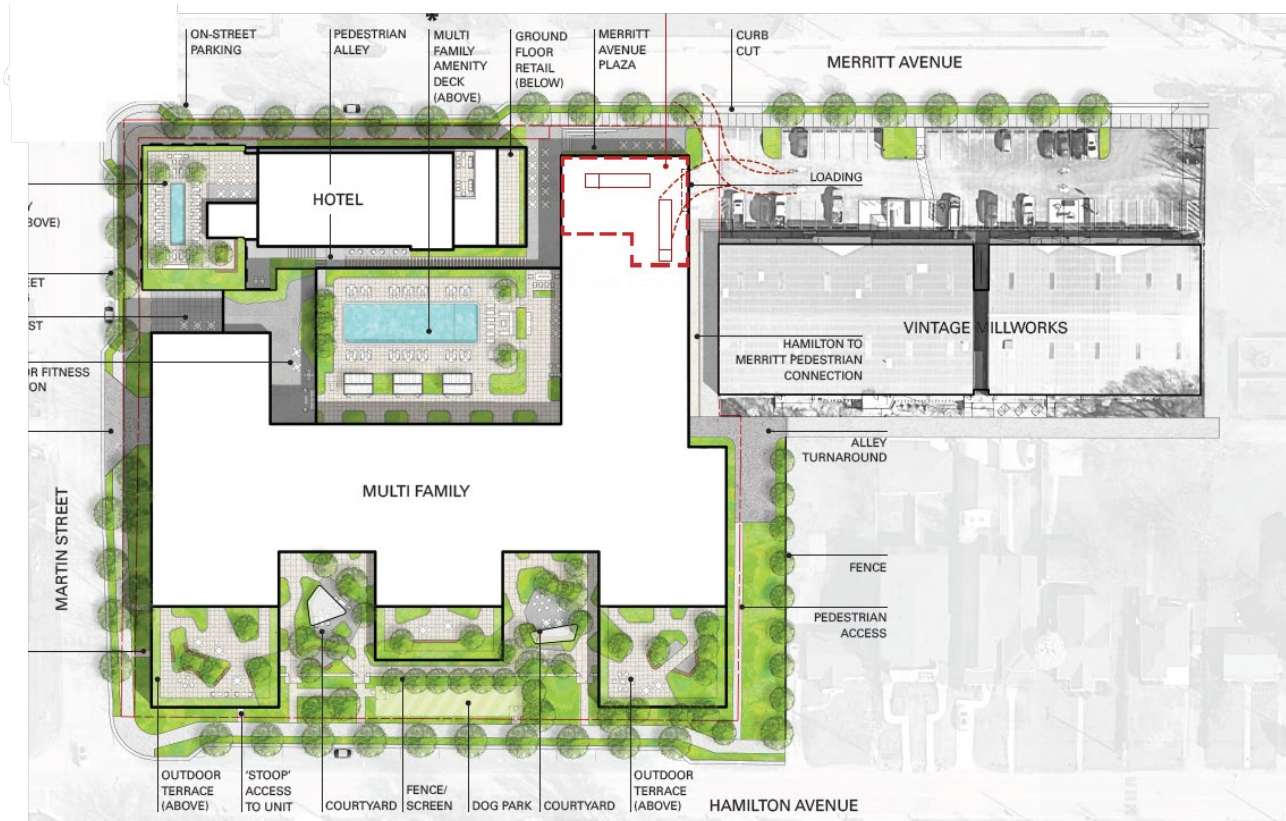
Urban Design Overlay The site is also located within the Wedgewood-Houston Chestnut Hill Urban Design Overlay (UDO), specifically the Merritt-Southgate subdistrict. The purpose of the UDO is to preserve the essential, defining qualities of the Wedgewood-Houston and Chestnut Hill neighborhoods while addressing increasing demand for residential capacity in the area.



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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 and commercial uses.*



Proposed Preliminary SP

SOUTH NASHVILLE COMMUNITY PLAN

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

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



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take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

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

SUPPLEMENTAL POLICY

The site is located within the Wedgewood-Houston Chestnut Hill (WHCH) Small Area Plan, specifically the SPA 11-WHCH-1 TR and the SPA 11-WHCH-2a supplemental policy areas. The northern portion of the site, encompassing the parcels located along Merritt Avenue north of the existing alley are located within the SPA 11-WHCH-1 TR subdistrict. The WHCH Plan describes this zone, which is called North Wedgewood-Houston, as containing a wide variety of commercial and small-scale light industrial uses with a higher density mix of uses appropriate for the area. In line with the neighborhood's long-term vision, this area is home to a rising number of houses and small- and larger-scale artisan and maker uses. The urban grid, variety of uses, and new dense housing, create a vibrant walkable commercial neighborhood that adds services to the broader community.

The parcels located south of the existing alley, and along Hamilton Avenue are within the SPA 11-WHCH-2a zone. The WHCH Plan describes this zone, which is called South Wedgewood-Houston, as the residential core of the Wedgewood-Houston neighborhood, built on an urban street grid. Residential infill development has added a mixture of housing types to the existing predominantly one- and two-family neighborhood. Infill on larger parcels is frequently in the form of townhomes or courtyard developments. This area should continue to evolve to allow flexibility in housing types to address affordability.

CASE HISTORY

This case was presented at the June 12, 2025, Planning Commission meeting where a public hearing was held and closed. At the meeting, the commissioners deferred this item to allow additional community conversation with the councilmember. The applicant has since submitted updated plans which include changes to the maximum number of hotel rooms and multi-family residential units and updates to various development standards. No changes to the plan layout have been made.

Staff will note that some of the development standards reflected in the updated plan reflect private agreements and are not enforceable by Metro.

Staff's recommendation for the July 24, 2025, report has been updated to reflect approval of a major modification to the UDO standards for building setbacks. This does not reflect a change in the applicant's request or changes to the site plan but includes a recommendation that was inadvertently omitted from the prior staff report. More information is included in the analysis below.



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SITE CONTEXT AND PLAN DETAILS

The site consists of five parcels, with a total size of approximately 4.03 acres, and is located along the eastern frontage of Martin Street, between Hamilton Avenue and Merritt Avenue. All three streets are classified as local streets in the Major and Collector Street Plan (MCSP). Traversing through the center of the site is an unimproved alley right-of-way. The five parcels have developed with industrial, medical, office, single-family residential, and vacant uses. The surrounding parcels are zoned IWD, RM20-A-NS, and SP. Neighboring uses include a variety of industrial, commercial, multi-family residential, single-family residential, and office uses.

The proposed site plan consists of three buildings, including an existing building to be retained, identified as the Vintage Millworks, on the eastern parcel along Merritt Avenue. Located at the northwest corner of the site is a seven-story building with a maximum height of 75 feet and utilized for hotel and non-residential uses. This building includes stepbacks on both the Martin Street and Merritt Avenue facades. Located in the central portion of the site is four story building, with a height of 48 feet, to be used for a maximum of 175 multi-family residential units. This building includes stepbacks between the third and fourth floors and a varied setback along Hamilton Avenue. The SP proposes architectural standards, including glazing and building material requirements.

The site would have access from two locations: a primary access along Martin Street that would connect to a below-grade parking garage, and a loading access along Merritt Avenue. Additionally, the existing site access along Merritt Avenue and parking associated with the Vintage Millworks would be retained. The site currently abuts alley right-of-way (Alley #1805) to the south, traversing east to west. The existing alley network for this block extends from Pillow Street, east of the site, to Martin Street (west). The eastern portion of the alley is improved from Pillow Street to behind the existing Vintage Millworks building. The western portion, which comprises the new buildings, is unimproved. The plan proposes to remove the unimproved alley right-of-way at the eastern corner of the proposed multi-family building and construct a “T” turnaround at the proposed terminus of the alley for fire access. The “T” turnaround will include an area of right-of-way dedication to the south. There is no direct vehicular access to the public alley via Hamilton Avenue, and no new alley connection is proposed to the new development, although the existing Vintage Millworks building will continue to have access to the alley. The plan also proposes streetscape improvements, including sidewalks, along all frontages. Additionally, a pedestrian connection from the alley to Hamilton Avenue is included in the plan. Located throughout the site are numerous open space areas, including publicly accessible open spaces along Hamilton Avenue.

ANALYSIS

Due to the different policies on this site, for the analysis, the site is divided into two subdistricts, Subdistrict 1 and Subdistrict 2, which will be referenced in this report for consistency. The subdistrict dividing line is the unimproved alley right-of-way that traverses east to west through the middle of the site. Subdistrict 1 includes parcels identified as Parcels 178, 182, and 188 on the site map on the northern half of the site along Merritt Avenue. Subdistrict 2 consists of Parcels 225 and 227 on the map, located on the southern half of the site along Hamilton Avenue.



Subdistrict 1 is located within the T4 Urban Mixed Use Neighborhood Policy (T4 MU) and Conservation (CO) policy areas. The T4 MU policy intends to create urban neighborhoods with high intensity development, increased levels of multi-modal connectivity and an urban design form. The proposed land uses, including a mixture of residential and commercial uses, development intensity, and building form are consistent with the T4 MU policy. Additionally, the proposed SP proposes high levels of pedestrian connectivity within the site and to neighboring properties.

The WHCH Small Area Plan also includes additional specific guidance for this area. The WHCH Plan includes standards for building typologies and heights, as well as appropriate use and zoning districts. The building typologies include plex or manor, house court, townhouse, flats, live/work, mixed use, and industrial buildings, with heights of three to four stories. The Small Area Plan includes provisions for when additional height may be appropriate: 1) providing active uses and enhanced streetscaping; 2) combined with adaptive reuse of the other parts of the site; 3) accompanied by urban industrial uses; and 4) located in lower lying area.

The proposed heights of the structures in this subdistrict are between four and seven stories. For consideration of additional height above four stories, the site meets several criteria that would justify an increase in height. The topography of the site slopes downward, with the highest portions of the site at the southeast corner and the lowest portion of the site at the northwest corner. This results in a substantial grade change across the site. The northwest corner of the site, at the intersection of Martin Street and Merritt Avenue, is approximately 40 feet lower than the northeastern corner of the site. Additionally, other surrounding SP zoned properties have building



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heights of five to six stories. The existing industrial and commercial building on the site will be preserved in this plan, providing for adaptive reuse of the structure. In totality, these factors would contribute to supporting additional height at this location. Finally, the area of Conservation policy on the site is limited to an area of slopes in the middle of the site. These slopes are partially confined by an existing retaining wall on the site.

Subdistrict 2

Subdistrict 2 is located within the T4 Urban Neighborhood Evolving Policy (T4 NE). The T4 NE policy is intended to enhance neighborhoods by including greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques. Moderate- to high-density residential development is appropriate, as are shallow setbacks, and high levels of complete street connectivity. The proposed plan is consistent with the T4 NE policy, as it provides a moderate density development pattern, with a development intensity consistent with an urban neighborhood, housing types that increase housing choice, and shallow setbacks along the street frontages.

Wedgewood-Houston Chestnut Hill Urban Design Overlay (UDO)

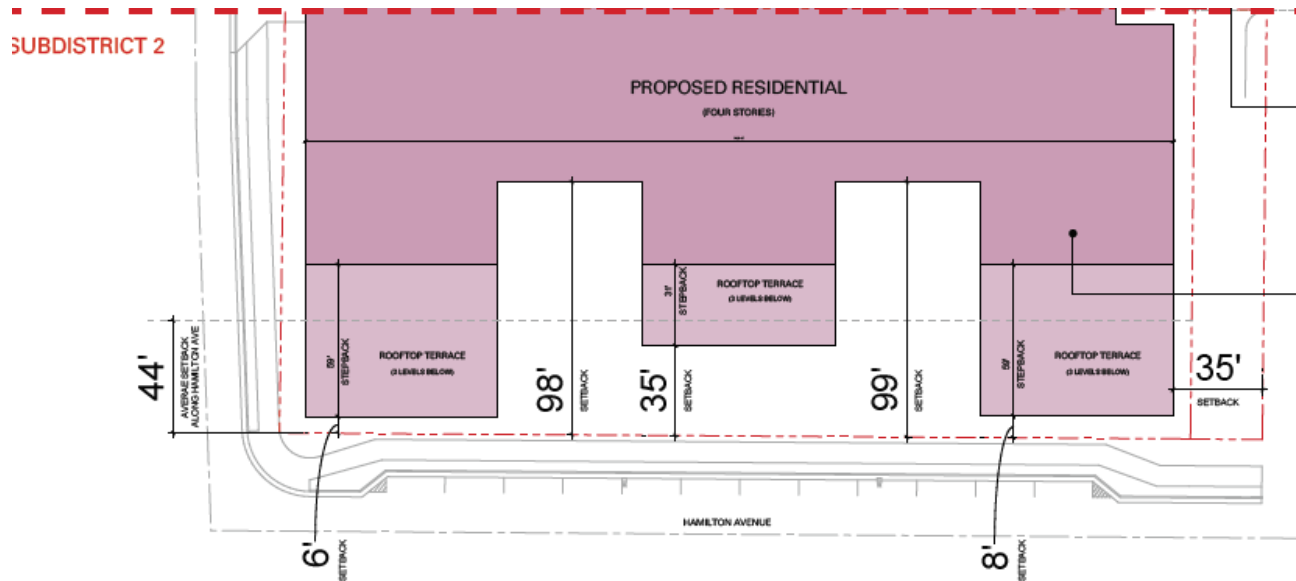
Subdistrict 2 is also within the Wedgewood-Houston Chestnut Hill Urban Design Overlay (UDO). The UDO provides guidance for building design, including heights, material standards and setbacks. The proposed plan incorporates several characteristics of this overlay, including heights consistent with the UDO guidance, building materials, and articulation requirements. The UDO also has requirements for a contextual setback for street facing facades. The proposed building is designed in a trident pattern, with a varied front setback line. The closest portions of the building have setbacks of approximately six feet and eight feet, at the southwestern and southeastern corners, respectively, of the building along Hamilton Avenue. Other portions of the Hamilton Avenue building facade have setbacks of 35 feet, 98 feet, and 99 feet. The portions of the building with setbacks of six and eight feet are closer than the required contextual setback, which is 20 feet.

Major Modification

This deviation from the required contextual setback will require a major modification to the UDO standards, as the modification is more than 25 percent, which for this setback, would be any deviation greater than five feet. Under the UDO guidelines, a deviation of more than 25 percent is required to be approved by the Metro Planning Commission. A modification to this standard is permitted under certain conditions, including a site's location at the corner of two streets and setbacks of existing buildings along the entire block face or nearby area. Several of these conditions would warrant a major modification to this standard along the Hamilton Avenue frontage. The building's trident design proposes a varied setback along Hamilton Avenue, with only a portion of this façade located closer to the street than the minimum required setback. The building's trident pattern also allows for additional open space between the building and the street. Additionally, this site's location at a corner and an SP zoned property across the street with closer setbacks would support this major modification from the contextual setback.



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Building setbacks along Hamilton Avenue

Overall, the plan incorporates features that are consistent with land use policy, Small Area Plan, and Urban Design Overlay guidance. These features include providing a mixture of commercial and residential uses, design characteristics including building articulation, varied materials, and glazing; adaptive reuse of an existing building; improved streetscapes; and increased pedestrian connectivity.

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.

NDOT ROADS RECOMMENDATION

Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT.
- Final design and improvements may vary based on actual field conditions.
- Any public access point (ramps, drives) should meet AASHTO stopping sight distance requirements.
- 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.
- Continue to coordinate w/ Metro Planning and NDOT on MCSP requirements along existing ROW frontages.
- For reference, provide call outs on the final site plan for MCSP requirements.
- In general, with the final: Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT standard details.



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- A mandatory referral approval will be required for proposed abandonments of existing ROW and/or encroachments into existing ROW.
- See NDOT traffic comments/conditions on ROW abandonments.
- There shall be no earthen retaining walls installed in the public ROW. There shall be no vertical obstructions in new public sidewalks and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
- Residential and/or commercial ramps, driveways shall meet Metro spacing code.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW.
- Provide relevant mill & overlay (hatched) on plans, if widening ROW pavement.
- Comply w/ NDOT traffic comments/conditions of approval.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- The applicant shall implement the MCSP streetscape requirements along all development frontages.
- The applicant is required to construct off-site sidewalks along the south side of Hamilton Avenue to bridge the sidewalk gap between Hagan Street and Martin Street, approximately 300 feet. Additionally, sidewalks shall be constructed on Merritt Avenue to connect the gap between the eastern property line of Vintage Mill Works and Pillow Street, approximately 200 feet. The construction of these off-site sidewalks may necessitate minor retaining structures, the specifics of which will be determined at the Final SP stage along with the exact sidewalk dimensions.
- Pedestrian accommodations shall be incorporated on all feasible corners of the study intersections, if not already provided. These accommodations may include, but are not limited to, crosswalk striping, curb ramps, and ADA-compliant warning mats. Additional striping may be required to refurbish deficient stop bar pavement markings.
- The applicant shall comply with WeGo conditions regarding transit stop improvements.
- For the primary garage access on Martin Street, the applicant shall provide enhanced pedestrian safety measures. These measures may include, but are not limited to, electronic signage, audible alarms, safety signage, convex mirrors, transitional lighting, and high-visibility yellow paint.
- All valet operations associated with the hotel shall occur entirely on private property. The use of lay-by facilities within the public right-of-way along the development's frontage is strictly prohibited.
- Parking requirements shall comply with UZO code standards.
- The approval of this Preliminary SP does not constitute the approval for the abandonment of Alley 1805. A Mandatory Referral will be required and additional comments/conditions may be provided through that review.
- 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



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approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

WEGO RECOMMENDATION

Approve with conditions

- Development must upgrade the existing Rains Station Outbound; 8th Ave S & Hamilton Ave northbound and southbound bus stops to in-lane local service bench-type bus stops with appurtenances as per the latest WeGo Transit Design Guidelines.
- Upgraded bus stops must have an ADA-compliant passenger waiting area min. 35ft x 8ft, flush with tangent curb and flush with ADA-compliant sidewalk. Bus stop upgrade may be constrained by existing curb and ROW.
- WeGo conditions must be noted or shown on this SP. WeGo conditions must be shown on Final SP plans.
- Development must coordinate and reach agreement with WeGo philip.randall@nashville.gov prior to this SP approval, again prior to Final SP approval, and again prior to Building Permit issue.
- WeGo conditions must be complete prior to any occupancy or use of the development.

STORMWATER RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

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

METRO HISTORICAL STAFF RECOMMENDATION

Approve

- Phase I archaeological survey recommended.



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Maximum Uses in Existing Zoning District: IWD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	1.38	0.8	48,090 SF	122	8	9

Maximum Uses in Existing Zoning District: RM20-A-NS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (221)	1.52	20 D	30 U	162	11	14

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (221)	-	-	175 U	952	59	76

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
Hotel (310)	-	-	150 R	1,267	70	86

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	-	-	3,750 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
Restaurant (932)	-	-	3,750 SF	421	38	37

Traffic changes between maximum: IWD/RM20-A-NS and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+2,498	+151	+190



Metro Planning Commission Meeting of 07/24/2025

METRO SCHOOL BOARD REPORT

Projected student generation in IWD/RM20-A-NS districts: 5 Elementary 3 Middle 3 High
Projected student generation in proposed SP district: 26 Elementary 18 Middle 15 High

The proposed SP zoning is expected to generate 48 additional students than the existing IWD and RM20-A-NS zoning districts. Students would attend Fall-Hamilton Elementary School, Cameron College Preparatory Middle School, and Glencliff High School. Fall-Hamilton Elementary School and Cameron College Preparatory Middle School are identified as undercapacity, while 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 with conditions and disapproval without all conditions, including a major modification to the Wedgewood-Houston Chestnut Hill UDO for building setbacks.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 150 hotel rooms, 7,500 square feet of retail and restaurant uses in Subdistrict 1; and a maximum of 175 multi-family residential units in Subdistrict 1 and 2. Uses in the existing Vintage Millworks building shall be limited to those as identified in the land use table. Short term rental property, owner occupied and short term rental property, not owner occupied shall be prohibited.
2. On the corrected copy, clarify on Sheet 12 that uses in the Land Use Table are limited to the Vintage Millworks building.
3. On the corrected copy, replace all building height measurement notes to be the following: Building height shall be measured from the average elevation (4 most exterior corners) to the midpoint of the primary roof pitch or to the top of the parapet for a flat roof.
4. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval. Building setbacks and height shall be consistent with the elevations included with the preliminary SP.
5. Parking maximums shall be determined by the UZO requirements and subject to change with the final mix of land uses included in the final SP.
6. Covered rooftop amenities shall be included in maximum height calculation.
7. Building heights for the building identified as the hotel building on the plan shall be limited to 75 feet.
8. Prior to final site plan approval, a mandatory referral shall be submitted and approved for the abandonment of the existing alley right-of-way.
9. Comply with all conditions and requirements of Metro reviewing agencies.
10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A-NS zoning district for Subdistrict 1 and RM40-A-NS zoning district for Subdistrict 2. Uses are limited as described in the Council ordinance.
11. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.



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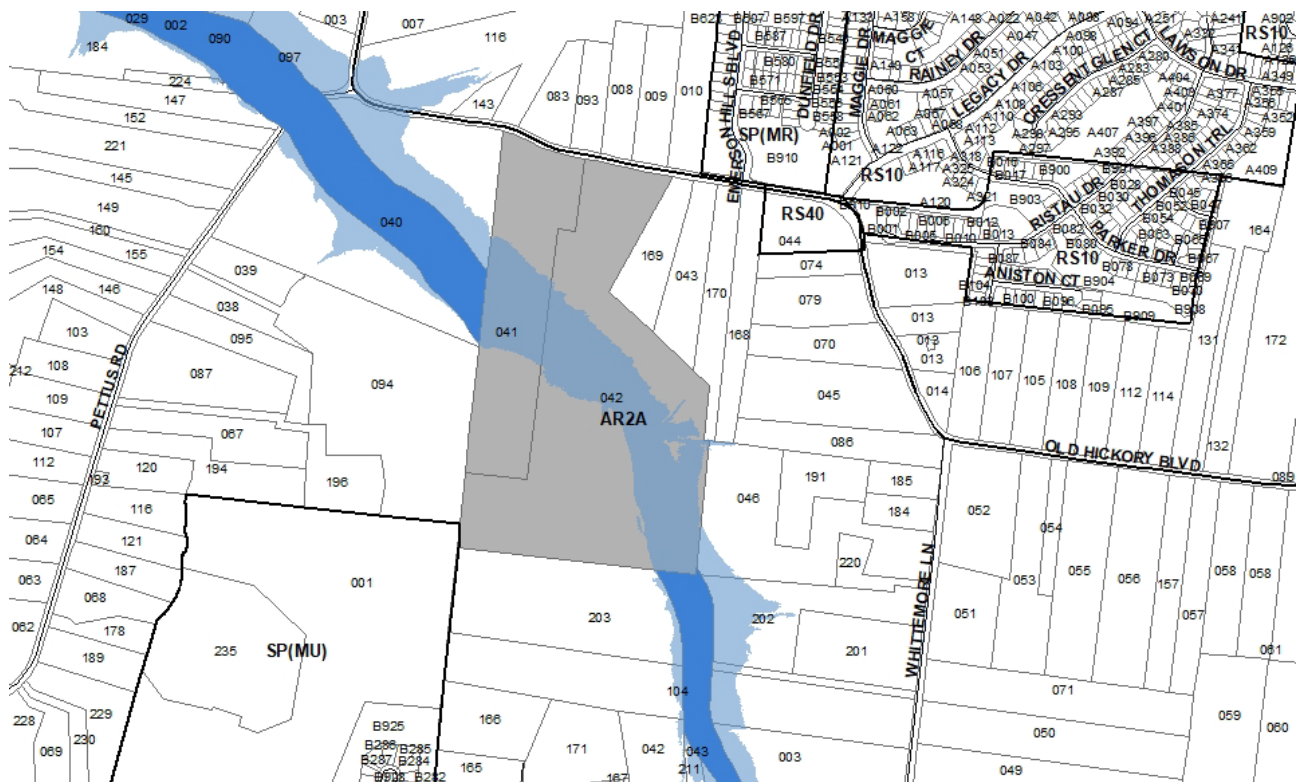
12. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
13. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
14. A final plat may be required prior to permitting.
15. No master permit or HPR shall be recorded on the property prior to final site plan approval.



SEE NEXT PAGE



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2025SP-007-001

13905 OLD HICKORY BOULEVARD

Map 182, Parcel(s) 041-042

12, Southeast

31 (John Rutherford)



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Item #6**Project Name****Council District****School District****Requested by****Specific Plan 2025SP-007-001****13905 Old Hickory Boulevard**

31 – Rutherford

02 – Elrod

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

Deferrals

This item was deferred at the January 9, 2025, February 27, 2025, March 13, 2025, March 27, 2025, April 10, 2025, April 24, 2025, May 8, 2025, May 22, 2025, and June 12, 2025, and June 26, 2025, Planning Commission meetings. A public hearing was held and closed at the June 12, 2025, Planning Commission meeting. The public hearing was reopened when this item was deferred from the June 26, 2025, Planning Commission meeting.

Staff Reviewer

Schenk

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

APPLICANT REQUEST**Preliminary SP to permit 237 residential units.**Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for properties located at 13905 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), approximately 1,440 feet west of Whittemore Lane (66.72 acres), to permit 237 residential units.

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 33 lots with 8 duplex lots for a total of 41 units. Application of the Subdivision Regulations may result in fewer lots on this property. Metro Codes provides final determinations on duplex eligibility.*

Proposed Zoning

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





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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.

CASE HISTORY

This case was presented at the June 12, 2025, Planning Commission Meeting. At the meeting, the commissioners requested clarification on the following items:

1. The status of the existing house on the site and the property's historical value;
2. The feasibility of a roundabout at the four-way intersection of the new local and collector-avenue streets; and
3. The incorporation of an invasive plant removal and management plan.

Regarding Item #1, Planning staff met on site, reviewed information provided by Historical staff and the applicant, as detailed in the June 26, 2025 Planning Commission meeting deferral staff report, and determined that the structure is not able to be preserved without complete reconstruction. Staff is therefore recommending an alternative option that would require the original stone foundation of the structure to be preserved and the applicant will work to incorporate an interpretive landscape-oriented or amenity feature. Adjustments to the layout will be reviewed with the final site plan, further detailed in a new condition of approval (see condition #2).

Regarding Item #2, the applicant has agreed to incorporate a roundabout at the intersection of the new collector-avenue and local street near the northeast portion of the site, if determined to be feasible by NDOT and Metro Planning with the final site plan. Details on final design and alignment will be reviewed with the final site plan, and adjustments to the lot locations may be permitted, as conditioned, based on spacing needs for the infrastructure. This has been incorporated as a condition of approval, further detailed in a new condition of approval (see condition #3).

Regarding Item #3, the developer has agreed to remove invasive species along Indian Creek and will provide an invasives removal plan for review with the final site plan. This is further detailed in a new condition of approval (see condition #4).

The requested information has been incorporated into this report and conditions of approval have been added as referenced above.

SITE CONTEXT

The site consists of two parcels, approximately 66.72 acres in size, and located on the southern frontage of Old Hickory Boulevard, which is classified as an Arterial-Boulevard in the Major and Collector Street Plan (MCSP). Parcel 41, which is the western parcel, has developed with a single-family residential use, while Parcel 42, which is the eastern parcel, is currently vacant. The



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surrounding parcels are zoned Agricultural/Residential (AR2a), with a Specific Plan (SP) zoned property to the southwest of the site, that permits a mixture of single-family residential, multi-family residential, and commercial uses. Additionally, several properties in the nearby area are zoned Single-Family Residential (RS10) and (RS40). Surrounding properties have developed with single-family residential and vacant land uses, with multi-family residential uses in the broader area. Additionally, to the west of the site along Old Hickory Boulevard, is a parcel owned by Metro Parks, which is to be used as a park.

PLAN DETAILS

The plan proposes a total of 237 residential units, of which 97 are multi-family residential units and 140 are single-family residential lots. The plan is divided into northern and southern portions, with the multi-family units proposed in the northern portion of the site, near the Old Hickory Boulevard frontage, with single-family lots surrounding the multi-family units along the street frontages and in the southern portion of the site. The site is accessed through a public street connection to Old Hickory Boulevard, with public streets and alleys proposed throughout the site. The plan proposes over 51 percent of the site as open space, including a 20-foot Type-B landscape buffer along the eastern and southern property lines.

Northern Portion

The northern portion of the site proposes a maximum of 97 multi-family residential units and 54 single-family lots. The single-family lots include a mixture of front loaded and rear-loaded access homes, while all the multi-family units are proposed to be rear loaded via private alleys and fronting onto open space. The multi-family units are located towards the interior of the site, with single-family lots surrounding these units along both Old Hickory Boulevard and a proposed north-south local street. The site is accessed via a local street and an alley access connecting to Old Hickory Boulevard. As mentioned in the Case History section above, the applicant has agreed to a condition to preserve the original stone foundation of the existing home on the property and provide an interpretive landscape-oriented or amenity feature, in addition to the previously discussed condition to maintain, restore, and enhance the stone walls on the site. Any changes to the plan needed to accommodate the spacing needs of the foundation will be subject to the requirements included in the conditions of approval.

Southern Portion

The southern portion of the site proposes a maximum of 86 single-family residential lots, all of which front onto public roads. A proposed collector-avenue traverses the site from east to west, consistent with the MCSP and stubs at the western and northeastern property boundaries to allow for future extensions. The collector street intersects with the proposed local street on the northern portion of the site. As mentioned in the Case History section above, the applicant has also agreed to incorporate a roundabout at the four-way intersection along this road. Any shifts to the plan needed to accommodate spacing needs for the roundabout will be subject to the requirements included in the conditions of approval.

Through the center of the site is Indian Creek, which is outside the area for development. As mentioned in the Case History section above, the applicant has agreed to remove invasive species along the creek and a condition has been added for this plan to be provided at the final site plan



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submittal. The plan includes architectural design conditions, including a maximum height of 3 stories and 35 feet for all unit types, and material and glazing requirements. Additionally, conceptual elevations are included with the preliminary plan.

ANALYSIS

The proposed SP is located within the T3 Suburban Neighborhood Evolving (T3 NE) policy and Conservation (CO) policy areas. The T3 NE policy is intended to promote a broader range of housing types, improved connectivity, and moderate density development. The proposed plan incorporates several of the goals of this policy. The plan provides a range of housing types, as the plan proposes both single-family lots and multi-family residential units. The plan provides improved connectivity by including a new east to west collector roadway through the site, providing vehicular connections to surrounding properties. The proposed density of the site, at approximately 3.6 units per acre, is similar in density to zoning districts in the surrounding area, including nearby subdivisions, which permit 4.3 units per acre and provides a moderate density development pattern. The plan includes honoring the historic nature of the site, by integrating the historic stone walls and the original stone foundation of the house into the overall site plan, including a landscape-oriented open space or amenity near the entrance to the neighborhood. The plan is consistent with the Conservation policy, as the site is designed around and avoids Indian Creek and stream buffers throughout. The proposed lots and units also avoid the floodplain areas around these waterways.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- 2nd point of access appears to be provided.
- Limited building construction details provided. Future construction must meet all applicable fire and building codes.
- Additional fire code or access issues may be addressed at time of construction permit review.

NDOT RECOMMENDATION

Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT.
- Final design and improvements may vary based on actual field conditions.
- For final SP cases that include new public roads, final SP plans shall include proposed public roadway profiles, curvature data, road grade data, drainage, utility data, street tree plan, street lighting plan and bridge culvert details (if proposed).
- Public roadway construction drawings shall comply with NDOT Subdivision Street Design Standards and specifications.
- All public 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.



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- 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, any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT standard details.
- There shall be no earthen retaining walls installed in the public ROW.
- There shall be no vertical obstructions in new public sidewalks 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).
- 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.
- Case specific road comments/conditions: 1. All site alleys are to be private. (cont.) Private alleys should be built to NDOT road standards (ref. alley detail ST-263). 2. With the exception of site public collector roads, all site public local roads shall be built to a minimum cross section of 50-55 ft. Please reference NDOT standard detail(s): ST-252 and ST-252B.
- Comply w/ NDOT traffic comments/conditions.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- 1.) Per review of the MMTA;
- [1.A.] The applicant shall provide a three-lane cross-section from the new public street (site access) of this development, eastbound to the entrance of the Emerson Hills Subdivision. The three-lane section shall also include striping and any necessary signage per MUTCD & AASHTO Standards.
- [1.B.] The new public street (site access) at the intersection of Old Hickory Boulevard shall be constructed with one (1) inbound lane and two (2) outbound lanes operating under a stop condition for Old Hickory Boulevard according to MUTCD, AASHTO, TDOT, and NDOT standards. Specific storage lengths will be governed by the data supported in the MMTA.
- [1.C.] The applicant shall continue to coordinate with NDOT on a proportional contribution towards the design and/or implementation of improvements at the intersection of Old Hickory Blvd & Pettus Rd (Southern intersection). The contribution amount will be determined prior to Final SP approval.
- [1.D.] The applicant shall comply with the MCSP requirements along all public ROW frontages.
- The secondary access for the private alley on Old Hickory Blvd, shall be gated for emergencies only.



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- Appropriate traffic control shall be provided for the internal intersections, per MUTCD.
- ADA ramps shall be provided at all internal intersections along with cross-walks where appropriate. Additional MUTCD pedestrian signage may be required.
- Parking restriction signs may be required at appropriate locations.
- 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.

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.

METRO PARKS RECOMMENDATION

Approve with conditions

- Clearly depict by boundary survey, with metes and bounds labeled or keyed to a chart, the "Conservation Greenway Easement" that includes as a minimum the Indian Creek floodway plus 75' floodway buffer Zones 1 and 2 on a separate sheet with the Final Site Plan. Also include the total acreage within each easement area and its length measured at the shared line between Buffer Zones 1 and 2.
- Coordinate with Greenways staff to determine the final extent of the Conservation Greenway Easement necessary to ensure that an at grade greenway trail crossing of the 50' ROW at an approved location near the bridge across Indian Creek can be made with minimal earth work required for the construction of a greenway trail with connections to the planned sidewalks, that will be flush and otherwise ADA compliant, prior to Final Site Plan approval.
- With Final Site Plan submittal provide sufficient trail location and grading information on both sides of the 50' ROW for the ADA review per items 1 and 2 above.



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- Provide a landscape/fencing plan to provide park-like greenway experience and screen surface parking/driveways to the greatest extent reasonably possible with the Final Site Plan.
- The Conservation Greenway Easement must be dedicated and memorialized in a Metro Parks' Conservation Greenway Easement Agreement, including two exhibits: a legal description and a boundary survey of the easement, all of which must be executed by the property owner, notarized, submitted to, and approved by Greenways prior to Final Site Plan approval.
- The Conservation Greenway Easement Agreement must be recorded with the Davidson County Register of Deed's Office prior to any use and occupancy or issuance of the first Use and Occupancy letter for any new single family or multifamily residential building.
- Coordinate with Greenways staff to process the Conservation Greenway Easement Agreement for Park Board and Metro Council approval.
- Greenway trail to be open to the public 365 days/year per Metro Parks approved operating hours, except for times of routine maintenance where temporary closure is required for public safety.
- Any access from the development into the greenway easement shall be approved by Metro Parks.
- No obstructions such as site furniture, signage, and lighting are allowed in a Conservation Greenway Easement unless approved by Greenways staff.
- Maintenance within Greenway Conservation Easement to be performed by owner until such time as the greenway is built or as otherwise approved in writing by Parks.

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)	66.72	0.5 F	35 U	396	29	37

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential 3-10 (221)	66.72	1.0 F	237 U	1,290	80	102

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
-	-	-	-	+894	+51	+65



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METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a district: 7 Elementary 5 Middle 5 High

Projected student generation proposed SP district: 28 Elementary 20 Middle 17 High

The proposed SP zoning is expected to generate 48 additional students than the existing AR2a zoning district. Students would attend A.Z. Kelley Elementary School, Thurgood Marshall Middle School, and Cane Ridge High School. A.Z. Kelley Elementary School and Cane Ridge High School are identified as overcapacity, while Thurgood Marshall 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 with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 237 residential units, including 140 single-family residential lots and 97 multi-family residential units. Short term rental property, owner occupied and short term rental property, not owner occupied shall be prohibited.
2. The final site plan shall include the preservation of the original stone foundation of the existing home at 13905 Old Hickory Boulevard and shall include a newly programmed structure to be built on the existing foundation. The new structure may be a greenhouse, or other interpretive structure, representative of the historical significance of the property and shall be incorporated as an amenity for the community open space area for the proposed subdivision. The existing stone wall shall also be preserved and relocated on-site, as necessary. The proposed entrance road and up to six lots shown on the Preliminary SP plan may be moved to an alternative location(s) with the final site plan, as necessary, and must meet all Stormwater Regulations and other regulatory requirements.
3. The final site plan shall incorporate a roundabout at the four-way intersection on the new collector-avenue, if determined to be feasible by NDOT and Metro Planning. A maximum of two lots shown on the current plan may be moved to alternative location(s) interior to the site with the final site plan, as necessary, and must meet all Stormwater Regulations and other regulatory requirements.
4. The applicant shall submit an invasive species removal plan for the removal of invasives along Indian Creek with the final site plan or with the final site plan for any phase abutting Indian Creek, if phased. Details of the invasive species removal plan will be finalized with review of the final site plan by Planning staff, in conjunction with other appropriate Metro reviewing agencies.
5. On the corrected copy, update the purpose note and site data to reflect the Permitted Uses condition. List the number of multi-family units and single-family residential lots separately.
6. On the corrected copy, any additional areas of proposed right of way dedication and road improvement details not currently identified along Old Hickory Boulevard, and the proposed streets shall be provided per the local and/or MCSP requirements. The dedication along Old Hickory Boulevard shall be measured from centerline of the existing right-of-way to the proposed property line.

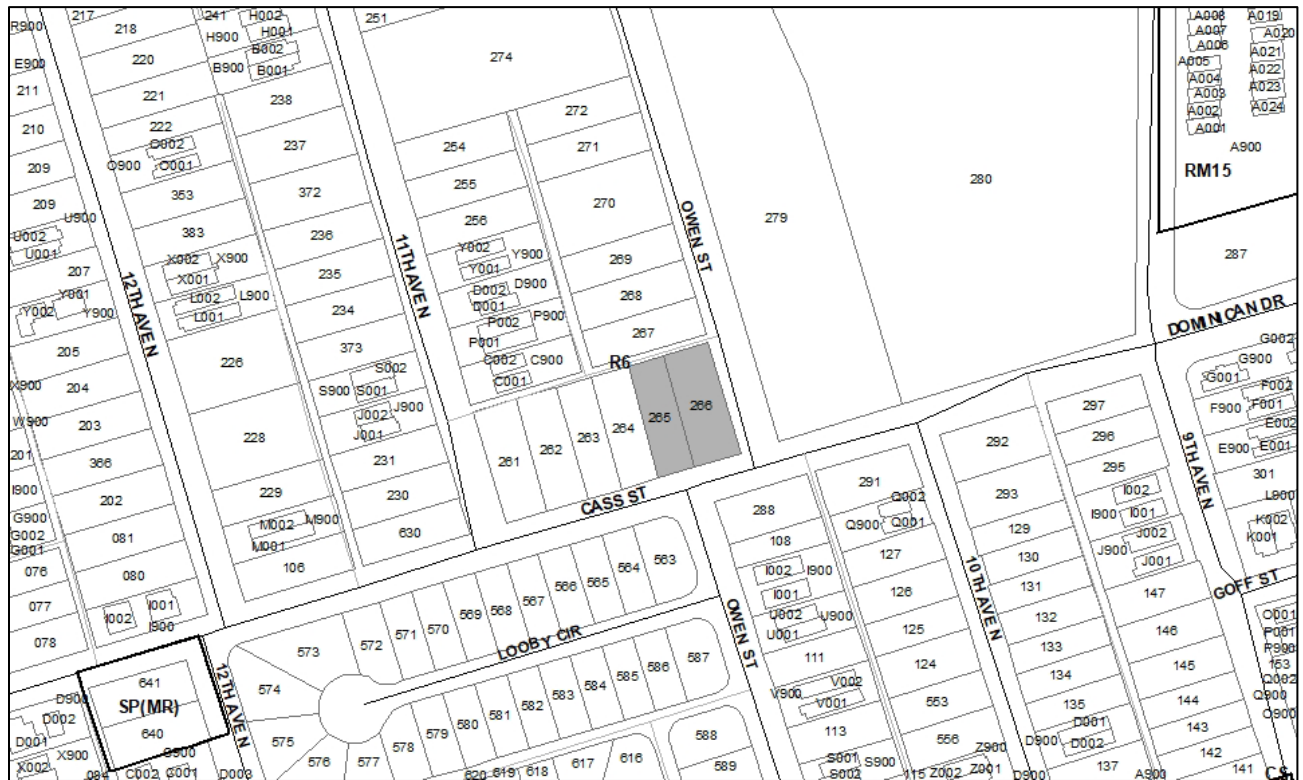


Metro Planning Commission Meeting of 07/24/2025

7. Ownership for the attached units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 1,500 square feet. The minimum lot size for alley-loaded single-family lots shall be 4,000 square feet. The minimum lot size of all other single-family lots shall be 5,000 square feet. Ownership of the detached units that are rear loaded may be divided by a subdivision with a minimum lot size of 4,000 square feet. Ownership of the detached units that are front loaded may be divided by a subdivision with a minimum lot size of 5,000 square feet.
8. A tree preservation plan for all trees identified to be retained on the preliminary SP will be required with the final site plan submittal. Any preserved trees shall have tree protection measures consistent with the requirements of the Metro Zoning Code.
9. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
10. Comply with all conditions and requirements of Metro reviewing agencies.
11. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM6-NS zoning district. Uses are limited as described in the Council ordinance.
12. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
13. 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.
15. A final plat may be required prior to permitting.
16. No master permit or HPR shall be recorded on the property prior to final site plan approval.



Metro Planning Commission Meeting of 07/24/2025



2025SP-009-001

1004 & 1104 CASS STREET

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

08, North Nashville

02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 07/24/2025

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

02 – Toombs

05 – Buggs

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

Deferrals

This request was deferred at the February 13, 2025, February 27, 2025, March 13, 2025, April 10, 2025, April 24, 2025, May 8, 2025, and June 12, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Commeys

Staff Recommendation

Defer to the August 14, 2025, Planning Commission meeting.

APPLICANT REQUEST

Preliminary SP to permit a multi-family residential development.

Preliminary SP

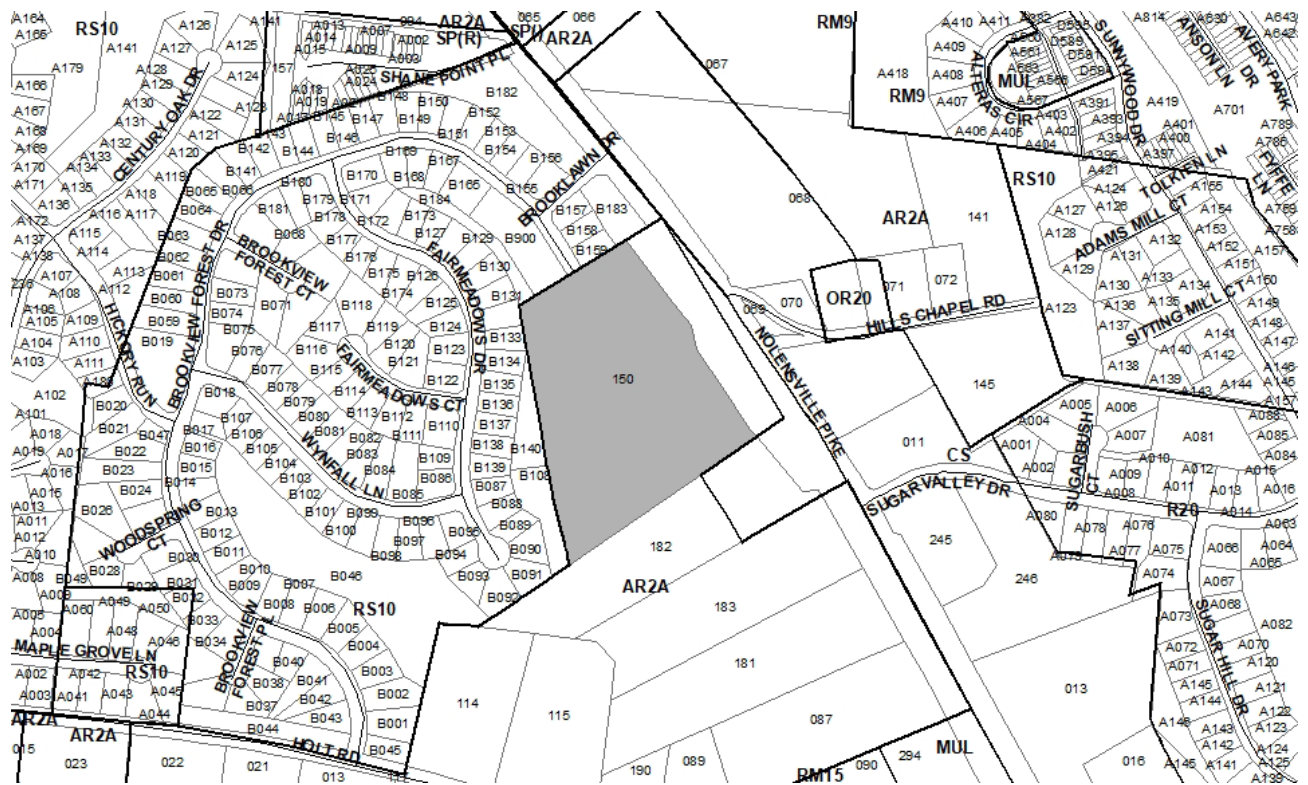
A request to rezone from One and Two-Family Residential (R6) to Specific Plan (SP) zoning for properties located at 1004 and 1104 Cass Street, at the northwest corner of Cass Street and Owen Street, (0.38 acres), to permit eight multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the August 14, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 07/24/2025



2025SP-010-001

6309 NOLENSVILLE PIKE

Map 173, Parcel(s) 150

12, Southeast

04 (Mike Cortese)



Metro Planning Commission Meeting of 07/24/2025

Item #8**Project Name****Council District****School District****Requested by****Specific Plan 2025SP-010-001****6309 Nolensville Pike**

04 – Cortese

02 – Elrod

Barge Design Solutions, applicant; Mike & Patsy Pence & Patsy A. Revocable Living Trust, owners.

Deferrals

This item was deferred at the May 22, 2025, June 12, 2025, and June 26, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Marton

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST**Preliminary SP to permit 119 multi-family residential units.**Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for property located at 6309 Nolensville Pike, approximately 130 feet east of Fairmeadows Drive, to permit 119 multi-family residential units (9.9 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 four lots with one duplex lot for a total of five units. Application of the Subdivision Regulations may result in fewer lots on this property.*

Proposed Zoning

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

SOUTHEAST COMMUNITY PLAN

T3 Suburban Neighborhood 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,



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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.

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 subject site consists of one parcel, totaling 9.9 acres, located along the west side of Nolensville Pike. The property has been zoned AR2a since 1974 and currently includes a single-family home. Surrounding properties are zoned AR2a, Single Family Residential (RS10), Commercial Service (CS), and Office/Residential (OR20), while surrounding land uses include single-family residential, small warehouse, strip shopping center, and vacant land. The site has approximately 730 feet of frontage along Nolensville Pike, which is classified as an arterial boulevard in the Major and Collector Street Plan.

PLAN DETAILS

The proposed SP would permit a multi-family residential development with a maximum of 119 units. Units are provided in the form of attached townhomes that front private drives along the eastern and western portions of the site. The maximum building heights are proposed as 3 stories in 45 feet. As there is a stream that parallels the site's frontage, the units are set back to avoid encroaching upon the stream buffer. At the northern boundary, the site provides a hammerhead turnaround at the terminus of Brookview Forest Drive, an existing public street, that will be gated for emergency vehicle access only. At the southern boundary, the proposed public access easement along the internal network will continue to the southern property line to provide opportunities for future access to the adjacent parcel to the south.

Along the northern, eastern, and southern boundaries, landscape buffers are provided adjacent to surrounding properties. To serve residents on-site, a clubhouse and pool area, as well as a dog park are shown along the southern portion of the plan. For units with their rear elevations facing Nolensville Pike, the plan includes enhanced elevations with additional architectural details. Short term rental property, owner occupied, and non-owner occupied are prohibited throughout the entire development.

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 policy is intended to enhance



Metro Planning Commission Meeting of 07/24/2025

suburban mixed-use corridors by encouraging a greater mix of higher density residential and mixed-use development along the corridor. T3 NE policy 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. The T3 NE and T3 CM policies split the site with the T3 CM policy located along the eastern half of the site and the T3 NE policy primarily on the western half of the site, bordering T3 NM policy to the west. CO policy is associated with mild to moderate slopes on the northeast portion of the site as well as a stream buffer that parallels the site's frontage.

The proposed SP would allow for 119 multi-family residential units at a density of approximately 12.02 units an acre, which is within the densities supported by the T3 NE and T3 CM policies. While some of the units on the plan are within the T3 CM policy, the majority of units are located within the T3 NE policy. By providing an attached townhome unit type, the plan meets the goal of the T3 NE policy of adding to the overall diversity of housing choices in the area. The plan meets several of the building form and site design guidelines of the T3 NE policy by providing moderate site coverage, shallow and consistent setbacks, as well as appropriate orientation and heights. While the plan does not provide direct vehicle access or further street connectivity from Brookview Forest Drive, a hammerhead turnaround will be provided for emergency vehicle access along the northern property boundary, and the internal sidewalks provide pedestrian connections to public sidewalks along Nolensville Pike. The SP generally aligns with the policy's goals of providing high access management, as the plan incorporates a private road stub and public access easement along the entire drive that will allow for the potential of shared access to the adjacent parcel to the south. Given that the proposed private drives are within public access easements, staff is recommending that the internal sidewalk connect to the existing sidewalk along Brookview Forest Drive.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Approved with condition that emergency access gate be electrically operated and equipped with click-2-enter operating system.

METRO HISTORICAL STAFF RECOMMENDATION

Approve

- Phase I archaeological survey recommended.

NASHVILLE DOT RECOMMENDATION

Approve with conditions

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



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- There shall be no earthen retaining walls installed in the public ROW. There shall be no earthen wall tie-back supports encroaching into the public ROW. Earthen retaining walls (below the public roadway elevation) shall be offset 1:1 from the edge of the ROW (back-of-sidewalk) equal to the height of the wall and the wall should be installed out of the surcharge influence zone of the ROW. Earthen retaining walls, 4 ft. or greater in height, off the public ROW will require a stamped wall design by a licensed CIVIL engineer. NDOT would prefer cast-in-place (CIP), steel reinforced, concrete retaining walls, where wall tie-backs may encroach into the ROW.
- There shall 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).
- Provide additional TDOT spec guardrails around proposed Hammerhead.
- A grading easement will be required for the private road stub, providing future South cross access.
- Comply w/ NDOT traffic comments/conditions of approval.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Per the review of the MMTA, the improvements identified in the report are being completed through the TDOT Nolensville Pike widening project. However, beyond the TDOT widening project, the applicant shall provide the MCSP requirements from the back of the new curb along the property frontage (4' grass-strip, 8' sidewalk). Due to the recently restored stream along the property frontage, modifications may be permitted at NDOT's discretion.
- The applicant shall record a cross access easement for the neighboring property to the South (6331 Nolensville Pike) to allow for future cross-connectivity between parcels.
- Parking for the development shall be shown per metro code.
- The applicant's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

STORMWATER RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public and/or private Water and Sanitary Sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans. Submittal of an availability study is required before the Final SP can be reviewed. Once this study has been



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submitted, the applicant will need to address any outstanding issues brought forth by the results of this study. A minimum of 30% Water and Sanitary Sewer Capacity Fees must be paid before issuance of building permits. Unless and until 100% of Capacity Charge has been paid, No Water/Sanitary Sewer Capacity is guaranteed.

Maximum Uses in Existing Zoning District: 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)	9.87	0.5 F	5 U	66	8	6

*Based on two-family lots

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential 3-10 (221)	9.87	-	119	581	41	52

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
-	-	-	-	+646	+33	+46

METRO SCHOOL BOARD REPORT

Projected student generation existing: AR2a district: 1 Elementary 0 Middle 0 High
Projected student generation proposed: SP district: 17 Elementary 12 Middle 10 High

METRO SCHOOL BOARD REPORT

The proposed SP zoning is expected to generate 38 more students than the existing AR2a district. 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 exceedingly under capacity and John 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

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to 119 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, remove "Max height at setback" and replace with "Maximum building height: 3 stories in 45 feet" on the site data table.

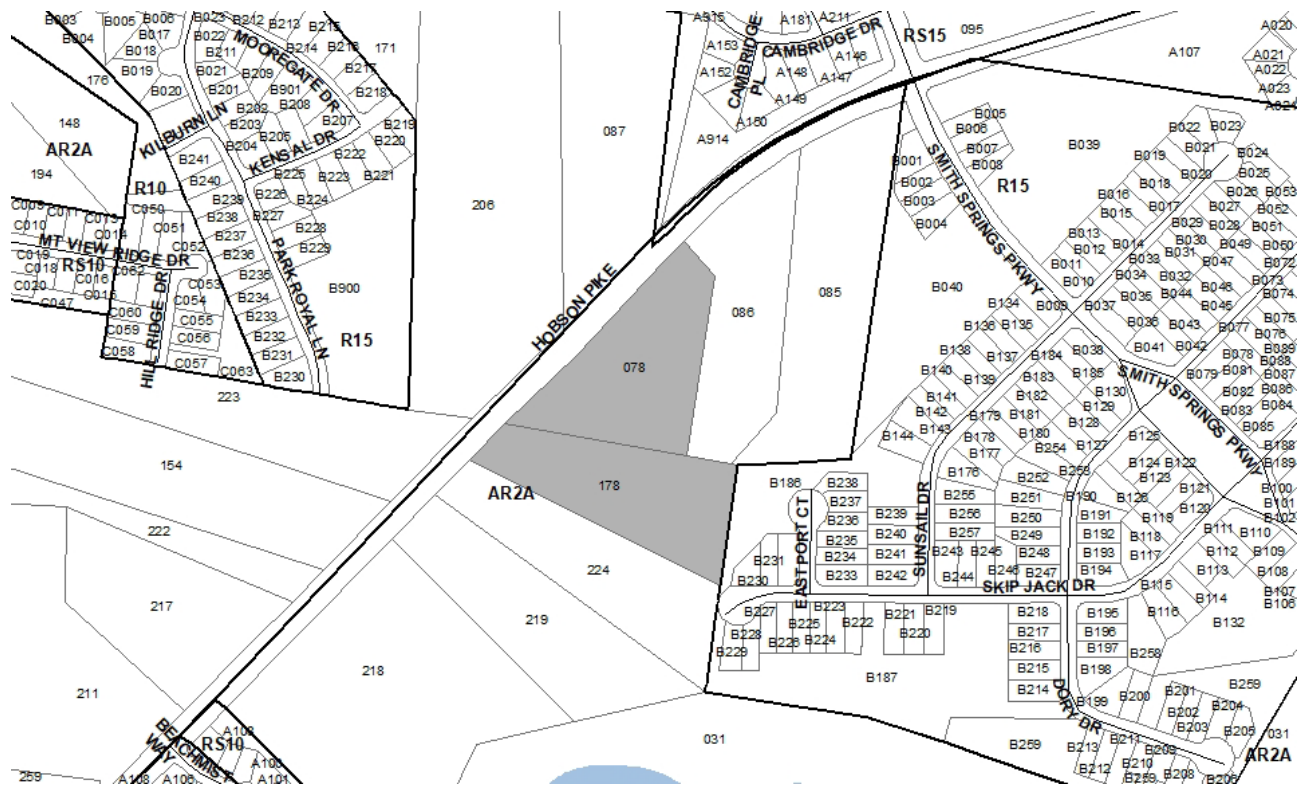


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3. On the corrected copy, replace sheet A1.03 with the elevations in color named “4-Plex Elevation Enhanced Rear” as included with the 04/15/2025 submittal to Planning.
4. The proposed sidewalk within the development must be extended to the property line of the development to tie into the existing sidewalk on Brookview Forest Drive. Applicant to work with staff at final site plan on final design details.
5. The public access easement shall extend along the internal drive and sidewalk network to the northern and southern boundaries.
6. Prior to the issuance of building permits, the public access easement shall be recorded.
7. For retaining walls facing Nolensville Pike, additional landscape screening in front of the walls will be evaluated with the Final SP.
8. Units with rear elevations facing Nolensville Pike shall use the enhanced rear elevations identified as “4-Plex Elevation Enhanced Rear” or a similar enhanced rear elevation that is approved by staff at final site plan.
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 RM15 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.



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2025SP-015-001

GREENSIDE SP

Map 150, Parcel(s) 178

Map 151, Parcel(s) 078

13, Antioch – Priest Lake

08 (Deonté Harrell)



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Item #9

Project Name

Council District

School District

Requested by

Specific Plan 2025SP-015-001

Greenside SP

08 - Harrell

06 – Mayes

Dale & Associates, applicant; Soliman Hanna LLC, owner.

Deferrals

This item was deferred at the June 12, 2025 and June 26, 2025 Planning Commission meetings. No public hearing was held.

Staff Reviewer

Konigstein

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Preliminary SP to permit 105 multi-residential units.

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (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.

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. *Based on acreage alone, AR2a would permit a maximum of four lots with one duplex lot for a total of five 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.

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.



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Street: HOBSON PIKE
MCSP Designation: T3-R-AB3
Standard Right-of-Way: 74
Half of Standard Right-of-Way: 37.00
Adopted Bikeways & Sidewalks Plan Facility: Existing Bikeway for Experienced Cyclists
Median Width: 0
On-Street Parking Requirement: 0 side(s)
Bikeway Buffer: 0.00
Bikeway Width: 6.00
Planting Strip Width: 8.00
Sidewalk Width: 6.00
Frontage Width: 0.00

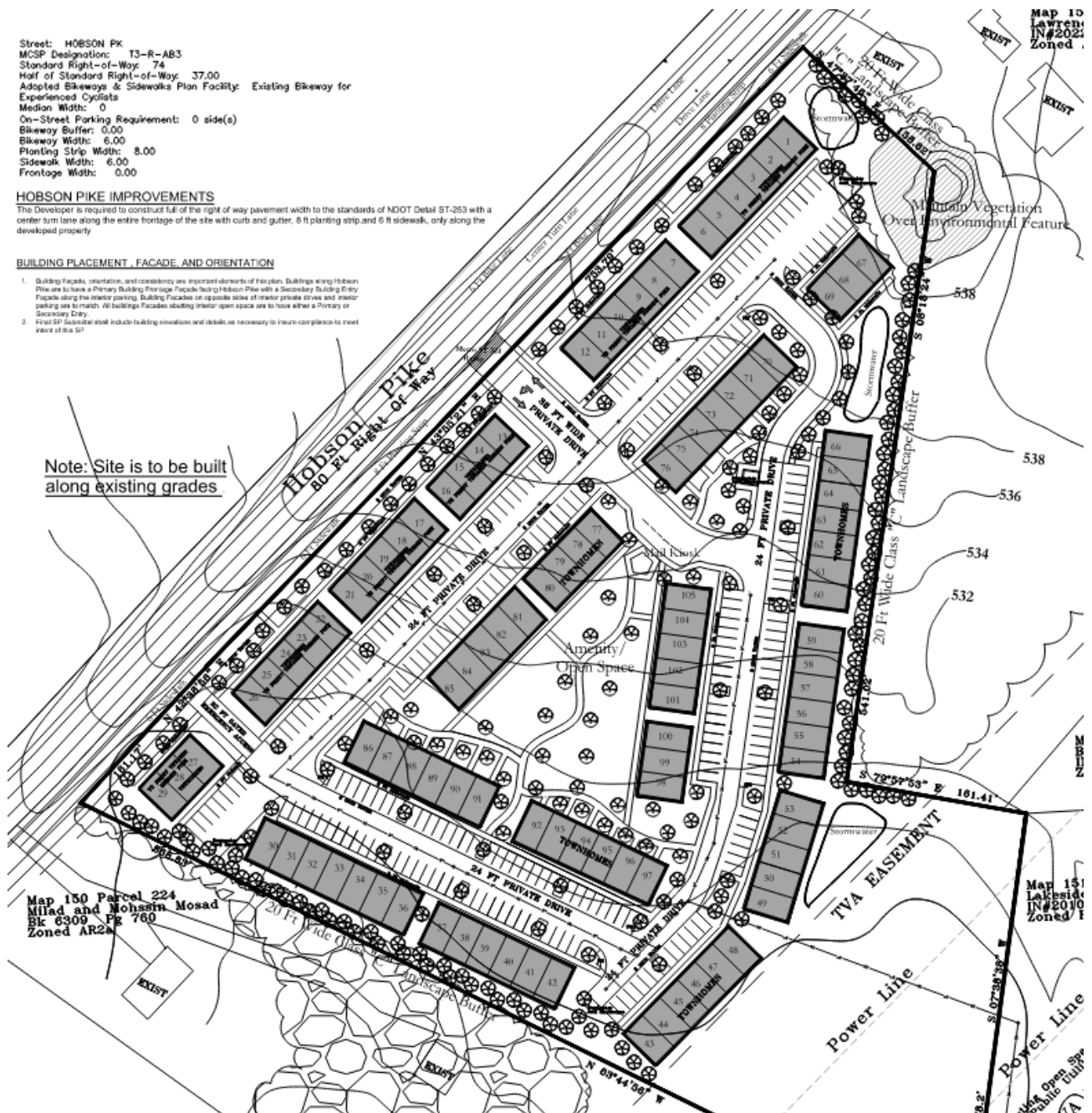
HOBSON PIKE IMPROVEMENTS

The Developer is required to construct full of the right of way pavement width to the standards of MDOT Detail ST-253 with a center turn lane along the entire frontage of the site with curb and gutter, 6 ft planting strip, and 6 ft sidewalk, only along the developed property

BUILDING PLACEMENT, FACADE, AND ORIENTATION

1. Building Facade, orientation, and consistency are important elements of this plan. Buildings along Hobson Pike are to have a Primary Building Facade facing Hobson Pike with a Secondary Building Facade along the interior parking. Building Facades on opposite sides of interior private drives and interior parking are to match. All building Facades abutting interior open space are to have either a Primary or Secondary Entry.
2. Final SP/Secondary shall include building elevations and details as necessary to insure compliance to meet intent of this SP.

Note: Site is to be built along existing grades



Proposed Site Plan

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.

SITE CONTEXT

The approximately 9.37-acre site is located on the southeastern side of Hobson Pike. The property, which is currently developed with a house and has frontage along Hobson Pike, a collector avenue



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as designated by the Major and Collector Street Plan (MCSP). The adjacent zoning districts are Single-Family Residential (RS10), One- and Two-Family Residential (R15), and AR2a. The surrounding area includes single-family residential uses and vacant properties. The broader surrounding area also includes other SPs which permit multi-family residential land uses at varying densities.

PLAN DETAILS

The plan proposes 105 multi-family residential units with short term rentals, owner occupied, and not-owner occupied prohibited. All units are attached townhomes and have surface parking. The proposed units are accessed through one primary vehicular entrance, while a second entrance point is gated for emergency access. The main access drive is 36 feet wide with the rest of the private drive network being 24 feet wide.

A note regarding orientation has been included on the plan detailing units along Hobson Pike have primary facades orienting toward Hobson Pike with secondary building entrances lining the interior parking. The remainder of the units internal to the site are to have matching facades on opposite sides of the internal drive. For units located along interior open spaces, building facades facing the interior open space are to be a primary or secondary entry. Elevations will need to be provided with the final site plan meeting these conditions and subject to the review of staff. The height of all units is limited to three stories in 40 feet, measured from the average elevation of the finished grade to the midpoint of the primary roof pitch.

A Type C, 20-foot landscape buffer is proposed along the northern, eastern, and southern property lines. Units along Hobson Pike have consolidated access to the public sidewalk. Internally all units have sidewalk connections to Hobson Pike. The plan also shows a six-foot sidewalk and eight-foot planting strip along Hobson Pike consistent with the requirements of the MCSP. An eight-foot bike lane currently exists on the southern side of Hobson Pike. Stormwater areas are proposed on the northern and eastern portions of the site.

ANALYSIS

The site is located within T3 Neighborhood Evolving (T3 NE) policy which is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and a moderate density development pattern. The subject property is adjacent to a cluster lot subdivision with most lots ranging between 8,000 to 11,500 square feet. There are also large AR2a zoned lots nearby. The nearby subdivisions are at a low to moderate density with shallow building setbacks, and one- and two-story single-family homes. The proposed development has a moderate level of density, slightly higher than nearby existing subdivisions. With the proposed development located along an arterial boulevard, an increased level of density can be supported by the higher classification street.

The plan proposes Type C planted landscape buffers on the northern, eastern, and southern property lines. Throughout the proposed development, there are 24-foot-wide private drives lined with surface parking on both sides. The plan introduces a new unit type to the area, townhomes, which is consistent with the goal to increase housing diversity within the policy area. The proposed building heights are limited to three stories in 40 feet. The T3 NE policy guidance states buildings shall be within one to three stories tall, consistent with what is proposed in the plan.



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The proposed plan includes sidewalks joining units to Hobson Pike and MCSP requirements are shown along Hobson Pike. The addition of sidewalks along the frontage of the subject site will contribute to the evolving sidewalk network in the area.

The proposed plan is generally consistent with the T3 NE policy. The proposed density is consistent with the intent of the policy, and the proposed design introduces a different unit type to the area and contributes to the pedestrian connectivity in the area aligning with T3 NE guidance. For these reasons, staff recommends approval with conditions and disapproval without all conditions.

FIRE RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final SP approval. The approved construction plans must match the Final Site Plan/SP plans. A Capacity Study must take place and the required capacity reserved by confirmation of capacity fee payment prior to Final Site Plan/SP approval. Unless and until 100% of capacity charge has been paid, no water/sewer capacity is guaranteed. (Water & Sewer Capacity Fee Permit No's. T2024111672 & T2024111679).

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.
- All ROW frontages shall adhere to the Major Collector Street Plan (MCSP).
- Dedicate ROW along all frontages to accommodate MCSP requirements.
- Provide call outs on final site plan for MCSP requirements.
- In general, with a final: Any proposed roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT detail standards.
- There shall be no vertical obstructions in new public sidewalks and removal or relocation of utilities will be required to accommodate new public sidewalks.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).



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- Additional 1-1/2' mill and overlay may be required to cover full extents of utility and/or road widening work in the public ROW.
- Extents to be coordinated in field with NDOT inspector.
- Comply w/ traffic comments and conditions.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Per review of the submitted MMTA; The applicant is to provide a three lane section on Hobson Pike along the development's frontage with the required 6' bike lane, 8' furnishing & 6' sidewalk per the MCSP. The striping and signage for the associated tapers shall be in compliance with AASHTO & MUTCD guidance. Further coordination with NDOT will be required at Final SP.
- Parking for this development is to be per metro code.
- The central access point shall be a maximum of 35' in width. The access point shall also stop controlled per MUTCD guidance.
- The secondary access point is to remain gated for emergency access.
- 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: 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)	9.37	0.5 F	5 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 3-10 (221)	9.37	-	105	571	36	46

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
-	-	-	-	+493	+27	+37



Metro Planning Commission Meeting of 07/24/2025

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP district: 16 Elementary 11 Middle 10 High

The proposed SP zoning is expected to generate 34 more students than the existing AR2a zoning. Students would attend Mt. View Elementary School, John F. Kennedy Middle School, and Antioch High School. Mt. View Elementary School was identified as being exceedingly overcapacity while John F. Kennedy Middle School was identified as being under capacity and Antioch High School was identified as being overcapacity. 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 105 multi-family residential units. Short Term Rental Property (STRP) owner-occupied and not owner-occupied shall be prohibited.
2. On the corrected copy, remove standard F under the Architectural Notes.
3. On the corrected copy, dimension the half ROW along Hobson Pike. Any additional area to meet the requirements of the Major and Collector Street Plan shall be identified as a dedication.
4. With the final site plan, individual sidewalk connections for units along Hobson Pike shall be provided to connect to the consolidated access point to connect units to Hobson Pike. At the time of final site plan, there site plan should show a continuous pedestrian network throughout the site.
5. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
6. 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.
7. Comply with all conditions and requirements of Metro Reviewing Agencies.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. No master permit/HPR shall be recorded prior to final SP approval.
10. Final plat may be required prior to permitting.
11. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM9 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
12. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
13. 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



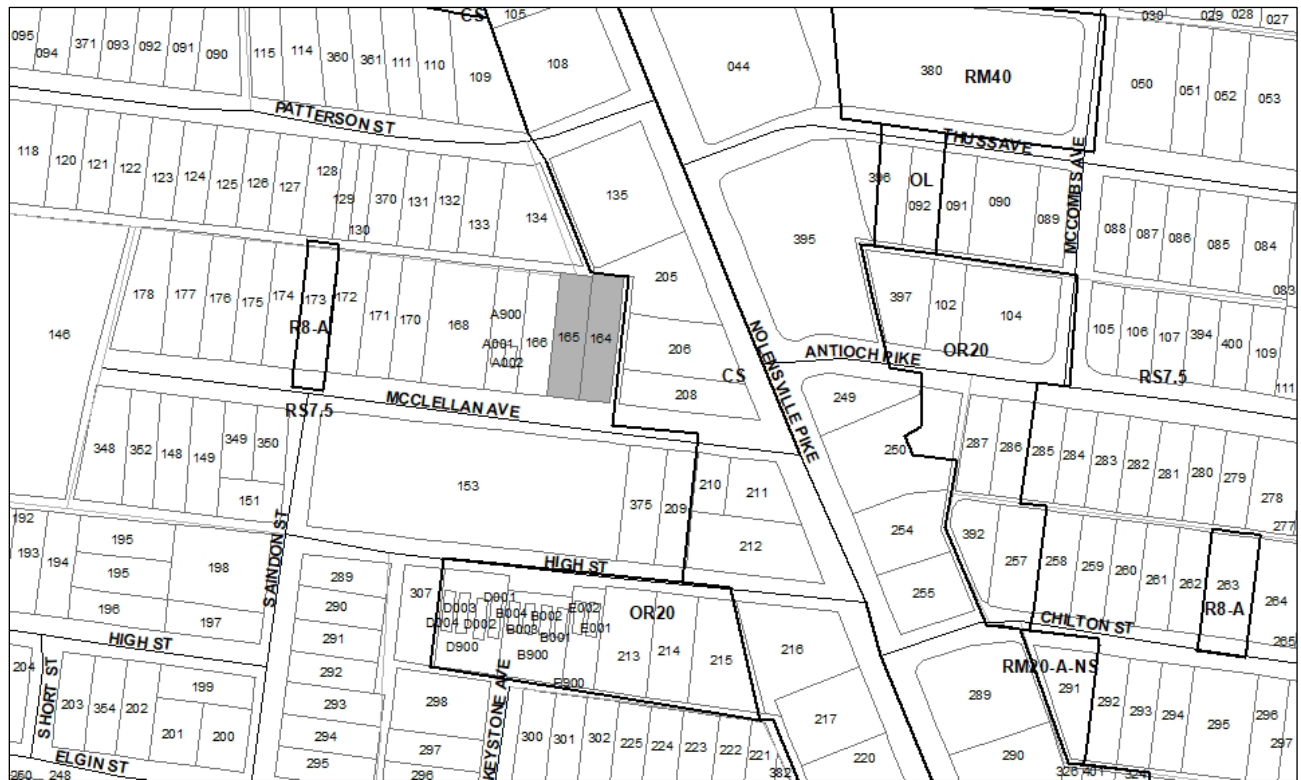
Metro Planning Commission Meeting of 07/24/2025

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.



Metro Planning Commission Meeting of 07/24/2025



2025SP-025-001

RADNOR CORNER SP

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

11, South Nashville

16 (Ginny Welsch)



Metro Planning Commission Meeting of 07/24/2025

Item #10

Project Name

Council District

School District

Requested by

Specific Plan 2025SP-025-001

Radnor Corner SP

16 – Welsch

07 – Player

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

Deferrals

This request was deferred at the April 24, 2025, May 8, 2025, June 12, 2025, and June 26, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Commey

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Preliminary SP to permit five multi-family residential units.

Preliminary SP

A request to rezone from Single-Family Residential (RS7.5) to Specific Plan (SP) zoning for properties located at 406 and 408 McClellan Avenue, approximately 124 feet west of Nolensville Pike, (0.45 acres), to permit five multi-family residential units.

Existing Zoning

Single-Family Residential (RS7.5) requires a minimum of 7,500 square foot lot and is intended for single-family dwellings at a density of 5.81 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, RS7.5-A would permit a maximum of two units. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

Proposed Zoning

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

SOUTH NASHVILLE

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



Widen and/Or Construct 25 Ft Entire Existing Rear Alley to NDOT ST 262 Standards

100 FT 7.5 Ft Wide Improved Alley

12.5 Ft Right of Way Dedication

195 FT

Exist

Open Space

Buildings Face Open Space

5

4

Buildings Face Alley

Proposed 17' Wide Drive

Proposed 17' Wide Drive

20 Ft Wide Drive

Exist

Proposed Class "A" Buffer

1

2

3

Buildings to Face Street

Rear Entry Garages

Proposed 17' Wide Drive

Proposed 17' Wide Drive

10 Ft Right of Way Dedication

15 Ft Wide Unimproved Alley

100 FT

Construct 5 Ft Wide Public Sidewalk

Construct 4 Ft Grassy Strip

Widen and/Or Construct 25 Ft Entire Existing Rear Alley to NDOT ST 262 Standards

MCCLELLAN AVE

60' RIGHT-OF-WAY

4' to 8' PAVEMENT WIDTH

Edge Of Pavement

Proposed SP



Metro Planning Commission Meeting of 07/24/2025

SITE

The approximately 0.45-acre site is comprised of two lots. The lots have been developed with single-family residential land uses. The site has frontage on McClellan Avenue. The subject site is located approximately 124 feet west of Nolensville Pike, which is classified as an arterial boulevard in the Major and Collector Street Plan (MCSP). The site is within a half mile of several WeGo transit stops along Nolensville Pike.

An unimproved alley is located along the eastern property line and an east-west improved alley is along the rear property line. At the northeast corner of the site, a previously approved alley abandonment has created an inconsistent width in the alley right-of-way. Additional details regarding access and alley improvements are located below. The surrounding zoning districts include Single Family Residential (RS7.5), Commercial Services (CS), One and Two-Family Residential-Alternative (R8-A), and Office/Residential (OR20). Surrounding land uses include single family residential, retail, light industrial, and commercial uses.

PLAN DETAILS

The plan proposes five multi-family detached residential units. Units 1-3 are oriented towards McClellan Avenue while Units 4 and 5 are located at the rear of the site and oriented to an open space. The proposed units are rear loaded with two car garages. All units are proposed with a maximum height of two stories in 30 feet. A minimum of fifteen percent glazing is required on building facades fronting a street.

An existing 15-foot-wide unimproved alley right-of-way is located along the eastern property line. The plan shows the widening and improvement of the alley to 25 feet in width. The proposed units share access through a private drive from this alley. Additional right-of-way dedication is required at the northeast corner of the site to account for previously abandoned right-of-way and to create a through alley connection traveling north to the existing alley at the rear of the site. Existing utility poles are located within and along the eastern property line, which will likely need to be relocated as a result of the proposed alley connection.

Sidewalk connections are provided on McClellan Avenue. The plan shows a four-foot planting strip and a five-foot sidewalk width along McClellan Avenue. While there will be a current gap in the sidewalks between the subject property and Nolensville Pike, staff anticipates that in the future if adjacent properties redevelop, a connected sidewalk network may be established. As shown on the site layout, a five-foot landscape buffer is proposed along the western property line. Staff has added a condition to increase the landscape buffer along the western property line beginning at the northern boundary of the private drive to provide a denser buffer for the rear units which are oriented to an open space.

ANALYSIS

The subject site contains two single story single family residential units and is located within an Urban Neighborhood Evolving (T4 NE) policy area, along a policy seam with the higher intensity Urban Mixed-Use corridor (T4 CM) to the east. Policy guidance notes T4 NE areas will have higher densities with a broader range and integrated mixture of housing types, providing housing choice, than some surrounding urban neighborhoods. T4 NE policy places a greater emphasis on



Metro Planning Commission Meeting of 07/24/2025

establishing a more diverse mix of housing and a higher level of connectivity. The proposed SP would permit five multi-family residential units at a density of approximately 11 units an acre, which is within the range of densities supported by the T4 NE policy. The plan proposes a multi-family residential development that would provide additional density and housing options. Due to the proposal to improve the surrounding infrastructure and the alley network, additional density is supported. Without these improvements, it is not likely that additional density would be supported.

The site is located on a policy seam with the higher intensity Urban Mixed-Use corridor (T4 CM) to the east. The location and relationship of the site between the existing commercial corridor to the east provides an opportunity for a transition in density from a corridor to a lower density residential area.

The site has frontage along McClellan Avenue, and it is within 150 feet of Nolensville Pike to the east, which is classified as an arterial boulevard in the MCSP. The site has access to existing mass transit with several WeGo transit stops located along Nolensville Pike and proposed sidewalks consistent with the MCSP, which will enhance the pedestrian environment and provide alternative modes of transportation.

The proposed height of all units, which is two stories, is consistent with the policy guidance of one-to-three-story tall buildings. The rear units are oriented towards the western property line, with a 40-foot-wide open space provided between the units and the adjacent property line. The open space provides separation from adjacent properties and contributes to compliance with applicable buffering requirements. The landscaping buffers provided along the western property boundary is appropriate to minimize the proposed development's visual impact on the existing surrounding neighborhood. The orientation of the rear units to the open space is in line with the T4NE policy goals of orienting buildings to the street or an open space.

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. Possible issue with dead-end fire apparatus access and lack of turnaround area.
- As configured, site would not meet aerial fire apparatus access requirements if units exceed 30 feet height. Minimum 24 feet alley width would be required.

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.



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WATER SERVICES RECOMMENDATION

Approve with conditions

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

Approve with conditions

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

TRAFFIC AND PARKING 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)	0.45	5.81 F	2 U	28	7	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	0.45	-	5U	26	1	3

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
-	-	-	-	-2	-6	+1



Metro Planning Commission Meeting of 07/24/2025

METRO SCHOOL BOARD REPORT

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

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

The proposed SP-R zoning is expected to generate two additional students than the existing RS7.5 zoning district. Students would attend Glenclyff Elementary School, Wright Middle School, and Glenclyff High School. Glenclyff Elementary School is identified as overcapacity while Wright Middle School is identified as exceedingly under capacity. 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 with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of five 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 maximum height to "2 stories in 35 feet."
3. On the corrected copy, revise the 5-foot landscape buffer to a B-3 landscape buffer along the western property line beginning at the northern boundary of the private drive and extending to the northern property line.
4. With the final site plan, units 4 and 5 shall maintain a setback from the western property line similar to the setback as shown on this preliminary plan.
5. With the final site plan, all mechanical units shall be located to the sides or rear of units and be screened with additional landscaping, subject to Planning Staff review.
6. With the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
7. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
8. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
10. Comply with all conditions and requirements of Metro reviewing agencies.
11. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM15-A-NS, as of the date of the applicable request or application.
12. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
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



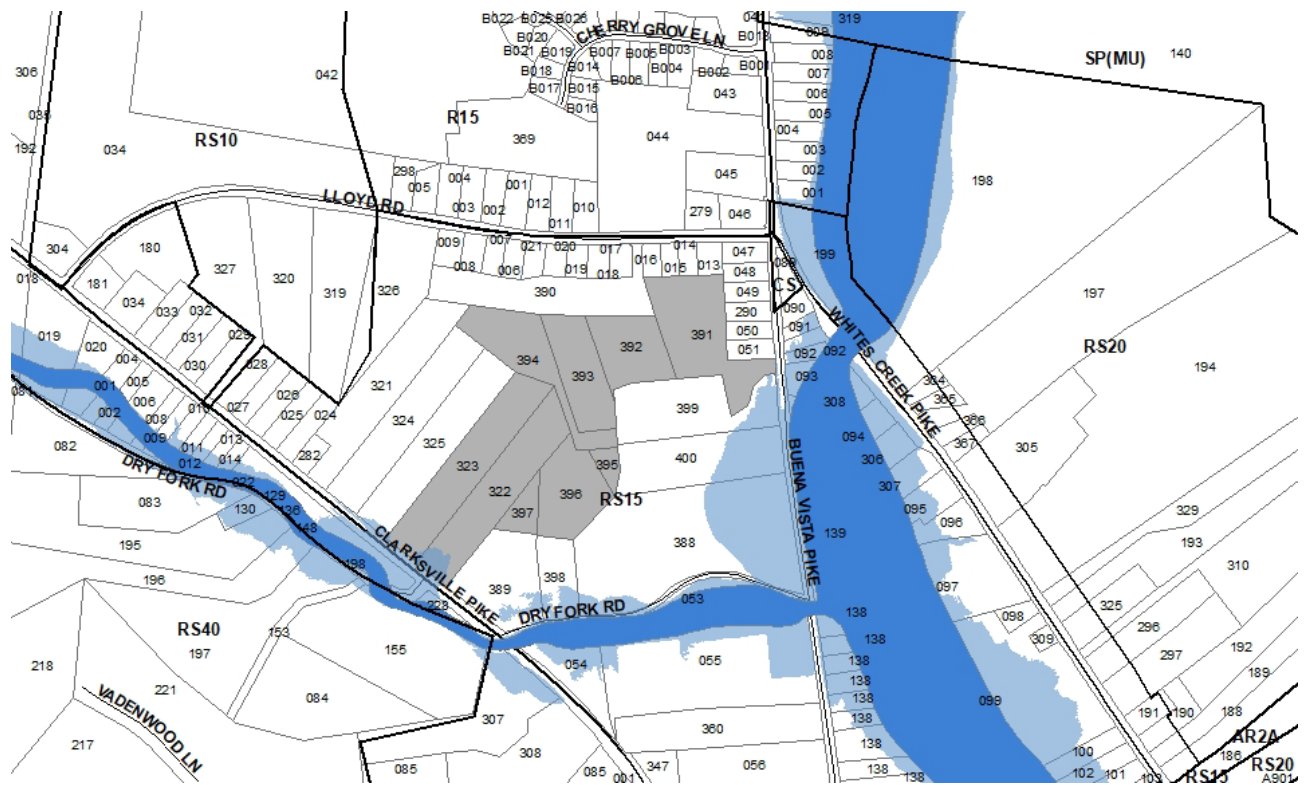
Metro Planning Commission Meeting of 07/24/2025

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

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



Metro Planning Commission Meeting of 07/24/2025



2024S-139-001

SHULAR CLARKSVILLE HIGHWAY

Map 048, Parcel(s) 322-323

Map 049, Parcel(s) 391-397

03, Bordeaux - Whites Creek - Haynes Trinity

01 (Joy Kimbrough)



Metro Planning Commission Meeting of 07/24/2025

Item #11

Project Name

Council District

School District

Requested by

Concept Plan 2024S-139-001

Shular Clarksville Highway

01 – Kimbrough

01 – Gentry

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

Deferrals

This item was deferred at the May 8, 2025, and June 12, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Marton

Staff Recommendation

Defer to the August 14, 2025, Planning Commission meeting.

APPLICANT REQUEST

Concept plan to permit 70 residential lots.

Concept Plan

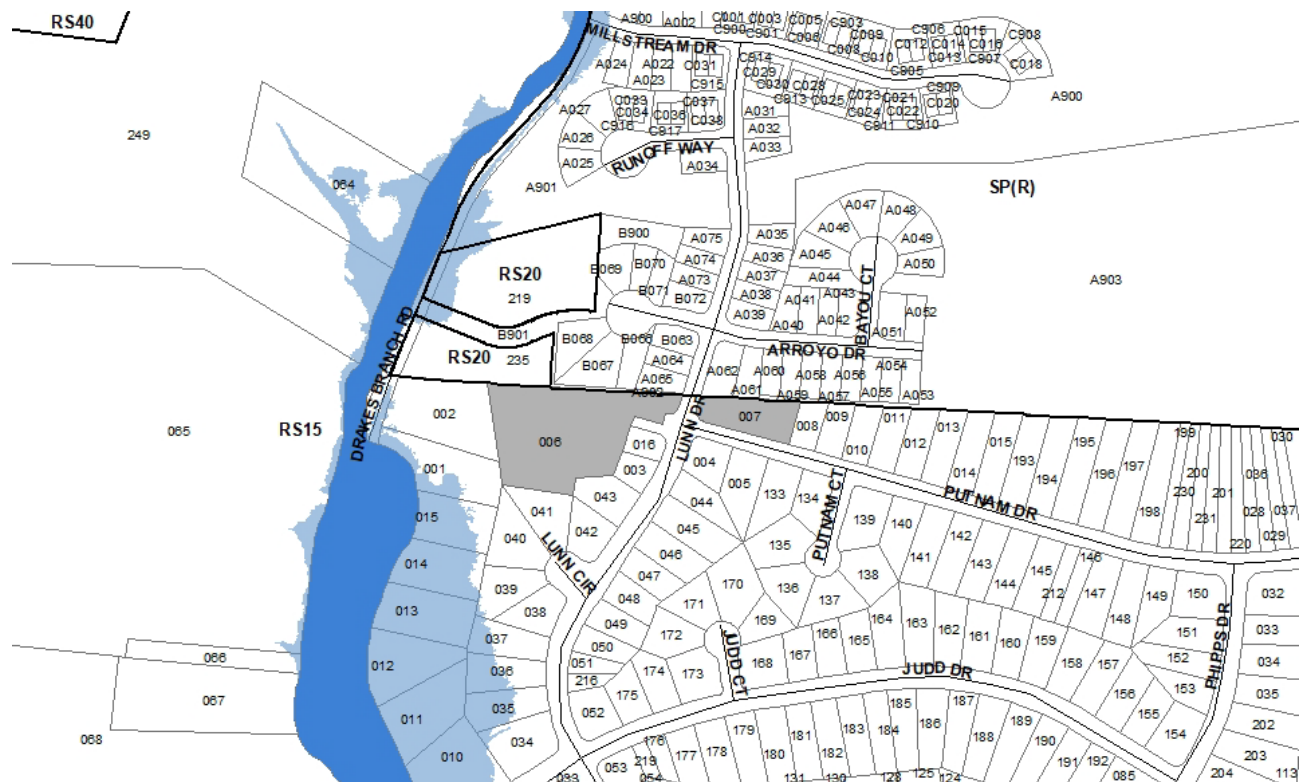
A request for concept plan approval to create 70 residential lots utilizing the compact development standards on properties located at Dry Fork Road (unnumbered), Clarksville Pike (unnumbered) and Buena Vista Pike (unnumbered), approximately 575 feet south of Lloyd Road, zoned RS15 (30.13 acres) and located in the Whites Creek at Lloyd Road Urban Design Overlay District.

STAFF RECOMMENDATION

Staff recommends deferral to the August 14, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 07/24/2025



2025S-108-001

3905 LUNN DR. & 3912 PUTNAM DR.

Map 058-07, Parcel(s) 006-007

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Joy Kimbrough)



Metro Planning Commission Meeting of 07/24/2025

Item #12

Project Name

Council District

School District

Requested by

Final Plat 2025S-108-001

3905 Lunn Dr. & 3912 Putnam Dr.

01 – Kimbrough

01 – Taylor

WT Smith Survey, applicant; David Majors, owner.

Deferrals

This item was deferred at the June 26, 2025, Planning Commission meeting. No public hearing was held.

Staff Reviewer

Garland

Staff Recommendation

Approve with conditions.

APPLICANT REQUEST

Request for final plat approval to create two lots and to remove the reserve parcel status.

Final Plat

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 Single-Family Residential (RS15) (2.44 acres).

SITE DATA AND CONTEXT

Location: The parcels are located at the northwest and northeast corners of Lunn Drive and Putnam Drive.

Street type: The parcels have frontage on Lunn Drive and Putnam Drive; both are local streets.

Approximate Acreage: 2.44 acres or approximately 106,566 square feet.

Parcel/Site History: The site consists of two parcels. The western parcel, 05807000600, was platted as a reserve parcel in 1975 (Deed Book 4860, Page 47). The plat also included the eastern parcel, 05807000700, that was shown on the same plat as a reserve parcel. Due to the reserve status, no building permit can be issued on the parcels. The 1975 plat does not indicate why the reserve tract was put in place and the Planning Commission must approve the removal of the reserve status to make the parcel a buildable lot.

Zoning History: The properties have been zoned Single Family Residential (RS15) since 1998. Prior to that, both sites were zoned One and Two-Family Residential (R15).

Existing land use and configuration: The eastern parcel, 05807000700, is vacant. The western parcel, 05807000600, contains an existing structure, which is identified on the plat as to be removed.

Surrounding land use and zoning:

- North: Single Family Residential (RS20)
- South/East/West: Single Family Residential (RS15)



Zoning: Single Family Residential (RS15)
Min. lot size: 15,000 square feet
Max. building coverage: 0.35
Min. rear setback: 20 feet
Min. side setback: 10 feet
Max. height: 3 stories



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Min. street setback: 20 feet or Contextual per Zoning Code

PROPOSAL DETAILS

Number of lots: 2

Lot size: 106,566 square feet (2.44 acres)

Access: The proposed Lot 1 has frontage on Putnam Drive and the proposed Lot 2 has frontage on Lunn Drive. Any future access conditions based on redevelopment will be determined at the time of any future building permit.

Subdivision Variances or Exceptions Requested: None.

APPLICABLE SUBDIVISION REGULATIONS

Reserve Parcel

Chapter 2-8, Miscellaneous Platting Situations, applies to this request. Section 2-8.1 pertains to converting parcels to building sites. The Planning Commission is required to review parcels being converted to building sites. An exception to this is when a parcel is in reserve due to pending action by a public utility to provide service to the parcel and the reason is stated on the plat that created the reserve parcel. In the event where the reason is stated in the plat, the review can be done at an administrative level with all reviewing agency approvals. However, because no reason was provided on this plat, action by the Planning Commission is required.

When determining if the reserve status should be removed from parcels where the plat does not cite why the parcel is in reserve, the regulations require the Planning Commission to consider the following:

1. That the parcel fits into the character of the area and is consistent with the general plan.
2. That all minimum standards of the zoning code are met.
3. That the parcel has street frontage or meets the requirements of Section 3-4.2.b or meets the requirements of Sections 3-4.2.b, 3-4.2.c, 4-6.3 or 5-3.1.
4. That the current standards of all reviewing agencies are met.

The western reserve parcel, 0580700600, is approximately 85,357 square feet and meets the minimum lot size of the zoning district. The reserve parcel has frontage on Lunn Drive. The eastern reserve parcel, 05807000700, is approximately 21,209 square feet and meets the minimum lot size of the zoning district. This parcel has frontage on both Putnam Drive and Lunn Drive. All agencies have recommended approval. Staff finds that the subject reserve parcel meets the four requirements to become a buildable lot.

PLANNING STAFF COMMENTS

As proposed, the proposed plat meets all zoning and subdivision requirements.



Metro Planning Commission Meeting of 07/24/2025

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Spell out full name of roads on plat e.g. Lunn Drive and Putnam Drive prior to recordation.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Attached is a copy of the above-referenced subdivision (uploaded by planning on May 13, 2025) on which we recommend approval. The W&S Capacity fees must be paid prior to service connections.

HISTORIC ZONING RECOMMENDATION

Approve

- Phase I survey highly recommended due to the likely presence of human remains on the property.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. On the corrected copy, fill in the subdivision number 2025S-108-001
2. On the corrected copy, change the purpose note to "The purpose of this plat is to create two lots and to remove the reserve parcel status."
3. On the corrected copy, replace the owners certificate as shown with certificate A.1. from Appendix A in the Subdivision Regulations unless the subject properties have existing covenants, in which case the Book and Page number should be completed.
4. On the corrected copy, reference HOA instrument number in notes.
5. Comply with all conditions and requirements of Metro reviewing agencies.
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.



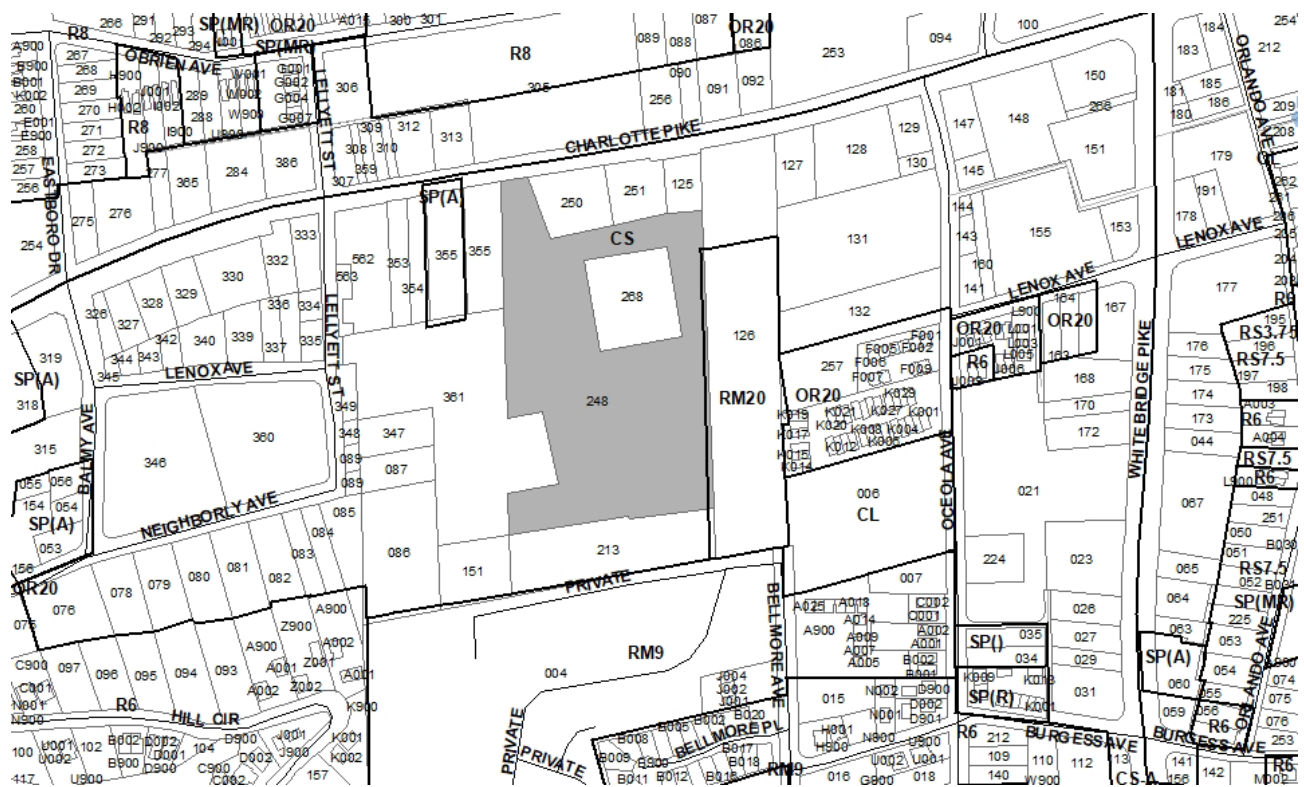
Metro Planning Commission Meeting of 07/24/2025

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2025S-108-001 with conditions based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



Metro Planning Commission Meeting of 07/24/2025



151-78P-001

HILLCREST SHOPPING CENTER (AMENDMENT)

Map 091-14, Parcel(s) 248

07, West Nashville

20 (Rollin Horton)



Metro Planning Commission Meeting of 07/24/2025

Item #13

Project Name

Council District

School District

Requested by

PUD Amendment 151-78P-001

Hillcrest Shopping Center (Amendment)

20 - Horton

09 - Tylor

Archall Architects, applicant; Extra Space Properties 130, LLC, owner.

Deferrals

This item was deferred at the June 12, 2025, and June 26, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Marton

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Amend a Planned Unit Development.

PUD Amendment

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 Lelleyett Street, zoned Commercial Service (CS) to permit a self-service storage use (7.66 acres).

Existing Zoning

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

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

WEST NASHVILLE COMMUNITY PLAN

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



Proposed Site Plan



Metro Planning Commission Meeting of 07/24/2025

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed. CO policy is associated with moderate-severe slopes along the property frontage and along the backside of the existing one-story self-service storage building. The newly proposed building is located outside of these areas and does not propose to disturb these features.

SITE CONTEXT AND PLAN DETAILS

The application consists of one parcel (Map 091-14, Parcel 248) totaling 7.66 acres located along the south side of Charlotte Pike. The property is within a Planned Unit Development (PUD) (151-78-U) that contains a one-story self-service storage building, a one-story commercial strip shopping center, and a one-story neighborhood supermarket. The PUD master plan includes the subject property and neighboring properties, including the adjacent parcels at 320 Lellyett Street (09113036100) and 5825 Charlotte Pike (09114026800). The wider surrounding area includes properties zoned CS, RM20 and RM9, while surrounding land uses include multi-family residential, religious institution, office, restaurant, and commercial strip shopping center.

The PUD was originally approved as a Commercial PUD in 1978 for Retail Shopping Center uses. In February 1979 a final site plan was approved by the Planning Commission and included an 80,000 square foot department store and 13,600 square feet of retail shops for a total of 93,600 square feet. An amendment to the PUD was approved in September 1979, which added a neighborhood supermarket, a drugstore and another retail space to the existing PUD. The neighborhood supermarket, drugstore, and retail space were originally approved under a separate PUD file, 11-79-U, and merged into one master plan with 151-78P-U. In total, the 1979 PUD amendment permitted 144,088 square feet of uses. In 1997, the Planning Commission approved a revision and final site plan for the PUD which changed the use of the department store building from retail to self-service storage. The PUD revision did not alter the parking layout for the site and did not add any square footage. In 1999, a revision to the preliminary and final was approved by the Planning Commission to permit a 785 square foot addition to the existing retail shops, which brought the PUD total approved square footage to 144,873 square feet.

The proposed amendment is to permit an increase in the allowable square footage for additional self-service storage use. The site plan shows the additional square footage will be located within a new building between the existing self-service storage building and retail building. The new building is proposed with a total area of 47,993 square feet and a maximum height of 3 stories in 30 feet. The site, identified as Lot 1, is accessed from Charlotte Pike and utilizes the existing private drive network on the site. The plan provides a parking analysis that shows that the proposed parking spaces on site can accommodate the additional square footage and existing uses in the PUD. Parking areas on adjacent Lot 3 and Lot 4 are staying the same, while the parking area called out on the plan for Lot 1 is being enhanced with striping and landscape islands to bring the parking lot into compliance. Lot 1 currently has 60 striped parking spaces. With the addition of the new building



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and parking lot configuration, the lot will have a total of 189 spaces, resulting in a total of 394 spaces across the entire PUD.

As this is an amendment to the preliminary PUD plan, a subsequent final site plan would be required and evaluated against the preliminary plan, if approved.

ANALYSIS

The last approved PUD amendment by the Metro Council permits a total of 144,088 square feet of commercial uses. The new building would increase the total area of permitted commercial uses to 192,866 square feet, which is an increase of more than ten percent beyond the total floor area last approved by Metro Council (per Section 17.40.120.G.h). Therefore, a PUD amendment is required to increase the square footage as requested.

The site is within the T4 Urban Mixed Use Neighborhood policy area which intends to maintain, enhance, and create urban, mixed-use neighborhoods with a development pattern that contains a variety of housing along with mixed use, commercial, institutional, and even light industrial development. As self-service storage is an existing use permitted by the PUD and the remainder of the PUD contains various commercial activities, the requested additional self-service storage structure is in keeping with the current mix of surrounding land uses. The proposed structure is proposed to be located between the existing one-story self-service storage building and the eastern retail building. While the orientation of the building is internal to the site, the front façade of the proposed building faces the existing self-service storage building and is appropriate given the relationship of both buildings to one another. The plan utilizes the existing shared access on the site which is supported by the T4 Urban Mixed Use Neighborhood policy as it avoids multiple curbs cuts and meets the goal of providing circulation that creates an area that functions as a whole instead of separate building sites. Overall, the proposed amendment meets the general goals of the T4 MU policy as well as the original intent of the PUD to provide commercial opportunities.

Since the proposed amendment exceeds the ten percent square footage increase threshold, this proposal is classified as an amendment to the currently approved plan and requires Council approval. The Planning Commission may approve changes to an approved PUD without Council approval if they do not go beyond the standards outlined below in Section 17.40.120.G of the Zoning Code, which specifies what types of changes to a PUD must be approved by Council.

G. Status of Earlier Planned Unit Developments (PUDs) The proposed amendment meets the criteria in 17.40.120.G of the Metro Zoning Code. The criteria include:

- a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
- b. The boundary of the planned unit development overlay district is not expanded;
- c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);
- d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;



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

FIRE RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve with conditions

- Approved as a Preliminary PUD only, Storm Water Grading plans must be submitted and approved prior to Final Site Plan/SP/PUD plans approval.
- SWGR #: T2025012560.



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WATER SERVICES RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. 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. Extents to be coordinated in field with NDOT inspector.

TRAFFIC AND PARKING RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	-	-	64,873 SF	2,449	61	248

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Self-Storage Facility (151)	-	-	80,000 SF	131	8	13



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Maximum uses in Proposed PUD - Addition

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Self-Storage Facility (151)	-	-	47,993 SF	72	5	8

Traffic changes between maximum: PUD and PUD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+72	+5	+8

*Existing retail and self-storage uses to remain.

STAFF RECOMMENDATION

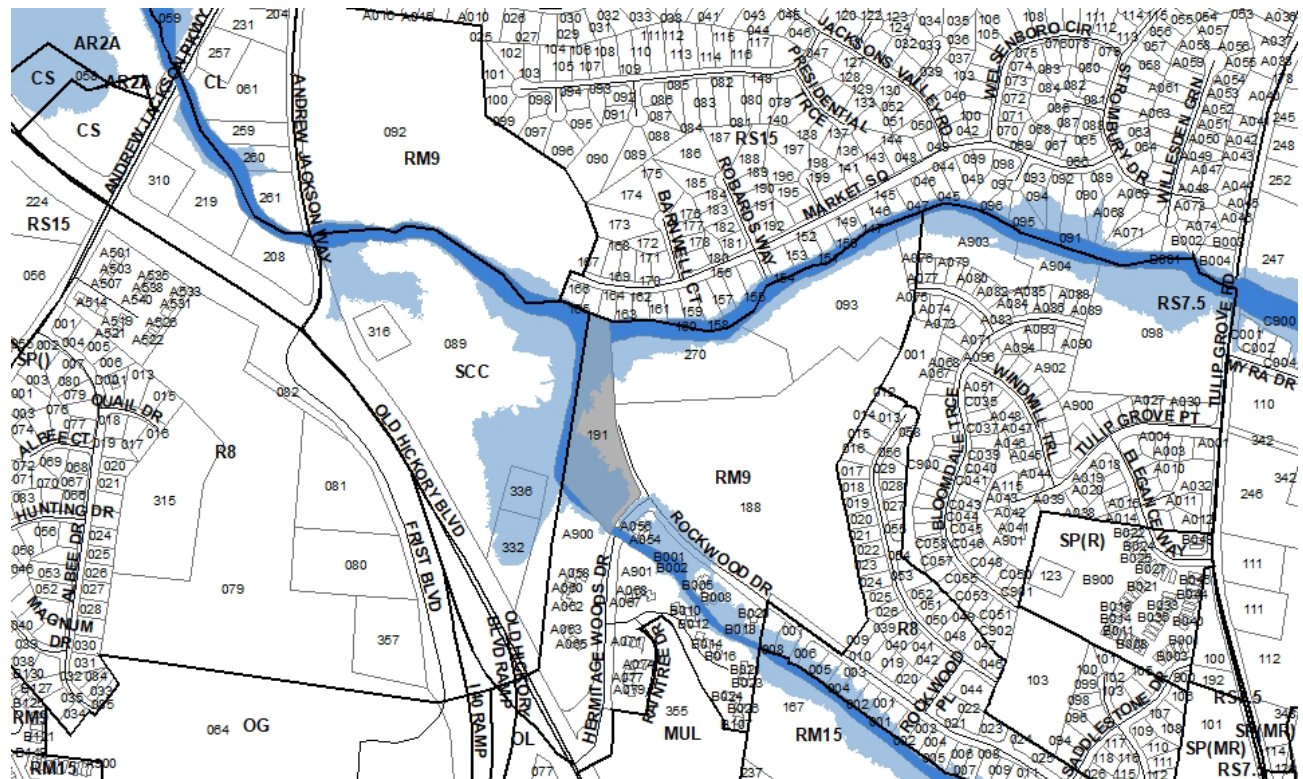
Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Building square footage for the proposed self-service storage building is limited to a maximum of 48,000 square feet.
2. With approval of the PUD amendment, the overall square footage in the PUD is limited to 192,873 square feet.
3. On the corrected copy, update the square footage for the new building on the parking table to 47,993 square feet.
4. Comply with all conditions and requirements of Metro Reviewing Agencies.
5. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
7. Prior to any additional development applications for this property, and prior to or with final PUD plan application, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.



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154-73P-001

THIENEMAN TOWNHOMES (AMENDMENT)

Map 086, Parcel(s) 191

14, Donelson-Hermitage-Old Hickory

12 (Erin Evans)



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Item #14**Project Name****Council District****School District****Requested by****Planned Unit Development 154-73P-001****Thieneman Townhomes (Amendment)**

12 – Evans

04 – Nabaa-McKinney

Ingram Civil Engineering, applicant; Gordon F. McCammon, owner.

Deferrals

This item was deferred at the June 26, 2025, Planning Commission meeting. No public hearing was held.

Staff Reviewer**Staff Recommendation**

Schenk

Defer to the August 14, 2025, Planning Commission meeting.

APPLICANT REQUEST

Amend a PUD to permit 16 multi-family residential units.

PUD Amendment

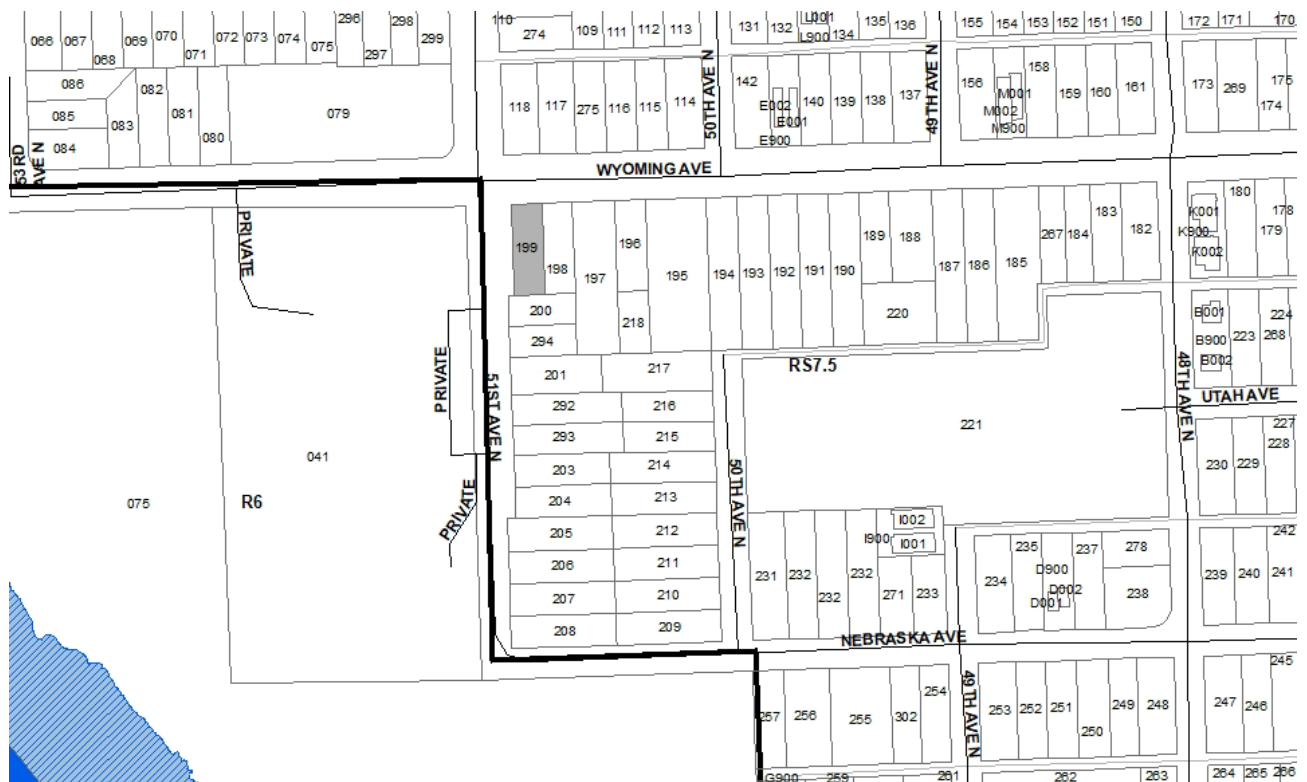
A request to amend a portion of a Planned Unit Development Overlay District on property located at Old Hickory Boulevard (unnumbered), at the southwest corner of Rockwood Drive and Hermitage Woods Drive, zoned Multi-Family Residential (RM9) (3.32 acres), to permit 16 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the August 14, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 07/24/2025



2024Z-069PR-001
Map 103-03, Parcel(s) 199
07, West Nashville
24 (Brenda Gadd)



Metro Planning Commission Meeting of 07/24/2025

Item #15

Council District

School District

Requested by

Zone Change 2024Z-069PR-001

24 – Gadd

08 – O’Hara Block

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

Deferrals

This item was deferred at the August 22, 2024, September 12, 2024, September 26, 2024, October 24, 2024, November 14, 2024, December 12, 2024, January 9, 2025, February 13, 2025, February 27, March 13, 2025, April 10, 2025, April 24, 2025, May 8, 2025, May 22, 2025, June 12, 2025, and June 26, 2025 Planning Commission meetings. A public hearing was held and closed on August 22, 2024.

Staff Reviewer

Staff Recommendation

Konigstein

Defer to the August 14, 2025 Planning Commission meeting.

APPLICANT REQUEST

Zone change from RS7.5 to R6-A.

Zone Change

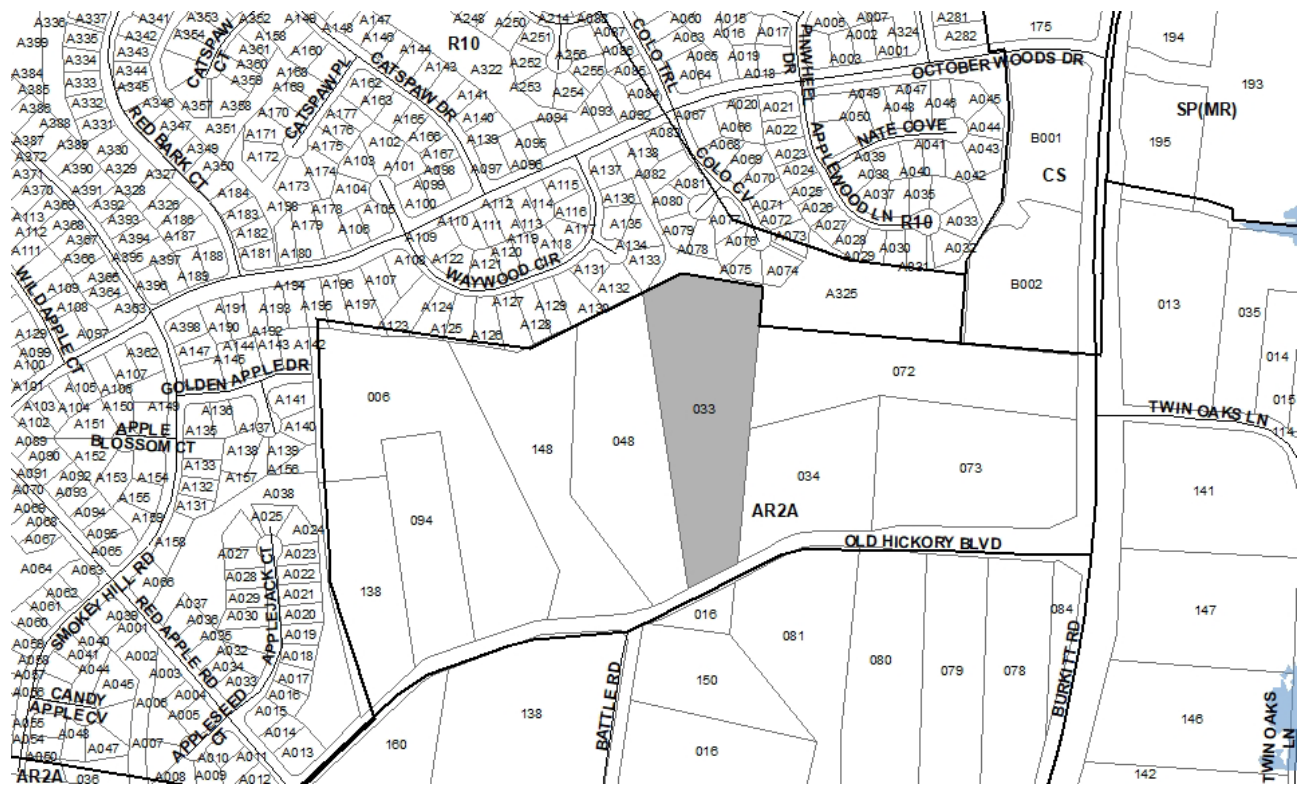
A request to rezone from Single-Family Residential (RS7.5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 5011 Wyoming Avenue, at the southeast corner of 51st Avenue North and Wyoming Avenue (0.19 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the August 14, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 07/24/2025



2025Z-016PR-001

Map 183, Parcel(s) 033

12, Southeast

33 (Antoinette Lee)



Metro Planning Commission Meeting of 07/24/2025

Item #16**Council District****School District****Requested by****Zone Change 2025Z-016PR-001**

33 – Lee

06 – Mayes

TTL, Inc., applicant; David & Marcie Matheny, owners.

Deferrals

This item was deferred at the February 27, 2025, March 27, 2025, April 10, 2025, May 8, 2025, and May 22, 2025, and June 26, 2025, Planning Commission meetings. A public hearing was held and closed at the February 27, 2025, Planning Commission meeting.

Staff Reviewer

Konigstein

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

APPLICANT REQUEST**Zone change from AR2a to RM9-NS.****Zone Change**

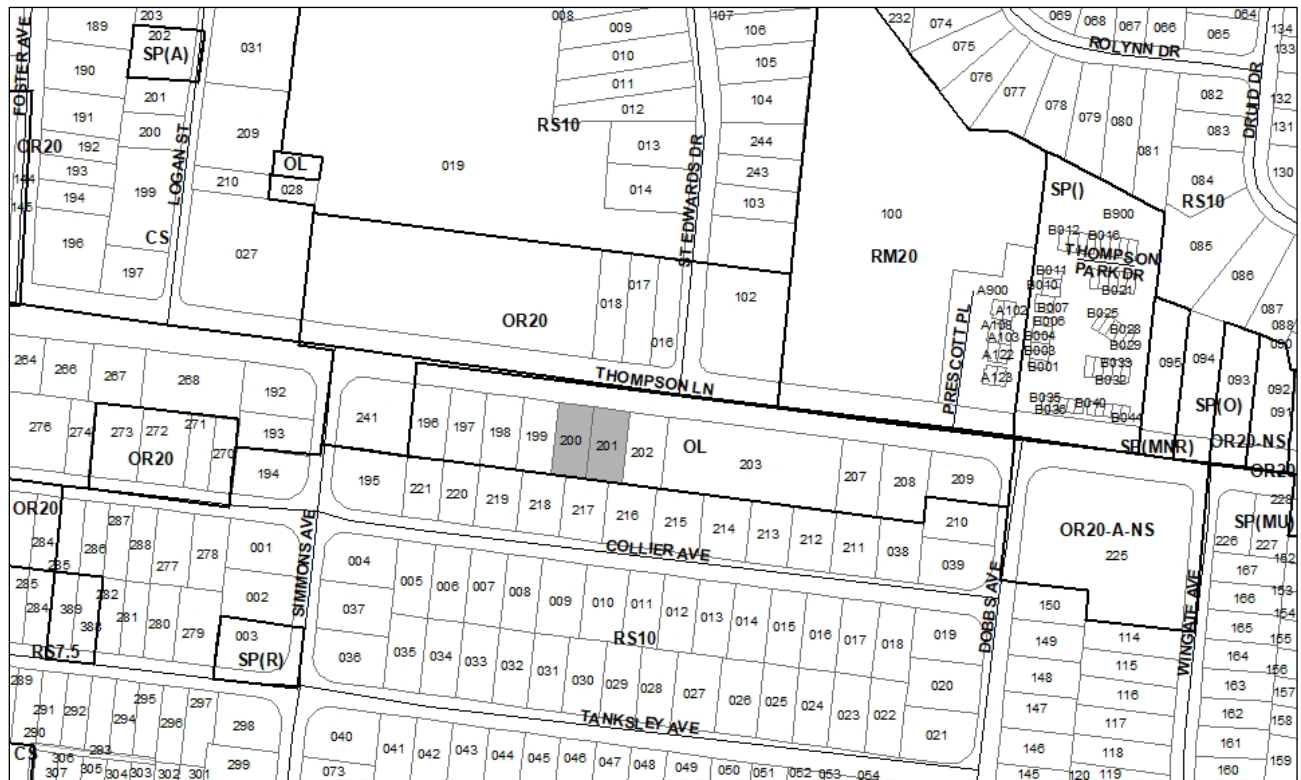
A request to rezone from Agricultural/Residential (AR2A) to Multi-Family Residential - No Short-Term Rental (RM9-NS) zoning for property located at 13302 Old Hickory Boulevard, approximately 1,014 feet west of Twin Oaks Lane (6.3 acres)

STAFF RECOMMENDATION

Staff recommends deferral to the August 14, 2025, Planning Commission meeting.



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2025Z-055PR-001

Map 119-10, Parcel(s) 200-201

11, South Nashville

16 (Ginny Welsch)



Metro Planning Commission Meeting of 07/24/2025

Item #17

Council District

School District

Requested by

Zone Change 2025Z-055PR-001

16 – Welsch

07 – Player

BCM Management, applicant; Edna Street, GP, owner.

Deferrals

This case was deferred at the June 26, 2025, Planning Commission meeting. No public hearing was held.

Staff Reviewer

Commey

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from OL to OR20-A.

Zone Change

A request to rezone from Office Limited (OL) to Office/Residential Alternative (OR20-A) zoning for properties located at 183 and 189 Thompson Lane, approximately 111 feet west of St. Edwards Drive (0.52 acres).

Existing Zoning

Office Limited (OL) is intended for moderate intensity office uses.

Proposed Zoning

Office/Residential-Alternative (OR20-A) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *OR20-A would permit a maximum of 10 multi-family residential units based on acreage alone.*

SOUTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The application consists of two parcels (Map 119-10, Parcels 200-201) totaling 0.52 acres in size. The subject parcels, at 189 and 183 Thompson Lane, are located approximately 111 feet west of St. Edwards Drive. The subject site currently contains a single-family residential unit and a medical office building. Both parcels have frontage on Thompson Lane which is classified as an Arterial Boulevard in the Major and Collector Street Plan (MCSP). The surrounding zoning districts include Office Limited (OL), Office/Residential (OR20), Multi-family Residential (RM20), Single Family Residential (RS10) and Office/Residential-Alternative No Short-Term Rental (OR20-A-NS). The surrounding land uses include educational, single family residential, church, and non-residential land uses including office and medical office.



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The application proposes to rezone the site from OL to OR20-A. The site is within the Transition (TR) policy area. The TR policy is intended to enhance and create areas with a primary purpose of serving as transitions between higher intensity uses or major thoroughfares and lower density residential neighborhoods. These transition areas can minimize land use conflicts while providing opportunities for small-scale offices and a mixture of mainly moderate- to high-density housing types. Staff initially published a disapproval report for the June 26, 2025, Planning Commission meeting that recommended the NS designation be added to the proposed request. However, upon further consideration and analysis of the policy which can support either OR20-A or OR20-A-NS, staff has revised the initial recommendation and now recommends approval of the proposed OR20-A request.

The site is located along a policy seam with the lower intensity Suburban Neighborhood Maintenance (T3 NM) policy area to the south which is comprised of primarily residential land uses. Properties on the north side of Thompson Lane are also in the TR policy with the adjoining properties in the T3 NM policy area. This stretch of Thompson Lane is intended to serve as a transition between commercial and non-residential land uses along the corridor and the residential uses in the T3 NM policy area beyond Thompson Lane.

Transition policy areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and mass transit. The OR20-A zoning district is appropriate in areas with good vehicular accessibility, preferably along collector or arterial streets, with access to public transportation services. The site has frontage on Thompson Lane and is within half a mile of Foster Avenue and Nolensville Pike to the east. These streets are classified as Arterial Boulevards in the MCSP. The site is within a five-minute walk of several WeGo transit stops along Thompson Lane, Nolensville Pike, and Foster Avenue. When considering the site's location in relation to high levels of vehicular and pedestrian connectivity, additional density may be appropriate given the factors listed above. The proposed OR20-A zoning district would permit the subject property to develop with a wide range of uses including residential and nonresidential land uses along Thompson Lane. Allowing a more intense mix of uses and/or residential density at this location is aligned with the adopted policy goals for the site and would support existing transit provided nearby. Additionally, commercial corridors and TR policy areas can be appropriate locations for short-term rental uses.

The Alternative (-A) component of the requested zoning district requires a higher standard of development including guidance on building design, orientation, and guidelines for parking to be located to the side or rear of buildings.

The site is currently located along Thompson Lane and abuts single-family residential properties to the south, in the T3 NM policy area. The location and relationship of the site between the existing Thompson Lane corridor and the residential development to the south provides an opportunity for a transition in land use and building form. Staff finds that the proposed OR20-A zoning district is consistent with the TR 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 serving as a transition between higher-intensity uses or major thoroughfares and lower density residential neighborhoods.



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FIRE MARSHAL RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.52	0.75 F	16,988 SF	641	16	65

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	0.26	20 D	5 U	26	1	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.26	0.8 F	9,060 SF	342	8	35

Traffic changes between maximum: **OL and OR20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-273	-7	-27

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed OR20-A district: 2 Elementary 1 Middle 1 High

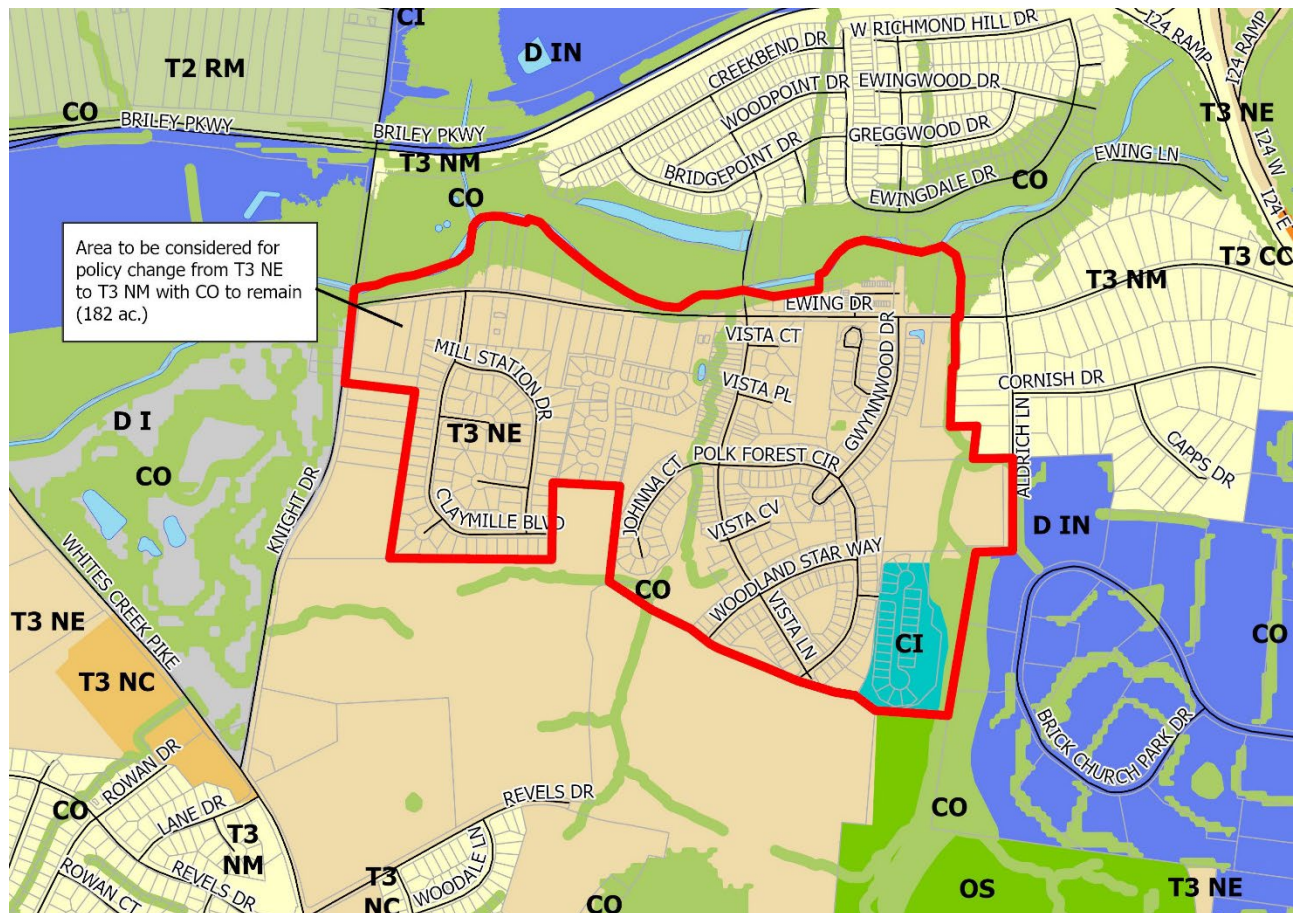
The proposed OR20-A zoning district would generate four new students. Students would attend Glencliff Elementary School, Wright Middle School, and Glencliff High School. Glencliff Elementary School is identified as overcapacity while Wright Middle School is identified as exceedingly under capacity and 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.



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2025CP-003-001

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN AMENDMENT

Map Various, Parcels Various

03, Bordeaux - Whites Creek - Haynes Trinity

02 (Kyonzté Toombs)

01 (Joy Kimbrough)



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Item #18**Project Name****Minor Plan Amendment 2025CP-003-001****Bordeaux – Whites Creek – Haynes Trinity
Community Plan Amendment****Council District**

02 – Toombs

School District

01 - Kimbrough

Requested by

01 – Taylor

Metro Planning Department on behalf of Councilmember
Kyonzté Toombs, applicant; various owners.**Staff Reviewer**

Barbour

Staff Recommendation*Approve.*

APPLICANT REQUEST**Amend the Bordeaux - Whites - Creek-Haynes Trinity Community Plan to change the policy.**Minor Plan Amendment

A request to amend the Bordeaux – Whites Creek – Haynes Trinity Community Plan, by changing community character policy from Suburban Neighborhood Evolving (T3 NE) to Suburban Neighborhood Maintenance (T3 NM) policy with Conservation (CO) policy to remain, for various properties located along and south of Ewing Drive between Knight Drive and Aldrich Lane (182 acres).

BORDEAUX-WHITES-CREEK-HAYNES TRINITY COMMUNITY PLAN**Current Policies**

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) policy is intended to preserve, remediate, and enhance environmentally sensitive land. CO policy identifies land with sensitive environmental features, including, but not limited to, stream corridors, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. In this area, CO policy applies to floodplains along Ewing Creek and some small areas of steep slopes. CO policy will remain in place.

Requested Policy (Note: Conservation policy to remain in place.)

T3 Suburban Neighborhood Maintenance (T3 NM) is intended to maintain the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over



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time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T3 NM areas have an established development pattern consisting of low- to moderate-density residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle, and vehicular connectivity.

BACKGROUND

At the request of Councilmember Toombs, Community Plans staff conducted a policy review for a selected portion of the Bordeaux – Whites Creek – Haynes Trinity Community Plan area along and south of Ewing Drive, encompassing approximately 182 acres. The subject area is currently guided primarily by Suburban Neighborhood Evolving (T3 NE) policy. Portions of the study area are guided by Conservation (CO) policy, which applies to Ewing Creek's floodplains and some small areas of steep slopes. The study area exhibits a suburban development pattern and is bordered by industrial policy and land use to the southeast, quarry property to the south and west, an established neighborhood to the east, and Ewing Creek to the north.

Residents in the Ewing Drive area have expressed concerns to their Councilmember and Metro Planning staff that certain aspects of the T3 NE policy do not align with the established character and development pattern of their neighborhoods, especially as new development entitlements have been granted. In response, Planning staff evaluated whether a policy change from T3 NE to Suburban Neighborhood Maintenance (T3 NM) would better support and preserve the existing community context. The CO policy remains in effect.

COMMUNITY PARTICIPATION

This policy amendment is considered a minor amendment to the Bordeaux – Whites Creek – Haynes Trinity Community Plan, as it is not associated with a specific development or rezoning proposal and was initiated by Councilmember Toombs. While a formal community meeting for this specific request was not held, Councilmember Toombs engaged with constituents in her district prior to submitting the request to gauge community sentiment and gather support for the proposed policy change.

Although no community meeting took place as part of the planning process, residents continue to have opportunities to participate and provide input. Community members are encouraged to submit public comments to the Planning Department and the Planning Commission. Additionally, residents are welcome to attend the Planning Commission meeting where the policy amendment will be considered. At the time of staff report publication, the department had not received any comments from the public.

ANALYSIS

Planning staff analyzed the approximately 182-acre study area to evaluate the appropriateness of both the existing Suburban Neighborhood Evolving (T3 NE) policy and the proposed Suburban Neighborhood Maintenance (T3 NM) policy. The analysis included a review of parcel-level data such as lot size, configuration, and development patterns, as well as an evaluation of recent policy and zoning trends within and around the study area. This review helped determine whether the proposed policy change would better align with the existing character and context of the



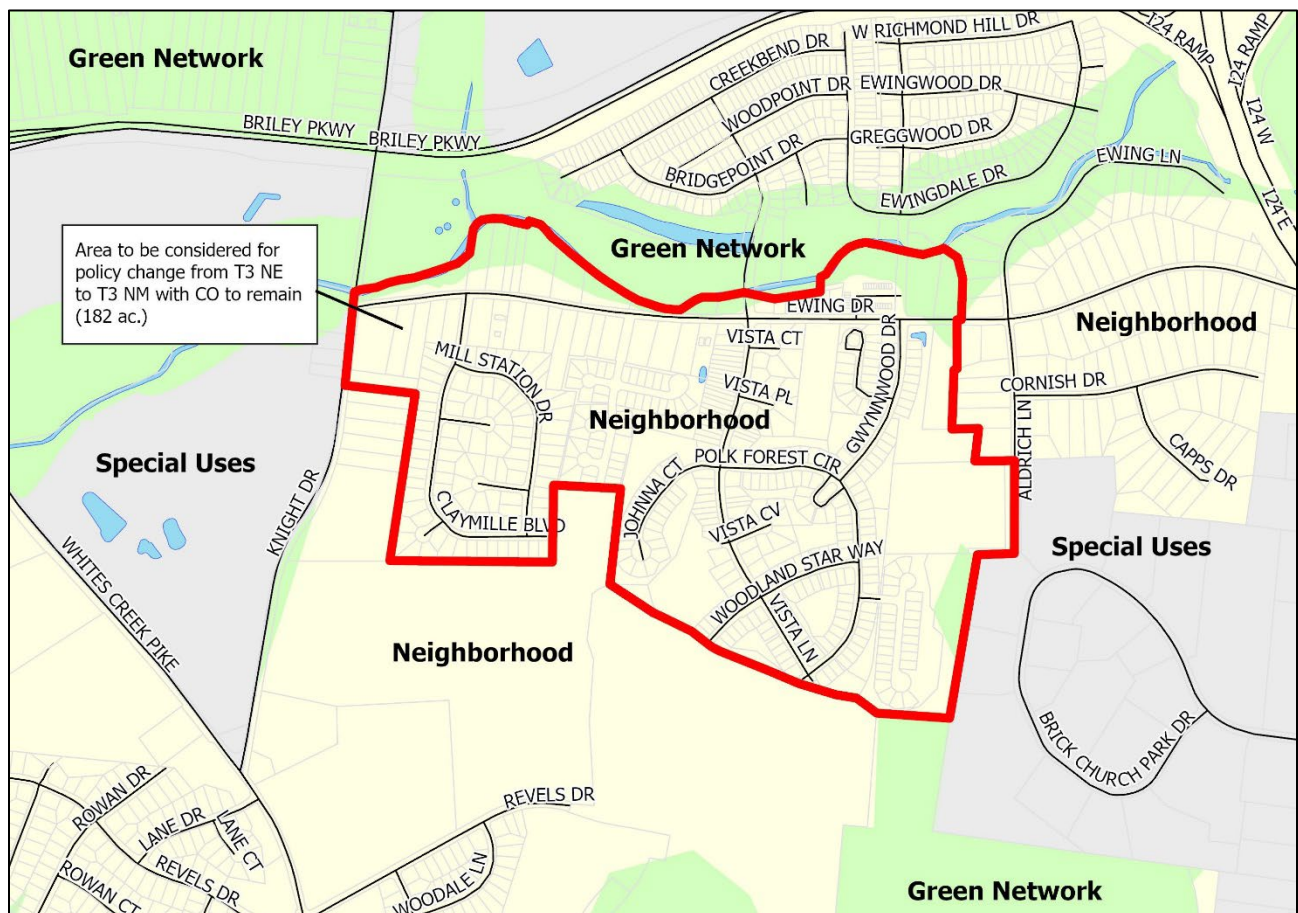
Metro Planning Commission Meeting of 07/24/2025

neighborhood while also supporting its long-term stability. Staff concluded that T3 NM policy is the more appropriate policy for this area.

Growth & Preservation Concept Map

NashvilleNext's Growth and Preservation Concept Map is a countywide visioning tool designed to guide where and how new development and redevelopment should occur in a manner that aligns with community values and enhances overall quality of life. The Concept Map helps shape long-term planning decisions by identifying broad land use categories and emphasizing the balance between growth and conservation.

As illustrated in the following image, the study area is situated within a Neighborhood area. It is bordered on the east and west by Special Impact Areas, and on the north by a buffer of the Green Network.



Growth and Preservation Concept Map

Neighborhood areas are intended to support a mix of housing types and neighborhood character, along with smaller-scale civic and employment uses and neighborhood centers. These areas vary in form—rural, suburban, urban, or downtown—depending on their location and existing development patterns.



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The Green Network represents natural and rural areas that contribute valuable environmental functions and recreational opportunities. These areas provide resources such as water and farmland, deliver ecological services such as air purification and stormwater management, support wildlife habitats, and offer spaces for outdoor recreation. The network also encompasses sensitive features such as steep slopes and floodplains, which are unsuitable for development due to environmental and safety risks. A significant portion of the broader Bordeaux - Whites Creek - Haynes Trinity Community Plan area—including the Whites Creek, Scottsboro, and Bells Bend areas—falls within the Green Network. In the study area, Ewing Creek is part of the Green Network.

Special Impact Areas, adjacent to the study area, include intense and often large-scale land uses such as industrial zones, airports, landfills, and similar facilities that typically generate noise, traffic, or environmental impacts. These areas are generally incompatible with residential neighborhoods and are planned to remain physically separated from homes to protect public health, safety, and quality of life. Adjacent to the study area, the Rogers Group operates an active 74.23-acre quarry and owns an additional 216.77 acres.

The requested policy change from T3 NE to T3 NM would not alter the study area's Neighborhood designation on the Concept Map. T3 NM continues to support the Concept Map's vision for the area to remain classified as a Neighborhood, reinforcing the goal of maintaining the area's suburban character and development pattern.

Community Character Policy Application

There are 14 Community Plans that provide the development vision and policy guidance for neighborhoods and communities across Davidson County. These plans utilize the Community Character Manual, which defines a framework of policy types that help guide appropriate land use, development patterns, and community form.

The Bordeaux – Whites Creek – Haynes Trinity Community Plan applies these Community Character Policy elements to ensure that growth and change occur in a manner consistent with the area's vision and values. Through this approach, the plan reinforces the preservation of existing neighborhood character while allowing for context-sensitive development that aligns with community expectations.

The Community Character Policies support a variety of development types and aim to reinforce and enhance the existing patterns of established neighborhoods. The current policy of T3 NE was applied to the study area in anticipation of a growing suburban development pattern. While the Suburban (T3) transect remains appropriate, the neighborhood has since matured into a stable residential area with a prevailing pattern of varying lot sizes and development characteristics. As such, the neighborhood, more fully developed, is now in a state of maintaining rather than evolving its development pattern.

Per the Community Character Manual, a T3 NE policy area is intended to create and enhance suburban neighborhoods with the best quality of classic suburban areas—such as walkability, greater housing choices, improved street connectivity, and more creative, innovative, and environmentally sensitive development techniques. In contrast, the proposed T3 NM policy is better



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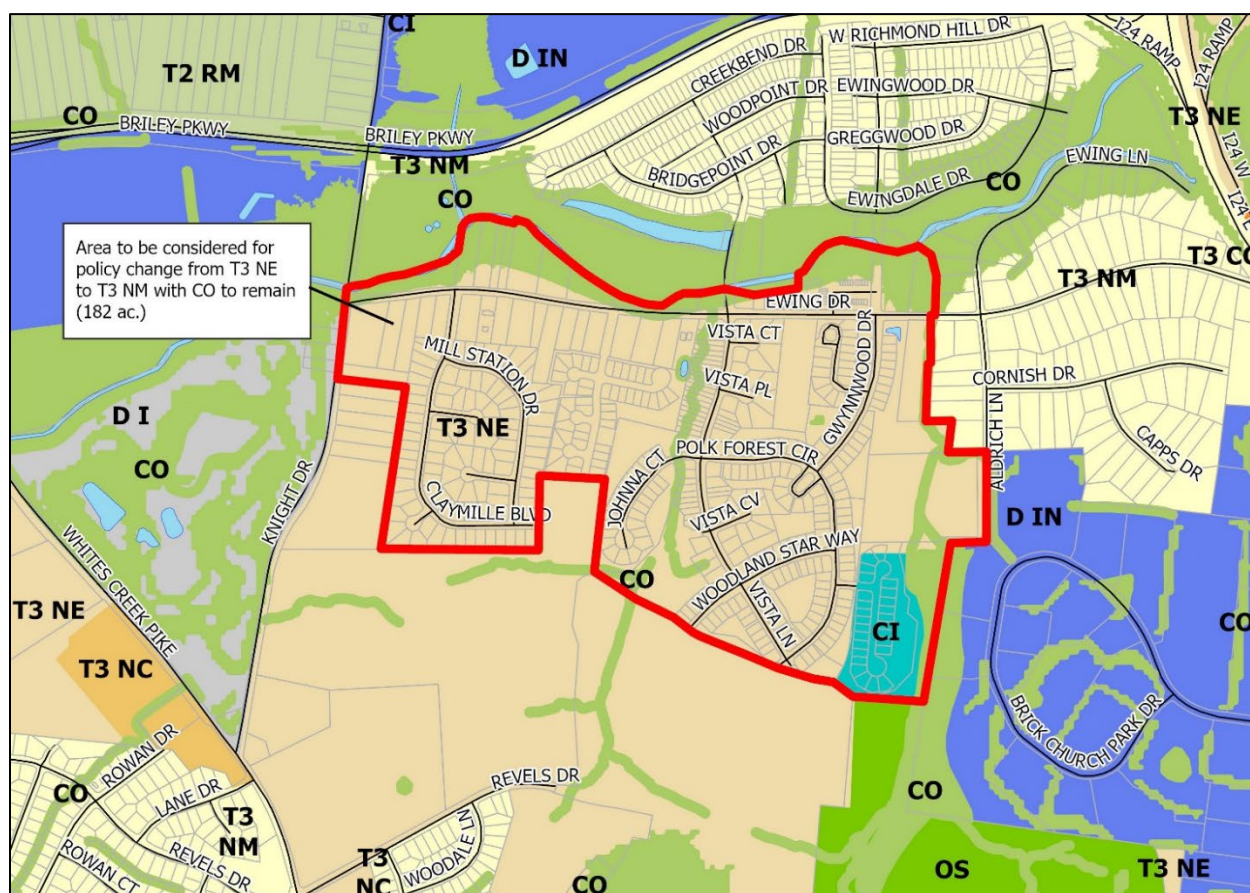
aligned with the current conditions in the Ewing Drive study area. T3 NM policy is designed to maintain the general character of suburban neighborhoods as reflected in their existing development patterns, building forms, and land use. This focus on preservation rather than transformation is consistent with the vision expressed by both the Councilmember and residents, who wish to see the area's established suburban character protected.

It should be noted that the study area is surrounded by T3 NM policy on multiple sides—specifically to the north, northeast, south, and southwest. As a result, changing the policy for the study area from T3 NE to T3 NM would reflect current neighborhood conditions, provide greater policy consistency, and complement the surrounding suburban transect. This adjustment aligns with the broader policy direction and intent of the Bordeaux – Whites Creek – Haynes Trinity Community Plan and supports the community's vision.

The study area under review includes a mix of T3 NE and CO policies. As shown in the map below, the study area is surrounded by a mix of policy areas, including District Industrial (D IN) and T3 NM. Directly north of the study area is CO policy for Ewing Creek, followed by T3 NM policy, then Briley Parkway, with additional D IN policy located beyond. The diversity of surrounding policies highlights the importance of ensuring suburban policy consistency and preserving residential character within the study area. *Note that the following map shows an area of CI policy on the southeastern corner of the study area; this is the result of a mapping error, which will be corrected following Planning Commission action on this amendment request.*



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Proposed Community Plan Amendment and Surrounding Policies

Natural Features

The study area includes Ewing Creek's floodplains on the northern boundary. Small, scattered areas of steep slopes are also present.

Current Land Uses and Zoning

The study area is predominantly single-family residential along with conservation. Trinity Hills Park is adjacent on the study area's southeastern corner. Land uses in the surrounding area include a mix of single-family residential, two-family residential, multifamily residential, civic, and industrial. An active quarry operation is located adjacent to the west, and the quarry owns additional land adjacent to the south. The study area is predominantly zoned residential (RS7.5). A mix of zoning districts is also present in the study area's vicinity; these include residential districts (R8, R15, and RM9), industrial districts (IWD), and Specific Plan (SP) districts. An older Planned Unit Development (PUD) is also present on part of the study area and the quarry's land. The uses and zoning districts supported by T3 NM policy are compatible with the study area's existing residential uses and zoning districts.

Mobility and Connectivity

T3 NE areas are typically undeveloped, underdeveloped, or suitable for substantial infill and redevelopment. These areas are anticipated to develop in suburban residential patterns, but with higher densities and greater housing variety than traditional suburban neighborhoods. In such areas,



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there is a clear need for expanded and improved infrastructure—including pedestrian, bicycle, transit, and vehicular connections—to support the anticipated growth and evolving character.

In contrast, T3 NM policy applies to areas where there is a community interest in preserving the existing residential development pattern. T3 NM areas are typically stable and well-established, with infrastructure that is generally sufficient to support the existing pattern but may benefit from targeted enhancements to improve safety, accessibility, and multimodal movement.

In both policy areas, connectivity is a key factor for improving livability and supporting transportation choice. Currently, connectivity is moderate across the study area with some existing sidewalks. However, gaps remain—particularly in linking neighborhoods across subdivisions and providing direct routes to transit stops and community destinations.

In the Major & Collector Street Plan (MCSP), the study area’s street network includes:

- Whites Creek Pike and Brick Church Pike, classified as arterial boulevards, and
- Knight Drive and Ewing Drive, classified as collector avenues.

These roads form the primary vehicular framework for the area. Local streets serve neighborhood traffic but often lack connections to surrounding areas. Although sidewalks exist in many subdivisions, pedestrian connectivity is limited. Addressing this through new or extended sidewalks, greenways, and multi-use paths—particularly to link existing local streets, public open spaces, and collector streets—will enhance access and circulation.

Transit access is provided through multiple WeGo routes, primarily local service:

- Route 41 (Whites Creek) serves Whites Creek Pike, Ewing Drive, and Knight Drive
- Route 14 (Whites Creek) serves Whites Creek Pike
- Route 23B (Brick Church Pike) serves Brick Church Pike
- I-24 express routes (Route 89 and Route 94) operate near the study area, providing regional connections

In T3 NM areas, improvements should focus on filling critical connectivity gaps to maintain quality of life, support neighborhood cohesion, and enable safe, comfortable travel for all users—especially those walking or taking transit.

Analysis Summary

Over time, the study area has matured into a stable, well-established suburban neighborhood with a variety of lot sizes, housing forms, and a cohesive suburban pattern, more aligned with T3 NM policy than T3 NE policy. Residents have expressed a clear desire to preserve this character. T3 NM policy is specifically intended to support neighborhoods where the existing form and use are expected to remain stable over time, aligning with both resident input and current development conditions. CO policy, which recognizes environmentally sensitive areas within the study area, remains in place. This policy highlights the importance of preserving the area’s stream corridors and steep slopes that are not conducive to redevelopment. The study area is moderately connected by a street network of arterials and collectors and is served by transit; however, the sidewalk and bikeway networks need improvements.



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In conclusion, the proposed policy change from T3 NE to T3 NM is supported by existing development patterns, community preferences, infrastructure conditions, and surrounding policy context. The amendment ensures consistency with adopted plans, aligns with neighborhood preservation goals, and maintains the stability of an established suburban community.

STAFF RECOMMENDATION

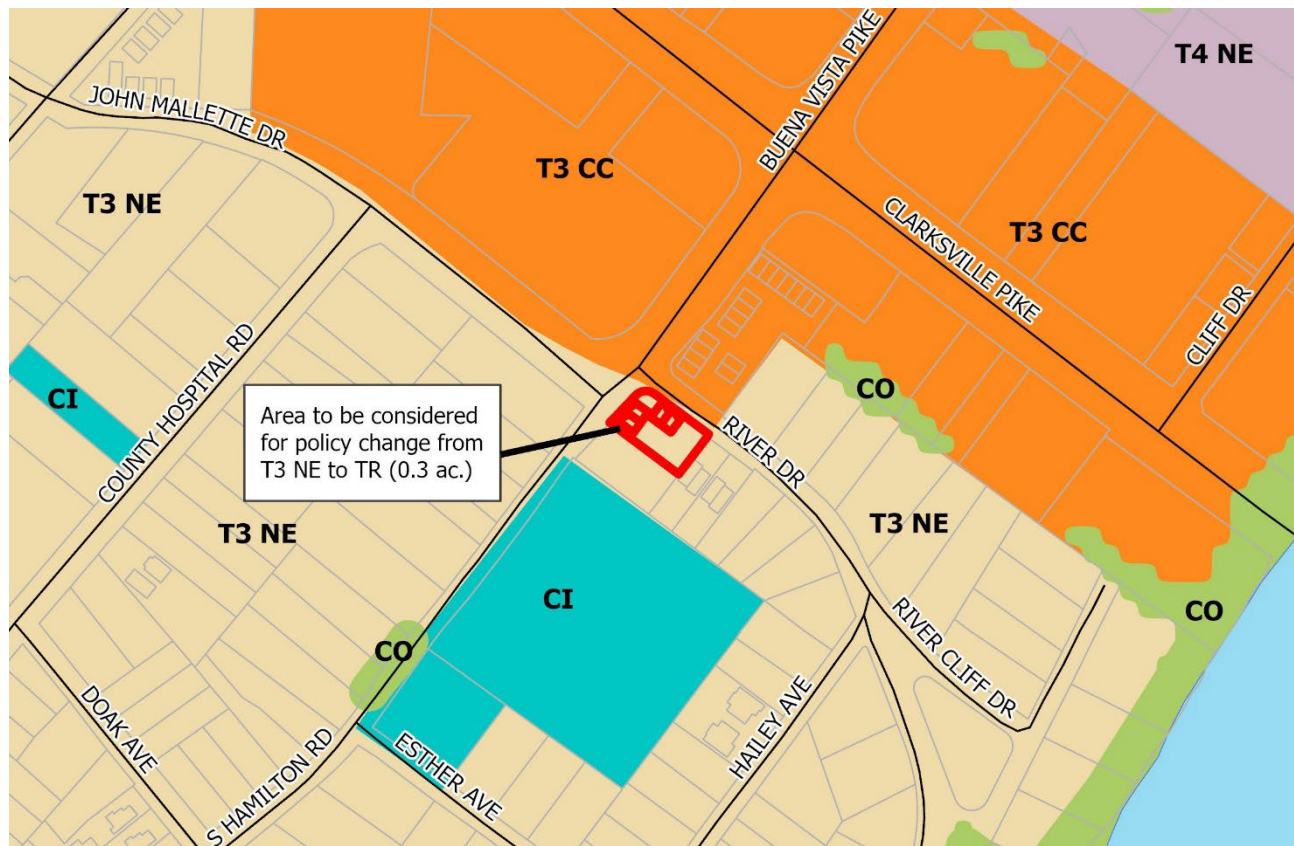
Staff recommends approval of the requested policy change from Suburban Neighborhood Evolving (T3 NE) to Suburban Neighborhood Maintenance (T3 NM) with Conservation (CO) policy to remain in place.



SEE NEXT PAGE



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2025CP-003-002

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN AMENDMENT

Map 070-13-0-L, Parcel(s) 001-004, 900

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Joy Kimbrough)



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Item #19

Project Name

Minor Plan Amendment 2025CP-003-002

**Bordeaux – Whites Creek – Haynes Trinity
Community Plan Amendment**

Council District

01 – Kimbrough

School District

01 – Taylor

Requested by

Metro Planning Department, applicant; 1918 South Hamilton, LLC, and O.I.C. 1918 South Hamilton Road, owners.

Staff Reviewer

Anthony

Staff Recommendation

Approve.

APPLICANT REQUEST

Amend the Bordeaux – Whites Creek – Haynes Trinity Community Plan to change the policy.

Minor Plan Amendment

A request to amend the Bordeaux – Whites Creek – Haynes Trinity Community Plan by changing community character policy from Suburban Neighborhood Evolving (T3 NE) policy to Transition (TR) policy for properties located at 1918, 1918B, and 1920 South Hamilton Road and 3121 and 3123 River Drive, at the southeastern corner of River Drive and South Hamilton Road (0.30 acres).

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

Current Policy

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.

Requested Policy

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

BACKGROUND

The study area consists of five parcels containing a multi-family horizontal property regime (HPR) and a common open space on 0.3 acres located at the southeastern corner of River Drive and South



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Hamilton Road. The HPR units are divided between two buildings, one with frontage along River Drive and the other with frontage along South Hamilton Road. The entire study area is currently zoned Multi-Family Residential – Alternative – No Short-Term Rentals (RM15-A-NS).

At its May 24, 2025, meeting, the Metro Planning Commission recommended approval of a request to rezone the study area to Office/Residential (OR20). Because the requested OR20 zoning is not consistent with the applicable T3 NE policy, the Planning Commission directed Planning staff to explore compatible policy alternatives for the study area.

COMMUNITY PARTICIPATION

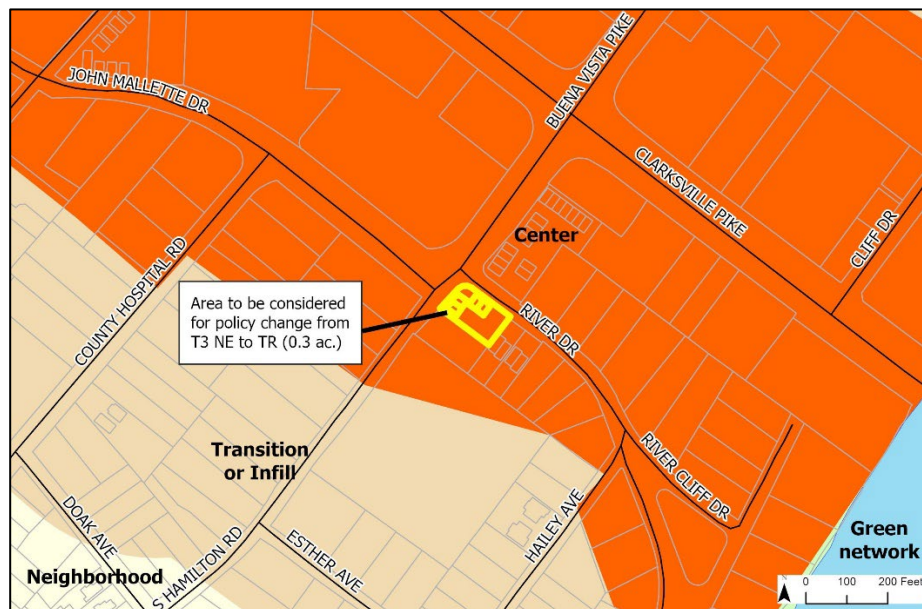
As part of the community plan amendment review process, Planning staff determined that the proposed community plan amendment qualified as a minor amendment with no community meeting required.

ANALYSIS

After reviewing the applicable policies for the study area and its surroundings, Planning staff determined that TR policy would be an appropriate community character policy for the study area. As described in more detail later in this section, the study area is situated at a community character policy *seam* and is affected by street classification shifts. TR policy is appropriate for areas where such transitions are present.

NashvilleNext Growth and Preservation Concept Map

As shown in the following image, the NashvilleNext Growth and Preservation Concept Map classifies the study area as part of a broader Tier One Center. The Center is focused on the Clarksville Pike corridor and extends southward to include the study area and surrounding parcels. Designating an area as a Tier One Center indicates Metro's intent to coordinate investments to shape growth and support increased transit service in the area.



NashvilleNext Growth and Preservation Concept Map



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Community Character Policy Application

The entire study area is presently subject to T3 NE policy. Generally, T3 NE policy areas are suitable for residential developments with higher densities and a wider variety of housing types than typical suburban neighborhoods. The T3 NE policy supports a broad variety of residential zoning districts, ranging from RS7.5 and RS7.5-A to RM20-A; the policy does not support office, commercial, or mixed-use zoning districts.

Notably, the study area is situated on the edge or *seam* of the T3 NE policy area. Properties directly across River Drive from the study area lie in the Suburban Community Center (T3 CC) policy area. The T3 CC policy promotes mixed-use, pedestrian friendly development. Commercial, mixed-use, and office/residential zoning districts are appropriate in the T3 CC policy area.

The proposed policy for the study area is TR, which promotes transitions in scale, intensity, and uses between higher-intensity and lower-intensity policy areas. The less intense T3 NE policy applies to the study area and neighboring properties to the south and southwest, while the more intense T3 CC policy applies to neighboring properties to the north and northwest. Changing the policy for the study area to TR will provide an appropriate transition between higher-intensity and lower-intensity policies. The TR policy supports office and multi-family residential zoning districts as well as office/residential districts such as OR20.

Natural Features

The study area slopes gently from west to east and has no known waterbodies or other natural features. The Cumberland River lies approximately 1,000 feet east of the study area.

Current Land Uses and Zoning

Land uses in the surrounding area include a mix of single-family residential, two-family residential, multi-family residential, commercial, civic, and institutional. Commercial activity is prominent along Clarksville Pike. Davis Early Learning Center, part of Metro Nashville Public Schools, lies approximately 100 feet south of the study area along South Hamilton Road. A mix of zoning districts is also present in the study area's vicinity; these include residential districts (R8-A, R10, and RS10), mixed-use districts (MUL and MUL-A), commercial districts (CL and CS) and Specific Plan (SP) districts. The uses and zoning districts supported by TR policy would be compatible with these existing uses and zoning districts.

Mobility and Connectivity

The study area has street frontage on River Drive on the north and South Hamilton Road on the west. River Drive is classified as a local street and has an existing right-of-way of approximately 45 feet along the study area's frontage. River Drive terminates at South Hamilton Road. John Mallette Drive—classified as an arterial boulevard in the Major and Collector Street Plan (MCSP)—connects to South Hamilton Road on the west and is offset from the River Drive / South Hamilton Road intersection by approximately 50 feet. The study area has no direct frontage on John Mallette Drive. South Hamilton Road transitions from an arterial boulevard to a local street at its intersection with John Mallette Drive, near the southern boundary of the study area's frontage. The portion of South Hamilton Road that is classified as an arterial boulevard in the MCSP has a prescribed right-of-way of 81 feet; the portion of the road that is classified as a local street has an existing right-of-



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way of approximately 50 feet. The following image shows MCSP classifications for surrounding arterials and collectors.



Major and Collector Street Plan

Sidewalks are present along both River Drive and South Hamilton Road adjacent to the study area. Sidewalks along both sides of South Hamilton Road provide pedestrian connectivity to Clarksville Pike, a major street with commercial services and public transportation. The study area lies approximately 65 feet from a bus stop on South Hamilton Road for WeGo route 77. The study area lies approximately 500 feet from a bus stop on Clarksville Pike for WeGo route 14. Clarksville Pike is an *all-access corridor* and is anticipated to have bus rapid transit service as part of Choose How You Move. The following image shows WeGo transit routes and sidewalks near the study area.



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WeGo Transit Routes and Sidewalks

Note that WeGo has indicated that the bus stops located near the site along South Hamilton Road are both non-ADA compliant and do not meet the current Transit Design Guidelines. Additionally, crosswalks between the site and the WeGo bus stops do not meet NDOT standards. Future improvements would be needed to bring the bus stops and crosswalks into compliance with these various standards; at this time, no specific improvements are proposed.

Analysis Summary

Transition (TR) policy is appropriate for the study area primarily due to the study area's unique positioning between higher-intensity and lower-intensity policy areas. Additionally, the study area is situated at a transition between street classifications, is well-served by sidewalks and public transit, and lies within a short walking distance of an all-access corridor. There are no known environmental constraints on the study area. The land uses and zoning districts supported by TR policy would be compatible with the mix of uses and zoning found in the surrounding area. Applying TR policy to the study area would provide an appropriate transition between T3 NE and T3 CC areas while supporting a mix of office and residential land uses.

STAFF RECOMMENDATION

Staff recommends approval of the requested policy change from Suburban Neighborhood Evolving (T3 NE) to Transition (TR) policy.



NO SKETCH



Metro Planning Commission Meeting of 07/24/2025

Item #20

Project Name

Council Bill No.

Council District

School District

Requested by

Text Amendment 2025Z-005TX-001

Beer and Cigarette Markets

BL2025-908

Countywide

Countywide

Councilmember Emily Benedict

Staff Reviewer

Shane

Staff Recommendation

Disapprove the bill as filed and approve a substitute ordinance.

APPLICANT REQUEST

Amend the Zoning Code regarding beer and cigarette market uses.

PROPOSED AMENDMENTS TO TITLE 17

The bill as filed would amend title 17 of the Metropolitan Code of Laws by excluding beer and cigarette markets from certain zoning districts and placing conditions upon their use and location in others.

The proposed changes of the bill as filed are shown below (new text in underline):

Section 1. That Section 17.08.030 of the Metropolitan Code is amended by amending the zoning district land use table as shown in Exhibit A.

Key: P- Permitted PC- Permitted w/ conditions* SE-Special exception* A- Accessory* O-Overlay * Refer to Chapter 17.16 for standards	Mixed Use				Office				Commercial				Downtown (DTC)				Shopping Center			Industrial				
	MUN, MUN-NS, MUN-A, and MUN-A-NS	MUL, MUL-NS, MUL-A, and MUL-A-NS	MUG, MUG-NS, MUG-A, and MUG-A-NS	MUI, MUI-NS, MUI-A, and MUI-A-NS	ON	OL	OG and OG-NS	OR20 through OR40-A-NS	ORI, ORI-NS, ORI-A, and ORI-A-NS	CN, CN-NS, CN-A, and CN-A-NS	CL, CL-NS, CL-A, and CL-A-NS	CS, CS-NS, CS-A, and CS-A-NS	CA and CA-NS	CF and CF-NS	North	South	West	Central	SCN and SCN-NS	SCC and SCC-NS	SCR and SCR-NS	IWD	IR	IG
	Beer and cigarette market	PG	P-PC	P-PC	P-PC	A	A	A	PG	PG	P-PC	P-PC	P-PC	P-PC	P-PC	P-PC	P-PC	P-PC	PC	PC	P-PC	PG P	PG P	PG P

Section 2. That Section 17.16.070 of the Metropolitan Code is amended by inserting a new Subsection I as follows and renumbering subsequent subsections:

I. Beer and Cigarette Market.

1. Location.

- a. No beer and cigarette market use shall be located on a parcel less than one thousand three hundred twenty linear feet from the parcel line of another parcel upon which another beer and cigarette market use is located. No more than one such establishment shall be located upon a single parcel.



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- b. No beer and cigarette market use shall be located on a parcel that is less than one hundred feet from a parcel upon which a residential dwelling unit, religious institution, school or its playground, a park, or a licensed day care home or center or its playground is located. This subsection shall not apply to beer and cigarette market uses located within the CF, CF-NS, or DTC zoning districts.
- c. Beer and cigarette market establishments selling alcoholic beverages with an alcoholic content of eight percent alcohol by weight or less shall also meet the regulations of Section 7.08.090 of the Metropolitan Code. Where the regulations of this subsection conflict with the regulations of Section 7.08.090, the more restrictive regulations shall prevail.
- 2. Signage. Window signage, including signs placed within, affixed to, in contact with, or located within three feet of a window or other opening and intended to be seen from the exterior, shall be limited to covering no more than 25% of the aggregate window space of each street facing facade. Such signage shall be subject to all regulations and restrictions contained within Chapter 17.32 of the Metropolitan Code of Laws.
- 3. Lighting. Lighting placed around the perimeter of a window, door, or other opening, either internal or external to the structure, that creates illumination that is plainly visible from the exterior of the structure shall be prohibited.

BACKGROUND

At its January 9, 2025, meeting, the Planning Commission recommended approval with a substitute a text amendment (Case No. 2024Z-022TX-001; BL2024-594) to the zoning code that redefined “beer and cigarette market” to include establishments (commonly known as “vape shops”) that primarily sold non-tobacco nicotine, cannabidiol (CBD), tetrahydrocannabinol (THC), and similar substances. The amendment passed on third reading at Metro Council on February 4, 2025.

The zoning district land use table of Section 17.08.030 of the code lists beer and cigarette markets as “permitted with conditions” in certain zoning districts, but no conditions currently exist in the Land Use Development Standards (Chapter 17.16) of the code. No distance requirements or specific design standards are currently required of this use.

ANALYSIS

The bill as filed prohibits any new beer and cigarette market from being located less than one thousand three hundred twenty (1,320) linear feet from another such use, with no more than one such use being located upon a single parcel. It further prohibits such uses from being located on a parcel that is less than one hundred feet from a parcel that contains a residential dwelling unit, religious institution, school or its playground, a park, or a licensed day care home or center or its playground, with this provision not applying within the Core Frame (CF), Core Frame-No Short Term Rental (CF-NS), or Downtown Code (DTC) zoning districts. Other provisions within the bill make reference to the regulations governing businesses selling alcoholic beverages found in Section 7.08.090 of the code and to new signage and lighting design standards proposed for this use.

Staff is recommending disapproval of the bill as filed and approval of a substitute that exempts CF, CF-NS, and DTC zoning districts from the requirement that beer and cigarette markets be located more than 1,320 linear feet from another such use. The substitute also removes the distance



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requirement on beer and cigarette markets from being located on a parcel that is less than one hundred feet from a parcel that contains a residential dwelling unit.

The bill did not include any “whereas” statements—standard preambles used to articulate the policy rationale or intent behind a legislative action. In this case, those statements might have referred to the harmful public safety effects the products sold at beer and cigarette markets can have on young people who frequent these locations. However, in the absence of such framing, the intent of the bill must be inferred from its language. It is difficult to assess whether the bill is intended to reduce overconcentration of beer and cigarette markets or to prohibit them entirely. Staff has the following comments and recommendations regarding the proposal:

- Requiring beer and cigarette markets within the CF, CF-NS, and DTC zoning districts to be located more than 1,320 linear feet from another such use is difficult in an area with the intensity of population and uses found downtown. Staff finds that such a distance requirement in the urban core is overly restrictive.
- Additionally, the 100-foot separation requirement from residential dwelling units is inconsistent with how the code addresses other uses that may impact residential properties. For example, the zoning code currently requires minimum spacing distances between automobile repair shops, pawn shops, and alternative financial services establishments. The distance in each of these cases that such uses must maintain from other instances of the same use is also specified as one thousand three hundred twenty (1,320) linear feet. However, automobile repair, pawn shops, and alternative financial services are not subject to a 100-foot buffer from residential properties, despite their potential for external impacts. Staff finds that this distance requirement is inconsistent with other parts of the code.
- The majority of commercial corridors within Metro Nashville feature commercially zoned property backing up directly to residential neighborhoods. Even when alleys are present, the distance rarely is greater than one hundred feet. From a land use policy standpoint, this is where retail services are, generally, intended to be located. Based on a visual survey and mapping of beer and cigarette markets along Gallatin Pike, leaving the one-hundred-foot separation requirement from residential uses within the bill would leave no remaining sites available for this use between Five Points and Briley Parkway. Removing this distance requirement would most likely allow several additional future sites. If the intent of the bill is to effectively prohibit new beer and cigarette markets on most commercial corridors, the lack of legislative findings could raise legal concerns. Without a stated basis, such a restriction may be perceived as arbitrary or discriminatory.
- In extreme cases, a de facto ban could raise the risk of state-level preemption, particularly if it is viewed as unfairly targeting a legally operating business type.
- Aligning the conditions of the bill with other comparable uses would improve internal consistency in the zoning code and reduce exposure to legal or procedural challenges.

Separately, state law requires establishments licensed to sell certain hemp products to be located more than 1,000 feet from a K-12 private school, public school, or charter school—TCA 43-27-206(b)(3)(A). This is more restrictive than the regulations proposed with this text amendment regarding distance to a school or its playground. Also, beer permit holders are already subject to a 100-foot buffer from “a place of worship, a school or its playground, a park, a licensed day care



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center or nursery school or their playgrounds, or a dwelling for one or two families” per Section 7.08.090 of the Code. However, this section provides for many exceptions. Beer and cigarette markets would no longer be able to take advantage of those exceptions, as the proposed ordinance does not allow the exceptions. While beer permit holders for non-beer and cigarette market establishments are a separate group and would be unaffected by the proposed amendment, confusion could occur around beer and cigarette markets being subject to more restrictive standards than other beer-related uses. These considerations do not invalidate the inferred purpose of the bill but are worth raising.

The aesthetic conditions regulating signage and lighting for this use will result in less visual clutter and less intrusive light pollution. The substitute does not modify these provisions.

ZONING ADMINISTRATOR RECOMMENDATION

No exception taken.

FISCAL IMPACT RECOMMENDATION

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

COUNCIL

The proposed amendment passed first reading at the July 1, 2025, Council meeting. Second reading and public hearing is scheduled for August 5, 2025.

MPC RULES AND PROCEDURES/TEXT AMENDMENT REVIEW PROCESS

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

The Planning Commission public hearing is scheduled for July 24, 2025. In this case, staff recommends that rule for the deferral and second meeting be waived given the nature of this text amendment and timing limitations due to the scheduled public hearing at the Metropolitan Council. Staff recommends that the Planning Commission hold the public hearing and vote on this item on July 24, 2025, since staff has reviewed the case and staff does not have issues with the scope of the request.

STAFF RECOMMENDATION

Disapprove the bill as filed and approve a substitute ordinance.



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SUBSTITUTE ORDINANCE NO. BL2025-908

An ordinance amending Chapters 17.08 and 17.16 of the Metropolitan Code, Zoning Regulations to amend and add regulations pertaining to the “beer and cigarette market” use (Proposal No. 2025Z-005TX-001).

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

Section 1. That Section 17.08.030 of the Metropolitan Code is amended by amending the zoning district land use table as shown in Exhibit A.

Key: P- Permitted PC- Permitted w/ conditions* SE-Special exception* A- Accessory* O-Overlay * Refer to Chapter 17.16 for standards	Mixed Use				Office					Commercial					Downtown (DTC)				Shopping Center			Industrial		
	MUN, MUN-NS, MUN-A, and MUN-A-NS	MUL, MUL-NS, MUL-A, and MUL-A-NS	MUG, MUG-NS, MUG-A, and MUG-A-NS	MUI, MUI-NS, MUI-A, and MUI-A-NS	ON	OL	OG and OG-NS	OR20 through OR40-A-NS	ORI, ORI-NS, ORI-A, and ORI-A-NS	CN, CN-NS, CN-A, and CN-A-NS	CL, CL-NS, CL-A, and CL-A-NS	CS, CS-NS, CS-A, and CS-A-NS	CA and CA-NS	CF and CF-NS	North	South	West	Central	SCN and SCN-NS	SCC and SCC-NS	SCR and SCR-NS	IWD	IR	IG
Beer and cigarette market	PC	P-PC	P-PC	P-PC		A	A	A	PC	PC	P-PC	P-PC	P-PC	P-PC	P-PC	P-PC	P-PC	PC	PC	P-PC	PC P	PC P	PC P	

Section 2. That Section 17.16.070 of the Metropolitan Code is amended by inserting a new Subsection I as follows and renumbering subsequent subsections:

I. Beer and Cigarette Market.

1. Location.

- a. No beer and cigarette market use shall be located on a parcel less than one thousand three hundred twenty linear feet from the parcel line of another parcel upon which another beer and cigarette market use is located. No more than one such establishment shall be located upon a single parcel. This subsection shall not apply to beer and cigarette market uses located within the CF, CF-NS, or DTC zoning districts.
- b. No beer and cigarette market use shall be located on a parcel that is less than one hundred feet from a parcel upon which a ~~residential dwelling unit~~, religious institution, school or its playground, a park, or a licensed day care home or center or its playground is located. This subsection shall not apply to beer and cigarette market uses located within the CF, CF-NS, or DTC zoning districts.
- c. Beer and cigarette market establishments selling alcoholic beverages with an alcoholic content of eight percent alcohol by weight or less shall also meet the regulations of Section 7.08.090 of the Metropolitan Code. Where the regulations of this subsection conflict with the regulations of Section 7.08.090, the more restrictive regulations shall prevail.



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2. Signage. Window signage, including signs placed within, affixed to, in contact with, or located within three feet of a window or other opening and intended to be seen from the exterior, shall be limited to covering no more than 25% of the aggregate window space of each street facing facade. Such signage shall be subject to all regulations and restrictions contained within Chapter 17.32 of the Metropolitan Code of Laws.
3. Lighting. Lighting placed around the perimeter of a window, door, or other opening, either internal or external to the structure, that creates illumination that is plainly visible from the exterior of the structure shall be prohibited.

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

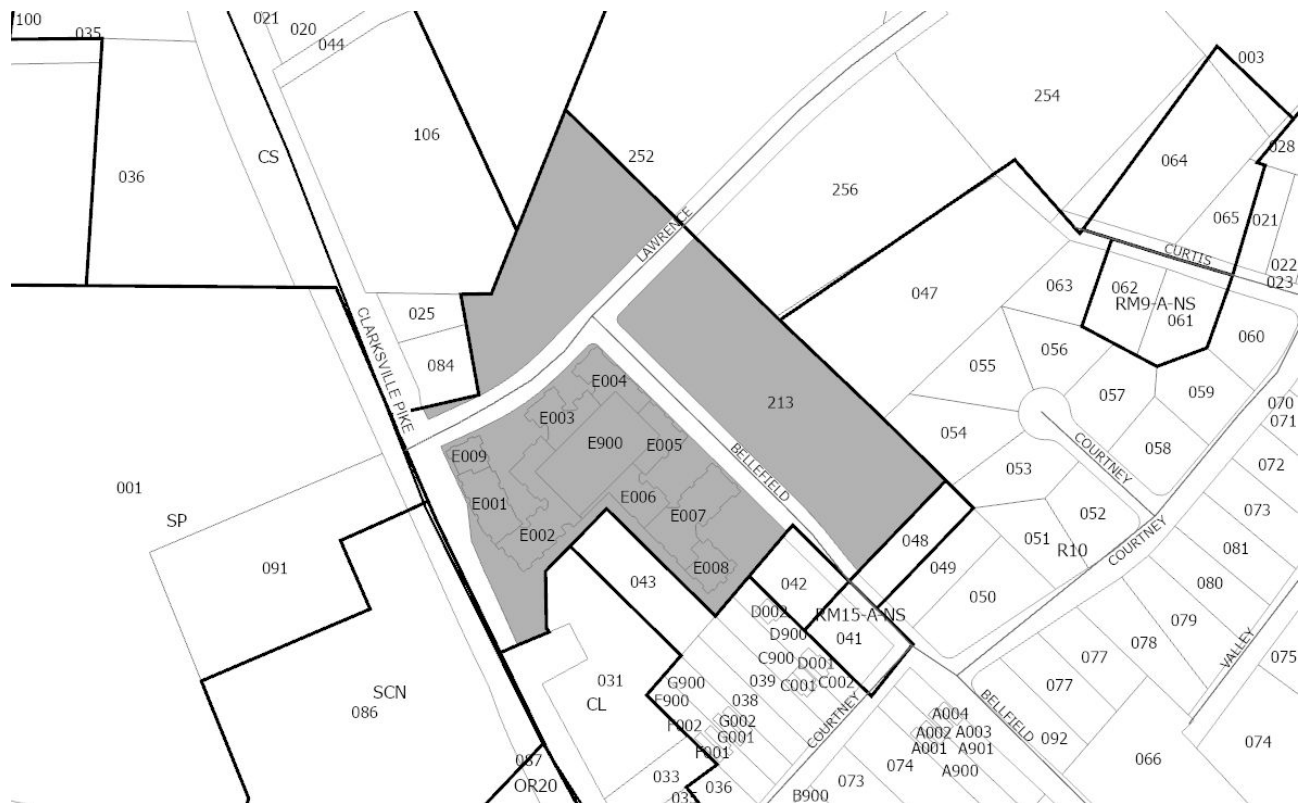
Section 4. This Ordinance shall take effect upon publication of above said notice announcing such change in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.



SEE NEXT PAGE



Metro Planning Commission Meeting of 07/24/2025



2019SP-066-005

THE CURTIS PROPERTY (AMENDMENT)

Map 069-12, Parcel(s) E001, E002, E003, E004, E005, E006, E007, E008, E009, 212, E900

Map 069, Portion of Parcel(s) 252

03, Bordeaux - Whites Creek - Haynes Trinity

02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 07/24/2025

Item #21**Project Name****Council District****School District****Requested by****Specific Plan 2019SP-066-005****The Curtis Property (Amendment)**

02 - Toombs

01 – Taylor

Catalyst Design Group, applicant; Clarksville Pike, LLC and O.I.C. WCO Clarksville Pike Condominium, owners.

Staff Reviewer

Shane

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

APPLICANT REQUEST**Amend a Specific Plan.**SP amendment

A request to amend a Specific Plan for property located at Bellefield Avenue (unnumbered) and 3000 Lawrence Avenue and for a portion of property at 3031 Lawrence Avenue, at the intersection of Lawrence Avenue and Clarksville Pike (11.23 acres), to permit a maximum of 469 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the August 14, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 07/24/2025

Item #22**Project Name****Specific Plan 2021SP-041-003****3328 Curtis Street & 0 Lincoln Avenue
(Amendment)****Council District**

02 – Toombs

School District

01 – Taylor

Requested byCatalyst Design Group, applicant; Curtis Street
Development LLC and Clarksville Pike, LLC, owners.**Staff Reviewer**

Shane

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

APPLICANT REQUEST**Amend a Specific Plan.**SP Amendment

A request to amend a Specific Plan for properties located at Lawrence Avenue (unnumbered), 3328 Curtis Street, and Lincoln Avenue (unnumbered), and for a portion of property at 3031 Lawrence Avenue, at the northwest terminus of Curtis Street (31.58 acres), to permit a maximum of 331 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the August 14, 2025, Planning Commission meeting.



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2025SP-036-001

14768 OLD HICKORY BLVD SP

Map 173, Parcel(s) 033

12, Southeast

31 (John Rutherford)



Metro Planning Commission Meeting of 07/24/2025

Item #23**Project Name****Council District****School District****Requested by****Specific Plan 2025SP-036-001****14768 Old Hickory Blvd SP**

31 – Rutherford

02 – Elrod

Dale & Associates, applicant; Linda Pratt, owner.

Staff Reviewer

Garland

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

APPLICANT REQUEST**Rezone from AR2a to SP to permit 135 multi-family residential units.**Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) for property located at 14768 Old Hickory Blvd., approximately 3,275 square feet south of Bell Road (20.24 acres), to permit 135 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to August 14, 2025, Planning Commission meeting.



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2025HL-002-001

1901 CAPERS AVE HISTORIC LANDMARK OVERLAY

Map 104-08, Parcel(s) 120

10, Green Hills - Midtown

18 (Tom Cash)



Metro Planning Commission Meeting of 07/24/2025

Item #24

Project Name

Council District

School District

Requested by

Historic Landmark 2025HL-002-001

1901 Capers Ave Historic Landmark Overlay

18 - Cash

05 - Fayne

Cyril Stewart, LLC, applicant; Ross D. Edwards, owner

Staff Reviewer

Konigstein

Staff Recommendation

Approve.

APPLICANT REQUEST

Apply a Historic Landmark Overlay District

Historic Landmark Overlay

A request to apply a Historic Landmark Overlay District to property located at 1901 Capers Avenue, approximately 294 feet north of Wedgewood Avenue, zoned Multi-Family Residential (RM40) (0.42 acres).

Existing Zoning

Multi-family Residential (RM40) is intended for single-family, duplex, and multi-family dwellings at a density of 40 dwelling units per acre. *RM40 would permit a maximum of 17 multi-family residential units based on acreage alone.*

Proposed Overlay

Historic Landmark Overlay District (HL) is applied to a building, structure, site, or object, its appurtenances, and the property it is located on, of high historical, cultural, architectural, or archaeological importance, whose demolition or destruction would constitute an irreplaceable loss to the quality and character of Nashville and Davidson County.

GREEN HILLS - MIDTOWN COMMUNITY PLAN

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

REQUEST DETAILS

The Metro Historic Zoning Commission (MHZC) considered this application at its July 16, 2025, meeting.



Metro Planning Commission Meeting of 07/24/2025

METRO HISTORIC ZONING COMMISSION RECOMMENDATION

The Metro Historic Zoning Commission (MHZC) recommended approval of the Historic Landmark designation at the July 16, 2025, MHZC meeting. The following is a brief excerpt of information provided in the published MHZC report.

Peabody Manor is significant for its architecture, being designed by Henry C. Hibbs and for its contribution to the growing industry of modern apartment construction in Nashville. Hibbs is best known for his designs on the campuses of Fisk University and Vanderbilt University, as well as the Nashville Electric Company.

The construction of Peabody Manor took place during a building boom in Nashville. The Nashville Banner noted this development in an article about a new construction record set in Nashville of 12 million dollars in 1923. Peabody Manor was also part of a growing and new trend for apartment building construction, which allowed for people to remain close to downtown at a more affordable rate than detached housing. Development of apartment buildings in Nashville increased substantially after 1900 alongside the increase in popularity of the automobile. The earliest designs were based on a commercial building type followed by triple-decker style of a building of 3-stories with an apartment on each level, eventually evolving into a variety of styles by 1920. The Nashville Banner estimated that in 1923, Nashville had more apartments than any other city in the South, except for Atlanta.

The Garden City Movement greatly impacted the design of apartment buildings after World War I through the 1930s, placing an emphasis on outdoor space and landscaping. Although not strictly a garden type development, advertisements for Peabody Manner called out the large, shady lawn as a main feature of the complex. Like many apartments of its time, Peabody Manor was constructed close to public transportation and services, specifically the Hillsboro car line, Ward-Belmont and Vanderbilt University. Henry C. Hibbs designed the building in a Tudor Revival style with a gable and mansard roof, ribbons of windows, half-timbering in gable fields and stone detailing around the two primary entrances. Owners Wampler and Floyd constructed the building with two building permits valued at a total of \$13,000. Phil E. Dunnivant was the contractor and the W.G. Bush and Co brick for the solid brick walls was provided by H.N. Vaughn. The roof was Mohawk Asbestos slate-tapered fire-proof shingles. Additional features included glass doorknobs, storage in basement, and a garage option (no longer extant). Articles and advertisements noted the modern features of the 12 apartments: built-in furniture, cabinets, shelves and dressing table, 'disappearing beds' (Murphy beds), electric ranges, steam heat, tiled baths, Herrick refrigerator connected to city water system and ice box, steel milk and parcel cabinet in outside wall, steel garbage cabinet, combination sink and laundry tray, electric range,

The developers, Wampler and Floyd, appear to have purchased their first property together in 1916. As both had busy and successful careers, real estate was a side-line business for them. Dr. Issac Samuel Wampler (1886-1946) was the superintendent for the Tennessee School for the Blind and co-founder of the West Central Academy in Rockingham County. He was both a graduate of nearby Peabody College and later a teacher there. Dr. W.O. Floyd (1879-1936) was a physician and surgeon with St. Thomas Hospital, also serving as president of hospital staff. Like Wampler, he was a graduate of Peabody College. He was an avid sportsman, coaching



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basketball and baseball and playing golf. He was also one of the building's first residents.

Newlyweds, like Dr. Floyd, were drawn to the modern apartment building with at least three couples being among the first residents. James Brew and Louise Grimes, Lewis Thomas and Allyne Roach and Dr. W.O. and Inez Louise Floyd, are noted in newspapers in 1923 as going on a trip after their wedding and returning to live at Peabody Manor. Connections with educational institutions went beyond the building's close proximity to colleges and universities. Lucy Roberts and Elizabeth Randall were among the original occupants. Randall was a teacher of 'household arts' with the Nashville City Schools. Lucy Gage, professor emeritus of elementary education at Peabody College, was an author, and a pioneer of childhood education. She died in her apartment in 1945. Ferby Bowen, a seven-year custodian of the Peabody Manor as of 1941, had previously worked for the Tennessee School for the Blind, so was likely recruited by co-owner Dr. Wampler.

Peabody Manor is eligible for listing in the National Register as an excellent example of the designs of noted architect Henry Hibbs and for its connection to the growing apartment construction trend of the 1920s. The property retains high historic integrity. For these reasons the property meets criteria 1, 2 and 5 of section 17.36.120 of the ordinance.

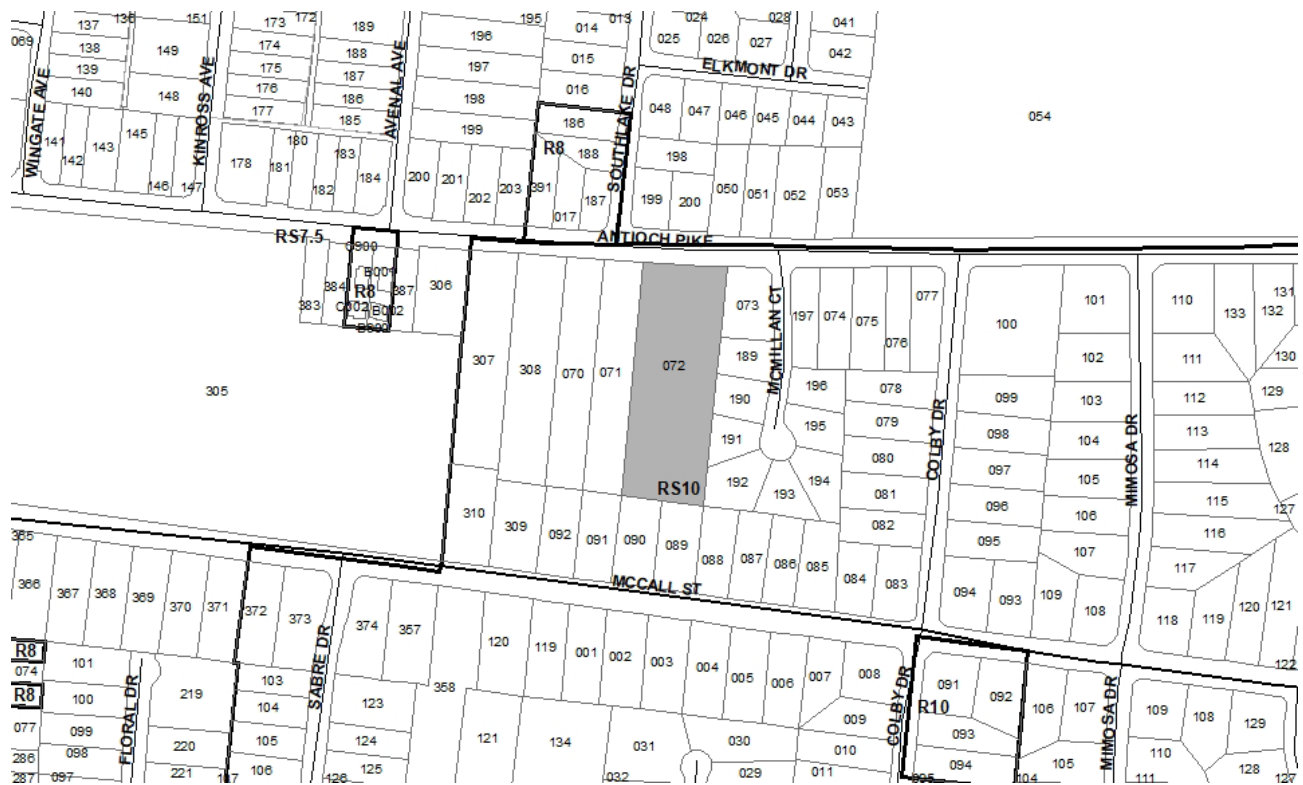
Staff suggests the Commission recommend to City Council that Peabody Manor be adopted as a Historic Landmark and the existing design guidelines for Historic Landmarks be used to guide future changes.

STAFF RECOMMENDATION

The proposed Historic Landmark Overlay District is intended to preserve the historic structure and site through the implementation of development guidelines by the Metro Historic Zoning Commission and staff. The applicable policies encourage the protection and preservation of historic structures and sites in the policy areas. Staff recommends approval of the Historic Landmark Overlay District.



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2024S-176-001

BROWN ACRES

Map 133-03, Parcel(s) 072

11, South Nashville

16 (Ginny Welsch)



Metro Planning Commission Meeting of 07/24/2025

Item #25**Project Name****Council District****School District****Requested by****Final Plat 2024S-176-001****Brown Acres**

16– Welsch

07 – Player

Gaylon Northcutt, applicant; Daniel & Carol Brown, owner.

Staff Reviewer

Garland

Staff Recommendation*Approve with conditions including an exception to 3-5.2.d.1. for lot frontage.*

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

A request for final plat approval to create two lots on property located at 171 Antioch Pike, approximately 200 feet north of McCall Street, zoned Single-Family Residential (RS10) (2.23 acres).

SITE DATA AND CONTEXT

Location: The site consists of one parcel located on the south side of Antioch Pike, approximately 200 feet north of McCall Street.

Street Type: This site has frontage on Antioch Pike, which is identified as a collector avenue in the Major and Collector Street Plan (MCSP).

Approximate Acreage: 2.23 acres or approximately 97,365 square feet.

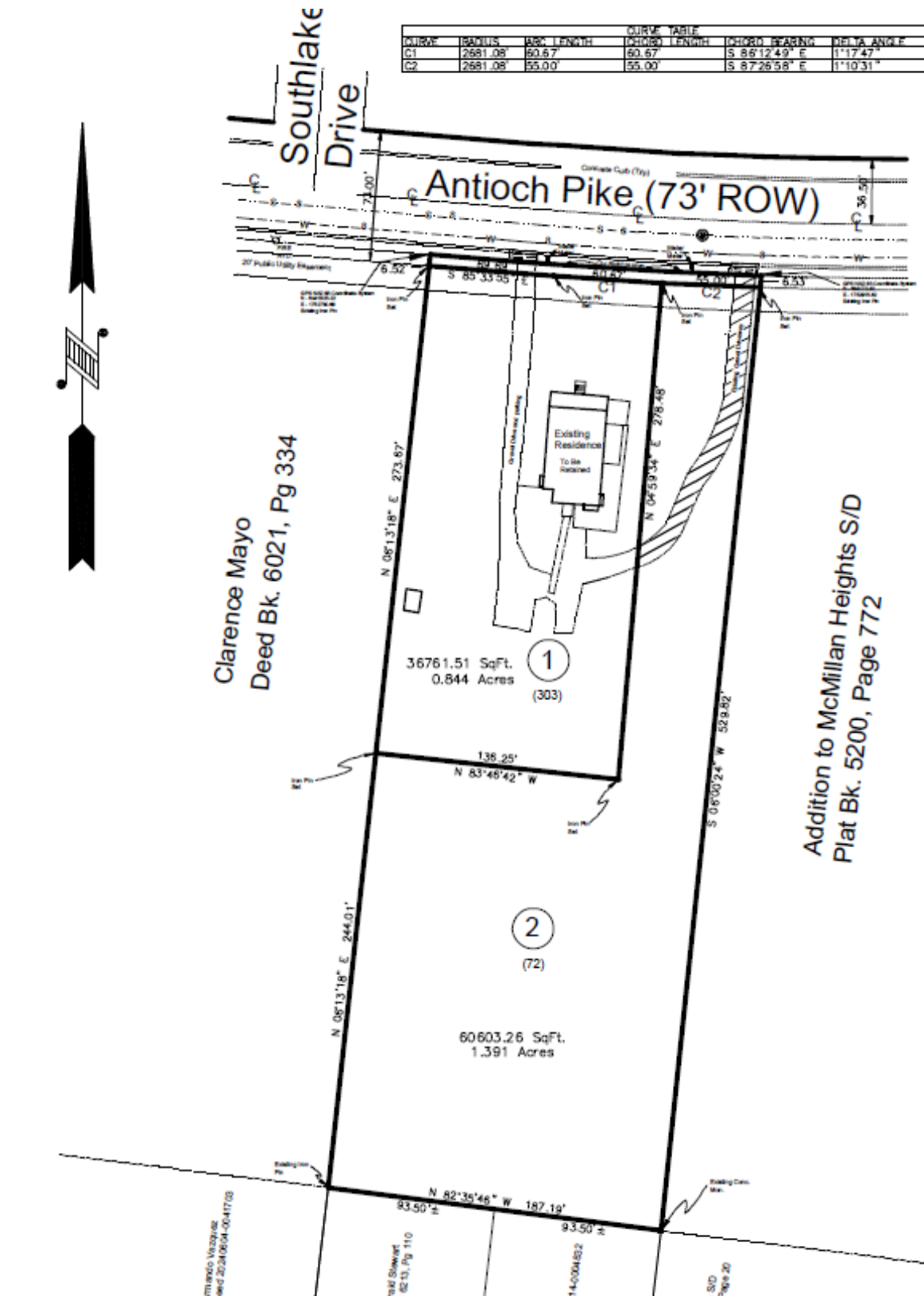
Parcel/Site History: This site is comprised of one parcel created by deed in 2004.

Zoning History: This site is zoned Single-Family Residential (RS10). It has been zoned RS10 since 2003. Prior to being zoned RS10 it was zoned One and Two-Family Residential (R10).

Existing land use: The site has been developed with a single-family residential use.

Surrounding land use and zoning:

- North: single-family residential (RS7.5) and one and two-family residential (R8)
- South: single-family residential (RS10)
- East: vacant and single-family residential (RS10)
- West: single-family residential (RS10 & RS7.5)





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Zoning: Single-Family Residential (RS10)

- Min. lot size: 10,000 square feet
- Min. building coverage: 0.40
- Min. rear setback: 20 feet
- Min side setback: 5 feet
- Min. street setback: Contextual per Zoning Code
- Max height: 3 stories

PROPOSAL DETAILS

Number of Lots: 2

Subdivision Variances or Exceptions Requested: An exception is required for compatibility standards.

Lot sizes: Lot 1 is proposed at 36,761 square feet and lot 2 is proposed at 60,603 square feet in size.

Access: This site has access from Antioch Pike. Antioch Pike is classified as a collector avenue by the MCSP. Per the subdivision regulations (3-4.4) any subdivision off an arterial or collector street requires shared access. After review, staff have determined that shared access will not be required here due to the configuration of the drive on the west side of the existing structure and sufficient road frontage to permit a new access point on the new lot which would meet code requirements for spacing. Final access is to be determined at building permit.

Open Space: No open space is proposed.

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 conventional regulations found in Chapter 3 are utilized.



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3-1 General Requirements

The proposal meets the requirements of 3-1.

3-2 Monument Requirements

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

3-3 Suitability of the Land

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

3-4 Lot Requirements

The proposed lots comply with the minimum standards of the Zoning Code. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of RS10 zoning at the time of building permit. All proposed lots are greater than 10,000 square feet and have frontage on a public street, Antioch Pike.

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. Each lot has proposed frontage onto Antioch Pike.

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 RS10 zoning district and its prescribed density.

d. *The proposed lots are consistent with the community character of surrounding*



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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 Antioch Pike. The proposed Lot 1 has a frontage width of 130.36 feet. The proposed Lot 2 has a frontage width of 55 feet. The required frontage per compatibility standards for surrounding parcels along Antioch Pike is 85.6 feet. The proposed Lot 2 does not meet the required frontage. 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 36,764 square feet or 0.84 acres. Lot 2 has a proposed area of 60,603 square feet or 1.39 acres. The required lot size per the compatibility standards is 27,384 square feet. Both lots comply with the minimum lot size for surrounding parcels along Antioch Pike.

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

Based on the preliminary calculations, the codes required contextual setback would be larger than the setback required by this section and therefore a setback is not included on the plat. The setback will be determined with any future building permit application. The existing structure on Lot 1 is shown to remain.

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

Both lots are oriented to Antioch Pike which is in keeping with the lot orientation for surrounding parcels.

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

All agencies have recommended approval or approval with conditions.

f. If the proposed subdivision meets subsections a, b, c and e of this section but fails to meet subsection d, the Planning Commission, following a public hearing



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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).

Variances/Exceptions Analysis

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

Lot Frontage

The lots that were used in analyzing compatibility for the proposed Lots 1 and 2 have lot frontages ranging from 85 to 106 feet. The required frontage per the compatibility standards resulted in a frontage of 85 feet and the proposed Lot 2 has a frontage of 55 feet. However, the larger area contains a pattern of lots that have frontages which range between 50 feet to 69 feet. West of the proposed lots, there are several consecutive lots with frontage widths of 50 feet on the southern side of Antioch Pike, as well as several consecutive lots with frontage widths ranging from 50 feet to 69 feet on the northern side. When considering additional parcels along Antioch Pike, staff finds that several existing lots on the southern and northern block face contain lot frontages that are similar to the lot frontage proposed for Lot 2.

While the parcels that were used for compatibility along Antioch Pike required a slightly wider frontage, the analysis of surrounding parcels indicate that the proposed Lot 2 has a comparable frontage to other parcels in the surrounding area.

Staff finds that the proposed lot frontage can provide for harmonious development. Given this information, staff finds the proposed Lots 1 and 2 to be consistent with the larger area and that an exception to compatibility requirements would be appropriate.

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

Not applicable to this case.

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

Not applicable to this case.

3-5.5 Infill Subdivision Frontage

Not applicable to this case.



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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**

Antioch Pike is classified as a Collector-Avenue with a planned right-of-way of 73 feet. The dimension from the centerline of the right-of-way to the property line is approximately 30 feet. The plat shows an approximate 6.5 foot right-of-way dedication. With the right-of-way dedication the right-of-way will meet the MCSP street requirement.

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.



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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

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

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 regarding to setback, building heights, etc.

Staff recommends approval with conditions with the exception to 3-5.2 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 suburban neighborhoods as characterized by their development pattern, building form, land use, and associated public realm. 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 place greater weight to this portion of the adopted General Plan (Nashville Next), and the Commission may approve the subdivision with the requested exceptions.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve



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TRAFFIC AND PARKING RECOMMENDATION

Approve

- Owner should be aware of code sections 13.12.110 and 17.20.160 or current access code requirements at the time of building permit. Traffic conditions to be set at the time of final site plan or building permit approval for individual lots. (Traffic studies, driveway distances, access sight triangles, etc.)

WATER SERVICES RECOMMENDATION

Approve with conditions

- Attached is a copy of the above-referenced subdivision (uploaded by planning on April 9, 2025) on which we recommend approval. The W&S Capacity fees must be paid prior to service connections.

STAFF RECOMMENDATION

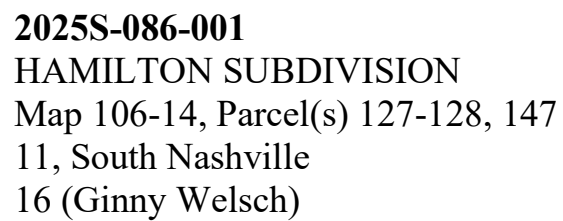
Approve with conditions including an exception to 3-5.2.d.1. for lot frontage.

CONDITIONS

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. On the corrected copy, change "Antioch Pike (73' ROW) to "Antioch Pike (ROW Varies)."
3. On the corrected copy, show the proposed ROW from the centerline on the same side as the subject site.
4. On the corrected copy, the plan scale needs to be corrected.
5. On the corrected copy, clarify the ROW dedication area and add it to the lot table.
6. On the corrected copy, update note 11 to remove "The development...Protection and Replacement." The following should remain, "Landscaping and tree requirements per Metro Zoning Ordinance."
7. On the corrected copy, add the following note, "Setbacks per Metro Zoning Code."
8. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

RECOMMENDED ACTION

Motion to approve with conditions proposed subdivision Case No. 2024S-176-001 including an exception to 3-5.2.d.1 for lot frontage based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.





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Item #26**Project Name****Council District****School District****Requested by****Final Plat 2025S-086-001****Hamilton Subdivision**

16 – Welsch

05 – Fayne

Chap Survey, applicant; Jeffrey Brown, owner.

Staff Reviewer

Schenk

Staff Recommendation

Approve with conditions, including an exception to Section 3-5.2.d.2 for lot size.

APPLICANT REQUEST

Request for final plat approval to create 3 lots.

Final Plat

A request for final plat approval to create three lots on properties located at 89, 91 and 93 Lyle Lane, approximately 353 feet south of Scobey Drive, zoned Single-Family Residential (RS10) (3.62 acres).

SITE DATA AND CONTEXT

Location: The site consists of three parcels located on the south side of Lyle Lane, approximately 353 feet south of Scobey Drive.

Street Type: The site has frontage on Lyle Lane, a local street, with an existing right-of-way width of 50 feet.

Approximate Acreage: 3.62 acres, or approximately 157,563 square feet.

Parcel/Site History: The site consists of three parcels. Parcel 127 was created by deed in 1992, Parcel 128 was created by deed in 1928, and Parcel 147 was created by deed in 1968.

Zoning History: The parcels have been zoned Single-Family Residential (RS10) since 2004. The parcels are also located within the Airport Impact Overlay.

Existing land use and configuration: All three parcels are currently developed with a single-family residential use.

Surrounding land use and zoning:

- North: Single-Family Residential (RS10)
- South: Single-Family Residential (RS10)
- East: Single-Family Residential (RS10)
- West: Single-Family Residential (RS10)





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Zoning: Single-Family Residential (RS10)

Min. lot size: 10,000 square feet

Max. building coverage: 0.40

Min. rear setback: 20'

Min. side setback: 5'

Max. height: 3 stories

Min. street setback: Contextual per Zoning Code

PROPOSAL DETAILS

Number of Lots: 3

Lot sizes: Lot 1- 0.23 acres (10,047 square feet); Lot 2- 0.33 acres (14,505 square feet); and Lot 3- 3.05 acres (133,011 square feet).

Access: Access to all lots is provided by Lyle Lane.

Subdivision Variances or Exceptions Requested: An exception to Section 3-5.2.d.2 for lot size is required.

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 the CCM are based on a planning tool called a Transect, which describes a range of development patterns from most to least developed.

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

3-1 General Requirements

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

3-2 Monument Requirements

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



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3-3 Suitability of the Land

A small area in the far southern property boundary for proposed Lot 3 is identified as an area of steep slopes, which were created during the interstate construction.

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 RS10 zoning at the time of building permit. All proposed lots are greater than 10,000 square feet and have frontage on a public street, Lyle Lane.

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.

All lots exceed the 10,000 square foot minimum square footage requirement of the zoning district. Lot 1 is 10,047 square feet (0.23 acres), Lot 2 is 14,505 square feet (0.33 acres), and Lot 3 is 133,011 square feet (3.05 acres).

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

All lots have frontage on a public street, Lyle Lane.

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 RS10 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*



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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 proposed lots meet the minimum lot frontage requirement. The minimum frontage width requirement is 63.9 feet. The proposed frontage width is 79.7 feet for Lot 1, 78.8 feet for Lot 2, and 80 feet for Lot 3.

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.*

Two of the proposed lots do not meet the minimum lot size requirement. The minimum lot size requirement per this section would be approximately 0.56 acres. Lot 1 has a lot size of approximately 0.23 acres and Lot 2 has a lot size of approximately 0.33 acres. Lot 3, which is 3.05 acres, would meet the minimum lot size requirement.

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.*
Each proposed lot contains an existing structure. New structures will be required to meet the contextual setback standards per the Metro Zoning Code.

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

All proposed lots are oriented towards Lyle Lane, 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 consider other factors including the development pattern of



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the area. This request requires an exception from Section 3-5.2. pertaining to lot size. The following section discusses the exception needed in more detail.

Variances/Exceptions Analysis

As proposed, Lots 1 and 2 do not meet the compatibility requirements for lot size. In evaluating compatibility, staff identified three surrounding parcels, one to the east of this site and two to the west, along Lyle Lane, to use in the compatibility analysis. Other parcels to the west of this site along Lyle Lane were not considered as these parcels are used as religious institutional uses, which are not included in a compatibility analysis.

In cases where a subdivision does not meet the compatibility standards established in Section 3-5-2., Section 3-5.2.f. allows the Planning Commission to grant exceptions to compatibility requirements if the subdivision can provide for the harmonious development of the community. When considering the development pattern of the area, staff considered the existing lot sizes in the area. This site is located adjacent to a subdivision with smaller lot sizes, including lots directly across the street from this site, which are between 0.22 and 0.37 acres. The proposed lot sizes in this plat of 0.23 and 0.33 acres, while not meeting the compatibility requirement, would be similar in size to those lots. Staff also notes that several of the parcels used in the compatibility analysis, including an adjacent parcel to the west which is 1.85 acres, are the only parcels in the surrounding area that are this large. Due to these factors, staff finds that the proposed lots would meet the criteria for an exception.

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. All lots have a street frontage of over 50 feet in width and therefore no shared access is required.

3-5.6 Reasonable Conditions

Not applicable to this case.

3-6 Blocks

Not applicable to this case. No new blocks are being created.



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3-7 Improvements

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

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

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

3-9 Requirements for Streets

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

3-10 Requirements for Dedication, Reservations, or Improvements

Not applicable to this case. The existing right-of-way along Lyle Lane is 50 feet, consistent with the local street requirements.

3-11 Inspections During Construction

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

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

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

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

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

3-14 Drainage and Storm Sewers

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

3-15 Public Water Facilities

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

3-16 Sewerage Facilities

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

3-17 Underground Utilities

Not applicable to this case.



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PLANNING STAFF COMMENTS

With the exception of the minimum lot size requirement, the proposed lots meet the standards of the Metro Subdivision Regulations and Metro Zoning Code. In considering the development pattern along Lyle Lane and the surrounding area, staff finds that the proposed subdivision is not inconsistent with the surrounding development pattern. Staff recommends approval with conditions, including an exception to Section 3-5.2.d.2.

In accordance with the Planning Commission Rules and Procedures to provide notice, the typical standard is to require notices of public hearing to be mailed by planning staff at least 13 days prior to the Planning Commission meeting. Staff would like to note that due to a clerical error, these notices were mailed nine days prior to the meeting. While notices were sent at a later date, staff finds sufficient notices of the hearing was still provided.

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 suburban neighborhoods as characterized by their development pattern, building form, land use, and associated public realm. The proposed subdivision maintains the residential land use, meets the minimum standards of the zoning district, has frontage along an existing local street, and lot areas comparable to the surrounding suburban properties.

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

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve



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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Attached is a copy of the above-referenced subdivision (uploaded by planning on June 30, 2025) on which we recommend approval.
- The W&S Capacity fees must be paid prior to service connections.

STAFF RECOMMENDATION

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

CONDITIONS

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. On corrected copy, remove Metro Health Department Certificate.
3. On corrected copy, provide Surveyor's Certificate consistent with A.2. in the Metro Subdivision Regulations.
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-086-001 with conditions including an exception to 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.



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2025Z-044PR-001

Map 026, Parcel(s) 057

04, Madison

10 (Jennifer Webb)



Metro Planning Commission Meeting of 07/24/2025

Item #27a

Associated Case

Council District

School District

Requested by

Zone Change 2025Z-044PR-001

95P-029-001

10 – Webb

03 – Young

Crunk Engineering LLC, applicant; Storplace of Rivergate, LLC, owner.

Staff Reviewer

Welch

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from R10 to CS.

Zone Change

A request to rezone from One and Two-Family Residential (R10) to Commercial Service (CS) zoning for property located at 2360 Gallatin Pike, approximately 860 feet northwest of Cumberland Hills Drive (4.65 acres), within a Planned Unit Development Overlay District.

Existing Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.36 dwelling units per acre including 25 percent duplex lots. *Based on acreage alone, R10 would permit a maximum of 20 lots with five duplex lots for a total of 30 units. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots. Metro Codes provides final determinations on duplex eligibility.*

Proposed Zoning

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

MADISON COMMUNITY PLAN

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

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.



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

ANALYSIS

The application consists of a single parcel, approximately 4.65 acres, located at 2360 Gallatin Pike. The parcel has been zoned R10 with a Planned Unit Development Overlay since 1996 and is developed with a self-service storage facility. To the north of the site is Vietnam Veterans Boulevard. The surrounding parcels to the south, east, and west are zoned Commercial Service (CS) and Specific Plan (SP). Land uses of the surrounding parcels include commercial uses consisting of primarily auto sales and auto repair. The site adjacent to the east is vacant. The subject parcel has frontage along Gallatin Pike, which is identified as an arterial boulevard in the Major and Collector Street Plan (MCSP).

There are pockets of Conservation (CO) policy on the site identifying potential stream areas and areas in floodplain, but the majority of the site is within the Suburban Mixed Use Corridor (T3 CM) policy and has previously developed with a self-service storage facility. The rezone is consistent with T3 CM because the policy supports commercial uses in areas that offer high connectivity. With this site located directly along an arterial boulevard and surrounded by other CS zoned properties, commercial land use is appropriate at this site and within this policy.

The rezone request is associated with a PUD cancellation (Case No. 95P-029-001) to remove the commercial PUD overlay from the site. When considering the site’s location along Gallatin Pike, which is identified as an arterial boulevard within the MCSP, adjacent to surrounding properties with existing zoning of CS, and within the T3 CM policy, a rezone to CS is likely appropriate at this location. The proposed CS zoning district is consistent with the goals of the T3 CM policy in creating an opportunity to provide services along an arterial boulevard with high connectivity.

FIRE RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two- Family Residential* (210)	4.65	5.43 F	25 U	290	23	27

*Based on two-family lots



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Maximum Uses in Proposed 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)	4.65	0.6 F	121, 532 SF	4,588	114	463

Traffic changes between maximum: R10 and CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+4,298	+91	+436

METRO SCHOOL BOARD REPORT

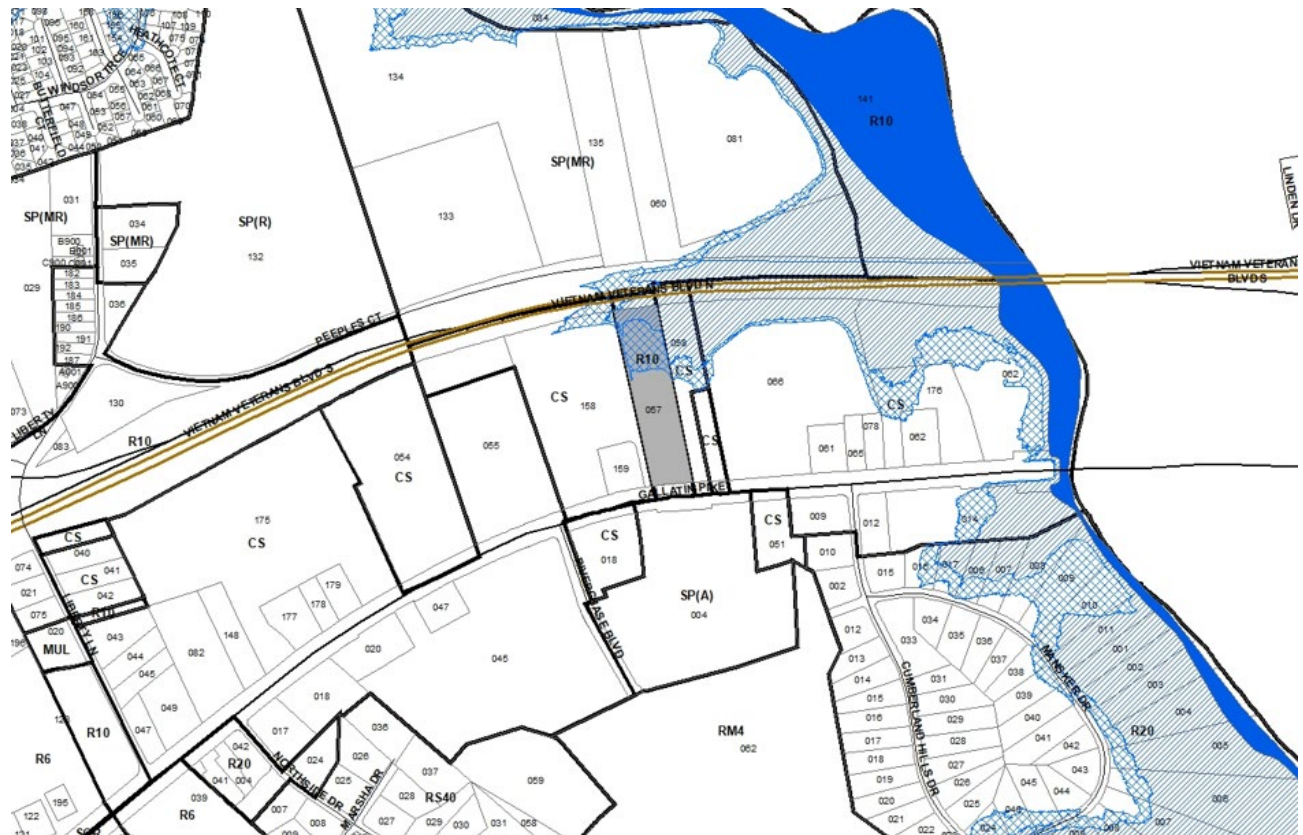
The proposed CS zoning district includes a mix of uses which could vary and an assumption of school impact at this point is premature. Students would attend Gateway Elementary School, Goodlettsville Middle School, and Hunters Lane High School. Gateway Elementary School is identified as exceedingly over capacity. Goodlettsville Middle School and Hunters Lane High School are both identified as under capacity. This information is based on the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



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95P-029-001

SHURGUARD SELF STORAGE FACILITY (CANCELTION)

Map 026, Parcel(s) 057

04, Madison

10 (Jennifer Webb)



Metro Planning Commission Meeting of 07/24/2025

Item #27b

Project Name

Associated Case

Council District

School District

Requested by

Planned Unit Development 95P-029-001

Shurguard Self Storage Facility (Cancelation)

2025Z-044PR-001

10 – Webb

03 – Young

Crunk Engineering LLC, applicant; Storplace of Rivergate, LLC, owner.

Staff Reviewer

Welch

Staff Recommendation

Approve if the associated zone change is approved and disapprove if the associated zone change is not approved.

APPLICANT REQUEST

Cancel a Planned Unit Development Overlay District.

PUD Cancelation

A request to cancel a Planned Unit Development Overlay District on property located at 2360 Gallatin Pike, approximately 800 feet northwest of Cumberland Hills Drive (4.65 acres), zoned One and Two-family Residential (R10) and within a Planned Unit Development Overlay District.

Existing Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.36 dwelling units per acre including 25 percent duplex lots. *Based on acreage alone, R10 would permit a maximum of 20 lots with 5 duplex lots for a total of 30 units. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots. Metro Codes provides final determinations on duplex eligibility.*

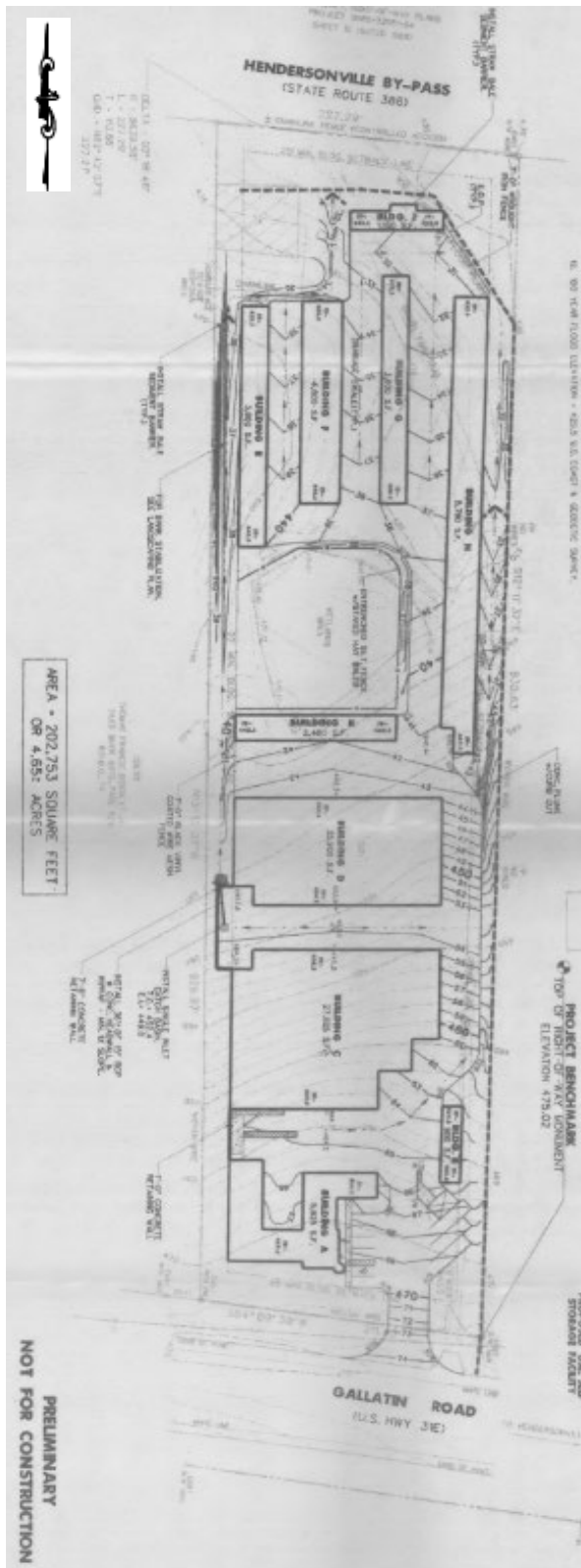
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of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

MADISON COMMUNITY PLAN

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



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Approved PUD



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provide high access management and are served by highly connected street networks, sidewalks, and existing or planned 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.

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

ANALYSIS

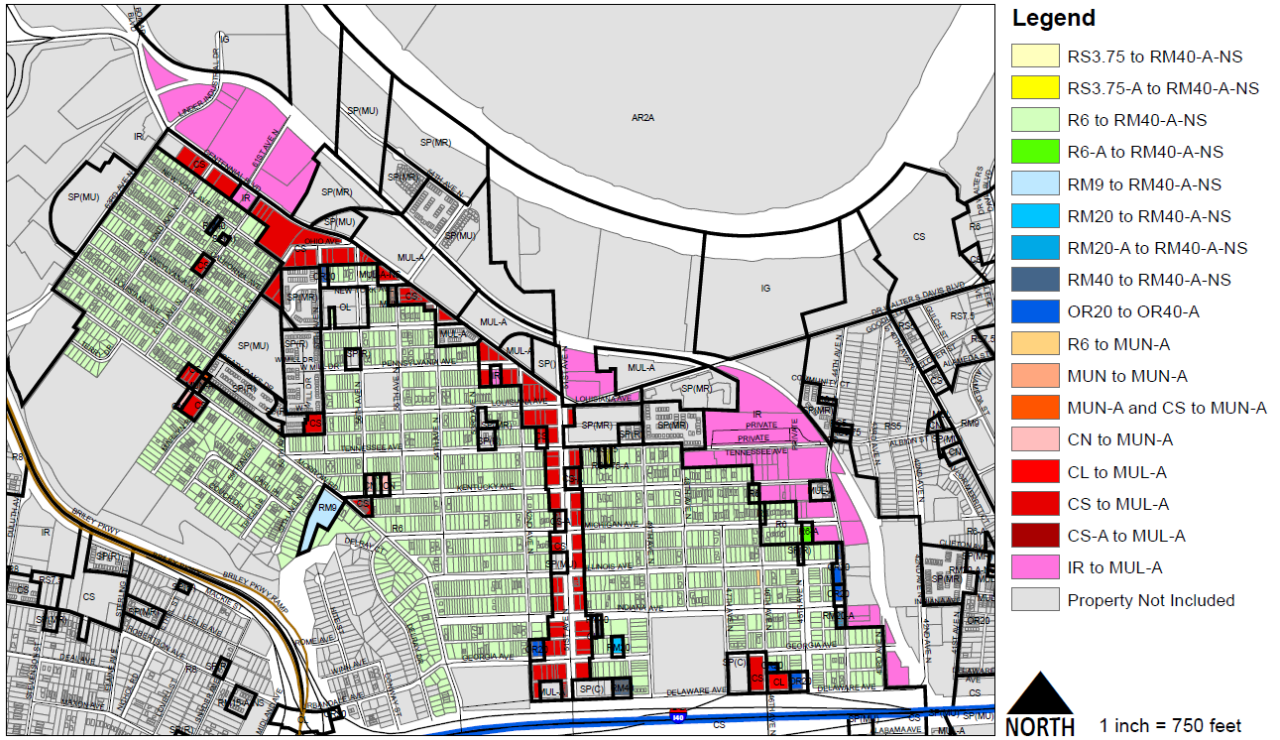
The preliminary Planned Unit Development (PUD), was approved by the Metro Council in 1996 (Case No. 95P-029) to permit commercial uses. The final site plan for the site was approved in 1996 to permit an approximately 83,125 square foot self-service storage facility. The plan was subsequently reviewed to permit approximately 85,000 square feet. The PUD has since been built out and is developed as a self-service storage facility, consistent with the approved PUD. Access to the site is taken directly from Gallatin Pike. The property is located within the T3 Suburban Mixed Use Corridor (T3 CM) policy. The T3 CM policy intends to create high density development consisting of mixed-use along arterial boulevards and providing transportation opportunities. This application removes the PUD entirely and will give the subject property the opportunity to develop in a manner consistent with the proposed CS zoning, per the associated rezone case 2025Z-044PR-001, and T3 CM policy.

STAFF RECOMMENDATION

Staff recommends approval if the associated zone change is approved, and disapproval if the associated zone change is not approved.



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2025Z-047PR-001
Various Maps, Various Parcels
07, West Nashville
20 (Rollin Horton)



Metro Planning Commission Meeting of 07/24/2025

Item #28a**Council Bill No.****Associated Case****Council District****School District****Requested by****Zone Change 2025Z-047PR-001**

BL2025-830

2025UD-002-001

20 – Horton

05 – Fayne

Councilmember Rollin Horton, applicant; various owners.

Staff Reviewer

Welch

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

APPLICANT REQUEST**Zone change from RS3.75, RS3.75-A, R6, R6-A, RM9, RM20, RM20-A, RM40, MUN, MUN-A, OR20, CN, CL, CS, CS-A and IR to RM40-A-NS, MUN-A, MUL-A, and OR40-A.****Zone Change**

A request to rezone from Single-Family Residential/Alternative (RS3.75, RS3.75-A), One and Two-Family Residential/Alternative (R6, R6-A), Multi-Family Residential/Alternative (RM9, RM20, RM20-A, RM40), Mixed Use Neighborhood/Alternative (MUN, MUN-A), Office/Residential (OR20), Commercial Neighborhood (CN), Commercial Limited (CL), Commercial Services/Alternative (CS, CS-A) and Industrial Restrictive (IR) zonings to Multi-Family Residential/Alternative (RM40-A-NS), Mixed Use Neighborhood/Alternative (MUN-A), Mixed Use Limited/Alternative (MUL-A) and Office/Residential/Alternative (OR40-A) zoning for various properties located on the east and west sides of 51st Avenue North, north of I-40 and south of Centennial Boulevard, between 63rd Avenue North and 43rd Avenue North, and north of Centennial Boulevard east and west of 61st Avenue North and Linder Industrial Drive and on the northeast side of 51st Avenue North and Louisiana Avenue, (329.32 acres).

Existing Zoning

Single-Family Residential (RS3.75) requires a minimum 3,750 square foot lot and is intended for single-family dwellings at a density of 11.62 dwelling units per acre.

Single-Family Residential-Alternative (RS3.75-A) requires a minimum 3,750 square foot lot and is intended for single-family dwellings at a density of 11.62 dwelling units per acre and is designed to create walkable neighborhoods through appropriate building placement and bulk standards.

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 7.26 dwelling units per acre including 25 percent duplex lots. *Metro Codes provides final determinations on duplex eligibility.*

One and Two-Family Residential-Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.26 dwelling units per acre, including 25 percent duplex lots, and is designed to create walkable neighborhoods through appropriate building placement and bulk standards. *Metro Codes provides final determinations on duplex eligibility.*



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

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

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

Multi-Family Residential (RM40) is intended for single-family, duplex, and multi-family dwellings at a density of 40 dwelling units per acre.

Mixed Use Neighborhood (MUN) is intended for a low intensity mixture of residential, retail, and office uses.

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

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre.

Commercial Neighborhood (CN) is intended for low intensity retail, office, and consumer service uses which provide for the recurring shopping needs of nearby residential areas.

Commercial Limited (CL) is intended for retail, consumer service, financial, restaurant, and office uses.

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

Commercial Service-Alternative (CS-A) is intended for retail, consumer service, financial, restaurant, office, self-storage, light manufacturing and small warehouse uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.

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

Proposed Zoning

Multi-Family Residential-Alternative (RM40-A-NS) is intended for single-family, duplex, and multi-family dwellings at a density of 40 dwelling units per acre and is designed to create walkable neighborhoods through appropriate building placement and bulk standards. The -NS designation



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

Mixed Use Limited-Alternative (MUL-A) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses, and is designed to create walkable neighborhoods through appropriate building placement and bulk standards.

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

Office/Residential-Alternative (OR40-A) is intended for office and/or multi-family residential units at up to 40 dwelling units per acre and is designed to create walkable neighborhoods through appropriate building placement and bulk standards.

WEST 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.

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

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 five-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.

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



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

CONTEXT ON THIS PROPOSAL AND THE HOUSING & INFRASTRUCTURE STUDY

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

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

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

Given that staff review of this case occurred concurrently with the Housing & Infrastructure work, there was a challenge in aligning our policy thought with both documents (the Housing & Infrastructure Study and the staff reports for this case). Council required that the Housing & Infrastructure Study give thoughtful consideration to infrastructure deficiency together with areas proposed for zoning change. This process has driven constructive working conversations and analysis between multiple departments within development services, which informed our approach to this case. Given the guidance from Metro Council on Housing & Infrastructure and consistent with our review of zoning cases, staff incorporated feedback from the infrastructure departments in this review to provide visibility to issues around growth management.

ANALYSIS

The application consists of various parcels totaling 329.32 acres, located within Council District 20 on the east and west sides of 51st Avenue North, north of I-40 and south of Centennial Boulevard, between 63rd Avenue North and 43rd Avenue North, and north of Centennial Boulevard east and west of 61st Avenue North and Linder Industrial Drive and on the northeast side of 51st Avenue North and Louisiana Avenue.



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This rezone is associated with a proposed Urban Design Overlay District (UDO) (see associated case 2025UD-002-001) which proposes to apply alternative development standards that would guide any new development to be compatible with the surrounding areas. The boundary areas for the UDO differ slightly from the rezone boundary area. The rezone boundary includes all properties within the UDO except for several properties zoned MUL-A or IG, which are not included in the rezone.

The entire rezone boundary area is located within the Urban Zoning Overlay (UZO), which encourages walkable neighborhoods through the use of appropriate building placement and bulk standards. The UZO generally represents the older, more urban areas that were built with alleys in some instances. While the properties included in this rezone would refer to the UDO for development standards, the proposed Alternative (-A) standards of the base zoning would provide additional standards for the location of a building and its associated parking. Owner-occupied and non-owner-occupied short-term rentals are prohibited in all proposed residential zones and some mixed-use zones, as identified on the rezone map.

Furthermore, all properties included are located within various policies of the Urban Transect (T4). The T4 transect encourages a denser development pattern with an integrated mixture of residential housing types within walking distance to commercial centers, commercial and mixed-use land uses, and a highly connected street grid. The proposed zoning area is within the T4 NM, T4 MU, T4 CM, and T4 NC policies.

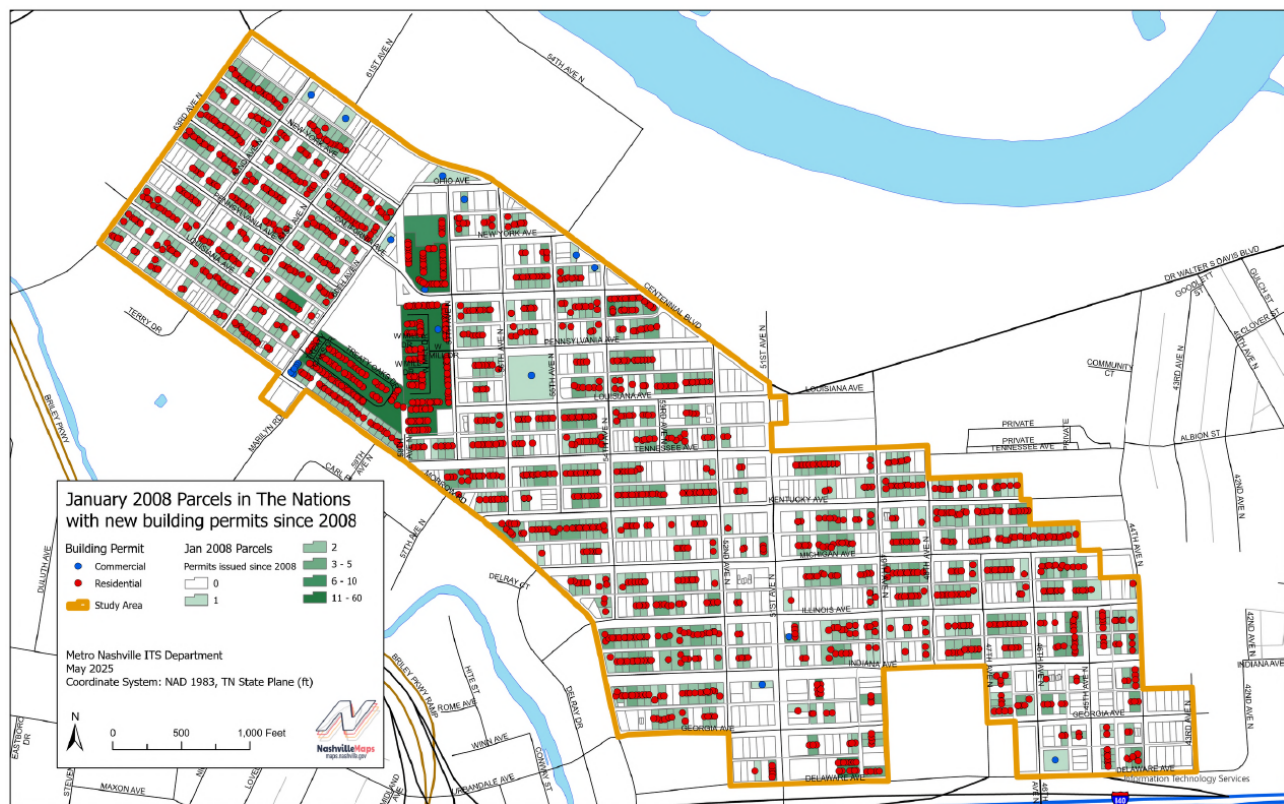


Exhibit A: Building permits that have been issued in The Nations since 2008.



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Exhibit A provides an overview of the change that has occurred in this area since 2008, by showing the number of new building permits that have been issued throughout the residential area. Over the last 17 years, 53 percent of the area has been redeveloped, establishing the character of the area.

Staff is supportive of a rezoning that will continue to encourage such change to occur, but with more form and guidance through the use of an associated UDO. Considering the majority of this area has been redeveloped, the small lot sizes and standards in the UDO, staff is not anticipating the same amount of change over a similar time period going forward. While some properties will redevelop under the new zoning and UDO, many have already redeveloped and will not likely redevelop again for many years; therefore, staff would anticipate a more gradual rate of change. With most of the residential area being redeveloped with single- and two-family uses over the last 17 years, the character has changed with regard to design and scale. Although the residential area is within the T4 NM policy, which intends to maintain the existing character, the proposed RM40-A-NS designation in concert with the proposed UDO standards limiting massing and scale is not out of character with the current development pattern.

In staff's analysis, we applied general rules when considering a site's suitability and infrastructure-readiness for such proposed zoning designations. Staff's parameters are based on design principles of the policy characteristics of the area as well as the condition of existing infrastructure. The urban transect policies encourage a mixture of building types when street types are considered, when proximity to existing or planned transit is considered, and when capacity of the block structure and rights-of-way to accommodate development intensity are considered. The policies encourage access via alleys for both single- and multi-family residential development, which was a guiding factor when evaluating streets with existing developed alleys. The general parameters for parcels included in staff's proposed modified map are:

- Sites within the Transition area as shown on the Growth and Preservation Map in Nashville Next.
- Sites within approximately a quarter-mile to:
 - 51st Avenue and where existing sidewalks or alleys are present.
 - Centennial Boulevard and where existing sidewalks or alleys are present.
 - A proposed mixed-use or neighborhood center area and where existing sidewalks or alleys are present.

Staff found that most of the proposed rezone area is suitable for the proposed rezone. The existing connectivity, development pattern, neighborhood centers and mixed-use corridors throughout the area strengthened the Department's view that the rezone as proposed, was appropriate. The well-connected grid provides a street network that connects directly to arterial and collector streets as well as the interstate system and Briley Parkway. This connectivity allows the area to be suitable for additional density. Additionally, with the redevelopment that has already occurred within this area, staff expects future development to occur over a longer period of time with a more gradual rate of change.

The application proposes to rezone all properties identified on the map to either RM40-A-NS, OR40-A, MUN-A, or MUL-A. The existing land uses in the area are primarily single- and two-



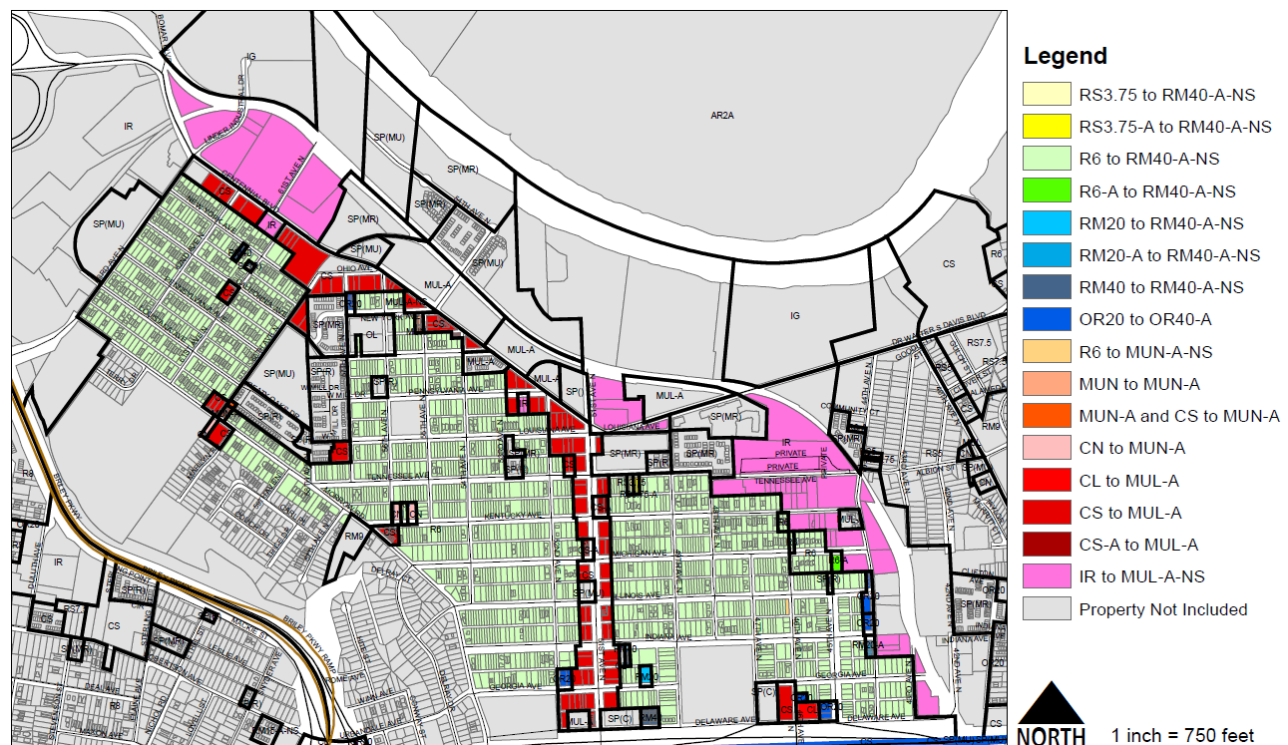
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family residential, with commercial uses throughout and industrial uses on the edges. The area has consistent connectivity through alleys and some sidewalk networks. 51st Avenue and Centennial Boulevard, both of which are identified as an arterial boulevard in the Major and Collector Street Plan (MCSP), run through the boundary area.

The request proposes to rezone properties along both arterial boulevards to mixed-use (MUL-A), which will encourage uses that provide goods and services to the local residents of the area. The rezone boundary area is uniquely situated between the Cumberland River, Interstate 40, and a railroad. Rezoning to MUL-A along both arterial streets will not only encourage activation of the streets but also serve the immediate residential areas considering these features naturally create a secluded environment to this area of District 20.

The rezone also proposes mixed-use centers in some areas within the residential neighborhood which will also provide goods and services to the immediate surrounding residents, consistent with the T4 Urban transect goals. When evaluating this rezone, success of the proposed mixed-use corridors and neighborhood centers was important. Given that the request proposes the residential neighborhoods to be rezoned to RM40-A-NS, such potential increase in density would contribute to the success of the proposed mixed-use corridors as they will activate the neighborhood centers and serve the residents in the area.

While the majority of this request is well suited to the proposed rezoning, staff recommends a substitute (approximately 293.33 acres) which would remove the residential properties south of Morrow Road that are within the floodplain due to floodway concerns and lack of infrastructure (alleys and sidewalks). See Exhibit B:





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Exhibit B: Staff's recommended substitute rezone map.

The area within staff's recommended substitute mostly features:

- improved alleys,
- a grid street pattern which can accommodate more traffic due to good connectivity,
- sidewalks that are already in many parts of the area,
- areas that are mostly out of the floodplain, and
- areas that are within walking distance to neighborhood centers or mixed-use corridors, thus providing a high level of connectivity throughout the area, encouraging walkability, and providing additional modes of transportation with multiple WeGo bus stops located along 51st Avenue, Tennessee Avenue, and Morrow Road.

Staff recommends a substitute rezoning map maintaining all areas north of Morrow Road and parcels south of Morrow Road from the south side of 57th Avenue North and Marilyn Road. The substitute removes the parcel located at 5701 Centennial Blvd (Parcel #09102024600) since it is in the process of being rezoned to SP zoning. The substitute also keeps parcels at 5911 Morrow Rd and 5917 Morrow Road in the request since they are not within the floodplain and are within the Neighborhood Center Character area.

Staff found that the rezone boundary, as proposed in the substitute, meets the parameters above which are guided by the intent of the policies. This rezone boundary is consistent with Nashville Next in encouraging additional density near centers and corridors as this proposed rezone creates center and corridor-like areas through proposed neighborhood center areas and mixed-use zoning designations along both arterials. Staff's recommendation includes a substitute map which removes properties proposed for higher density which do not meet the parameters above. Some of the rezone area proposed for MUL-A is within a T4 NM policy area. Staff acknowledges that MUL-A is generally not a recommended zoning designation within this policy, however it is a designation that moves the zoning closer to policy than the existing IR zoning. Additionally, staff also acknowledges that the RM40-A-NS zoning designation is above the upper end of the T4 Neighborhood Maintenance policy, however given the existing characteristics of the area, proximity to mixed-use corridors and centers, staff finds proposed zone change to be appropriate.

Acknowledging that improved infrastructure is important for supporting higher densities, the Department analyzed the project area on existing infrastructure and improvements needed to support growth at a systems-level. This is also consistent with our review of zoning cases generally. Staff worked with NDOT and Water Services staff to analyze the existing infrastructure throughout the rezone area. Generally, street/alley networks are present, and sidewalks are consistently built in many areas. Transit stops are also provided throughout the boundary area along Tennessee Avenue, 51st Avenue, and Morrow Road. Upgrades to water capacity and sewer are needed to support the additional density, however Water Services staff indicated capital improvements projects are planned, which will improve capacity to the existing area. Sewer system improvements and upgrades would be needed throughout the residential area to support more density. Many of the previous developments in this area were developed under previous stormwater regulations. New development going forward will have to meet all new stormwater regulations, which, over time, will



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provide additional benefits to the area that will help to improve stormwater systems and mitigate potential stormwater impacts in the area such as flooding.

A site's location to centers and corridors are weighed when evaluating the appropriateness of a zoning designation. Higher intensity is appropriate when it is in proximity to corridors as they typically provide amenities that provide for the residents such as transit and walkability to consumer services. Overall, the proposed rezoning is generally supported by the policies within the proposed areas given the existing infrastructure of alleys and streets with a grid network in the area providing strong connectivity, as well as the proximity to mixed-use corridors and neighborhood centers. Capital investments in the area are anticipated with the next Capital Improvement cycles which will further support additional growth here. For these reasons, staff recommends disapproval as proposed and approval of a substitute.

FISCAL NOTE

Based on information provided from the Metro Water and Sewer Department, some potential water and sewer upgrades may be required. The improvements would need to be included in future capital improvement budgets potentially totaling \$11.1 million dollars for water upgrades and \$12.9 million dollars for sewer upgrades. Furthermore, capital improvements are also needed for stormwater facilities over the next ten to twenty years. Many of these are currently in the planning process. Individual projects will receive a review for capacity and if there is not capacity available before the above improvements are made, projects will not be able to move forward.

METRO SCHOOL BOARD REPORT

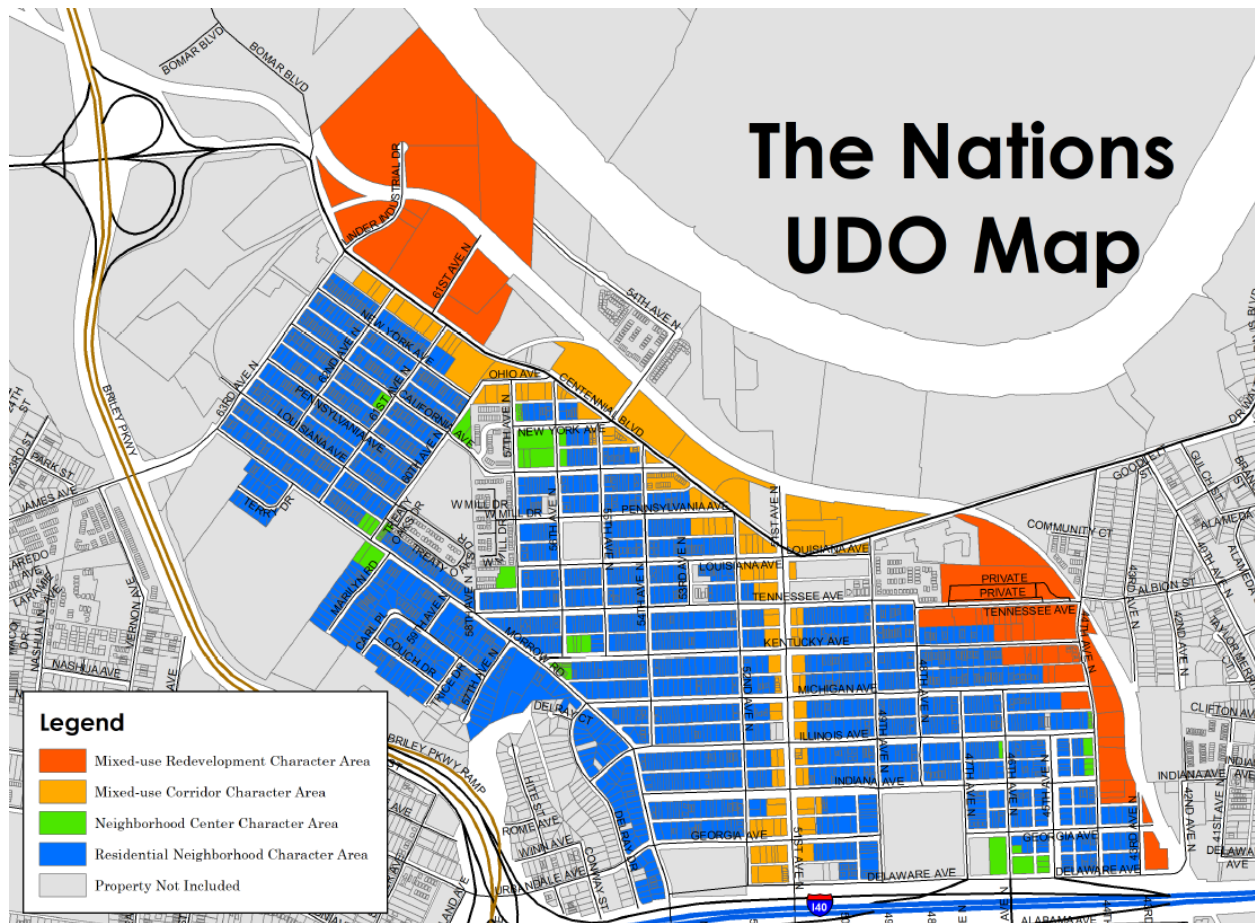
Due to the large site area and potential of development, the assumption of student generation is difficult to anticipate. Students would likely attend Cockrill Elementary School, McKissack Middle School, and Pearl Cohn High School. All three schools are identified as exceedingly under capacity. Students may also attend specialty and charter schools of Nashville Prep and The Academy at Old Cockrill which are both identified as exceedingly under capacity. This information is based on the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends disapproval as submitted and approval of a substitute



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2025UD-002-001
THE NATIONS UDO
Various Maps, Various Parcels
07, West Nashville
20 (Rollin Horton)



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Item #28b

Project Name

Council Bill No.

Associated Case No.

Council District

School District

Requested by

Urban Design Overlay 2025UD-002-001

The Nations Urban Design Overlay

BL2025-831 and BL2025-832

2025Z-047PR-001

20 – Horton

05 – Fayne

Councilmember Rollin Horton, applicant; various owners.

Staff Reviewer

Staff Recommendation

Welch

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

APPLICANT REQUEST

To apply an Urban Design Overlay District (UDO) for various properties on the east and west sides of 51st Avenue, north of I-40 and south of Centennial Boulevard and north of Centennial Boulevard between Louisiana Avenue to Linder Industrial Drive.

Urban Design Overlay

A request to apply an Urban Design Overlay District for various properties located on the east and west sides of 51st Avenue North, north of I-40 and south of Centennial Boulevard, between 63rd Avenue North and 43rd Avenue North, and north of Centennial Boulevard between Louisiana Avenue to Linder Industrial Drive, and on the east and west side of 51st Avenue North, zoned Single-Family Residential/Alternative (RS3.75, RS3.75-A), One and Two-Family Residential/Alternative (R6, R6-A), Multi-Family Residential/Alternative (RM9, RM20, RM20-A, RM40), Mixed Use Neighborhood/Alternative (MUN, MUN-A), Mixed Use Limited-Alternative (MUL-A), Office/Residential (OR20), Office Limited (OL), Commercial Neighborhood (CN), Commercial Limited (CL), Commercial Services (CS), and Industrial Restrictive (IR) (395.59 acres).

Existing Zoning

Single-Family Residential (RS3.75) requires a minimum 3,750 square foot lot and is intended for single-family dwellings at a density of 11.62 dwelling units per acre.

Single-Family Residential (RS3.75-A) requires a minimum 3,750 square foot lot and is intended for single-family dwellings at a density of 11.62 dwelling units per acre and is designed to create walkable neighborhoods through appropriate building placement and bulk standards.

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 7.26 dwelling units per acre including 25 percent duplex lots. *Metro Codes provides final determinations on duplex eligibility.*

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



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is intended for single-family dwellings and duplexes at an overall density of 7.26 dwelling units per acre, including 25 percent duplex lots, and is designed to create walkable neighborhoods through appropriate building placement and bulk standards. *Metro Codes provides final determinations on duplex eligibility.*

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

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

Multi-Family Residential-Alternative (RM20-A) 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 appropriate building placement and bulk standards.

Multi-Family Residential (RM40) is intended for single-family, duplex, and multi-family dwellings at a density of 40 dwelling units per acre.

Mixed Use Neighborhood (MUN) is intended for a low intensity mixture of residential, retail, and office uses.

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

Mixed Use Limited-Alternative (MUL-A) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses, and is designed to create walkable neighborhoods through appropriate building placement and bulk standards.

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre.

Office Limited (OL) is intended for moderate intensity office uses.

Commercial Neighborhood (CN) is intended for very low intensity retail, office, and consumer service uses which provide for the recurring shopping needs of nearby residential areas.

Commercial Limited (CL) is intended for retail, consumer service, financial, restaurant, and office uses.

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

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



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Proposed Zoning

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

WEST 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.

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 five-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.

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.

Civic (CI) is intended to serve two purposes. The primary intent of CI is to preserve and enhance publicly owned civic properties so that they can continue to serve public purposes over time, even if the specific purpose changes. This recognizes that locating sites for new public facilities will become more difficult as available sites become scarcer and more costly. The secondary intent of CI is to guide rezoning of sites for which it is ultimately determined that conveying the property in question to the private sector is in the best interest of the public.

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.



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CONTEXT ON THIS PROPOSAL AND HOUSING & INFRASTRUCTURE STUDY

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

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

Generally, Planning encourages Council to use base zoning districts and staff is working towards improving the zoning code to include two new base zoning districts as part of the H & I study. Staff will propose additional zoning types for Council consideration within the Housing & Infrastructure process this summer. Some of the districts that may be proposed to change are included within this case; therefore, there is a scenario where property owners in this area will experience several discrete and potentially significant changes to the zoning of their property within a matter of months.

Given that staff review of this case occurred concurrently with the Housing & Infrastructure work, there was a challenge in aligning our policy thought with both documents (the Housing & Infrastructure Study and the staff reports for this case). Council required that the Housing & Infrastructure Study give thoughtful consideration to infrastructure deficiency together with areas proposed for zoning change. This process has driven constructive working conversations and analysis between multiple departments within development services, which informed our approach to this case. Given the guidance from Metro Council on Housing & Infrastructure and consistent with our review of zoning cases, staff incorporated feedback from the infrastructure departments in this review to provide visibility to issues around growth management.

SITE CONTEXT AND PLAN DETAILS

The 395.59 acres proposed to be rezoned encompasses the residential neighborhoods of “The Nations” in West Nashville on the east and west sides of 51st Avenue North, north of I-40 and south of Centennial Boulevard, between 63rd Avenue North and 43rd Avenue North, and north of Centennial Boulevard between Louisiana Avenue to Linder Industrial Drive, and on the east and west side of 51st Avenue North. The boundary area of the UDO encompasses predominantly residential uses, with commercial and mixed-use areas along 51st Avenue and Centennial Boulevard. The standards of the UDO would apply to all properties within the UDO when a property is redeveloped or a vacant site is developed. When the occupiable space of an existing building is being expanded or a new structure is built on a lot with multiple structures, such expansions shall comply with all requirements of the UDO. The requirements of this UDO apply to



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residential, nonresidential, mixed-use, and industrial structures within the UDO boundary. Owner-occupied and not owner-occupied short-term rentals are prohibited on sites that were prohibited prior to the rezone and UDO. The UDO does not control uses; the base zoning would control uses. The base zonings proposed with some of the properties would not permit short term rentals.

The bill as filed would adopt the Nations Urban Design Overlay to apply standards to various properties within District 20. This Urban Design Overlay includes properties that are also included in the associated rezone case (2025Z-047PR-001). The associated rezoning case requests to rezone various parcels within the overlay area from their current zoning designations to RM40-A-NS, MUN-A, MUL-A and OR40-A. The boundary areas for the UDO differ slightly from the rezone boundary area. The rezone boundary includes all properties within the UDO except for properties with existing zoning of MUL-A or IG.

Staff recommends the associated rezoning case because it is coupled with the UDO and since the UDO applies design guidelines for future projects in keeping with the characteristics of the surrounding area.

The UDO outlines the following goals:

- Increase the variety of housing types to address housing demand.
- Provide standards for maintaining and enhancing existing character in an evolving urban neighborhood consistent with Nashville Next
- Provide standards for preserving and reinforcing traditional neighborhood mixed-use centers and corridors.
- Encourage mixed-use development within the industrial areas of the UDO boundary.

The Nations UDO is proposed to enable more housing within the area while providing guidance for such new development to ensure appropriate design is maintained between the new growth and the existing character of the area. The goal of the UDO is to ensure context appropriate design is applied as it relates to bulk regulations, height, roof form, landscape, and access. In circumstances where the UDO is silent, the base zoning and overlays would then apply.

Key design components of the UDO include:

- Removes minimum lot size in the Residential Character Area.
- Limits driveways and parking pads within the front yard and instead requires alley access when present.
- Establishes maximum street frontages for assemblage of lots.
- Establishes Tree Density Unit (TDU) requirements.
- Provides Detached Accessory Dwelling Unit (DADU) standards.
- Sets Impervious Surface Ratio (ISR) for all use types within the UDO boundary.
- Establishes maximum height and roof type for single- and two-family residential uses.
- Establishes contextual street setbacks based on adjacent sites.
- Provides massing standards.



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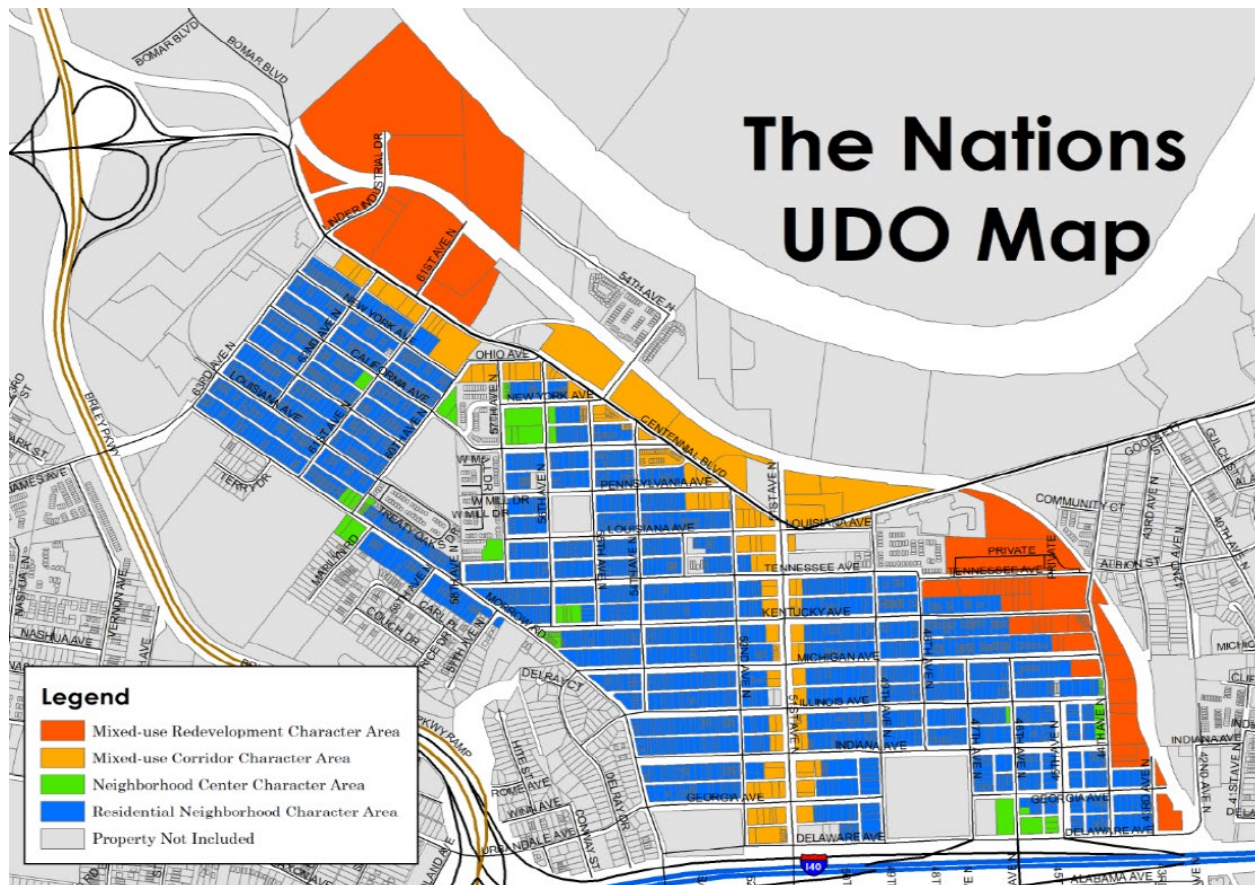


Exhibit A: Staff's recommended UDO Map

Staff has reviewed the proposed UDO and recommends that the majority of the standards included are appropriate to implement the land use policies in the area and to ensure that new development is not out of character with the current form and scale. Staff recommends a substitute ordinance (approximately 357.29 acres) with changes to the proposed UDO that are in alignment with the substitute rezoning ordinance, which addresses the policy goals within the UDO boundary area. Infrastructure requirements will be evaluated with each final site plan to determine compliance with Metro requirements and to identify needed project specific improvements. Many of the previous developments in this area were developed under previous stormwater requirements. New developments will have to meet all new stormwater regulations, which, over time, will provide additional benefits to the area that will help to improve stormwater systems and mitigate potential stormwater impacts in the area such as flooding. Metro stormwater is currently in the process of completing a master plan, which is intended to identify areas that may require system level upgrades, and they are looking to find a funding mechanism for the plan. System level updates are typically those that have a broader impact on the overall area and are not able to be handled project by project. In addition to the master plan, the UDO substitute proposes a reduced ISR that will be applied to new development in an effort to address stormwater concerns. Furthermore, infrastructure improvements are planned on an ongoing basis through the Capital Improvement Budget process.



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Properties within the UDO boundary area are served by multiple arterial boulevards as mixed-use corridors within approximately a quarter mile with transit and commercial uses that serve the immediate area. The properties within the UDO boundary are also supported by connectivity through developed alley networks and some sidewalk networks throughout, both of which will support growth similar to what has been developed in the area over the last 17 years, as well as to the scale proposed. The UDO standards will control the scale and massing of new development to ensure consistency with the character of the development identified in Exhibit A of the rezone report.

STAFF RECOMMENDATION

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

CONDITIONS: Updated UDO should be provided prior to 3rd Reading at Council

1. When a site abutting the Cumberland River and/or has area within its floodway, twenty-five-foot (25') Zone One, or fifty-foot (50') Zone Two water quality buffers is redeveloped, a Greenways easement that is consistent with Metro Greenway standards shall be required prior to the issuance of a building permit.



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SUMMARY OF CHANGES TO BILL FILED ON MAY 6TH AND THE SUBSTITUTE THAT STAFF IS RECOMMENDING THE NATIONS UDO

The following changes were made to the UDO document filed at Council on May 6, 2025. The changes are reflected in the Substitute UDO document presented to the Planning Commission on July 24, 2025:

1. Updated the UDO document map to remove residential properties south of Morrow Road that are within the floodplain.
2. Updated the UDO document map to remove property located at 5701 Centennial Boulevard (Parcel #09102024600).
3. Updated the UDO rezone map to add -NS designation for properties proposed to change from R6 to MUN-A and IR to MUL-A.
4. Added the following comment to page 9: The maximum facade length shall be 200'. This calculation excludes balconies and other architectural features that are attached to the façade and do not include conditioned space. Modifications shall not apply to this standard.
5. Added Transit standards to page 9.
6. On page 12, added vehicular access standards for the residential properties south of Morrow Road that are to remain in the UDO boundary area.
7. Made the following changes to page 13:
 - a. The first bullet to read "Any DADU standards not addressed within the UDO must follow section 17.16.030G of the Metropolitan Zoning Code."
 - b. The second bullet point to read "...principal single-family structure" instead of "principal structure(s)"
 - c. The third bullet point, remove "two-family" since DADU's are only permitted on single-family lots.
 - d. Remove the fourth bullet point under 'General'
8. Added a bullet point to FAR bonus language on pages 19, 21, 23 which says "Refer to base zoning".
9. Added a requirement to the Residential Character Area Standards to include that pitched roofs shall be required. The pitch minimum shall be 4:12.
10. Added a requirement to the Neighborhood Center Character, Mixed-Use Corridor Character, and Mixed-Use Residential Character Area Standards to include that pitched roofs shall be required for single- and two-family residential. The pitch minimum shall be 4:12.
11. Updated the following standards:
 - a. Residential Neighborhood Character Area
 - i. Single-family: 0.4
 - ii. Two-family: 0.5
 - iii. Multi-family: 0.65
 - b. Neighborhood Center Character Area
 - i. Single-family: 0.4



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- ii. Two-family: 0.5
 - iii. Multi-family: 0.65
 - iv. Mixed-use/Non-residential: 0.7
 - c. Mixed Use Corridor Character Area
 - i. Single-family: 0.4
 - ii. Two-family: 0.5
 - iii. Multi-family: 0.8
 - iv. Mixed-use/Non-residential: 0.8
 - d. Mixed-use Redevelopment Character Area
 - i. Single-family: 0.4
 - ii. Two-family: 0.5
 - iii. Multi-family: 0.8
 - iv. Mixed-use/Non-residential: 0.8
- 12. Replaced the picture on page 17 of the UDO document to represent a product that meets the standards and can be achieved with the regulations of the UDO.
- 13. Added a bullet point to the FAR section on page 19 which says “When fronting a collector or arterial, sites may utilize the Adaptive Residential Development Floor Area identified in Zoning Code Chapter 17.16.030 (F)(3). All other design standards shall refer to the UDO.”
- 14. Added a bullet point to the FAR section on page 21 which says “When fronting an arterial boulevard, sites may utilize the Adaptive Residential Development Floor Area identified in Zoning Code Chapter 17.16.030 (F)(3). All other design standards shall refer to the UDO.”
- 15. Changed the allowable maximum height on pages 20 and 22 to be 35 feet for two-family.
- 16. Modified the language on the third bullet point of the FAR section on pages 21 and 23 to remove “only” and indicate a “minimum” of 10 years.



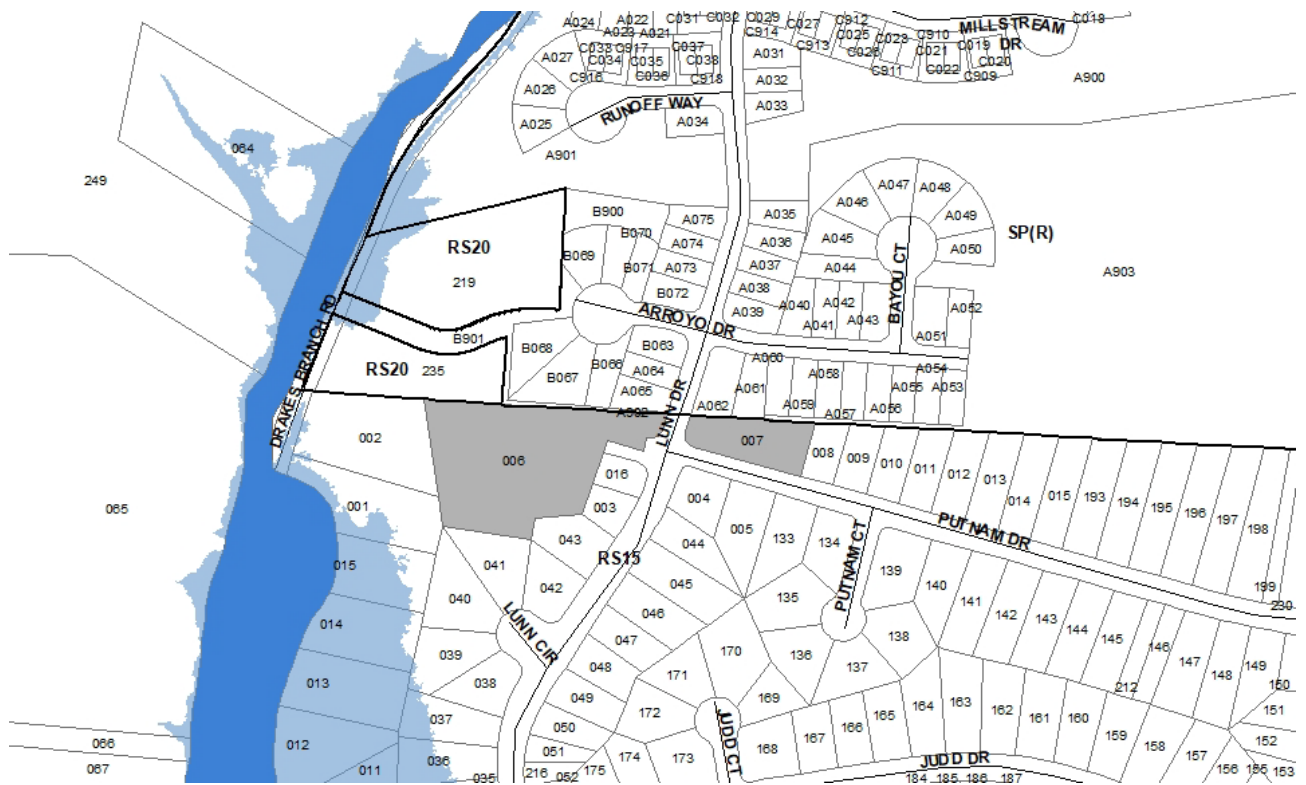
**SEE SUBSTITUTE UDO DOCUMENT ON PLANNING
COMMISSION MEETING DETAILS PAGE**



SEE NEXT PAGE



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2025Z-039PR-001

Map 058-07, Parcel(s) 006-007

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Joy Kimbrough)



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Item #29

Council District

School District

Requested by

Zone Change 2025Z-039PR-001

01 – Kimbrough

01 – Taylor

Prosper Engineering, applicant; David Majors, owner.

Staff Reviewer

Garland

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from RS15 to R10.

Zone Change

A request to rezone from Single-Family Residential (RS15) to One and Two-Family Residential (R10) zoning for properties located at 3905 Lunn Drive and 3912 Putnam Drive, at the eastern and western corner of Lunn Drive and Putnam Drive (2.72 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 2.9 dwelling units per acre. *Based on acreage alone, RS15 would permit a maximum of seven units. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

Proposed Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.36 dwelling units per acre including 25 percent duplex lots. *Based on acreage alone, R10 would permit a maximum of 11 lots with two duplex lots for a total of 13 units. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots. Duplex eligibility to be confirmed by Metro Codes.*

BORDEAUX – WHITES CREEK – HAYNES TRINITY 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 two parcels totaling 2.72 acres. One parcel is located at the northeast corner of the intersection of Putnam Drive and Lunn Drive and the other parcel is located at the northwest corner of the intersection. The properties are vacant residential land set aside as reserve parcels by the original plat and will require Planning Commission approval to become buildable sites. Surrounding uses include single- and two-family residential uses, with properties to the west, south, and east being zoned Single-Family Residential (RS15) and properties to the north being



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zoned Specific Plan (SP) and Single-Family Residential (RS20). The SP to the north permits single- and two-family uses.

The application proposes to rezone the properties from RS15 to R10. The requested R10 zoning is supported by the T3 Suburban Neighborhood Maintenance (T3 NM) policy. The T3 NM policy is intended to maintain the general character of developed suburban residential neighborhoods. The subject property's surrounding neighborhood has an established development pattern with moderate density and moderate building setbacks and includes single- and two-family uses. Within the surrounding T3 NM area to the west, south, and east, lot sizes are approximately 10,000 square feet. There is some variation in lot sizes with lots ranging from approximately 8,000 square feet to 15,000 square feet in size. Within the adjacent T3 Suburban Neighborhood Evolving (T3 NE) area to the north, lot sizes of approximately 6,000 square feet are present, though lots of approximately 15,000 square feet are found as well.

The proposed zoning allows for one and two-family residential uses, which would increase housing choice in the area. The properties in this application are larger than the surrounding properties.. The policy guidance for infill sites generally contemplates a greater range of housing choice than what is usually found within T3 NM areas. The proposed R10 zoning district would permit lot sizes that are in keeping with the established development pattern and that could incorporate additional density into the neighborhood in the form of two-family uses, pending a duplex eligibility determination from Metro Codes. This would not disrupt the one- and two-family suburban character. It would represent a modest increase in intensity, consistent with the surrounding context and goals of the policy. For these reasons, staff recommends approval of the rezoning.

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)	2.72	2.90 F	7 U	90	9	8

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two- Family Residential* (210)	2.72	6.54 F	13 U	136	12	13

*Based on two-family lots

Traffic changes between maximum: **RS15 and R8**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+4	+46	+3	+6



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METRO SCHOOL BOARD REPORT

Projected student generation existing RS15 district: 1 Elementary 1 Middle 1 High

Projected student generation proposed R10 district: 1 Elementary 1 Middle 1 High

The proposed R10 zoning is expected to generate no more students than the existing RS15 zoning district. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. Cumberland Elementary School is identified as being at capacity while Haynes Middle School and Whites Creek High School are 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.



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2025Z-060PR-001

Map 058-16, Parcel(s) 040

03, Bordeaux–Whites Creek–Haynes Trinity

01 (Joy Kimbrough)



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Item #30**Council District****School District****Requested by****Zone Change 2025Z-060PR-001**

01 - Kimbrough

01 – Taylor

Tyler Abbot, applicant; G5 Real Estate, owner.

Staff Reviewer

Garland

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) for property located at 4016 Meadow Road, approximately 385 feet south of Cedar Circle. (0.33 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 2.9 dwelling units per acre. *Based on acreage alone, RS15 would permit a maximum of one unit. 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 2.9 dwelling units per acre including 25 percent duplex lots. *Based on acreage alone, R15 would permit a maximum of one lot for a total of two units. This does not account for compliance with the Metro Subdivision Regulations. Metro Codes provides final determinations on duplex eligibility.*

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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

SITE CONTEXT

The subject property consists of one parcel totaling 0.33 acres located on the eastern side of Meadow Road, one block from Clarksville Pike. The property is currently zoned Single Family



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Residential (RS15). The subject parcel has a single structure on it. The land uses of the surrounding properties are predominantly residential, including single family and two-family residential land uses. Non-residential land uses are located to the east along Clarksville Pike and south along Fairview Drive. Clarksville Pike is classified as an arterial boulevard on the Major and Collector Street Plan (MCSP). Surrounding properties are zoned RS15, R15, Specific Plan (SP), Mixed Use Limited (MUL), and Commercial Limited (CL). Nearby Mullins Park to the south and Bordeaux-Timothy Park to the west, offer open space and greenway amenities for nearby residents.

ANALYSIS

The application proposes to rezone the property from RS15 to R15. The property is located within the Suburban Neighborhood Evolving (T3 NE) policy area which is intended to create and enhance suburban neighborhoods with more housing choices, improved connectivity, and moderate density patterns.

The T3 NE policy on Meadow Road allows for a transition from the Suburban Mixed Use Corridor (T3 CM) and Suburban Community Center (T3 CC) policies along Clarksville Pike to the Suburban Neighborhood Maintenance (T3 NM) policy located along Cedar Circle to the west. The proposed rezoning could potentially yield a two-family use on the property, resulting in one additional unit on the site. A minor increase in density such as the one included in this request is appropriate given that the site is situated in an evolving policy area located between policies of varying intensities. Allowing for additional density in the evolving policy area, near the corridor, reduces pressure on rezoning in the adjacent T3 NM policy area, which is located further from the corridor and where the single-family character is more prevalent. Staff might not view a similar request the same if it were located in the adjacent T3 NM policy. Rezoning to a two-family residential zoning district at this location could provide some variation in housing along a street where opportunities for housing diversity have already been introduced, including the SP (insert SP case number) at the corner of Fairview Drive and Meadow Road which was approved in 2018 to permit seven multi-family residential units. Given T3 NE policy guidance for expanding housing diversity, surrounding context, and proximity of the site to an arterial boulevard, staff recommends approval.

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)	0.33	3.03 F	1 U	15	5	1



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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)	0.33	8.96 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

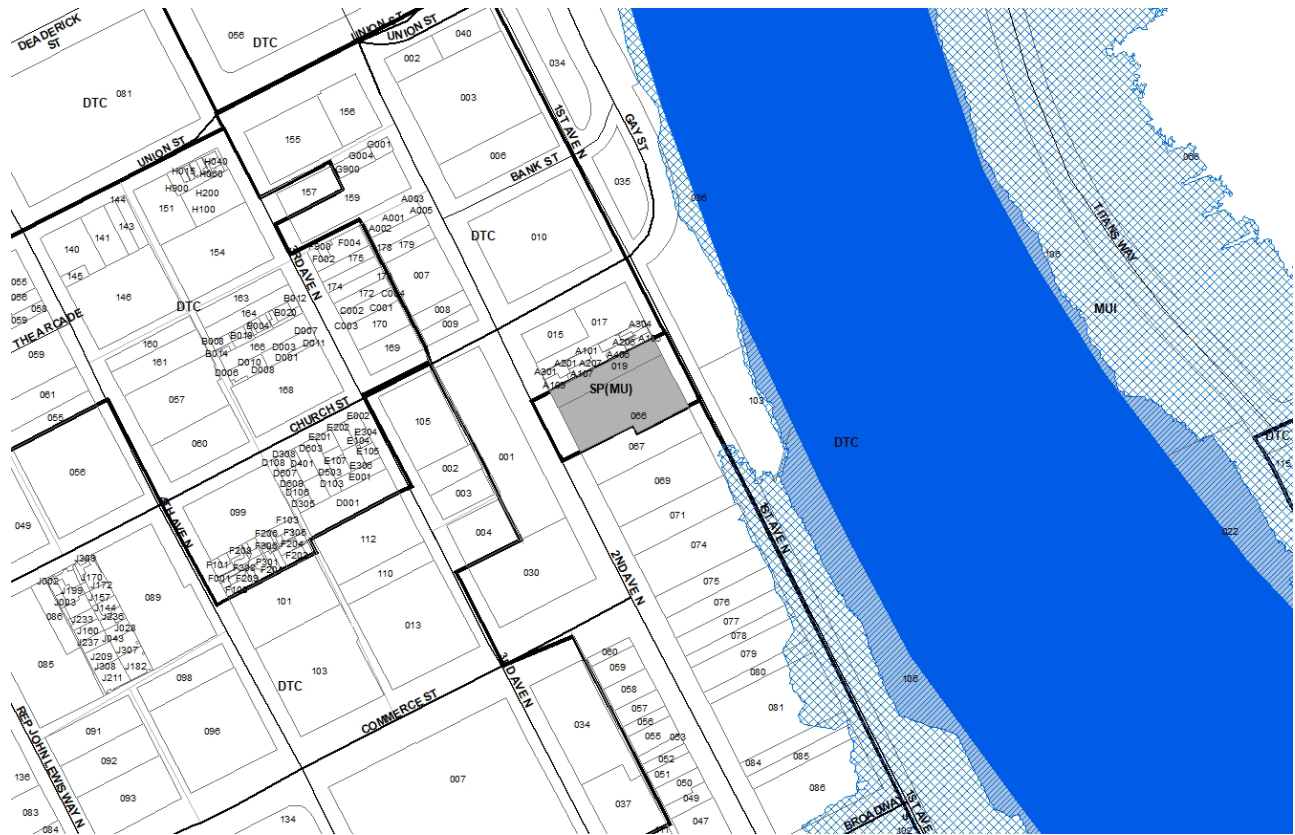
The proposed zoning is not expected to generate any additional students than the existing RS15 zoning district. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. Cumberland Elementary is identified as at capacity. Haynes Middle School and Whites Creek High School are identified as exceedingly under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



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2025Z-062PR-001

Map 093-02-4, Parcel(s) 019

Map 093-06-2, Parcel(s) 066

09, Downtown

19 (Jacob Kupin)



Metro Planning Commission Meeting of 07/24/2025

Item #31**Council Bill No.****Council District****School District****Requested by****Zone Change 2025Z-062PR-001**

BL2025-947

19 – Kupin

05 – Fayne

Councilmember Jacob Kupin, applicant; 176 2nd Avenue North, LLC and 178 2nd Avenue North, LLC, owners.**Staff Reviewer**

Schenk

Staff Recommendation*Approve.*

APPLICANT REQUEST**Zone change from SP to DTC**Zone Change

A request to rezone from Specific Plan (SP) to Downtown Code (DTC) zoning for the properties located at 170 and 176 2nd Avenue North, approximately 123 feet southeast of Church Street and within the 2nd Avenue Historic Preservation District Overlay (0.63 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.*

Historic Preservation Overlay Districts (HP) are geographical areas which possess a significant concentration, linkage or continuity of sites, buildings, structures, or objects that are united by past events or aesthetically by plan or physical development. This site is located within the Second Avenue Historical Preservation Overlay District.

Proposed Zoning

Downtown Code (DTC) is intended for a broad range of residential and non-residential activities associated with an economically healthy, socially vibrant, and sustainable Downtown. The DTC district seeks the efficient use of land capitalizing on a high level of services, reduced automobile dependence with enhanced usage of mass transit, and the creation of a vibrant and safe pedestrian streetscape.

DOWNTOWN COMMUNITY PLAN

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



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SUPPLEMENTAL POLICY

The site is located within the Downtown Community Area Supplemental Policy, specifically the Second and Broadway Neighborhood (09-T6-BN-SECBR-01) subdistrict. The supplemental policy intends to maintain the low-scale pedestrian-friendly historical character of the neighborhood while accommodating a mixture of uses.

ANALYSIS

The application consists of two parcels, with a combined size of approximately 0.63 acres, located at 170 and 176 2nd Avenue North. The parcels have been zoned as Specific Plan (SP) since 2022, (Case 2021SP-079-001, Council Bill No. BL2021-1041), which allows for commercial and residential land uses. The surrounding parcels are all zoned DTC. The parcels have frontage along 1st Avenue North and 2nd Avenue North, both of which are classified as arterial-boulevards in the Major and Collector Street Plan (MCSP).

The site is located within a T6 Second and Broadway (T6 SB) policy, which is intended to maintain the historic and cultural prominence of the Second Avenue and Broadway corridors by encouraging the adaptive reuse of historic buildings and creating development that is compatible with the general character of these street corridors. The proposed DTC zoning district incorporates several features of the T6 SB policy, including providing design guidance, with an emphasis on adaptive reuse of existing structures for the Second and Broadway subdistrict, which encompasses this site. The site's location within the Second Avenue Historical Preservation Overlay (HPZO) also necessitates an additional level of review.

The site was rezoned from DTC to an SP district in 2022, in the aftermath of the Christmas Day bombing which heavily damaged the existing structures. At the time, the DTC zoning district permitted surface parking lots, and part of the rationale for the SP zoning was to protect the existing structures from demolition and use as a surface parking lot. In 2025, the DTC zoning district was amended for the Second Avenue Historical Preservation Overlay (HPZO) to remove surface parking lot as a permitted use (Case 2025Z-001-001, Council Bill No. BL2025-761). Due to the removal of this use, the design guidelines within this DTC subdistrict, and the site's location within the Second Avenue Historical Preservation Overlay District, staff finds that a rezoning of the site back to the DTC district would be consistent with the goals of the policy.

FIRE RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (221)	0.315	-	14 U	170	15	16



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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)	0.158	-	6,882 SF	260	6	27

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
Restaurant (932)	0.158	-	6,882 SF	772	69	68

Maximum Uses in Existing Zoning District: DTC

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.315	-	13,721 SF	155	40	17

Maximum Uses in Existing Zoning District: DTC

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.315	-	13,721 SF	518	13	52

Traffic changes between maximum: SP and DTC

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-529	-37	-42

METRO SCHOOL BOARD REPORT

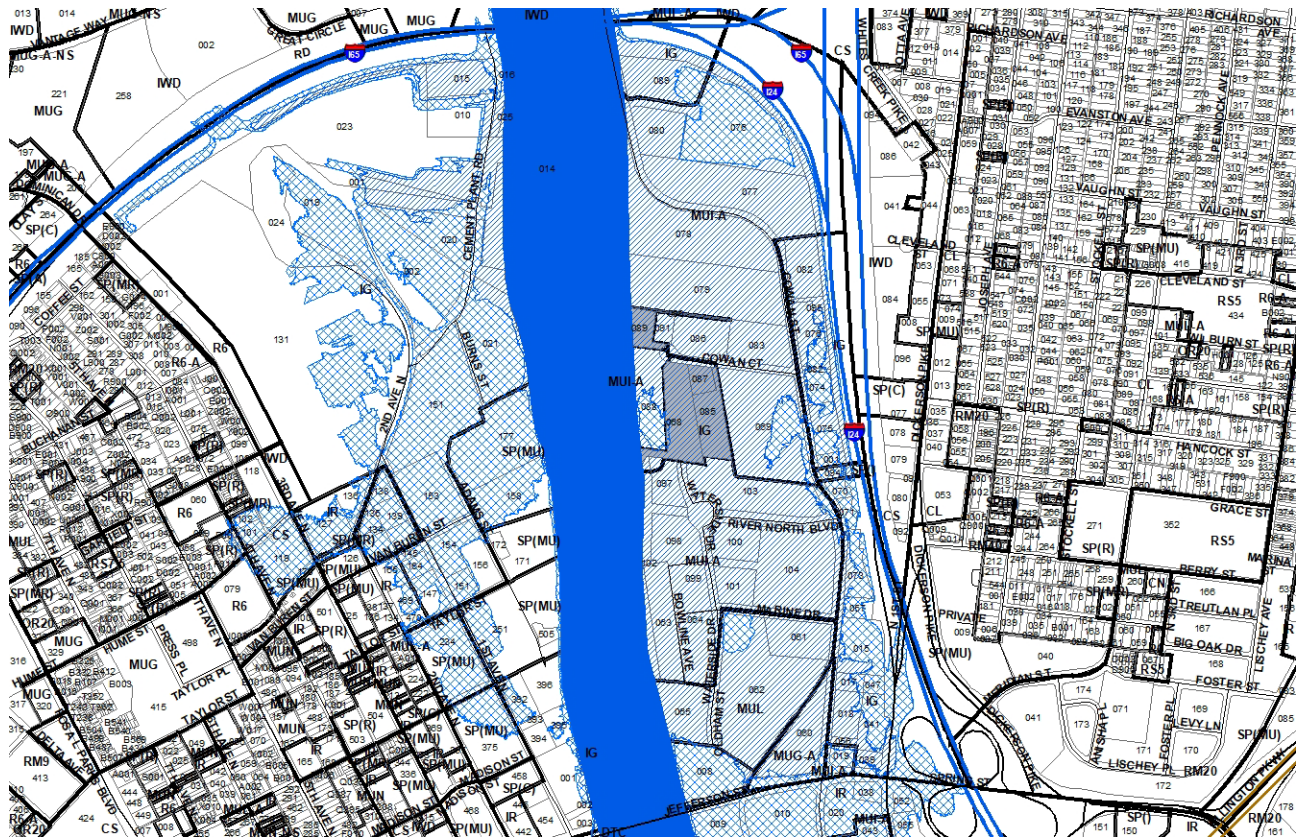
Given the mix of uses permitted by the DTC zoning district, the number of residential units currently possible on site may vary and an assumption as to comparative impact at this point is premature. Students would attend Jones Elementary School, John Early Middle School, and Pearl-Cohn High School. Jones Elementary School has been identified as undercapacity, while John Early Middle School and Pearl-Cohn High School have been 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.



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2025Z-066PR-001

Map 082-06, Parcel(s) 068, 085, 087, 089

05, East Nashville

19 (Jacob Kupin)



Metro Planning Commission Meeting of 07/24/2025

Item #32

Council District

School District

Requested by

Zone Change 2025Z-066PR-001

19 – Kupin

01 – Taylor

Hawkins Partners, Inc., applicant; Oracle America, Inc., owner

Staff Reviewer

Schenk

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from IG to MUI-A

Zone Change

A request to rezone from Industrial General (IG) to Mixed-Use Intensive Alternative (MUI-A) for properties at 1425, 1429, 1433, and 1436 Cowan Court, approximately 578 feet west of Cowan Street (9.0 acres), within the River North Urban Design Overlay District (UDO).

Existing Zoning

Industrial General (IG) is intended for a wide range of intensive manufacturing uses.

River North Urban Design Overlay (UDO) is intended to establish a compact mixed-use development pattern distributed along a system of streets that transitions in scale. This UDO focuses on ensuring an integrated new multimodal street network, high quality open spaces, and an environmentally sensitive development pattern. The River North UDO was created in 2018 to produce more predictable design outcomes by establishing form-based design standards, including provisions for building height, massing, orientation, and parking. The UDO was recently amended in April of this year to update design standards related to structured parking and building materials.

Proposed Zoning

Mixed Use Intensive-Alternative (MUI-A) is intended for a 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.

EAST NASHVILLE COMMUNITY PLAN

T5 Center Mixed Use Neighborhood (T5 MU) is intended to maintain, enhance, and create high-intensity urban mixed use neighborhoods with a development pattern that contains a diverse mix of residential and non-residential land uses. T5 MU areas are intended to be among the most intense areas in Davidson County. T5 MU areas include some of Nashville's major employment centers such as Midtown that represent several sectors of the economy including health care, finance, retail, the music industry, and lodging. T5 MU areas also include locations that are planned to evolve to a similar form and function.

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



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

ANALYSIS

The application consists of four parcels, with a combined size of approximately 9.0 acres, located at 1425, 1429, 1433, and 1436 Cowan Court. The parcels have been zoned IG since 1974 and have developed with industrial uses, including mineral processing and warehousing. The surrounding parcels are all zoned MUI-A. The parcels have frontage along Cowan Court, a local street.

The site is located River North Urban Design Overlay (UDO) which intends to provide a compact mixed-use development pattern. The UDO identifies this area as appropriate for taller buildings at a greater intensity, due to the riverfront location and proximity to Downtown. Additionally, the Growth and Preservation Concept Plan of NashvilleNext identifies this area as a Tier Two Center, which calls for greater intensity and a mixture of uses. The proposed MUI-A zoning district incorporates several characteristics of the UDO and NashvilleNext. This includes allowing a variety of uses, including residential and commercial uses, a development form and scale compatible with a high-intensity urban neighborhood, including a compact development pattern with buildings oriented towards streets and linked by a cohesive pedestrian network, and encouraging street level activation. While the primary land use policy on site is the Conservation (CO) policy due to the presence of floodplain areas associated with the Cumberland River, the majority of the site has already been developed and disturbed for industrial uses that exist on the site today. The UDO also provides guidance for developing in environmentally sensitive areas such as the floodplain, by including mitigation strategies through landscaping and building design. Future development would be subject to the requirements and regulations of the Stormwater Management Manual.

A portion of the site is located within the T5 Center Mixed Use Neighborhood policy (T5 MU), which is intended to maintain, enhance, and create high-intensity urban mixed use neighborhoods with a development pattern that includes a mixture of residential and non-residential land uses, is also consistent with the MUI-A zoning district. Furthermore, a planned all-access corridor with bus rapid transit is proposed within close proximity to the site, which would support additional density.

FIRE RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: IG

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	9	0.6 F	235,224 SF	417	40	45



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Maximum Uses in Proposed Zoning District: MUI-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	4.5	5.0 F	980 U	5,339	320	397

Maximum Uses in Proposed Zoning District: MUI-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	2.25	5.0 F	490,050 SF	18,499	461	1,867

Maximum Uses in Proposed Zoning District: MUI-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	2.25	5.0 F	490,050 SF	54,974	4,871	4,787

Traffic changes between maximum: IG and MUI-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+78,395	+5,612	+7,006

METRO SCHOOL BOARD REPORT

Given the mix of uses permitted by the MUI-A zoning district, the number of residential units possible on site may vary and an assumption as to comparative impact at this point is premature. Students would attend Ida B. Wells Elementary School, Jere Baxter Middle School, and Maplewood High School. Ida B. Wells Elementary School has been identified as undercapacity, while Jere Baxter and Maplewood High School have been 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.