

Metropolitan Planning Commission



Staff Reports

August 28, 2025



Metro Planning Commission Meeting of 08/28/2025

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



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NO SKETCH



Metro Planning Commission Meeting of 08/28/2025

Item #1**Project Name****Council Bill No.****Council District****School District****Requested by****Text Amendment 2025Z-007TX-001****Title 17 Violation Notifications**

BL2025-949

Countywide

Countywide

Councilmember Jeff Eslick

Deferrals

This item was deferred at the August 14, 2025, Planning Commission meeting. A public hearing was held and closed on August 14, 2025.

MPC Rules and Procedures

This item was deferred to the August 28, 2025, Metropolitan Planning Commission meeting after the public hearing was closed and the four-week deferral requirement per section VIII.D of the Rules and Procedures of the Metropolitan Planning Commission was suspended.

Staff Reviewer

Shane

Staff Recommendation*Approve.*

APPLICANT REQUEST

Amend the Zoning Code regarding Title 17 violation notifications.

PROPOSED AMENDMENTS TO TITLE 17

The bill would amend Title 17 of the Metropolitan Code of Laws by adding language permitting the Zoning Administrator to start legal proceedings against a previously warned perpetrator of a zoning violation.

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

Section 1. That section 17.40.600 of the Metropolitan Code of Laws is amended by adding the following language to the end of the current ordinance:

Whenever the zoning administrator determines that there has been an additional or continuing violation of the same provision of the zoning code by the same owner, persons, or entities, and that those parties have been previously notified of the existence of the zoning violation, the zoning administrator may forego additional notifications and immediately institute the appropriate proceeding at law or in equity to restrain, enjoin, correct or abate such zoning violation.

BACKGROUND

The Metro Codes Department currently has the power to forgo the abatement period and move directly to a warrant for violations of Title 16, Property Standards, regulations. Through this



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amendment, the Zoning Administrator is requesting modifications to Title 17, Zoning, to allow for the same enforcement powers the Codes Department currently holds over Title 16.

HISTORY

The original bill passed first reading at the July 15, 2025, Council meeting. Second reading and public hearing is scheduled for September 2, 2025.

This ordinance was discussed at the Planning Commission public hearing on August 14, 2025, where it was deferred for one meeting per staff's recommendation. To help determine when it is appropriate to forego the abatement period, the Planning Commission discussed possible amendments to the bill with the Zoning Administrator that would better define what constitutes a hardship; how to classify repeat offenders or "egregious" violations; how unawareness of the law could be handled; and how to determine when tracking an offending entity across multiple properties is appropriate.

ANALYSIS

The impetus for the bill was the occurrence of repeated violations by property owners who have been found violating the provisions of Title 17 or who have failed to correct the same violation after multiple notifications. At the August 14 Planning Commission meeting, there were questions related to what constituted notifications. The Zoning Administrator outlined the following process: After a zoning violation is directly observed by an inspector, an abatement letter is mailed which cites the section of Code violated and sets a date by which the violation must be corrected. Notification of legal proceedings is mailed if the violation is still standing after the specified date. For the purposes of this amendment, a previously mailed abatement letter to the same entity regarding the same Code violation would constitute "previous notification." This could be used to begin legal proceedings, whether the property in question was the same property where the previous violation took place or a different property.

This text amendment would allow the Zoning Administrator to move directly to legal proceedings rather than continuously send abatement letters notifying the property owner of recurring or uncorrected violations. The bill as filed states that the Zoning Administrator can only dispense with the abatement period when the entity responsible for the violation has previously been properly notified and cited for the same zoning violation. The current process as described in the preceding paragraph still applies to every property owner; it is only when the same violation that was previously cited is discovered again that legal proceedings will begin. This will enable the Zoning Administrator and associated Codes and Legal staff to take court action more quickly and efficiently in order to uphold the regulations of the Zoning Ordinance. The owner, persons, or entities in violation will receive an additional notice when a court action is instituted, through service of process.

Based on the discussion by the Planning Commission at the previous meeting, it was discussed that there may be substitutes to clarify the specifics of this bill, however those could likely be handled at the Council level. Staff is recommending approval of the bill as filed with the recommendation that further refinement at the Council level be undertaken if necessary to ensure the issues raised by the Planning Commission are addressed.



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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 15, 2025, Council meeting. Second reading and public hearing is scheduled for September 2, 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.

Following a public hearing at the August 14, 2025, meeting, this item was deferred to the August 28 2025, Planning Commission meeting after a suspension of the rules and procedures that require a four-week deferral. At the August 14, 2025, MPC meeting, no members of the public spoke on this amendment, and the Commission asked clarifying questions of Planning and Codes staff.

STAFF RECOMMENDATION

Staff recommends approval of the bill as filed.

ORDINANCE NO. BL2025-949

An ordinance amending Metropolitan Code of Laws section 17.40.600 to provide that notices of violation are not required for subsequent violations of the same offense under Title 17 (Proposal No. 2025Z-007TX-001).

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

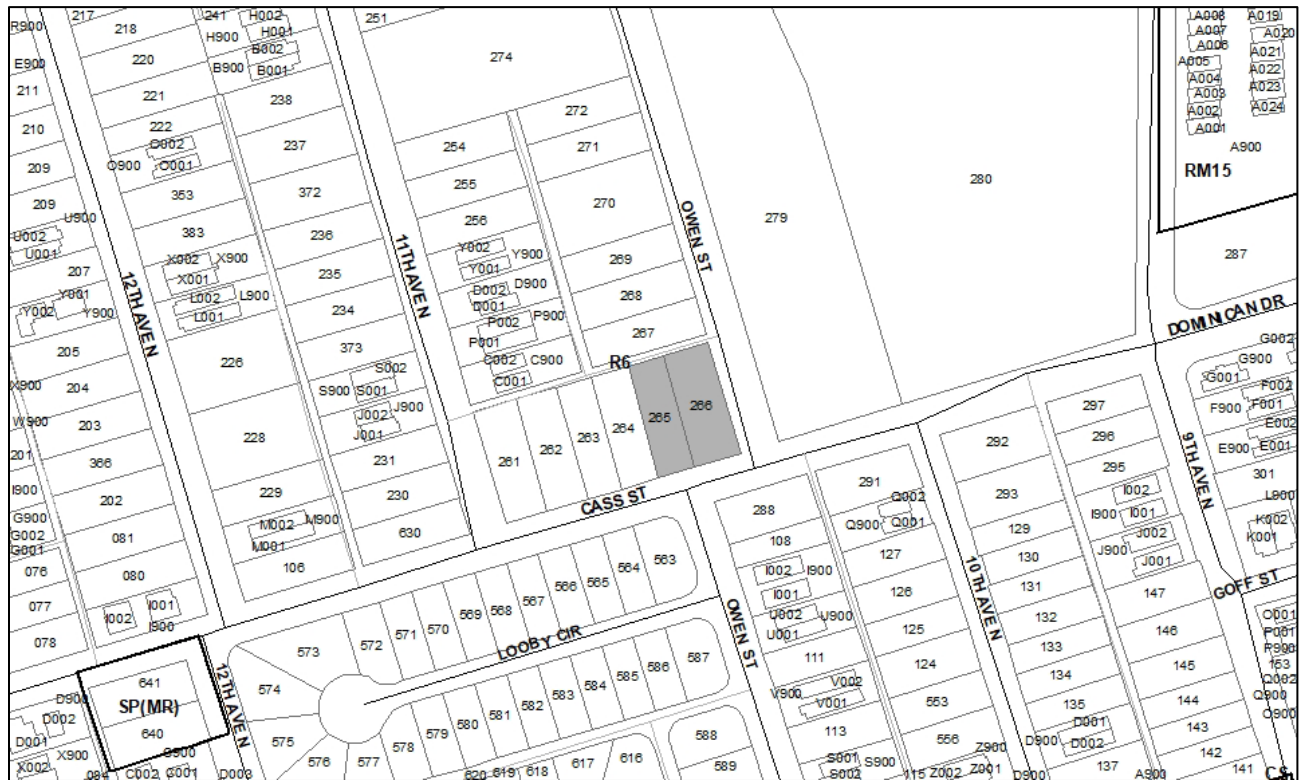
Section 1. That section 17.40.600 of the Metropolitan Code of Laws is amended by adding the following language to the end of the current ordinance.

Whenever the zoning administrator determines that there has been an additional or continuing violation of the same provision of the zoning code by the same owner, persons, or entities, and that those parties have been previously notified of the existence of the zoning violation, the zoning administrator may forego additional notifications and immediately institute the appropriate proceeding at law or in equity to restrain, enjoin, correct or abate such zoning violation.

Section 2. This ordinance shall take effect from and after its adoption, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.



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2025SP-009-001

1004 & 1104 CASS STREET

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

08, North Nashville

02 (Kyonzté Toombs)



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Item #2	Specific Plan 2025SP-009-001
Project Name	1004 & 1104 Cass Street
Council District	02 – Toombs
School District	05 – Buggs
Requested by	Dale & Associates, applicant; Ludie Lou Holdings, LLC and Charles Carney, owners.

Deferrals

This request was deferred at the February 13, 2025, February 27, 2025, March 13, 2025, April 10, 2025, April 24, 2025, May 8, 2025, June 12, 2025, July 24, 2025, and August 14, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer	Commeey
Staff Recommendation	<i>Defer to the September 11, 2025, Planning Commission meeting.</i>

APPLICANT REQUEST

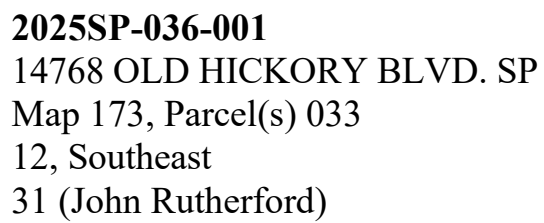
Preliminary SP to permit a multi-family residential development.

Preliminary SP

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

STAFF RECOMMENDATION

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





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Item #3**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.

Deferrals

This item was deferred at the August 14, 2025, Planning Commission meeting. No public hearing was held.

Staff Reviewer

Garland

Staff Recommendation

Defer to the September 11, 2025, Planning Commission meeting.

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

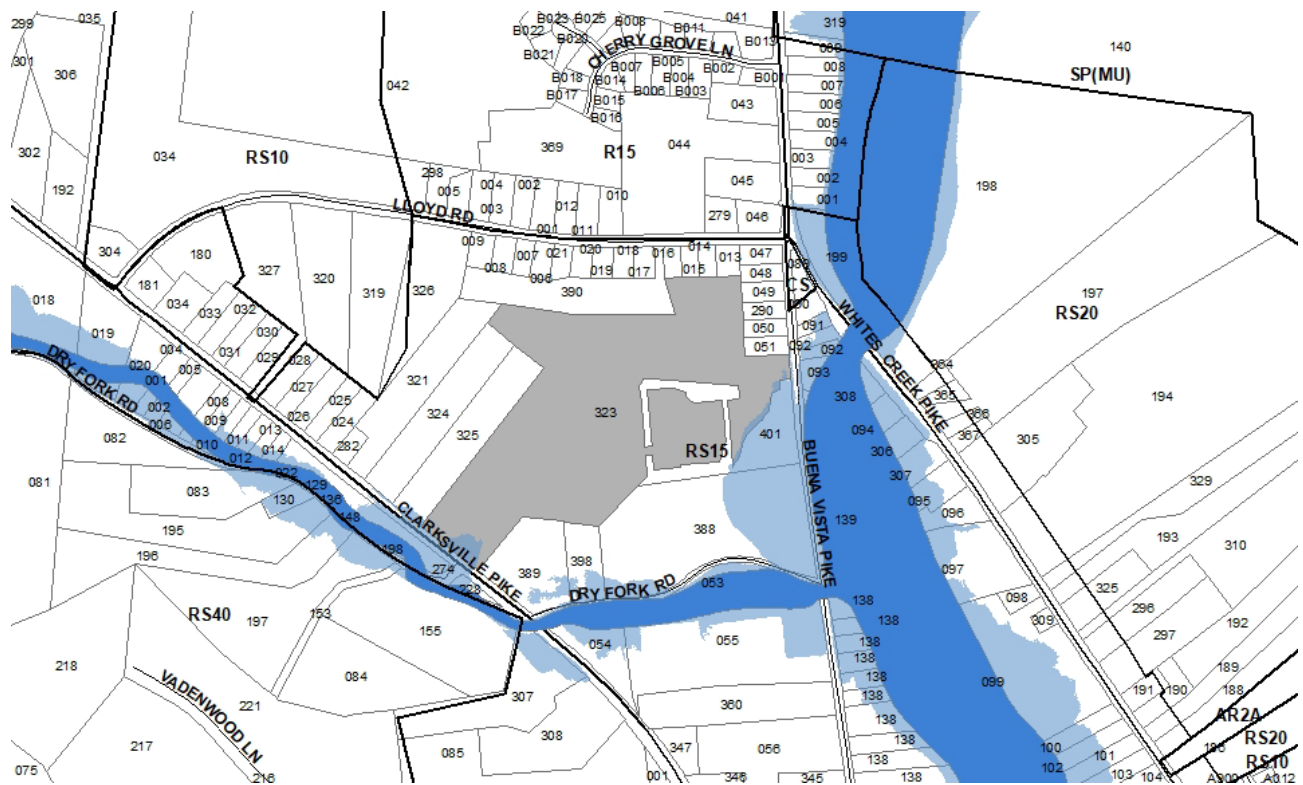
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) for property located at 14768 Old Hickory Blvd., approximately 3,275 feet south of Bell Road (20.24 acres), to permit 135 multi-family residential units.

STAFF RECOMMENDATION

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



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2024S-139-001

SHULAR CLARKSVILLE HIGHWAY

Map 048, Parcel(s) 323

03, Bordeaux - Whites Creek - Haynes Trinity

01 (Joy Kimbrough)



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Item #4	Concept Plan 2024S-139-001
Project Name	Shular Clarksville Highway
Council District	01 – Kimbrough
School District	01 – Gentry
Requested by	Fulmer Lucas Engineering, applicant; Shular Tennessee Holding Company, LLC, owner.

Deferrals This item was deferred at the August 14, 2025, Planning Commission meeting. No public hearing was held.

Staff Reviewer Marton
Staff Recommendation *Defer to the September 11, 2025, Planning Commission meeting.*

APPLICANT REQUEST

Concept plan to permit 80 residential lots.

Concept Plan

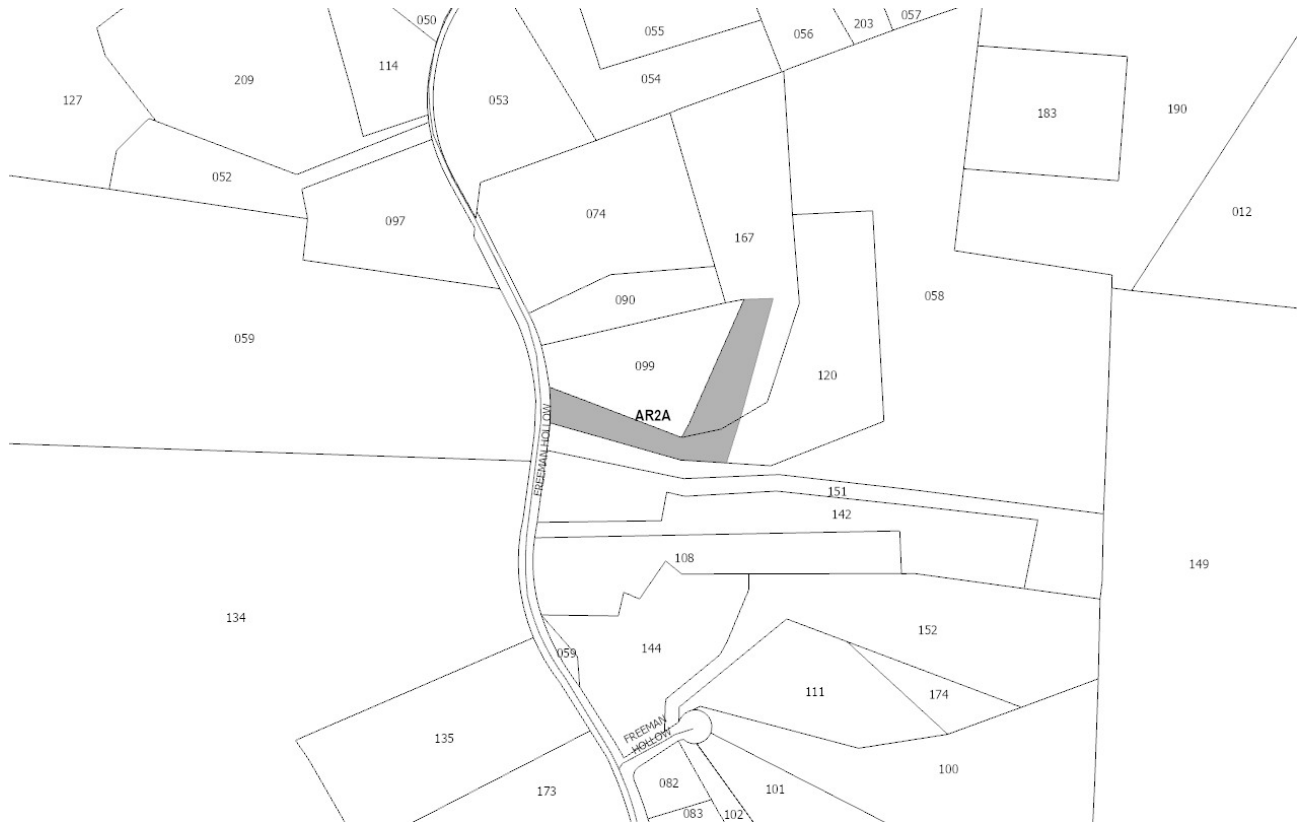
A request for concept plan approval to create 80 residential lots on property located at Clarksville Pike (unnumbered) approximately 575 feet south of Lloyd Road, zoned Single-Family Residential (RS15) and located in the Whites Creek at Lloyd Road Urban Design Overlay District (34.83 acres).

STAFF RECOMMENDATION

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



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2025S-111-001

STEVEN CRAWFORD SUBDIVISION

Map 011, Portions of Parcel(s) 120, 167

02, Parkwood-Union Hill

10 (Jennifer Webb)



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Item #5	Final Plat 2025S-111-001
Project Name	Steven Crawford Subdivision
Council District	10 – Webb
School District	03 – Young
Requested by	Anthony T. Bollinger, R.L.S, applicant; Steven and Lauren Crawford, owners.

Deferrals This item was deferred at the August 14, 2025, Planning Commission meeting. No public hearing was held.

Staff Reviewer Schenk
Staff Recommendation *Approve with conditions, including variances to Section 4-2.5 of the Metro Subdivision Regulations.*

APPLICANT REQUEST

Request for final plat approval to create one lot.

Final Plat

A request for final plat approval to create one lot on a portion of properties located at 3250 Freeman Hollow Road and Freeman Hollow Road (unnumbered), approximately 1,100 feet north of Freeman Hollow Court, zoned Agricultural/Residential (AR2a) (2.0 acres).

SITE DATA AND CONTEXT

Location: The site consists of portions of two parcels located on the east side of Freeman Hollow Road, approximately 1,100 feet north of Freeman Hollow Court.

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

Approximate Acreage: 2.00 acres, or approximately 87,174 square feet.

Parcel/Site History: The site consists of portions of two parcels. 3250 Freeman Hollow Road was created by deed in 1986, and Freeman Hollow Road (unaddressed) was created by deed in 1993.

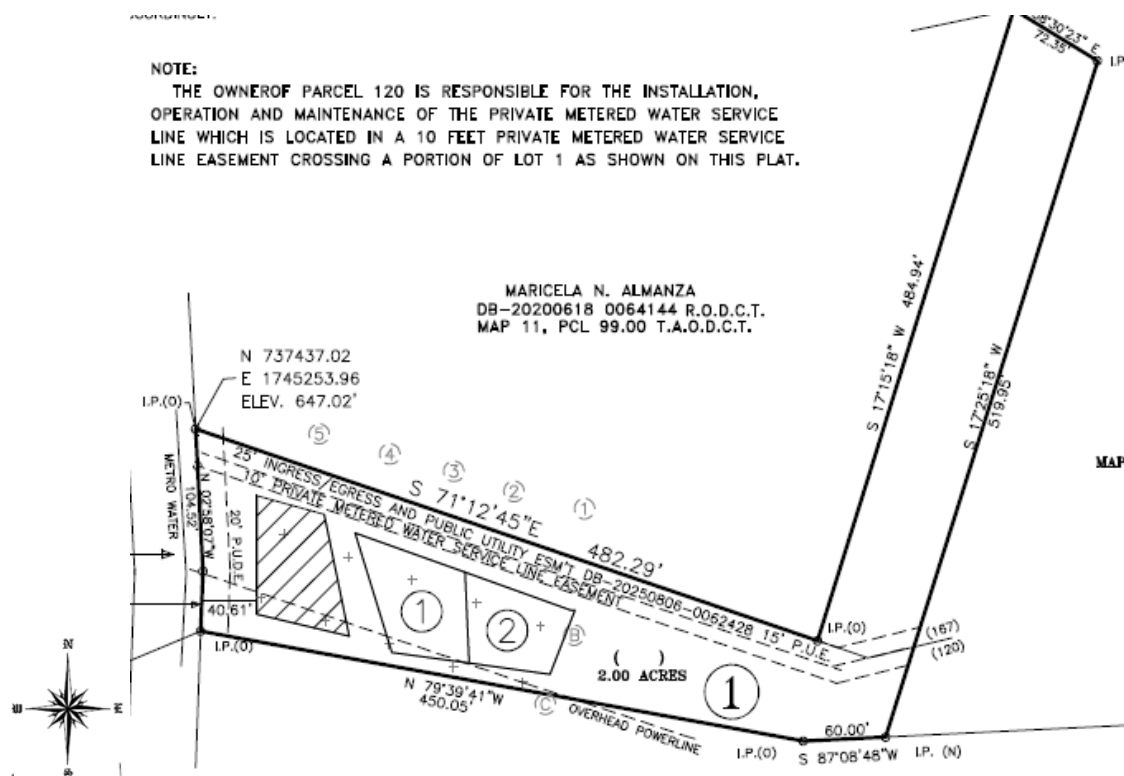
Zoning History: The parcels are currently zoned Agricultural/Residential (AR2a). 3250 Freeman Hollow Road has been zoned AR2a since 1974 and Freeman Hollow Road (unaddressed) has been zoned AR2a since 1998.

Existing land use and configuration: 3250 Freeman Hollow Road is currently developed with a single-family residential use while Freeman Hollow Road (unaddressed) is vacant. The existing structure is located on a portion of the parcel that is not included in this plat.



THE OWNER OF PARCEL 120 IS RESPONSIBLE FOR THE INSTALLATION, OPERATION AND MAINTENANCE OF THE PRIVATE METERED WATER SERVICE LINE WHICH IS LOCATED IN A 10 FEET PRIVATE METERED WATER SERVICE LINE EASEMENT CROSSING A PORTION OF LOT 1 AS SHOWN ON THIS PLAT.

MARICELA N. ALMANZA
DB-20200618 0064144 R.O.D.C.T.
MAP 11, PCL 99.00 T.A.O.D.C.T.



Proposed Final Plat



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Surrounding land use and zoning:

- North: Agricultural/Residential (AR2a)
- South: Agricultural/Residential (AR2a)
- East: Agricultural/Residential (AR2a)
- West: Agricultural/Residential (AR2a)

Zoning: Agricultural/Residential (AR2a)

Min. lot size: 2 acres

Max. building coverage: 0.20

Min. rear setback: 20'

Min. side setback: 20'

Max. height: 3 stories

Min. street setback: 40'

PROPOSAL DETAILS

Number of Lots: 1

Lot sizes: Lot 1 is 2.0 acres (87,174 square feet).

Access: Access to the lot is provided by Freeman Hollow Road.

Subdivision Variances or Exceptions Requested: Variances to Sections 4-2.5.a.1.a., 4-2.5.a.1.b., 4-2.5.a.1.c., and Section 4-2.5.a.1.d. are required for building setback, lot depth, lot size, and lot frontage.

APPLICABLE SUBDIVISION REGULATIONS

Volume III of NashvilleNext, the General Plan for Nashville and Davidson County, contains the Community Character Manual (CCM) which establishes land use policies for all properties across the County. The land use policies established in 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 Rural Maintenance (T2 RM) policy. For sites within the T2 Rural transect, the regulations found in Chapter 4 are utilized.

There are several subdivision options within the Rural Subdivision Regulations. This proposal utilizes the Countryside Character Design Open Alternative option as described in Section 4-2.5.a.1 of the subdivision regulations.



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4-2. Development Standards

4-2.1 Identification of Primary Conservation Land

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

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

4-2.2 Preservation of Conservation Land

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

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

4-2.3 Development Footprint

The remaining land outside of the boundary of the Primary Conservation Land shall be designed as the Development Footprint.

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

4-2.4 Building Placement

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

The site contains areas of conservation features in the form of steep slopes and problem soils, which are primarily located near the northern portion of the proposed lot. A building envelope has been identified on Lot 1 outside of these conservation features.

4-2.5 Rural Character Design

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

1. Open Alternative – Street frontage without existing vegetative or topographical screening. For purposes of this section, “surrounding parcels” is defined as the five R, RS, AR2a, or AG parcels oriented to the same block face on either side of the parcel proposed for subdivision, or to the end of the same blockface, whichever is less. If there are no surrounding parcels, the screened alternative shall be used. Lot 1 is located along an existing street and were reviewed against (a) through (d) below.

a. *Building Setback along existing public streets.*

Does not comply. The building setbacks are required to be varied, and a minimum setback line is required to be platted when the average setback of



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abutting parcels is more than the minimum required street setback established by the zoning. 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 of the abutting parcels. The average front setback of the abutting parcels is approximately 560 feet, which is greater than the required 40 feet per the AR2a zoning district. A front setback of 40.6 feet is shown on the plat. *Since the front setback shown is less than the required minimum building setback, a variance is required and will be discussed below.*

b. *Lot Depth along existing public streets.*

Does not comply. The minimum depth for lots along existing public streets shall be the building setback required by Sec 4-2.5(a) plus 300 feet. This provision requires an 860-foot lot depth. As proposed, the average depth of the proposed lot measured at the midpoint of the frontage is approximately 523 feet, which is less than the required minimum depth. *A variance is required and will be discussed below.*

c. *Lot size along existing public streets.*

Does not comply. A compatibility analysis was conducted per this requirement based on the surrounding parcels. The minimum lot size is to be either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than the smallest of the surrounding parcels, whichever is greater. The result of the analysis is that the minimum lot size required is approximately 4.71 acres or 205,167 square feet. The area of the proposed lot is 2.0 acres, or 87,174 square feet which does not meet the 4.71-acre minimum lot size. *A variance is required and will be discussed below.*

d. *Lot frontage abutting existing public streets.*

Does not comply. A compatibility analysis was conducted per this requirement based on the surrounding parcels. The result of the analysis is that the minimum lot frontage required along Freeman Hollow Road is approximately 194.20 feet. The frontage of the proposed lot is 148.49 feet, which is below the required minimum. *A variance is required and will be discussed below.*

e. *Street lights.*

Not applicable for this case.

f. *Conservation Development.*

Not applicable for this case.

g. *Compact Development.*

Not applicable for this case.



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Subdivision Variances or Exceptions Requested: Yes. This request requires a variance from 4-2.5.a.1.a. for minimum building setback, 4-2.5.a.1.b. for minimum lot depth, 4-2.5.a.1.c. for minimum lot size, and 4-2.5.a.1.d. for minimum lot frontage

Section 1-11, Variances, permits the Planning Commission to grant variances to the Subdivision Regulations when it finds that extraordinary hardships or practical difficulties may result from strict compliance with the regulations. While the regulations grant the Commission the authority to grant variances, the regulations state that “such variance shall not have the effect of nullifying the intent and purpose of the Subdivision Regulations.” In order to grant a variance, the Commission must find that:

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

Variance Analysis

Variance Request-Minimum Building Setback

Section 4-2.5.a.1.a. requires the minimum front setback to be the average setback of the abutting parcels. The average front setback of the abutting parcels is approximately 560 feet, which is greater than the minimum front setback based on the AR2a zoning district. The AR2a zoning district would require a front setback of 40 feet. A building envelope, with a front setback of 40.6 feet is shown on the plat. In considering the surrounding parcels, staff notes that an adjacent parcel, which was included in the compatibility analysis has a front setback of 1,376 feet, is substantially greater than other surrounding parcels. When excluding this parcel, the average front setback would be approximately 288.3 feet. While this would still be greater than the minimum setback provided on the plat, other parcels along Freeman Hollow Road have shallower front setbacks, including parcels nearby on the same block with front setbacks of 40, 45, 55, and 60 feet. While the adjacent parcels have larger setbacks, these parcels have setbacks that are generally larger than the setbacks of existing houses on the same block. When considering this range of setbacks, Staff finds that a variance for minimum building setback would not conflict with the intent of the Rural Subdivision Regulations and meets all the requirements for the Commission to grant a variance.

Variance Request-Minimum Lot Depth

Section 4-2.5.a.1.b. requires the minimum lot depth to be the building setback required by Sec 4-2.5(a) plus 300 feet. The approximate proposed lot depth is 523 feet, which is less than the 860-foot lot depth required. When considering the lot depth pattern in the broader area along the same block as Freeman Hollow Road, the parcels used in the compatibility analysis have a range of lot depths



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from 430 feet to 1,926 feet, with several parcels along the same block that have lot depths between 250 and 300 feet. Additionally, the parcel immediately adjacent to the proposed lot has a depth of approximately 482.29 feet along its southern property line, which is shallower than the proposed lot. While the proposed lot depth is less than what is required for the average, when considering these parcels, Staff finds that a variance for minimum lot depth would not conflict with the intent of the Rural Subdivision Regulations and meets all the requirements for the Commission to grant a variance.

Variance Request-Minimum Lot Size

Section 4-2.5.a.1.c. requires the minimum lot size along existing public streets to be equal to or greater than 70% of the average size of surrounding parcels or equal to or greater than the smallest parcel, whichever is greater. In this case, the minimum required lot size for the proposed lot is approximately 4.71 acres or 205,167 square feet. As proposed, the size of the proposed lot is approximately 2.0 acres or 87,174 square feet. When considering the lot size pattern of the broader area along the same block as Freeman Hollow Road, several existing parcels have lot sizes less than the size of the proposed 2.0-acre lot, including lot sizes of 0.6 to 2.0 acres. Additionally, the compatibility analysis includes a nearby parcel with a size of approximately 28.39 acres, which is substantially larger than other nearby lots. Due to the range of lot sizes in the surrounding area, and existing lot sizes less than the size of this proposed lot, Staff finds that a variance for minimum lot size would not conflict with the intent of the Rural Subdivision Regulations and meets all the requirements for the Commission to grant a variance.

Variance Request-Minimum Lot Frontage

Section 4-2.5.a.1.d. requires the minimum lot frontage along existing public streets to be equal to or greater than 70% of the average size of surrounding parcels or equal to or greater than the smallest, whichever is greater. In this case, the minimum required lot frontage for the proposed lot is approximately 194.2 feet, which is greater than the proposed lot frontage of 148.49 feet. When considering the lot frontages of parcels in the broader area, several parcels have lot frontages between 54 and 106 feet, which is less than the proposed lot frontage. Additionally, the proposed lot frontage is not changing from the existing parcel frontage. Since there is a varied lot frontage pattern in the surrounding area and the proposed lot frontage is larger than the smallest lot frontage in this area, Staff finds that a variance for minimum lot frontage would not conflict with the intent of the Rural Subdivision Regulations and meets all the requirements for the Commission to grant a variance.

PLANNING STAFF COMMENTS

Except for the minimum building setback, lot depth, lot size, and lot frontage requirements, the proposed lot meets the standards of the Metro Subdivision Regulations and Metro Zoning Code.

POLICY CONSIDERATIONS

A recent appeals court decision (Hudson et al v. Metro) upheld a lower court decision which outlined that the Planning Commission has the authority to determine whether 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.



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NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to the entirety of this property is T2 RM (Rural Maintenance). The goal of the T2 RM Policy is to maintain the general character of rural neighborhoods as characterized by their development pattern, varying setbacks, building form, and land uses. Appropriate land uses in the T2 RM policy include maintenance of the land in its natural state, small scale agricultural and related accessory and support uses, residential, institutional, and rural subdivisions. Staff finds that the Rural Subdivision regulations meet the intent of the T2 RM policy to provide rural residential lots as maintaining the general character of rural neighborhoods.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- As all our previous comments have been addressed on the latest re-plat (stamped received 8/15/2023)
- MWS recommends approval, on the following conditions: For Water Services only, Sewer is through the Metro Health Department - Septic System.
- The Water Capacity fees must be paid prior to service connections.

METRO HEALTH RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval with conditions, including a variance from Sections 4-2.5.a.1.a., 4-2.5.a.1.b., 4-2.5.a.1.c., and 4-2.5.a.1.d. of the Metro Subdivision Regulations



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RECOMMENDED ACTION

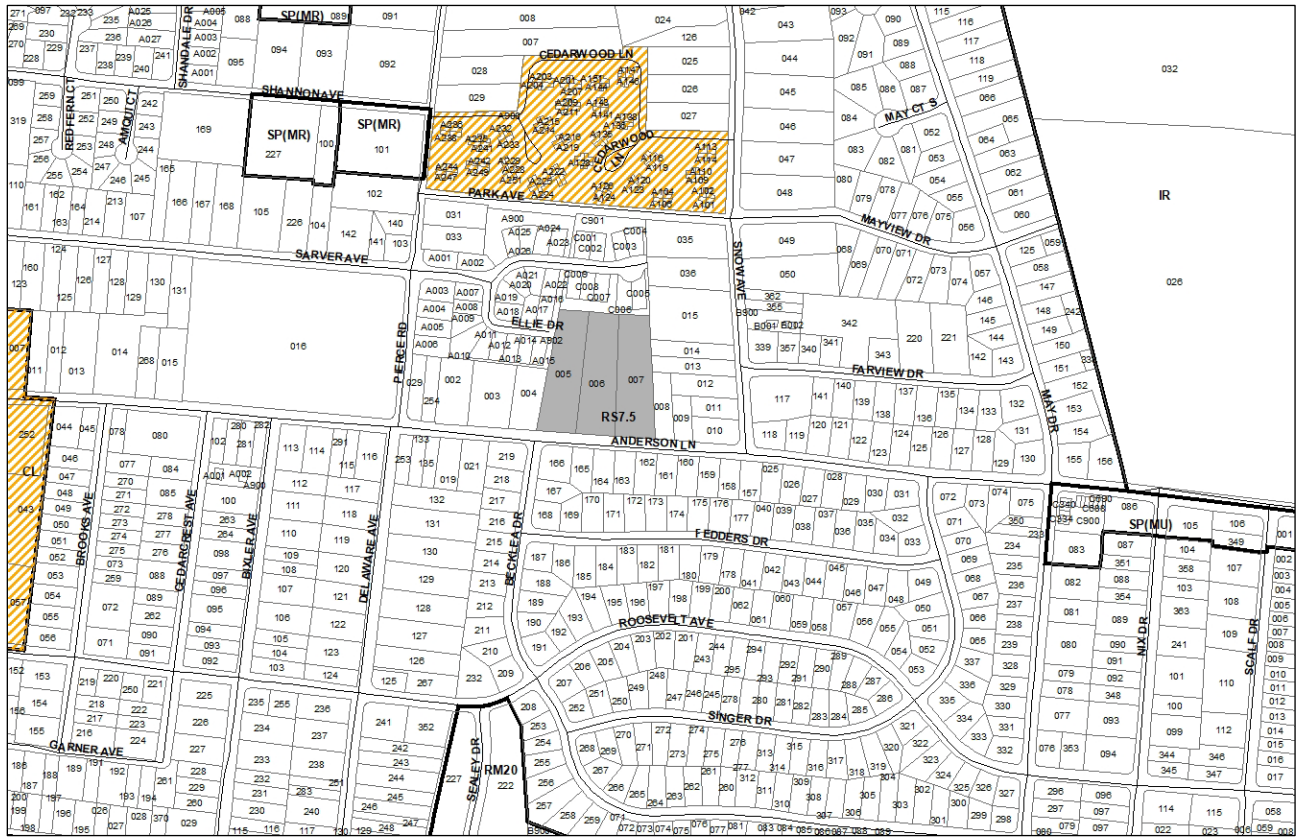
Motion to approve proposed subdivision Case No. 2025S-111-001 with conditions, including variances to Section 4-2.5 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.

CONDITIONS

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. On the corrected copy, add a "*" to the face of Lot 1 to designate this lot as a critical lot.
3. On the corrected copy, remove Metro Tree Ordinance note.
4. On the corrected copy, add Map 011, Parcel 244, to the face of the plat and as a note to the Notes section.
5. A corrected copy of the plat showing the 10-foot-wide private utility easement, 15-foot-wide public utility easement and 25-foot-wide shared access easement shall be approved by NES prior to the submittal of the mylar to Metro Planning. If any changes to the widths of this easement are required, MWS and NES shall review and approve the revised easements prior to recordation.
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.
7. The mylar shall be approved and signed by the Metro Health Department prior to recording.



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2025Z-061PR-001

Map 043-06, Parcel(s) 005-007

04, Madison

09 (Tonya Hancock)



Metro Planning Commission Meeting of 08/28/2025

Item #6**Council District****School District****Requested by****Zone Change 2025Z-061PR-001**

09 – Hancock

03 – Young

Dale and Associates, applicant; Belle Meade Title and Escrow, owners.

Deferrals

This request was deferred at the August 14, 2025, Planning Commission meeting. No public hearing was held.

Staff Reviewer

Commey

Staff Recommendation

Defer to the September 25, 2025, Planning Commission meeting.

APPLICANT REQUEST**Zone change from RS7.5 to RM20-A-NS.****Zone Change**

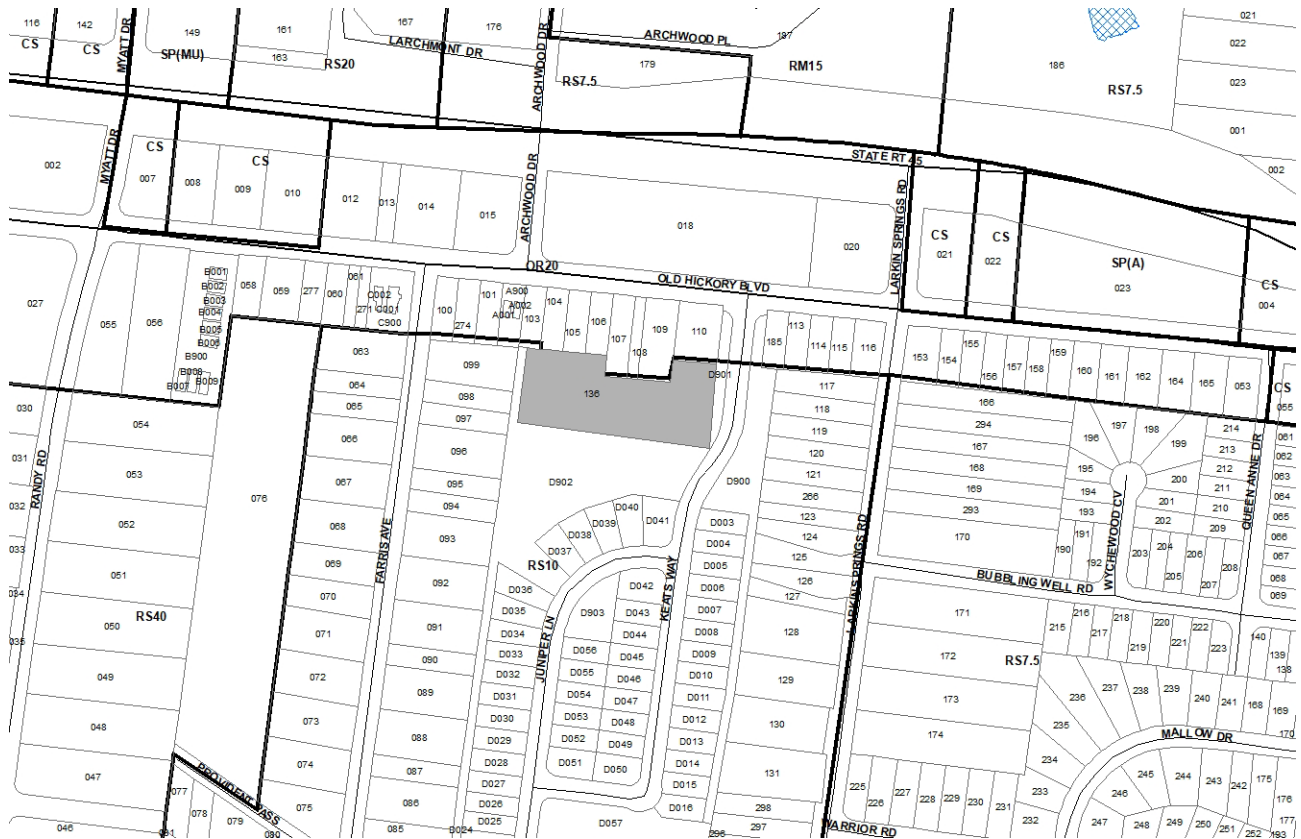
A request to rezone from Single-Family Residential (RS7.5) to Multi-Family Residential Alternative No Short-Term Rental (RM20-A-NS) zoning for the properties located at 515 Anderson Lane and Anderson Lane (unnumbered), approximately 450 feet east of Snow Avenue and approximately 615 feet west of Pierce Road (3.93 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the September 25, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 08/28/2025



2025Z-064PR-001

Map 043-15, Parcel(s) 136

04, Madison

09 (Tonya Hancock)



Metro Planning Commission Meeting of 08/28/2025

Item #7**Council District****School District****Requested by****Zone Change 2025Z-064PR-001**

09 – Hancock

03 – Young

Craig Jackson, applicant; Monarch Development Cre, LLC, owner.

Deferrals

This item was deferred at the August 14, 2025, Planning Commission meeting. No public hearing was held.

Staff Reviewer

Marton

Staff Recommendation*Defer to the September 11, 2025, Planning Commission meeting.*

APPLICANT REQUEST**Zone change from RS10 to RM9-NS.**Zone Change

A request to rezone from Single-Family Residential (RS10) to Multi-Family Residential – No Short Term Rental (RM9-NS) for property at Old Hickory Boulevard (unnumbered), approximately 249 feet east of Farris Avenue (1.44 acres).

STAFF RECOMMENDATION

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



NO SKETCH



Metro Planning Commission Meeting of 08/28/2025

Item #8**Project Name****Council Bill No.****Council District****School District****Requested by****Text Amendment 2025Z-006TX-001****Commercial Compatibility Overlay**

BL2025-909

Countywide

Countywide

Councilmember Brandon Taylor

**Deferral/ MPC Rules
and Procedures**

This item will need to be deferred to the September 25, 2025, Planning Commission meeting per the MPC Rules and Procedures following a public hearing.

Staff Reviewer

Shane

Staff Recommendation

Disapprove the bill as filed and approve a substitute ordinance.

APPLICANT REQUEST

Amend the Zoning Code to create a Commercial Compatibility Overlay District.

PROPOSED AMENDMENTS TO TITLE 17

The bill as filed would amend Title 17 of the Metropolitan Code of Laws by creating a Commercial Compatibility Overlay (CCO) district. The overlay district excludes certain uses and adds conditions to several automobile- and nightlife-related uses to ensure operational and aesthetic compatibility between these commercial uses and adjacent residential uses. Staff is recommending approval of a substitute to permit the uses listed as prohibited in the original bill with conditions and to modify the proposed standards. The substitute retains commercial vitality by permitting a fuller range of corridor uses while still addressing residential compatibility through spacing, screening, and more limited operational restrictions.

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



Metro Planning Commission Meeting of 08/28/2025

Section 1. That the Zoning District Land Use Table in Section 17.08.030 is amended as shown in Exhibit A.

	Mixed Use				Office					Commercial				Shopping Center			
Key: P-Permitted PC-Permitted w/ conditions* SE-Special exception* A-Accessory* O-Overlay * Refer to Chapter 17.16 for standards	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 h 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	SCN and SCN-NS	SCC and SCC- NS	SCR and SCR-NS
Office Uses:																	
Alternative financial services	PC ^{AAA}	PC ^{AAA}	PC ^{AAA}	PC ^{AAA}		PC ^{AAA}	PC ^{AAA}	PC ^{AAA}	PC ^{AAA}		PC ^{AAA}	PC ^{AAA}	PC ^{AAA}	PC ^{AAA}	PC ^{AAA}	PC ^{AAA}	PC ^{AAA}
Commercial Uses:																	
Automobile convenience		PC ^{AAA}	PC ^{AAA}	PC ^{AAA}							PC ^{AAA}	PC ^{AAA}	PC ^{AAA}	PC ^{AAA}	PC ^{AAA}	PC ^{AAA}	PC ^{AAA}
Automobile parking		P ^{AAA}	P ^{AAA}	P ^{AAA}		P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}
Automobile repair												P ^{AAA}					
Automobile service			P ^{AAA}	P ^{AAA}							P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}
Beer and cigarette market	PC ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}		A ^{AAA}	A ^{AAA}	A ^{AAA}	PC ^{AAA}	PC ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	PC ^{AAA}	PC ^{AAA}	P ^{AAA}
Car wash		PC ^{AAA}	PC ^{AAA}	PC ^{AAA}							PC ^{AAA}	PC ^{AAA}	PC ^{AAA}	PC ^{AAA}		PC ^{AAA}	PC ^{AAA}
Liquor sales			P ^{AAA}	P ^{AAA}					P ^{AAA}		P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}
Recreation and Entertainment Uses:																	
Club	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}					P ^{AAA}		P ^{AAA}	P ^{AAA}		P ^{AAA}			

^{AAA} Uses located within the commercial compatibility overlay shall be regulated by Section 17.36.760 and Section 17.36.770.

Section 2. That Chapter 17.36 of the Metropolitan Code is hereby amended by creating Article XVIII – Commercial Compatibility Overlay, and adding the following Section 17.36.740 (Purpose and intent):

The commercial compatibility overlay district provides prohibitions and regulations on certain non-residential uses in close proximity to residential lots to create a commercial development pattern that is compatible and harmonious with adjacent residential neighborhoods.

Section 3. That Chapter 17.36 of the Metropolitan Code is hereby amended by adding the following Section 17.36.750 (Overlay designation):

A commercial compatibility overlay district shall be created according to the procedures of Chapter 17.40, Article III and depicted as a geographical area on the official zoning map.

Section 4. That Chapter 17.36 of the Metropolitan Code is hereby amended by adding the following Section 17.36.760 (Permitted land uses):

The range of land uses permitted within a commercial compatibility overlay district shall be those permitted by the underlying zoning district(s) as established by the zoning district land use table of Section 17.08.030 with the exception that alternative financial services, automobile repair, beer and cigarette market, car wash, and liquor sales uses shall be prohibited.

Section 5. That Chapter 17.36 of the Metropolitan Code is hereby amended by adding the following Section 17.36.770 (Variation of conventional land use development standards):



Metro Planning Commission Meeting of 08/28/2025

Variations to the conventional land use development standards are:

- A. Automobile convenience uses are subject to the following conditions:
 - 1. All standards and conditions of Section 17.16.070, Subsection D shall apply except for Subsections D.3 and D.5.
 - 2. There shall be no more than four gasoline pumps per establishment
 - 3. No car wash shall be permitted.
 - 4. No equipment rental shall be permitted.
 - 5. No automobile convenience use shall be located on a parcel adjacent to a parcel zoned RS, R, or RM.
- B. Automobile parking uses are subject to the following conditions:
 - 1. Chain link fence, barbed wire, razor wire or similar fencing shall be prohibited.
 - 2. No inoperable vehicles shall be stored on the premises overnight.
 - 3. The parking area shall be fully screened from adjacent parcels zoned RS, R, or RM by an appropriate buffer yard as determined by Table 17.24.230 and an eight-foot tall opaque fence or masonry wall.
- C. Automobile service uses are subject to the following conditions:
 - 1. Chain link fence, barbed wire, razor wire or similar fencing shall be prohibited.
 - 2. Outdoor storage or outdoor display of product shall be prohibited.
 - 3. Service doors shall be oriented away from any parcel that contains a residential dwelling unit.
 - 4. No vehicles (operable or inoperable) shall be stored on the premises overnight.
 - 5. No automobile service use shall be located on a parcel adjacent to a parcel zoned RS, R, or RM.
- D. Bar or nightclub uses are subject to the following conditions:
 - 1. All standards and conditions of Section 17.16.070, Subsection G shall apply.
 - 2. No outdoor service or seating areas shall be permitted. All functions of the use shall be fully contained within a building.
 - 3. No outdoor sound amplification shall be permitted.
 - 4. Operation of the establishment shall be prohibited between the hours of twelve a.m. and nine a.m.
 - 5. No bar or night club use shall be located on a parcel adjacent to a parcel zoned RS, R, or RM.
- E. Club uses are subject to the following conditions:
 - 1. Establishments shall be limited to two thousand five hundred square feet of gross floor area per establishment, with no more than one establishment per lot.
 - 2. No outdoor service or seating areas shall be permitted. All functions of the use shall be fully contained within a building.
 - 3. No outdoor sound amplification shall be permitted.
 - 4. Operation of the establishment shall be prohibited between the hours of twelve a.m. and nine a.m.



Metro Planning Commission Meeting of 08/28/2025

5. No club use shall be located on a parcel adjacent to a parcel zoned RS, R, or RM.

Section 6. That Chapter 17.36 of the Metropolitan Code is hereby amended by adding the following Section 17.36.780 (Commercial compatibility overlay district):

- A. Application of the Commercial Compatibility Overlay District. Lots and parcels included in a district must be contiguous and located within one hundred feet of a lot or parcel zoned RS, R, or RM.
- B. Eligible Zoning Districts. commercial compatibility overlay districts shall only be applicable in mixed use, office, commercial, and shopping center zoning districts.
- C. Planning Commission Recommendation. The planning commission shall review a proposed commercial compatibility overlay district application for conformance with the General Plan. The planning commission shall act to recommend approval, approval with conditions, or disapproval of the application. Within ten working days of an action, the commission's resolution shall be transmitted in writing to the applicant, the metropolitan clerk, the zoning administrator, and all other appropriate governmental departments.
- D. Council Consideration. The metropolitan council shall consider an ordinance establishing a commercial compatibility overlay district according to the procedures of Article III of Chapter 17.40 (Amendments). All property owners within and proximate to a proposed Commercial Compatibility Overlay district shall be notified according to the procedures of Article XV of Chapter 17.40.
- E. Changes to a Commercial Compatibility Overlay District Boundary. A proposed change in the geographic boundary of a commercial compatibility overlay district on the official zoning map shall be considered by the Council according to the procedures of Article III of Chapter 17.40 (Amendments).

Section 7. Section 17.40.740.C.3 is hereby amended by deleting in its entirety and replacing with the following:

Applying the urban design overlay district, historic preservation district, neighborhood conservation district, urban zoning overlay district, contextual overlay district, corridor design overlay district, residential accessory structure overlay district, two-story residential overlay district, ~~or detached accessory dwelling unit overlay district,~~ or commercial compatibility overlay district as provided in Chapter 17.36;

ORIGINALLY FILED BILL

The proposed bill as originally filed creates a new overlay district, the Commercial Compatibility Overlay (CCO). The proposed overlay district is intended to provide prohibitions and regulations on certain non-residential uses in close proximity to residential properties to create a commercial development pattern that is compatible and harmonious with adjacent residential neighborhoods. The following uses would be prohibited in the overlay: alternative financial services, automobile repair, beer and cigarette market, car wash, and liquor sales. Other uses including clubs, bars, nightclubs, automobile services, and convenience uses would be permitted only with conditions on



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the hours of operation, outdoor activity, fencing, buffering, and orientation of service areas. The proposed overlay would prohibit automobile convenience, automobile service, bar or nightclub, and club uses from locating adjacent to any parcel zoned RS, R, or RM.

ANALYSIS AND SUBSTITUTE

While the stated intent of the original ordinance to minimize conflicts between commercial and residential uses is clear, some of its particulars raise significant concerns. It prohibits entire categories of uses—including alternative financial services, automobile repair, beer and cigarette markets, car washes, and liquor sales—that are otherwise permitted in commercial zoning districts. This amounts to outright elimination rather than impact mitigation. Eliminating these uses undermines the purpose of commercial corridors, which are intended accommodate such uses in appropriate areas and prevent commercial encroachment into neighborhoods, as outlined in NashvilleNext.

In addition, the ordinance imposes strict conditions on bars, nightclubs, and clubs: prohibiting adjacency to residential zoning, banning outdoor seating and sound amplification, and limiting operating hours to midnight. Taken together, these requirements make it nearly impossible for such establishments to operate in many corridor settings. This conflicts with the role of bars and nightclubs in contributing to corridor vibrancy and economic activity.

Staff is recommending disapproval of the bill filed and a substitute ordinance that addresses these issues by refining the regulatory approach, resulting in a more balanced framework.

The proposed substitute addresses these concerns by shifting from categorical elimination to context-sensitive regulation. Rather than prohibiting entire use categories, it introduces a 2,640-foot spacing requirement for alternative financial services, automobile repair, beer and cigarette markets, car washes, and liquor sales. This is twice the typical separation distance required for similar uses outside the proposed overlay. This ensures that such uses do not become over-concentrated while still allowing them to locate on corridors where they are intended.

Automobile convenience uses currently have conditions applied to them in all zoning districts. The conditions for automobile convenience include having a minimum street frontage, the location of gasoline pumps, restrictions on automatic car washes, mini-marts, outdoor speakers, trash, and vehicle sales or storage. The added conditions of this use within the proposed overlay would still apply, with the exception of some, as the proposed standards in the overlay limit certain aspects beyond the original conditions in the code today. This includes the number of gasoline pumps and prohibiting car wash, equipment rental, and automobile convenience uses, and it prohibits the use adjacent to residentially zoned properties. The proposed substitute would permit the use adjacent to residentially zoned properties with landscaping and fencing required and it would permit up to eight gasoline pumps where the filed ordinance permits four gasoline pumps.

Automobile parking and automobile service uses do not have conditions applied to them currently in the code. The proposed overlay would prohibit certain types of fencing, place prohibitions on outdoor displays, and add orientation standards for service doors. It also prohibits automobile service uses adjacent to residentially zoned parcels. Staff takes no issue with the aesthetic



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conditions as proposed and the substitute does not modify these. The proposed substitute does remove the prohibition of automobile service uses adjacent to residentially zoned properties and replaces it with buffer yard and screening standards. The proposed substitute also removes the condition that no vehicles (operable or inoperable) shall be stored on the premises overnight. As staff understands this use, the intent of this use is to repair inoperable vehicles, and the current code definition of this use states that no abandoned vehicles are to be stored on the premises and includes a forty-five day maximum for serviced vehicles to remain on the premises.

For bars and nightclubs, the substitute provides more workable conditions. As proposed, no outdoor seating or service or sound amplification would be permitted, nor would bar or nightclub uses be permitted to be located on a parcel adjacent to a parcel zoned RS, R, or RM. The proposed substitute would permit outdoor seating if located at least 100 feet from residential properties, and outdoor sound amplification is allowed, except between 9 p.m. and 10 a.m. These adjustments recognize the importance of outdoor activity associated with bar and nightclub uses, and supporting corridor vitality while providing meaningful protection for adjacent neighborhoods. Buffer and screening requirements further reinforce this compatibility, with enhanced buffering replacing the proposed adjacency prohibitions in the filed legislation. The proposed regulations on bars and nightclubs, and specifically regarding the prohibition of outdoor sound amplification, could be perceived as an over-regulation of live music. Providing more regulations surrounding live music and potentially to independent music venues, conflicts with the recommendations provided in the Nashville Independent Venues Study to use planning and regulatory tools to support independent music venues, not hinder them.

The filed legislation also included the same prohibitions on club uses. Per discussions with the Zoning Administrator, club uses include such uses as a Moose Lodge, VFW, and the American Legion, or similar clubs. It does not include sex clubs which are a separate land use in the zoning code. Staff has concerns about prohibiting these types of third place spaces for residents. The proposed substitute applies similar limitations to the bar and nightclub uses as outlined above.

Finally, the substitute limits the scope of the overlay itself, applying it only to parcels along collector avenues as identified in the Major and Collector Street Plan (MCSP) or local streets, with a maximum of 50 total acres. This road designation and acreage cap ensure that the tool is applied narrowly and in appropriate contexts where smaller-scale neighborhood commercial nodes are adjacent to residential neighborhoods, thus preventing broad or unintended application.

ZONING ADMINISTRATOR RECOMMENDATION

No exception taken.

FISCAL IMPACT RECOMMENDATION

There is no fiscal impact identified with this rezoning.

COUNCIL

The proposed amendment passed first reading at the July 1, 2025, Council meeting. The public hearing at council was deferred to September 2, 2025. However, the Council will need to defer



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second reading to the October 7, 2025, meeting, in order to receive the Planning Commission's recommendation prior to the public hearing.

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 August 28, 2025. In order to follow the rules and procedures of the Planning Commission, this item will then need to be deferred to the September 25, 2025, Planning Commission meeting for consideration. Based on the current schedule, with a second hearing on September 25, a recommendation from the Planning Commission will not be available prior to the public hearing at Council on September 2. If the Commission determines that having a recommendation to the Council before second reading is critical, then the Commission would need to provide a recommendation at the hearing on August 28 and suspend the rules that would require a two meeting deferral.

STAFF RECOMMENDATION

Staff recommends disapproval of the bill as filed and recommends approval with a substitute ordinance.

SUBSTITUTE ORDINANCE NO. BL2025-909

An ordinance amending Chapters 17.08, 17.36, and 17.40 of the Metropolitan Code pertaining to creating a Commercial Compatibility Overlay district (Proposal No. 2025Z-006TX-001).

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



Metro Planning Commission Meeting of 08/28/2025

Section 1. That the Zoning District Land Use Table in Section 17.08.030 is amended 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				Shopping Center					
	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	SCN and SCN-NS	SCC and SCC- NS	SCR and SCR-NS	
	Office Uses:																	
	Alternative financial services	PC ^{AAA}	PC ^{AAA}	PC ^{AAA}	PC ^{AAA}		PC ^{AAA}	PC ^{AAA}	PC ^{AAA}	PC ^{AAA}		PC ^{AAA}	PC ^{AAA}	PC ^{AAA}	PC ^{AAA}	PC ^{AAA}	PC ^{AAA}	PC ^{AAA}
	Commercial Uses:																	
	Automobile convenience		PC ^{AAA}	PC ^{AAA}	PC ^{AAA}							PC ^{AAA}	PC ^{AAA}	PC ^{AAA}	PC ^{AAA}	PC ^{AAA}	PC ^{AAA}	PC ^{AAA}
	Automobile parking		P ^{AAA}	P ^{AAA}	P ^{AAA}		P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}
	Automobile repair												P ^{AAA}					
	Automobile service			P ^{AAA}	P ^{AAA}							P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}
	Beer and cigarette market	PC ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}		A ^{AAA}	A ^{AAA}	A ^{AAA}	PC ^{AAA}	PC ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	PC ^{AAA}	PC ^{AAA}	P ^{AAA}
Car wash		PC ^{AAA}	PC ^{AAA}	PC ^{AAA}							PC ^{AAA}	PC ^{AAA}	PC ^{AAA}	PC ^{AAA}		PC ^{AAA}	PC ^{AAA}	
Liquor sales			P ^{AAA}	P ^{AAA}					P ^{AAA}		P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}	
Recreation and Entertainment Uses:																		
Club	P ^{AAA}	P ^{AAA}	P ^{AAA}	P ^{AAA}					P ^{AAA}		P ^{AAA}	P ^{AAA}		P ^{AAA}				

^{AAA} Uses located within the commercial compatibility overlay shall be regulated by Section 17.36.760 and Section 17.36.770.

^{AAA} Uses located within the commercial compatibility overlay shall be regulated by Section 17.36.760 and Section 17.36.770.

Section 2. That Chapter 17.36 of the Metropolitan Code is hereby amended by creating Article XVIII – Commercial Compatibility Overlay, and adding the following Section 17.36.740 (Purpose and intent):

The commercial compatibility overlay district provides prohibitions and regulations on certain non-residential uses along collector and local streets in close proximity to residential lots to create a commercial development pattern that is compatible and harmonious with adjacent residential neighborhoods.

Section 3. That Chapter 17.36 of the Metropolitan Code is hereby amended by adding the following Section 17.36.750 (Overlay designation):

A commercial compatibility overlay district shall be created according to the procedures of Chapter 17.40, Article III and depicted as a geographical area on the official zoning map.

Section 4. That Chapter 17.36 of the Metropolitan Code is hereby amended by adding the following Section 17.36.760 (Permitted land uses):

The range of land uses permitted within a commercial compatibility overlay district shall be those permitted by the underlying zoning district(s) as established by the zoning district land use table of Section 17.08.030 with the exception that the locations of alternative financial services, automobile repair, beer and cigarette market, car wash, and liquor sales uses shall be prohibited subject to a 2,640-linear foot distance requirement from the property line of any other property upon which the same use is located.

Section 5. That Chapter 17.36 of the Metropolitan Code is hereby amended by adding the following Section 17.36.770 (Variation of conventional land use development standards):



Metro Planning Commission Meeting of 08/28/2025

Variations to the conventional land use development standards are:

- A. Automobile convenience uses are subject to the following conditions:
 - 1. All standards and conditions of Section 17.16.070, Subsection D shall apply except for Subsections D.3 and D.5.
 - 2. There shall be no more than ~~four~~ eight gasoline pumps per establishment
 - 3. No car wash shall be permitted.
 - 4. No equipment rental shall be permitted.
 - 5. ~~No automobile convenience use shall be located on a parcel adjacent to a parcel zoned RS, R, or RM.~~ The use shall be fully screened from adjacent parcels zoned RS, R, or RM by an appropriate buffer yard as determined by Table 17.24.230 and an eight-foot tall opaque fence or masonry wall.
- B. Automobile parking uses are subject to the following conditions:
 - 1. Chain link fence, barbed wire, razor wire or similar fencing shall be prohibited.
 - 2. No inoperable vehicles shall be stored on the premises overnight.
 - 3. The parking area shall be fully screened from adjacent parcels zoned RS, R, or RM by an appropriate buffer yard as determined by Table 17.24.230 and an eight-foot tall opaque fence or masonry wall.
- C. Automobile service uses are subject to the following conditions:
 - 1. Chain link fence, barbed wire, razor wire or similar fencing shall be prohibited.
 - 2. Outdoor storage or outdoor display of product shall be prohibited.
 - 3. Service doors shall be oriented away from any parcel that contains a residential dwelling unit.
 - 4. ~~No vehicles (operable or inoperable) shall be stored on the premises overnight.~~
 - 5. ~~No automobile service use shall be located on a parcel adjacent to a parcel zoned RS, R, or RM.~~ The use shall be fully screened from adjacent parcels zoned RS, R, or RM by an appropriate buffer yard as determined by Table 17.24.230 and an eight-foot tall opaque fence or masonry wall.
- D. Bar or nightclub uses are subject to the following conditions:
 - 1. All standards and conditions of Section 17.16.070, Subsection G shall apply.
 - 2. ~~No outdoor service or seating areas shall be permitted. All functions of the use shall be fully contained within a building.~~ Outdoor service or seating areas must be at least 100 feet from the nearest property line of any parcel that contains a residential use.
 - 3. ~~No outdoor sound amplification shall be permitted.~~ Outdoor sound amplification is not permitted between the hours of nine p.m. and ten a.m.
 - 4. Operation of the establishment shall be prohibited between the hours of twelve a.m. and nine a.m.
 - 5. ~~No bar or night club use shall be located on a parcel adjacent to a parcel zoned RS, R, or RM.~~ The use shall be fully screened from adjacent parcels zoned RS, R, or RM by an appropriate buffer yard as determined by Table 17.24.230 and an eight-foot tall opaque fence or masonry wall.
- E. Club uses are subject to the following conditions:
 - 1. ~~Establishments shall be limited to two thousand five hundred square feet of gross floor area per establishment, with no~~ No more than one establishment is permitted per lot.



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2. ~~No outdoor service or seating areas shall be permitted. All functions of the use shall be fully contained within a building.~~ Outdoor service or seating areas must be at least 100 feet from the nearest property line of any parcel that contains a residential use.
3. ~~No outdoor sound amplification shall be permitted.~~ Outdoor sound amplification is not permitted between the hours of nine p.m. and ten a.m.
4. Operation of the establishment shall be prohibited between the hours of twelve a.m. and nine a.m.
5. ~~No club use shall be located on a parcel adjacent to a parcel zoned RS, R, or RM.~~ The use shall be fully screened from adjacent parcels zoned RS, R, or RM by an appropriate buffer yard as determined by Table 17.24.230 and an eight-foot tall opaque fence or masonry wall.

Section 6. That Chapter 17.36 of the Metropolitan Code is hereby amended by adding the following Section 17.36.780 (Commercial compatibility overlay district):

- A. Application of the Commercial Compatibility Overlay District. Lots and parcels included in a district must be along a collector avenue as identified in the Major and Collector Street Plan or along a local street, contiguous, and located within one hundred feet of a lot or parcel zoned RS, R, or RM. Each district shall consist of no more than fifty total acres.
- B. Eligible Zoning Districts. Commercial compatibility overlay districts shall only be applicable in mixed use, office, commercial, and shopping center zoning districts.
- C. Planning Commission Recommendation. The planning commission shall review a proposed commercial compatibility overlay district application for conformance with the General Plan. The planning commission shall act to recommend approval, approval with conditions, or disapproval of the application. Within ten working days of an action, the commission's resolution shall be transmitted in writing to the applicant, the metropolitan clerk, the zoning administrator, and all other appropriate governmental departments.
- D. Council Consideration. The metropolitan council shall consider an ordinance establishing a commercial compatibility overlay district according to the procedures of Article III of Chapter 17.40 (Amendments). All property owners within and proximate to a proposed Commercial Compatibility Overlay district shall be notified according to the procedures of Article XV of Chapter 17.40.
- E. Changes to a Commercial Compatibility Overlay District Boundary. A proposed change in the geographic boundary of a commercial compatibility overlay district on the official zoning map shall be considered by the Council according to the procedures of Article III of Chapter 17.40 (Amendments).

Section 7. Section 17.40.740.C.3 is hereby amended by deleting in its entirety and replacing with the following:

Applying the urban design overlay district, historic preservation district, neighborhood conservation district, urban zoning overlay district, contextual overlay district, corridor design overlay district, residential accessory structure overlay district, two-story residential overlay district, detached accessory dwelling unit overlay district, or commercial compatibility overlay district as provided in Chapter 17.36;



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Section 8. 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 9. 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.



NO SKETCH



Metro Planning Commission Meeting of 08/28/2025

Item #9**Project Name****Council Bill No.****Council District****School District****Requested by****Text Amendment 2025Z-008TX-001****Electric Vehicle Charging Stations**

BL2025-958

Countywide

Countywide

Councilmember Jennifer Gamble

**Deferral/ MPC Rules
and Procedures**

This item will need to be deferred to the September 25, 2025, Planning Commission meeting per the MPC Rules and Procedures following a public hearing.

Staff Reviewer

Shane

Staff Recommendation*Approve.*

APPLICANT REQUEST

Amend the Zoning Code pertaining to electric vehicle charging facilities.

PROPOSED AMENDMENT TO TITLE 17

The bill, as filed, would amend Title 17 of the Metropolitan Code of Laws to add “Electric Vehicle Charging Facility” as a use defined by Code and permit the use with conditions in certain zoning districts. It would also add definitions to Chapter 17.04 of various terms related to electric vehicle (EV) charging facilities.

Currently, Title 17 of the Code (Zoning) does not define EV charging stations or make reference to them as a use permitted within any zoning district. EV charging infrastructure is, however, mentioned in Title 12 of the Code (Traffic and Parking), wherein parking spaces that feature charging infrastructure are mentioned. This is only in reference to such charging infrastructure being installed within an “Automobile Parking” use, which is a defined use in Title 17. The proposed amendment concerns EV charging stations as a standalone use, with their appurtenant infrastructure and site design needs, rather than the incidental charging equipment customarily found within an Automobile Parking use.

ANALYSIS

The proposed text amendment would define and regulate "Electric Vehicle Charging Facilities" (EVCFs) as a land use within Title 17. The amendment includes new definitions for “Electric Vehicle,” “Electric Vehicle Charging Facility,” and “Electric Vehicle Supply Equipment;” establishes zoning districts in which the use is permitted with conditions; and outlines screening and lighting standards to mitigate potential impacts near residentially zoned properties.

This amendment supports the goals of the NashvilleNext General Plan, including the advancement of sustainable transportation infrastructure and the accommodation of emerging technologies in a way that is sensitive to surrounding residential development. The proposed ordinance promotes these goals through the following mechanisms:



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- Vehicle class limitation: the definition of an EV limits eligible vehicles to those no larger than Class 2 per the Federal Highway Administration. This restriction effectively excludes larger commercial trucks and ensures that the intended use remains consistent with private and light-duty fleet charging. By excluding heavy-duty vehicles, the amendment reduces the potential for traffic, noise, and visual impacts that may be incompatible with surrounding land uses, particularly in mixed-use or corridor-adjacent areas.
- Clear use definition: the proposed definition of an EVCF provides clarity and predictability by delineating the specific components permitted within such a facility, including allowable infrastructure, circulation areas, and accessory uses. It also explicitly excludes more intensive or unrelated uses such as car washes, automobile repair, or service stations. This distinction helps avoid unintended land use conflicts and preserves the integrity of zoning categories and their intended character.
- Appropriate zoning and location context: the amendment permits EVCFs with conditions in a range of commercial and industrial zoning districts—specifically Commercial Service (CS), Commercial Attraction (CA), Commercial Core Frame (CF), Shopping Center Community (SCC), Shopping Center Regional (SCR), Industrial Warehousing/Distribution (IWD), Industrial Restrictive (IR), and Industrial General (IG). These zoning districts are primarily located along commercial corridors and within employment centers, aligning with planning policies that encourage the provision of services (such as EV charging) to be located in highly accessible areas. This siting approach ensures that EVCFs are integrated into the transportation network where demand is highest while minimizing impacts to lower-intensity residential neighborhoods.
- Context-sensitive site standards: the proposed screening and lighting standards are appropriately scaled to the facility's proximity to residential zoning. Where an EVCF is adjacent to a residential district, enhanced screening is required, consisting of a D-5 landscape buffer. A six-foot-tall opaque fence or wall is required for facilities within 100 feet of residentially zoned properties. Lighting must comply with general lighting standards and be directed away from nearby residences when located within 100 feet of a residential district. These performance-based conditions are intended to protect residential character while allowing complementary non-residential uses development nearby.

Overall, the proposed text amendment provides a balanced regulatory framework that enables the expansion of EV infrastructure while safeguarding residential areas and clarifying permissible uses. Staff finds that the amendment is consistent with NashvilleNext and recommends approval.

FISCAL IMPACT RECOMMENDATION

There is no fiscal impact identified with this rezoning.

COUNCIL

The proposed amendment passed first reading at the August 5, 2025, Council meeting and is scheduled for a public hearing on September 2. The Council sponsor of this bill has indicated that they are willing to defer the Council public hearing to the October 7, 2025, meeting, in order to receive the Planning Commission's recommendation prior to the public hearing.



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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 August 28, 2025. This item will then need to be deferred to the September 25, 2025, Planning Commission meeting for consideration.

STAFF RECOMMENDATION

Staff recommends approval of the bill as filed.

ORDINANCE NO. BL2025-958

An ordinance amending Title 17 of the Metropolitan Code of Laws, to add a new “Electric Vehicle Charging Facility” use and related definitions and conditions to the Zoning Code (Proposal No. 2025-008TX-001).

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

Section 1. That Section 17.04.060 of the Metropolitan Code is hereby amended by adding the following new definitions:

"Electric vehicle" or "EV" means an automotive-type vehicle for on-road use that is no larger than a Class 2 vehicle according to the Federal Highway Administration, such as passenger automobiles, trucks, vans, neighborhood electric vehicles, and electric motorcycles, primarily powered by an electric motor that draws current from a rechargeable storage battery, fuel cell, photovoltaic array, or other source of electric current. Plug-in hybrid electric vehicles (PHEV) are electric vehicles having a second source of motive power. It does not include golf carts, electric scooters, electric bicycles, or other micromobility devices.

"Electric Vehicle Charging Facility" means a site or facility whose principal use is the charging of electric vehicles (EVs). This use may include:

1. Electric vehicle supply equipment (EVSE) for Electric Vehicles
2. Associated infrastructure such as transformers, switchgear, utility interconnection equipment, and battery energy storage systems;
3. Queuing areas, drive aisles, and circulation space for vehicles;
4. Accessory buildings used solely for staff support, such as restrooms, utility closets, and break areas;
5. Fencing, lighting, and security infrastructure;
6. Optional integration of renewable energy systems such as solar canopies and batteries;
7. Continuous operations; 24 hours a day, seven days a week.



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This shall not include the following uses: “automobile repair,” “automobile service,” “automobile convenience,” and “car wash.”

"Electric Vehicle Supply Equipment" or "EVSE" means the device or system designed and used for transferring electric energy to a plug-in electric vehicle, including all components such as connectors, conductors, enclosures, associated equipment, and related infrastructure that delivers electricity from the source to the vehicle.

Section 2. That Section 17.08.030 of the Metropolitan Code is hereby amended by adding "Electric Vehicle Charging Facility" as a commercial use permitted with conditions (PC) in the CS, CA, CF, SCC, SCR, IWD, IR, and IG zoning districts.

Section 3. That Section 17.16.070 of the Metropolitan Code is hereby amended by adding the following as a new Subsection M and redesignating the existing Subsection M and subsequent subsections:

M. Electric Vehicle Charging Facility.

1. Screening. Where such facilities are located on a lot adjacent to a residential zone district, there shall be screening in the form of a landscape buffer yard Standard D-5 applied along common property lines. If located within 100 feet of a residential zone district, there shall be screening with an opaque fence or wall a minimum of six feet in height.
2. Lighting. Exterior lighting shall comply with the standards set forth in Section 17.28.100. In addition, if located within 100 feet of a residential zone district, exterior lighting shall be directed away from adjacent properties.

Section 4. 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 5. This Ordinance shall take effect upon publication of the above said notice, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

INTRODUCED BY:

Jennifer Gamble
Sean Parker
Members of Council



SEE NEXT PAGE



NO SKETCH



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Item #10
Project Name

Text Amendment 2025Z-009TX-001
Housing & Infrastructure RN & RL Zoning Districts

Council District
School District
Requested by

Countywide
Countywide
Councilmember Jennifer Gamble

Staff Reviewer
Staff Recommendation

Claxton
Approve.

APPLICANT REQUEST

Establish Residential Neighborhood and Residential Limited Zoning Districts.

PROPOSED AMENDMENTS TO TITLE 17

The bill as filed adds two new zoning districts, Residential Neighborhood (RN) and Residential Limited (RL), along with Supplemental Building Type Standards and Frontage Types to Chapter 17.12 and incorporates references to RN and RL as needed throughout Title 17.

BACKGROUND

Resolution RS2024-288, approved on third reading March 19, 2024, by the Metro Council, requested the Planning Department and other agencies to address the following questions:

- Do current regulations and Code provisions negatively affect housing supply, affordability, and equity?
- What are the costs to deliver the housing products that will address Nashville's existing and long-term affordability needs?
- Can our current infrastructure (transportation, water, etc.) support the anticipated growth over the next ten years?
- Does Metro need additional funding to ensure planned infrastructure improvements are built?

The Housing and Infrastructure Study was initiated in response to this resolution. This ongoing study has produced two key documents that form the basis for this text amendment:

- Phase 1: Initial Findings and Preliminary Recommendations (March 2025)
<https://publicinput.com/Customer/File/Full/77ddef52-7976-4ef3-98c9-cf3bc98affa2>
- Phase 2: Draft Recommendations Memo (June 2025)
<https://publicinput.com/Customer/File/Full/4ba212fb-8e17-4fdd-9cfe-04161ef3fbfb>

Phase 3 (Infrastructure Assessment) is currently underway and will initiate a final round of community engagement focused on proposed zone changes.

Substantive guidance for the Housing & Infrastructure Study also comes from the Planning Department's Unified Housing Strategy (UHS), a comprehensive look at housing needs in Nashville across multiple Metro agencies, led by the Housing Division. Strategy C of the UHS is to "Create a range of new and affordable housing choices for all Nashvillians as appropriate across the county."



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As part of that strategy, the UHS also includes Action 13, to “Evaluate and adjust zoning and land use policies to unlock development opportunities, expand housing types, and increase annual housing production.”

RS2024-288 and the UHS also connect to NashvilleNext’s goals for managing growth thoughtfully while striving to be a welcoming and accessible place for Nashvillians.

ANALYSIS

Since 2010, Nashville has seen rapid employment, population, and household growth. Alongside that, Nashville has had a large uptick in residential construction. Despite this, vacancy rates and housing costs suggest that there is an unmet demand to live in Nashville that has resulted in the city no longer being relatively affordable. This rising unaffordability has many impacts. Most directly, households may become cost burdened, reducing their ability to meet other critical needs. This can lead to housing and financial instability and mobility, reducing ties to communities, disrupting the education of children, and for some may ultimately result in homelessness. Short of that, people who otherwise wish to live in Davidson County may seek more affordable homes outside of Davidson County. This results in more people traveling further by car, adding to congestion and air pollution for everyone.

The UHS developed estimates for future growth based on national economic trends applied to Nashville’s economy and role in the region. These estimates suggest that Nashville should anticipate demand for 90,000 additional housing units over the next ten years. As documented in the *Preliminary Findings*, Nashville will likely have difficulty meeting this demand with our current zoning code and zoning map. (It is anticipated that changes to the zoning map will follow in Phase 3, later this year.) The current zoning code is complex and ambiguous, allowing unexpectedly large and out-of-scale buildings in existing neighborhoods with little flexibility in the number of new homes created. With high demand for living in Nashville, this means existing neighborhoods have a one-way ratchet of larger homes and higher prices, locking many people out of home ownership opportunities. Meanwhile, multifamily districts have few requirements for design, creating uncertainty whether a rezoning will produce modestly scaled townhomes or block-long apartment buildings.

This uncertainty pushes many neighborhoods to seek the certainty provided by specialized, design-focused tools like Urban Design Overlays and Specific Plan zoning. However, these tools are costly to create (Specific Plan zoning) or create slower review processes (in the case of overlays). In their absence, many owners seeking to redevelop their property build what is easiest, which is large, out-of-scale/character, expensive homes, one or two at a time, depending on the existing zoning.

This limitation makes it difficult to build a scale of development that was historically common, but which has become increasingly rare. The majority of homes added in Nashville over the last ten years has been either single family homes (primarily detached, but also with a significant number of attached homes) or very large apartment buildings, with more than 50 units. In between, middle housing, such as three- and four-plexes and small-scale apartment buildings, most commonly found today in Nashville’s older, historic neighborhoods, have been almost entirely absent from Nashville’s recent building boom.



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These middle-scale buildings can help address Nashville's housing issues, because they use lower cost construction types (more similar to houses) while also using land more efficiently (more similar to large apartment buildings). Moreover, these building types, historically built in walkable, urban neighborhoods, match well with Nashville's overall strategy of aligning growth with walkable centers and corridors, as a strategy to reduce development pressure on neighborhood interiors and time spent alone in cars.

NashvilleNext's Housing element addresses this strategy and middle housing directly:

Missing middle housing can achieve multiple goals in Nashville's housing market. It can be used to create transitions—in height, scale and density—between higher density centers and corridors and single-family neighborhoods. When located by prominent corridors or commercial centers, missing middle housing allows more residents near transit, services, retail, and other amenities. Finally, missing middle housing can provide new housing options and meet the market demand for smaller units with less maintenance in walkable settings. (Volume 2, page 200)

Housing policy 2.1 directs Planning to "Create real housing choices in rural, suburban, and urban areas that respect the rural, suburban, and urban development patterns" (Volume 2, page 205). NashvilleNext recommends the following action to implement this policy: "Amend the zoning code and subdivision regulations as needed to provide increased opportunities for innovative housing types including, but not limited to, accessory dwelling units, alley houses, cottage developments, triplexes, quads, manor houses and courtyard flats, multi-generational housing, and single occupancy units. Consider the appropriateness of each housing type in rural, suburban, and urban settings to ensure that the infill development is sensitive to its context" (Volume 4, page 63).

Housing & Infrastructure's *Phase 2 Recommendations* identifies the need to address middle housing:

The Housing & Infrastructure Study recommends the creation of two new zoning districts, which use a form-based approach to enable gentle density to transition from corridors to neighborhoods through middle housing. Including these districts in the code is a necessary first step, adding another zoning option in the code. Like any other district, these districts would still need to be applied to the zoning map through a rezoning process to take effect.

Based on NashvilleNext, the UHS, and earlier work within Housing & Infrastructure, opportunities in the zoning code tailored to middle scale housing but with strong design requirements, was an important missing element in Nashville's existing housing toolbox.

PURPOSE OF THE NEW DISTRICTS

Residential Neighborhood (RN) and Residential Limited (RL) are proposed to be added to the zoning code in Section 17.08.010.B (Multifamily Districts). The following sections define the purpose of these districts within the Code:



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Residential Neighborhood: Intended for residential development, generally in the form of houses or townhouses, with private or shared open space. This district is appropriate for providing lower levels of density at strategic locations in urban and suburban areas—such as in transition zones near corridors, close to community amenities like parks and schools, or in areas with good access to arterial streets. Preference is given to locations with mass transit service.

Residential Limited: Intended for residential development, generally in the form of houses, townhouses, or small apartment buildings, with private or shared open space. This district is appropriate for providing moderate levels of density at strategic locations close to transit corridors.

The districts are intended for areas that have or are expected to have a high level of walkability to services and transit, and where the form matches the surrounding character, while transitioning to built-up areas close to transit.

PROPOSED DISTRICTS

The new districts are added to the zoning code in four sections, with various other additions to fully integrate them with other provisions of the code:

- **Section 17.12.110.A and 17.12.110.B.** These sections guide building types, building size and placement, lot requirements, parking, and other dimensional standards for these zoning districts. These include context-based subdistricts, referring back to the character transects that organize NashvilleNext's Community Character Manual (CCM).
 - **17.12.110.A – Residential Neighborhood (RN)**
 - **Suburban context: RN.1**
 - **Urban context: RN.2**
 - **17.12.110.B – Residential Limited (RL)**
 - **Suburban context: RL.1**
 - **Urban context: RL.2**
 - **Center context: RL.3**

17.12.110.B (Residential Limited) also includes provisions for the Voluntary Attainable Housing Incentive.

- **Section 17.12.120.** This section provides building type standards within RN and RL districts. These building types are permitted with conditions in the District Land Use Table (17.08.030; see next bullet).
 - 17.12.120.F – Single family and two family
 - 17.12.120.G – Single-family attached housing
 - 17.12.120.H – House court
 - 17.12.120.I – Attached housing court
 - 17.12.120.J – Plex house
 - 17.12.120.K – Manor house
 - 17.12.120.L – Multiplex



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- 17.12.120.M – Courtyard flats
- 17.12.120.N – Low-rise flats

In addition to providing the conditions that must be met to construct these building types, this section also creates a design site process (for accommodating multiple building types on large properties) and the modification process.

- **17.08.030** (District Land Use Table): This section adds Residential Neighborhood and Residential Limited to the Residential Zoning Districts section in this table, and the following building types as new residential uses: Single-family attached housing, house court, attached housing court, plex house, manor house, multiplex, courtyard flats, and low-rise flats. RN and RL generally reflect uses allowed within R districts, with the following changes:
 - Residential Neighborhood:
 - Permitted with conditions: Single-family, two-family, single-family attached housing, house court, attached housing court, plex house, manor house.
 - Residential Limited:
 - Permitted with conditions: Single-family, two-family, single-family attached housing, house court, attached housing court, plex house, manor house, multiplex, courtyard flats, low-rise flats.
- **17.12.130.** This section creates standards for frontage types that guide how new construction with RN and RL districts faces the public realm or common space to define transitions from public and common space to building interiors. Five frontages are defined:
 - 17.12.130.D – Porch projecting
 - 17.12.130.E – Porch engaged
 - 17.12.130.F – Dooryard
 - 17.12.130.G – Stoop
 - 17.12.130.H – Terrace

In addition to these changes, the following sections are modified to reflect the two new districts:

- 17.04.060 (General Definitions): adding definition of “half-story.”
- 17.08.010.B (Zoning Districts Established): adding Residential Neighborhood and Residential Limited as multifamily districts.
- 17.08.020.B (Zoning Districts Described): Adding Residential Neighborhood and Residential Limited with their intent statements.
- 17.12.040.E.1.a (Setbacks for accessory buildings): removing application of this section from RN and RL, which have separate standards.
- 17.12.060.A (Building height controls): adding applicability to RN and RL.
- 17.12.060.B and 17.12.060.C (Building height controls, for single-family and two-family dwellings): Removing applicability to RN and RL, which have separate standards.
- 17.12.100 (Cottage developments): Removing applicability to RN and RL, which have separate standards.
- 17.16.030.G.2 (Residential use standards, lot area for detached accessory dwelling units): Referring to RN and RL for further standards.



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- 17.16.030.G.4 (Residential use standards, setbacks for detached accessory dwelling units): Referring to RN and RL for further standards.
- 17.16.030.G.7.d and 17.16.030.G.7.e (Residential use standards, bulk standards for detached accessory dwelling units): Removing applicability to RN and RL, which have separate standards.
- 17.20.020 (Parking loading and access, general provisions): Referring to RN and RL for further standards.
- 17.24.230 (Table of landscape buffer yard requirements): Incorporating RN and RL.
- 17.40.340.B (Jurisdiction for the Board of Zoning Appeals): Incorporating RN and RL.

ZONING ADMINISTRATOR RECOMMENDATION

No exception taken.

FISCAL IMPACT RECOMMENDATION

There is no fiscal impact identified with this rezoning.

COUNCIL

Based on the bill filing deadline, the proposed amendment is anticipated to be scheduled for first reading at the September 2, 2025, Council meeting and for public hearing at Council on October 7, 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 August 28, 2025. This item will then need to be deferred to the September 25, 2025, Planning Commission meeting for consideration.

STAFF RECOMMENDATION

Staff recommends approval.



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PROPOSED ORDINANCE

An ordinance to amend Title 17 of the Metropolitan Code of Laws, the Zoning Ordinance of the Metropolitan Government of Nashville and Davidson County, to modify Title 17 relative to the creation of two new zoning districts called “Residential Neighborhood” (RN) and “Residential Limited” (RL), all of which is more particularly described herein (Proposal No. 2025Z-009TX-001).

WHEREAS, the Metropolitan Government of Nashville and Davidson County is committed to expanding housing opportunities that serve a full spectrum of residents at all stages of life and income levels; and

WHEREAS, the development of new zoning districts provides a mechanism for aligning land use regulations with the NashvilleNext goals of promoting a more inclusive, diverse, and economically resilient city; and

WHEREAS, current zoning regulations may not sufficiently allow for the range of housing types needed to accommodate anticipated growth and changing household demographics; and

WHEREAS, the creation of new zoning districts can increase predictability and clarity for property owners, residents, and developers by clearly identifying areas where a variety of housing types may be appropriate and compatible with the surrounding context; and

WHEREAS, housing provision must be accompanied by appropriate design standards and compatibility considerations to ensure that new development matches neighborhood context while still meeting broader citywide goals for affordability, sustainability, and infrastructure efficiency; and

WHEREAS, public feedback and interdepartmental coordination have informed the development of new zoning districts that provide context-sensitive designs for producing more attainable housing; and

WHEREAS, the establishment of these new zoning districts represents a critical step toward implementing a comprehensive housing strategy that reflects Nashville’s values of livability, inclusivity, and transparency;

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

Section 1. Modify the Metro Zoning Code as shown in Exhibits A, B, C, D, and E.

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

SPONSORED BY:

Jennifer Gamble
Member of Council



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EXHIBIT A

Chapter 17.04: General Provisions and Definitions

Table of Contents

1. **Insert** on Table of Contents, Section 17.12.110.A in numerical order and name it “Residential Neighborhood.”
2. **Insert** on Table of Contents, Section 17.12.110.B in numerical order and name it “Residential Limited.”
3. **Insert** on Table of Contents, Section 17.12.120 in numerical order and name it “Building Type Supplemental Standards.”
4. **Insert** on Table of Contents, Section 17.12.130 in numerical order and name it “Frontage Type Standards.”

Definitions of General Terms: Section 17.04.060

5. **Insert** the following definition:
 - **“Story, Half” (Syn. Attic Story). A conditioned space that rests primarily underneath the slope of the roof, usually having dormer windows. The half story is identified by the “.5” in the description of maximum height (Example: 2.5). This space shall be considered a full story when its top wall plates, on at least two opposite exterior walls, are greater than four (4) feet above the floor of such story.**

Chapter 17.08: Zoning District and Land Uses

Zoning Districts Established: Section 17.08.010.B

6. **Insert** under “3. Multi-Family Districts” as follows, and revise the other sections respectively:
 - a. RN (houses, townhouses)
 - b. RL (houses, townhouses, small apartment buildings)

Zoning Districts Described: Section 17.08.020.B

7. **Insert** under “3. Multifamily (RM) Districts” as follows, and revise the other sections respectively:
 - a. RN Districts. Intended for residential development, generally in the form of houses or townhouses, with private or shared open space. This district is appropriate for providing lower levels of density at strategic locations in urban and suburban areas—such as in transition zones near corridors, close to community amenities like parks and schools, or in areas with good access to arterial streets. Preference is given to locations with mass transit service.
 - b. RL Districts. Intended for residential development, generally in the form of houses, townhouses, or small apartment buildings, with private or shared open space. This district is appropriate for providing moderate levels of density at strategic locations close to transit corridors.

Zoning District Land Use Table: Section 17.08.030.D

8. **Insert** after “MHP” and before “SP**” the column headings “RN” and “RL,” as shown in Exhibit B. Insert use permissions as shown in Exhibit B.
9. **Insert** after “Multi-Family” and before “Elderly Housing” the row headings “Single-Family - Attached Housing,” “House Court,” “Attached Housing Court,” “Plex House,” “Manor House,” “Multiplex,” “Courtyard Flats,” and “Low-Rise Flats,” as shown in Exhibit B. Insert zoning district permissions as shown in Exhibit B.

Chapter 17.12: District Bulk Regulations

District Bulk Tables: Section 17.12.020

10. **Insert** “E. Sections 17.12.110 through 17.12.130 establish the bulk requirements, permitted setback encroachments, building height controls, lot coverage, and building forms for all structures in the Residential Neighborhood and Residential Limited zoning districts.”

Other Setbacks: Section 17.12.040

11. **Insert** in Section 17.12.040.E.1.a after “Accessory buildings” “outside of the RN and RL zoning districts.”

Building Height Controls: Section 17.12.060

12. **Insert** in Section 17.12.060.A after “this section” “or as permitted within the RN or RL zoning districts.”



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13. **Insert** in Section 17.12.060.B after the first sentence “Standards not applicable in RN and RL zones.”

14. **Insert** in Section 17.12.060.C after the first sentence “Standards not applicable in RN and RL zones.”

Single-Family Cottage Developments: Section 17.12.100

15. **Insert** in Section 17.12.100.A after the last sentence “See Sections 17.12.110 through 17.12.130 for cottage development standards within the RN and RL zoning districts.”

Residential Neighborhood and Residential Limited: Sections 17.12.110.A and 17.12.110.B

16. **Delete** Section 17.12.110 in its entirety and insert Exhibit C as “Section 17.12.110.A Residential Neighborhood” and “Section 17.12.110.B Residential Limited” with the following language:

“Section 17.12.110.A Residential Neighborhood and Section 17.12.110.B Residential Limited adopted

The metropolitan government adopts Section 17.12.110.A and Section 17.12.110.B to be applicable throughout the metropolitan government. A copy of such standards is attached to the ordinance codified in this section and made a part hereof, the same as if copied verbatim herein.”

Building Type Supplemental Standards: Section 17.12.120

17. **Insert** Exhibit D as “Section 17.12.120 Building Type Supplemental Standards” with the following language:

“Section 17.12.120 Building Type Supplemental Standards adopted

The metropolitan government adopts Section 17.12.120 to be applicable throughout the metropolitan government. A copy of such standards is attached to the ordinance codified in this section and made a part hereof, the same as if copied verbatim herein.”

Frontage Type Standards: Section 17.12.130

18. **Insert** Exhibit E as “Section 17.12.130 Frontage Type Standards” with the following language:

“Section 17.12.130 Frontage Type Standards adopted

The metropolitan government adopts Section 17.12.130 to be applicable throughout the metropolitan government. A copy of such standards is attached to the ordinance codified in this section and made a part hereof, the same as if copied verbatim herein.”

Chapter 17.16: Land Use Development Standards

Residential Uses: Section 17.16.030

19. **Insert** in Section 17.16.030.G.2 at the end of the sentence “or Section 17.12.110, as applicable.”

20. **Insert** in Section 17.16.030.G.4 at the end of the sentence “or Section 17.12.110, as applicable.”

21. **Insert** in Section 17.16.030.G.7.d after the last sentence “Within the RN and RL zoning districts, the standards of Section 17.12.110 shall control height.”

22. **Insert** in Section 17.16.030.G.7.e after the last sentence “Within the RN and RL zoning districts, the standards of Section 17.12.110 shall control height.”

Chapter 17.20: Parking Loading and Access

Article I. General Provisions

23. Insert in section 17.20.020 (Applicability) “D. For properties zoned RN or RL district, see Section 17.12.110 for additional parking dimensional standards.”

Chapter 17.24: Landscaping, Buffering and Tree Requirements

Table of Landscape Buffer Yard Requirements: Section 17.24.230

24. **Insert** “RN²” after CN-A-NS but before MUN within column 4.

25. **Insert** “RL²” after CS-A-NS but before MUL within column 5.

26. **Insert** “RN²” after CN-A-NS but before MUN within row 4.

27. **Insert** “RL²” after CS-A-NS but before MUL within row 5.



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28. **Insert** in the notes to the table “**Note 2:** Per district standards, these apply only to Townhouse Court, Manor House, Multiplex, Low-rise Courtyard, and Low-rise Flats”

Chapter 17.40: Administration and Procedures

Limits to Jurisdiction: Section 17.40.340.B

29. **Insert** under “Zoning Districts”:

“RN”

“RL”



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EXHIBIT B

Zoning District Land Use Table								
	Ag	Residential						
Key: P-Permitted PC-Permitted w/conditions* SE-Special exception* A-Accessory* O-Overlay * Refer to Chapter 17.16 for standards	AG and AR2a	RS80 through RS3.75-A	R80 through R6-A	RM2 through RM20-A-NS	RM140 through RM100-A-NS	MHP	<u>RN</u>	<u>RL</u>
Residential Uses								
Single-family	P	P	P	P	P		<u>P***</u>	<u>P***</u>
Two-family	PC		PC	P	P		<u>P***</u>	<u>P***</u>
Multi-Family				P	P		-	-
<u>Townhouse</u>							<u>P***</u>	<u>P***</u>
<u>House Court</u>							<u>P***</u>	<u>P***</u>
<u>Townhouse Court</u>							<u>P***</u>	<u>P***</u>
<u>Plex House</u>							<u>P***</u>	<u>P***</u>
<u>Manor House</u>							<u>P***</u>	<u>P***</u>
<u>Multiplex</u>							-	<u>P***</u>
<u>Courtyard Flats</u>							-	<u>P***</u>
<u>Low-Rise Flats</u>							-	<u>P***</u>
Elderly housing				P	P		-	-
Mobile home dwelling	P					PC	-	-
Accessory apartment	A	A	A				<u>A***</u>	<u>A***</u>
Accessory dwelling, detached			PC	PC	PC		<u>PC***</u>	<u>PC***</u>
Boarding house				P	P		-	-
Consignment sale	PC	PC	PC	PC	PC	PC	<u>PC***</u>	<u>PC***</u>
Domesticated hens	P	A	A				<u>A***</u>	<u>A***</u>
Garage sale	A	A	A	A	A	A	<u>A***</u>	<u>A***</u>
Historic bed and breakfast homestay	O	O	O	O	O	O	<u>O***</u>	<u>O***</u>
Historic home events	SE	SE	SE	SE	SE	SE	<u>SE***</u>	<u>SE***</u>
Home occupation	A	A	A	A	A	A	<u>A***</u>	<u>A***</u>
Rural bed and breakfast homestay	SE						-	-
Security residence							-	-
Short term rental property (STRP) - Owner occupied	A	A	A	A^	A^	A	<u>A#</u> <u>***</u>	<u>A#</u> <u>***</u>
Institutional Uses								
Correctional facility	SE						-	-
Cultural center	SE	SE	SE	SE	SE	SE	<u>SE***</u>	<u>SE***</u>
Day care center (up to 75)	SE	SE	SE	SE	SE	SE	<u>SE***</u>	<u>SE***</u>
Day care center (over 75)	SE*	SE*	SE*	SE	SE	SE	<u>SE*</u> <u>***</u>	<u>SE*</u> <u>***</u>
Day care home - Large	SE	SE	SE	SE	SE	SE	<u>SE***</u>	<u>SE***</u>
Day care home - Small	PC	PC	PC	PC	PC	PC	<u>PC***</u>	<u>PC***</u>
Day care--parent's day out	A	A	A	A	A	A	<u>A***</u>	<u>A***</u>



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* Day care centers (over 75) as special exception uses in the AG, AR2a, RS80 through RS3.75 and R80 through R6 shall expire and are expressly repealed and shall no longer be in force and effect from and after July 1, 1999

School day care	A	A	A	A	A	A	<u>A***</u>	<u>A***</u>
Monastery or convent	A			P	P			
Orphanage	P			P	P			
Religious institution	P	SE	SE	SE	SE	SE	<u>SE***</u>	<u>SE***</u>

Educational Uses

Business school								
College or university								
Community education	PC	PC	PC	PC	PC	PC	<u>PC***</u>	<u>PC***</u>
Dormitory				P	P			
Fraternity/sorority house					P			
Personal instruction								
Vocational school								

Office Uses

Alternative financial services								
Financial institution								
General office								
Leasing/sales office	A	A	A	A	A	A	<u>A***</u>	<u>A***</u>

Medical Uses

Animal hospital								
Assisted-care living	P			P	P			
Hospice	P			P	P			
Hospital								
Medical appliance sales								
Medical office								
Medical or scientific lab								
Nonresidential drug treatment facility								
Nursing home	P			P	P			
Outpatient clinic								
Rehabilitation services	P							
Residence for handicapped (8 or more)				P	P			
Veterinarian								

Commercial Uses

Animal boarding facility								
ATM								
Auction house								
Automobile convenience								
Automobile parking								
Automobile repair								
Automobile sales, new								
Automobile sales, used								
Automobile service								
Bar or nightclub								
Bed and breakfast inn								
Beer and cigarette market								
Boat Storage								



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Business service								
Carpet cleaning								
Car wash								
Community Gardening (commercial)	P	SE	SE				<u>SE***</u>	<u>SE***</u>
Community Gardening (non-commercial)	P	P	P				<u>P***</u>	<u>P***</u>
Custom assembly								
Donation center, drop-off								
Flea market								
Funeral home								
Furniture store								
Grocery store								
Home improvement sales								
Hotel/motel								
Inventory stock								
Kennel/stable	SE							
Laundry plants								
Liquor sales								
Major appliance repair								
Mobile storage unit								
Mobile vendor								
Nanobrewery								
Personal care services								
Restaurant, fast-food								
Restaurant, full-service								
Restaurant, take-out								
Retail								
Self-service storage								
Short term rental property (STRP) - Not owner occupied				PC^	PC^			
Vehicular rental/leasing								
Vehicular sales & services, limited								
Wrecker service								
Communication Uses								
Amateur radio antenna	A	A	A	A	A	A	<u>A***</u>	<u>A***</u>
Audio/video tape transfer								
Communications hut	PC	PC	PC	PC	PC	PC	<u>PC***</u>	<u>PC***</u>
Multi-media production								
Printing and publishing								
Radio/TV studio								
Satellite dish	A	A	A	A	A	A	<u>A***</u>	<u>A***</u>
Telecommunication facility	PC	PC	PC	PC	PC	PC	<u>PC***</u>	<u>PC***</u>
Industrial Uses								
Artisan Distillery								
Asphalt plant								
Building contractor supply								
Compressor Station								
Concrete plant								
Distributive business/wholesale								
Fuel storage	A							
Heavy equipment sales & service								
Hazardous operation								



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Manufacturing, Artisan								
Manufacturing, heavy								
Manufacturing, medium								
Manufacturing, light								
Microbrewery								
Research service								
Scrap operation								
Tank farm								
Tasting Room								
Warehouse								
Transportation Uses								
Airport, medium or large commercial service	PC							
Airport/heliport	SE							
Boatdock (commercial)								
Bus station/landport	SE							
Bus transfer station	SE	SE	SE	SE	SE	SE	<u>SE***</u>	<u>SE***</u>
Commuter rail	SE	SE	SE	SE	SE	SE	<u>SE***</u>	<u>SE***</u>
Helistop								
Motor freight								
Park and ride lot	SE	PC	PC	PC	PC		<u>PC***</u>	<u>PC***</u>
Railroad station	SE							
Railroad yard								
Water taxi station								
Utility Uses								
Power/gas substation	PC	PC	PC	PC	PC	PC	<u>PC***</u>	<u>PC***</u>
Power plant								
Reservoir/water tank	PC	PC	PC	PC	PC	PC	<u>PC***</u>	<u>PC***</u>
Safety services	SE	SE	SE	SE	SE	SE	<u>SE***</u>	<u>SE***</u>
Waste water treatment	SE	SE	SE	SE	SE	SE	<u>SE***</u>	<u>SE***</u>
Water/sewer pump station	P	P	P	P	P	P	<u>P***</u>	<u>P***</u>
Water treatment plant	SE	SE	SE	SE	SE	SE	<u>SE***</u>	<u>SE***</u>
Wind energy facility (small)	PC	PC	PC	PC	PC	PC	<u>PC***</u>	<u>PC***</u>
Wind energy facility (utility)								
Waste Management Uses								
Collection center								
Construction/demolition landfill	PC							
Construction/demolition waste processing (project-specific)	PC	PC	PC	PC	PC	PC	<u>PC***</u>	<u>PC***</u>
Medical waste								
Recycling collection center	A	A	A	A	A	A	<u>A***</u>	<u>A***</u>
Recycling facility								
Sanitary landfill	PC							
Waste transfer								
Recreation and Entertainment Uses								
Adult entertainment								
After-hours establishment								
Camp	SE							
Club								
Commercial amusement (inside)								



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Commercial amusement (outside)								
Country club	SE	SE	SE	SE	SE	SE	<u>SE***</u>	<u>SE***</u>
Drive-in movie								
Driving range	SE	SE	SE	SE	SE		<u>SE***</u>	<u>SE***</u>
Fairground								
Golf course	SE	SE	SE	SE	SE	SE	<u>SE***</u>	<u>SE***</u>
Greenway	P	P	P	P	P	P	<u>P***</u>	<u>P***</u>
Park	P	P	P	P	P	P	<u>P***</u>	<u>P***</u>
Racetrack	SE							
Recreation center	SE	SE	SE	SE	SE	SE	<u>SE***</u>	<u>SE***</u>
Rehearsal hall								
Sex Club								
Small Outdoor Music Event								
Stadium arena/convention center								
Temporary festival		SE	SE	SE	SE	SE	<u>SE***</u>	<u>SE***</u>
Theater								
Theatre								
Zoo	SE							
Other Uses								
Agricultural activity	P	A	A				<u>A***</u>	<u>A***</u>
Cemetery	P	PC	PC	PC	PC	PC	<u>PC***</u>	<u>PC***</u>
Domestic animals / wildlife	P	A	A				<u>A***</u>	<u>A***</u>
Mineral extraction	SE							
On-Site Agricultural Sales	PC							
Pond/lake	SE	SE	SE	SE	SE	P	<u>SE***</u>	<u>SE***</u>

1Club is a permitted use only in ORI-A. Club is not a permitted use in ORI.

^Short Term Rental Property - Owner Occupied and Short Term Rental Property - Not Owner Occupied uses shall be prohibited from NS Districts.

*** Refer to the standards and limitations in Section 17.12.110 et seq.

Short Term Rental Property—Owner Occupied is only permitted with a single-family use.

17.12.110.A Residential Neighborhood



Intent

Intended for residential development, generally in the form of houses or townhouses, with private or shared open space. This district is appropriate for providing lower levels of density at strategic locations in urban and suburban areas—such as in transition zones near corridors, close to community amenities like parks and schools, or in areas with good access to arterial streets. Preference is given to locations with mass transit service.

Zones	Context
Residential Neighborhood 1 (RN.1)	Suburban
Residential Neighborhood 2 (RN.2)	Urban

Allowed Building Types

Single Family
Two Family
Townhouse
House Court
Townhouse Court
Plex House
Manor House

Detached Accessory Dwelling Units allowed with Single Family Building Types with conditions from [Section 17.16.30.G](#).

Not-owner occupied Short Term Rentals are prohibited. Owner-occupied Short Term Rentals allowed with Single Family Building Type only per [Section 6.28.30](#).



Lot		
Lot Size	RN.1	RN.2
Area	6,000 sf min.	5,000 sf min.
Width	A 60' min.	40' min.
Depth	B 90' min.	90' min.

RN minimum lot area, lot width, and lot depth requirements shall be waived if in compliance with [Section 17.40.680](#) and one of the following conditions are met:

- The site has access to a side street or improved alley.
- The width of the primary structure's main body is at least 18 feet wide, and the highest roofline of the primary structure does not exceed a ratio of 1.0 horizontal to 1.5 vertical.

Building Placement		
Setback		
Front (Build-To Zone)	C 20' min.; 30' max.	10' min.; 25' max.
Side Street (Build-To Zone)	D 15' min.; 25' max.	5' min.; 15' max.
Side	E 5' min.	5' min.
Rear		
Main Building	F 15' min.	15' min.
Accessory Structure(s)	G 5' min.	5' min.

Setbacks should align with the contextual setback (see [Section 17.12.030.c\(3\)](#)). If the contextual setback is greater than the max setback for the district, then the district max shall apply.

Facade Zone	RN.1	RN.2
Main building shall define required % of the linear length of the Front Build-To Zone	50% min.	60% min.
Main building shall define required % of the linear length of the Side Street Build-To Zone	30% min.	40% min.

Encroachments into Setbacks

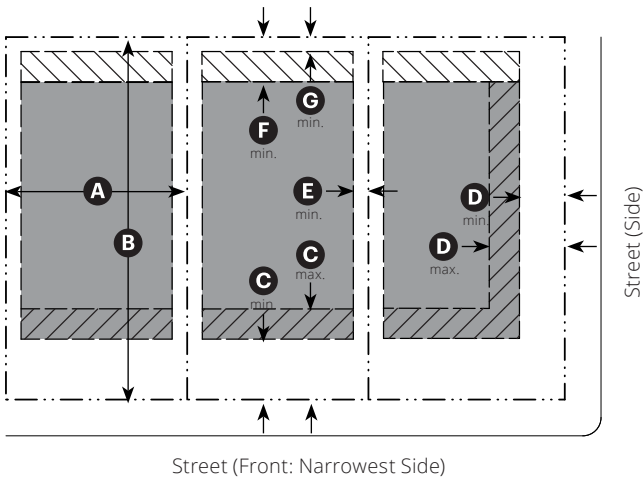
Private Frontage Types may encroach into front and side street setbacks; and shall not be located in side or rear setbacks.

Architectural features may encroach up to 3 feet into shared interior property lines, and up to 5 feet in all other building setbacks.

Fences, freestanding landscape walls, shrubs, and landscaping may encroach up to 3 feet into front or side street setbacks; and are allowed within side and rear setbacks.

Stormwater features may encroach into setbacks.

Encroachments are not allowed within utility easement area, ROW, alley, or across a property line.



Key

--- ROW/ Lot Line

--- Setback Line

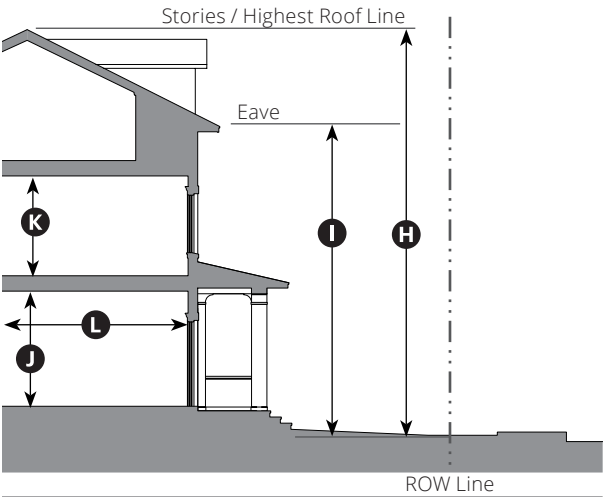
Buildable Area

Build-To Zone

Acc. Structures Only

Landscape Buffer	
Building Type	Applicability
Single Family, House Court, Townhouse, Two-Family, Plex House	Not-Applicable
Townhouse Court, Manor House	Applicable to parcels that share a side and/or rear property line with R and RS zoned land. See Table 17.24.230 for buffer yard requirements when applicable.

Building Form		
Height	RN.1	RN.2
Main Building		
Stories	2.5 max.	3 max.
See Section 17.12.120 for additional height standards. Building type standards may further limit height.		
Highest Roof Line (H)	H Maximums are set by building type.	
Highest Eave (I)		
Accessory Structure(s)		
Stories	2 max.	2 max.
Highest Roof Line	30' max.	30' max.
Highest Eave	24' max.	24' max.
Floor-to-Floor	RN.1	RN.2
Ground Floor	J 9' min.	9' min.
Upper Floors	K 8' min.	8' min.
Ground Floor Residential or Active Space	RN.1	RN.2
Depth of active ground floor use along front and side street façade	L 20' min.	20' min.
Coverage	RN.1	RN.2
Building Coverage	0.4 max.	0.5 max.
See Section 17.28 for Environmental Performance Standards.		



Key
---- ROW Line

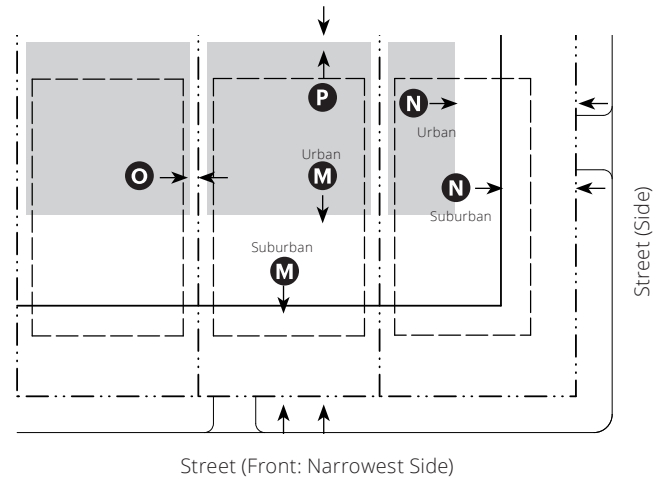
Parking		
Setback	RN.1	RN.2
Front	10' behind facade M	60' min.
Side Street	10' behind facade N	40' min.
Side	3' min. O	3' min.
Rear	3' min. P	3' min.

Dimensional Standards

12 feet maximum width for driveway curb cuts; unless required to be wider by the fire department.

Driveway curb cuts along an alley may be greater than 12 feet in width.

Parking shall meet the dimensional standards set forth in Section [17.20.060](#) of the Metropolitan Code.



Key

- ROW / Lot Line
- Building Setback Line
- Allowed Parking Area
- Building Facade

17.12.110.B Residential Limited



Intent

Intended for residential development, generally in the form of houses, townhouses, or small apartment buildings, with private or shared open space. This district is appropriate for providing moderate levels of density at strategic locations close to transit corridors.

Zones	Context
Residential Limited 1 (RL.1)	Suburban
Residential Limited 2 (RL.2)	Urban
Residential Limited 3 (RL.3)	Center
Allowed Building Types	Eligible for Voluntary Attainability Housing Incentive
Single Family	No
Two Family	No
Townhouse	Yes
House Court	No
Townhouse Court	Yes
Plex House	Yes
Manor House	Yes
Multiplex	Yes
Low-rise Courtyard Flats	Yes
Low-rise Flats (RL.3 only)	Yes

Detached Accessory Dwelling Units allowed with Single Family Building Types with conditions from [Section 17.16.30.G](#).

Not-owner occupied Short Term Rentals are prohibited. Owner-occupied Short Term Rentals allowed with Single Family Building Type only per [Section 6.28.30](#).



Lot			
Lot Size	RL.1	RL.2	RL.3
Area	5,000 sf min.	5,000 sf min.	5,000 sf min.
Width	A 50' min.	40' min.	40' min.
Depth	B 90' min.	90' min.	90' min.

Minimum lot area, lot width, and lot depth requirements shall be waived if in compliance with [Section 17.40.680](#) and one of the following conditions are met:

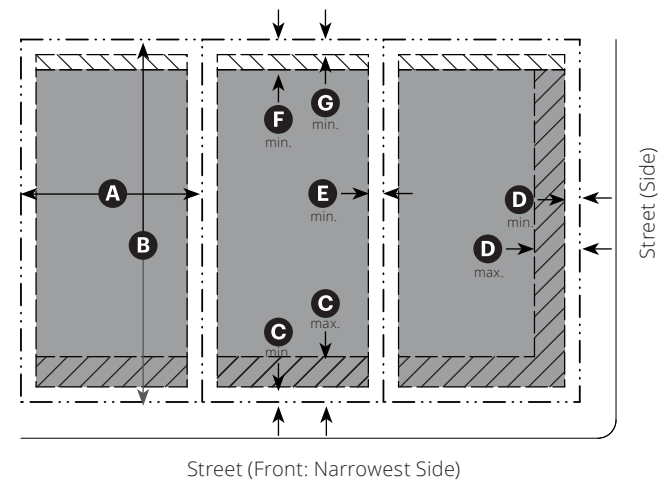
- The site has access to a side street or improved alley.
- The width of the primary structure's main body is at least 18 feet wide, and the highest roofline of the primary structure does not exceed a ratio of 1.0 horizontal to 1.5 vertical.

Building Placement			
Setback	RL.1	RL.2	RL.3
Front (Build-To Zone)	C 10' min.; 25' max.	10' min.; 25' max.	5' min.; 15' max.
Side Street (Build-To Zone)	D 10' min.; 25' max.	10' min.; 20' max.	5' min.; 15' max.
Side	E 5' min.	5' min.	5' min.
Rear			
Main Building	F 10' min.	10' min.	10' min.
Accessory Structure(s)	G 5' min.	5' min.	5' min.

Setbacks should align with the contextual setback (see [Section 17.12.030.c\(3\)](#)). If the contextual setback is greater than the max setback for the district, then the district max shall apply.

Facade Zone	
Main building shall define required % of the linear length of the Front Build-To Zone	60% min.
Main building shall define required % of the linear length of the Side Street Build-To Zone	40% min.

Encroachments into Setbacks	
Private Frontage Types may encroach into front and side street setbacks; and shall not be located in setbacks.	
Architectural features may encroach up to 5 feet into building setbacks.	
Fences, freestanding landscape walls, shrubs and landscaping may encroach up to 3 feet into front or side street setbacks; and are allowed within side and rear setbacks.	
Stormwater features may encroach into setbacks.	
Encroachments are not allowed within utility easement area, ROW, alley, or across a property line.	



Key	
--- ROW / Lot Line	Buildable Area
--- Setback Line	Build-To Zone
	Acc. Structures Only

Landscape Buffer

Building Type	Applicability
Single Family, House Court, Townhouse, Two Family Plex House	Not-Applicable
Townhouse Court, Manor House, Multiplex, Low-rise Courtyard, Low-rise Flats	Applicable to parcels that share a side and/or rear property line with R and RS zoned land. See Table 17.24.230 for buffer yard requirements when applicable.

Building Form

Height	RL.1	RL.2	RL.3
Main Building			
Stories	2.5 max.	3 max.	4 max.

See [Section 17.12.120](#) for additional height standards. Building type standards may further limit height.

Highest Roof Line (H)	H	Maximums are set by building type.
Highest Eave (I)	I	

Accessory Structure(s)

Stories	2 max.	2 max.	2 max.
Highest Roof Line	30' max.	30' max.	30' max.
Highest Eave	24' max.	24' max.	24' max.

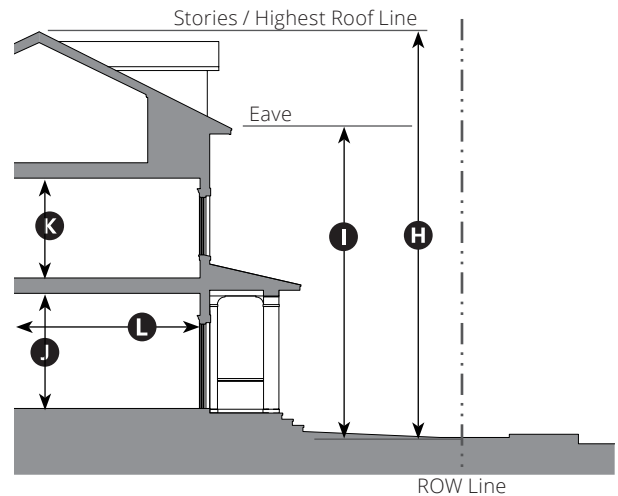
Floor-to-Floor	RL.1	RL.2	RL.3
Ground Floor	J 9' min.	9' min.	9' min.
Upper Floors	K 8' min.	8' min.	8' min.

Ground Floor

Residential or Active Space	L	RL.1	RL.2	RL.3
Depth of active ground floor use along front and side street façade		20' min.	20' min.	20' min.

Coverage	RL.1	RL.2	RL.3
Building Coverage	0.6 max.	0.6 max.	0.6 max.

See [Section 17.28](#) for Environmental Performance Standards.

**Key**

---- ROW Line

Voluntary Attainable Housing Incentive (RL)

Buildings that comply with the requirements of [Sec. 17.40.780](#) and the attainable housing requirements of [Table 17.12.110.B\(1\)](#) are eligible for incentives listed in [Table 17.12.110.B\(1\)](#). All units must be built and maintained to uniform standards in both construction and operations. Income-qualified units must be comparable to unrestricted units. All other District and Building Type standards apply.

Table 17.12.110.B(1)**(a) Attainable Housing Requirements**

Set-aside	Percentage of units within the building	10%
Income qualification	Maximum % of AMI of residents	80%

(b) Building Form and Parking Incentives

Height	Additional stories	2 max.
Units	No maximum unit count.	
Parking	No parking required for income-qualified units.	

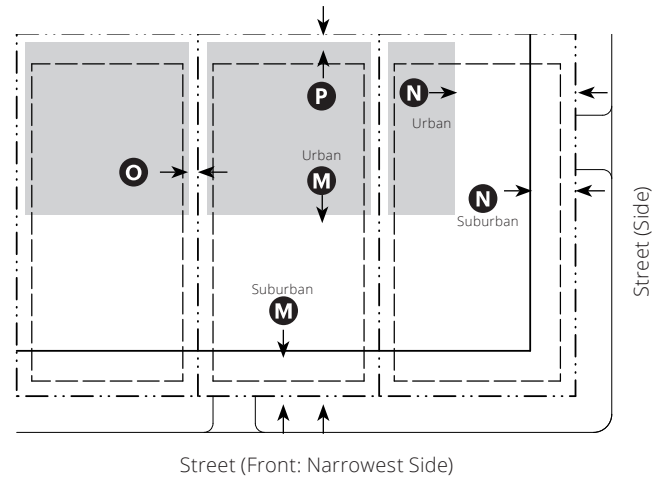
Parking Location				
Setback		RL.1	RL.2	RL.3
Front	M	10' behind facade	60' min.	60' min.
Side Street	N	10' behind facade	40' min.	40' min.
Side	O	3' min.	3' min.	3' min.
Rear	P	3' min.	3' min.	3' min.

Dimensional Standards

12 feet maximum width for driveway curb cuts; unless required to be wider by the fire department.

Driveway curb cuts along an alley may be greater than 12 feet in width.

Parking shall meet the dimensional standards set forth in Section 17.20.060 of the Metropolitan Code.



Key

- ROW/ Lot Line
- Building Setback Line
- Allowed Parking Area
- Building Facade

17.12.120: Building Type Supplemental Standards

17.12.120.A Purpose

This Section sets forth standards for the development of individual building types to achieve the intended physical character of each zone and provide for housing opportunities within neighborhoods.

17.12.120.B Building Types

1. Building Types are categorized into two groups: House-Scale buildings and Large-Scale buildings. House-Scale buildings are those that are the size of a typical house, ranging in footprint from as small as 25 feet up to 80 feet in overall width. Large-Scale buildings are individually as big as most or all of a block, or, when smaller, are arranged together along a street to appear as long as most or all of a block.
2. Each lot shall have only one principal building type, except as follows:
 - A. The House Court and Townhouse Court may allow multiple units per [Subsection 17.12.120.H \(House Court\)](#) and [Subsection 17.12.120.I \(Townhouse Court\)](#).
 - B. More than one building type is allowed on a lot that identifies multiple design sites that meet the standards of the underlying zoning district and this Section. See [Table 17.12.120.B-1](#).
3. Interpreting Standards
 - A. When standards of the underlying zoning district and building type conflict, the most restrictive standard controls. If an attainability incentive is sought, the bonus is applied to the most restrictive standard.
 - B. Width and depth standards do not specify an orientation to the lot or street.

17.12.120.C Definitions

Architectural features: An exterior building element intended to provide ornamentation to the building massing, including, but not limited to, eaves, cornices, bay windows, window and door surrounds, chimneys, light fixtures, and balconies.

Lot: For the purposes of this section, lot includes lots as defined in Sec. 17.04.060, as well as design sites, as illustrated in Table 17.12.120.B-1.

Townhouse: A small-to-large-sized, typically attached, building with a rear yard comprising of at least 3 Townhouses placed side-by-side. Each Townhouse consists of 1 unit, unless otherwise noted. This type is typically located within moderate-to-high intensity neighborhoods, or on or near a neighborhood's main street.

Townhouse, Run: A series of individual, consecutive townhouses attached by a shared vertical wall, the number of which is determined by the zone.

Townhouse, Lot: An individual parcel of land designated for a single townhouse dwelling unit within a run of attached units. Each lot typically includes the dwelling unit, private yard or open space (if applicable), and may share one or more side lot lines with adjoining townhouse lots through common walls.

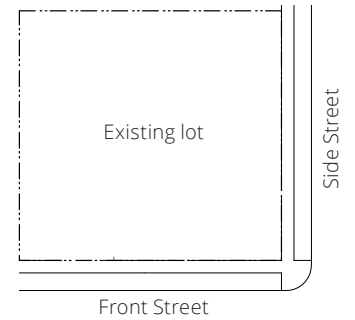
Main Body: The primary volume or massing of a principal building, typically excluding projections like architectural features, attached garages, building frontage types, or secondary wings.

Secondary Wing: A structure that extends at least five feet from and is secondary to the main body of a principal building.

Table 17.12.120.B-1: Example of Multiple Buildings on an Existing Lot**Step 1: Determine Applicability**

Multiple buildings are allowed on an existing lot only in the Residential Neighborhood (RN) and Residential Limited (RL) zoning districts.

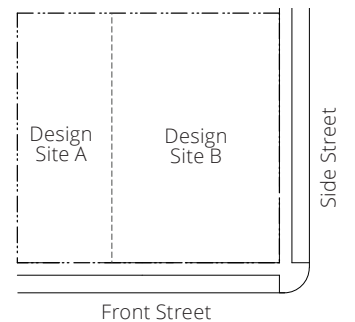
See Zoning Map to identify if applicable zoning districts apply to the development site.

**Step 2: Apply Design Sites**

When siting multiple buildings on an existing lot, each existing lot shall be divided into hypothetical lots, or design sites, that meet the standards of the applicable zone district.

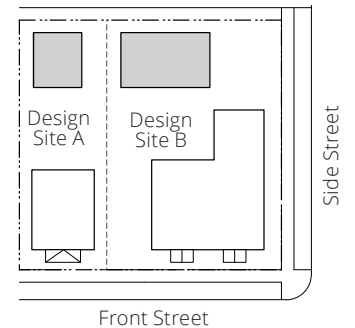
Each design site is required to front onto the adjacent street. Where there are two adjacent streets, the design site(s) may front on either in compliance with the standards.

Select only one primary building type for each design site from the allowed building types for the zoning district.

**Step 3: Apply Building Types**

Apply a building type on each design site in compliance with the required setbacks and other standards of the Residential Neighborhood (RN) or Residential Limited (RL) zoning district, and applicable building type standards.

Select and apply building frontage type(s) to each building/unit entry.

**Key**

- - - Parcel Line

- - - Design Site Line

Principal Building

Accessory Building

17.12.120.D Administration

Design sites

Multiple building types may be accommodated on a single parcel with a showing that each building can accommodate a lot that meets the requirements of the zoning district. Simpler arrangements can be administratively approved by the planning department with a submission of a design site to demonstrate compliance and harmonious arrangement of land uses. See Table 17.12.120.B-1. The planning department may require subdivision for large or complex sites or those with right-of-way necessary for the public welfare.

Modifications

Based on site-specific issues, modifications to the standards of 17.12.110 or 17.12.120 may be necessary. Any standard may be modified other than lot size, unit count, total building coverage, and land uses, insofar as the intent of the standard is being met; the modification results in better urban design for the neighborhood as a whole; and the modification does not impede or burden existing or future development of adjacent properties. Planning commission or planning department staff may approve modifications as follows:

- The planning department staff may approve minor modifications, those containing deviations of 25 percent or less of a numerical standard or locational or access requirements in order to accommodate other life, healthy, and safety requirements or to retain existing structures.
- Major modifications, deviations of more than 25 percent, will be considered by the planning commission.

Variances

The zoning administrator shall include the recommendation of the planning department with any request for variance.

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17.12.120.E Overview

Table 17.12.120.E-1 (Building Types Overview) provides an overview of the allowed building types.

Table 17.12.120.E-1: Building Types Overview

Building Type



Single Family 17.12.120.F. A small-to-medium sized detached building with small-to-medium setbacks and a rear yard. The building consists of one unit within a single-building, scaled to fit within lower-intensity neighborhoods. A detached accessory dwelling may be allowed.



Two Family 17.12.120.F. A small-to-medium-sized detached building with small-to-medium setbacks and a rear yard. The building consists of two units within a single-building massing. This type has the appearance of a medium-to-large single-family home and is scaled to fit within lower-intensity neighborhoods.



Townhouse 17.12.120.G. A small-to-large-sized, typically attached, building with a rear yard that consists of at least 3 Townhouses placed side-by-side. Each Townhouse consists of 1 unit. This type is typically located within moderate-to-high intensity neighborhoods, or on or near a neighborhood main street.



House Court 17.12.120.H. A group of small, detached buildings arranged to define a shared court that is typically perpendicular to the street. The shared court is common open space and takes the place of a private rear yard, thus becoming an important shared outdoor space. This type is scaled to fit within low-to-moderate-intensity neighborhoods and in non-residential contexts.



Townhouse Court 17.12.120.I. A group of attached buildings arranged to define a shared court that is typically perpendicular to the street. The shared court is common open space and takes the place of a private rear yard, thus becoming an important shared outdoor space. This type is scaled to fit within moderate-intensity neighborhoods and in non-residential contexts.

Table 17.12.120.E-1: Building Types Overview (Continued)

Building Type



Plex House 17.12.120.J. A medium-sized detached building that consists of 3 to 6 side-by-side and/or stacked units, typically with one shared entry at the front and/or individual entries along the front or side. This type has the appearance of a medium-sized single-family house in a single cohesive building form and is scaled to fit into low- to moderate-intensity neighborhoods.



Manor House 17.12.120.K. A medium-sized detached building that consists of 6 to 10 side-by-side and/or stacked units, typically with one shared entry and sometimes secondary individual entries at the front or side. This type features a single cohesive building form and is scaled to fit within moderate-intensity neighborhoods or as a small portion of lower-intensity neighborhoods.



Multiplex 17.12.120.L. A large-sized detached building that consists of 10 to 20 side-by-side and/or stacked units, typically with one shared entry and sometimes secondary individual entries at the front or side. This type is scaled to fit within moderate-intensity neighborhoods and/or to transition between low-intensity neighborhoods to corridors.



Low-rise Courtyard Flats 17.12.120.M. A building that consists of 10 to 20 side-by-side and/or stacked units, accessed from one or more shared courtyards. The shared court is common open space and takes the place of a rear yard. Shared entries and/or individual entries are accessed off the court or front street. This type is scaled to fit within moderate-intensity neighborhoods and/or to transition between low-intensity neighborhoods to corridors.



Low-rise Flats 17.12.120.N. A large-scale building. May be attached or detached from adjacent buildings. This type is intended to provide residential uses, or a vertical mix of uses with ground-floor retail, office or service uses and upper-floor residential uses. This type is typically used to transition between moderate-intensity neighborhoods to corridors, or along corridors and in centers.

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17.12.120.F Single Family/Two Family



A Two Family Side-by-Side with separate entrances.



A Single Family Home



A Two Family Stacked.

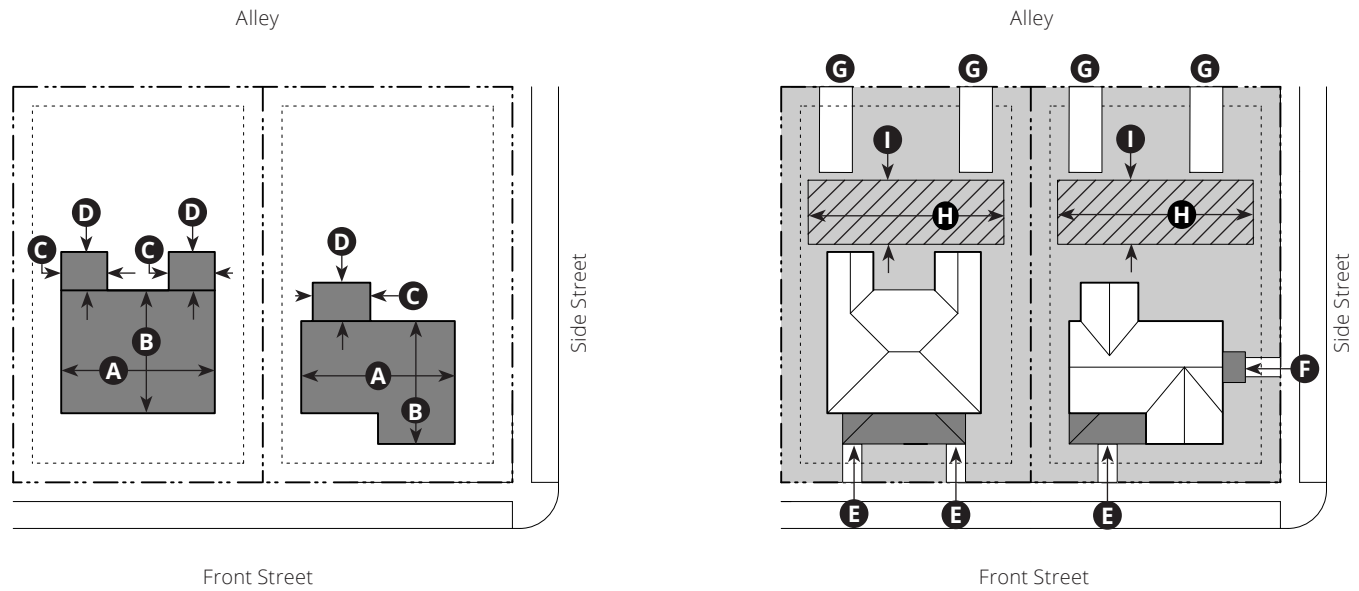
1. Description

Single Family. A small-to-medium sized detached building with small-to-medium setbacks and a rear yard. The building consists of one unit within a single-building, scaled to fit within lower-intensity neighborhoods. A detached accessory dwelling may be allowed.

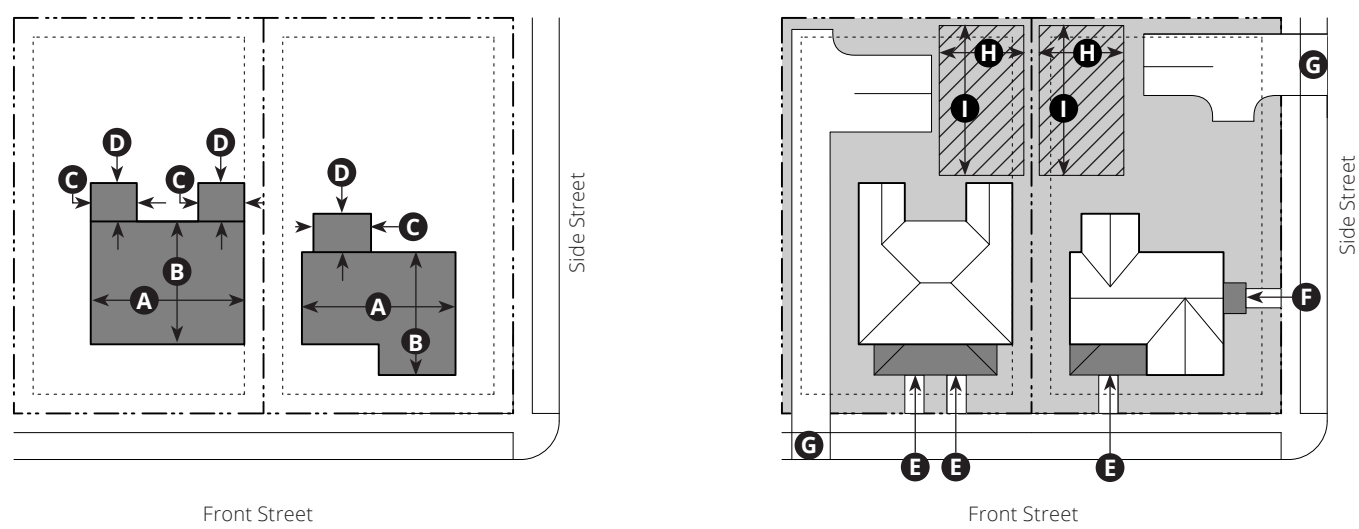
Two Family. A small-to-medium-sized detached building with small-to-medium setbacks and a rear yard. The building consists of two units within a single-building massing. This type has the appearance of a medium-to-large single-family home and is scaled to fit within lower-intensity neighborhoods.

General Note: Photos on this page are illustrative, not regulatory.

Lot(s) with Alley Access



Lot(s) without Alley Access



Lettered standards on next page.

Key

- ROW / Lot Line
- Setback Line
- Building

Key

- ROW / Lot Line
- Setback Line
- Building Frontage
- Pervious Surface
- ▨ Private Open Space

2. Number of Units

Units per Building	2 max.
Buildings per Lot	1 max.

3. Building Size and Massing

Height

Main Body	Suburban	Urban/Center
Stories	2 stories max.	2.5 stories max.
Height to Highest Roof Line	30' max.	35' max.
Height to Highest Eave	24' max.	28' max.

Secondary Wing(s)

Stories	0.5 stories less than primary building
---------	--

Building Footprint

Main Body

Width	48' max.	48' max.	A
Depth	40' max.	40' max.	B

Secondary Wing(s)

Width	15' max.	15' max.	C
Depth	25' max.	25' max.	D

Each side of a building may have a maximum of one secondary wing and a maximum of two secondary wings along the rear.

4. Allowed Frontage Types

Porch Projecting	17.12.130.D
Porch Engaged	17.12.130.E
Dooryard	17.12.130.F
Stoop	17.12.130.G

5. Pedestrian Access

Principal Pedestrian Entrance

Interior Lot	Front street	E
Corner Lot	Units on a corner may enter from the side street.	F

6. Vehicle Access and Parking

Access

G

Maximum of 1 driveway curb cut every 75 feet of street frontage.

If alley is present, parking shall only be accessed from alley.

If side street is present but no alley, parking shall be accessed only from side street.

7. Common Open Space

Width	15' min.	H
Depth	15' min.	I

Common Open Space requirement may be substituted with two 8' x 15' private open spaces.

Required front and side street setbacks shall not be included in the minimum open space area calculation.

Driveways are not allowed within a required open space.

Required open space shall be located behind the main body of the building.

17.12.120.G Townhouse



Three-story Townhouses with simple articulation and Stoop frontages.



Townhouses with minimal separations between them.



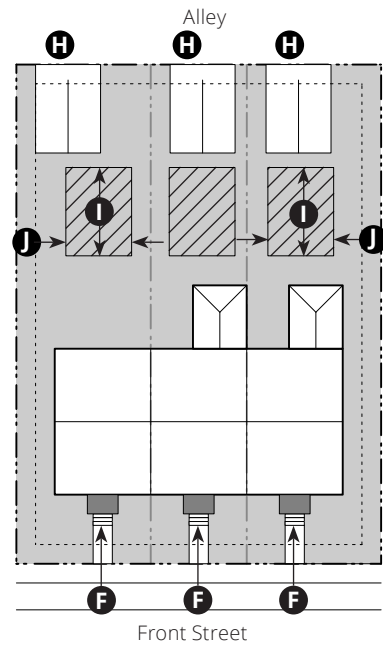
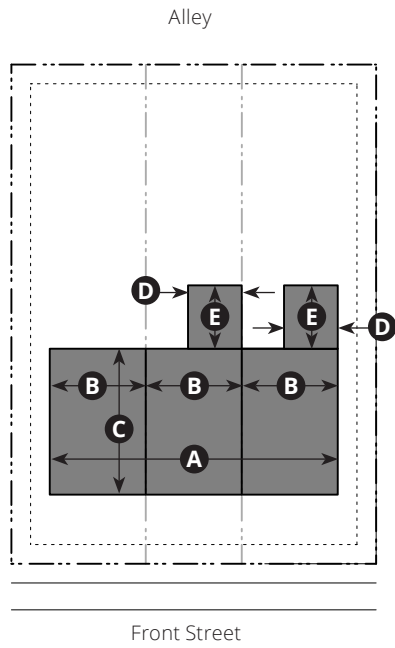
Townhouses with a Stoop frontage type.

1. Description

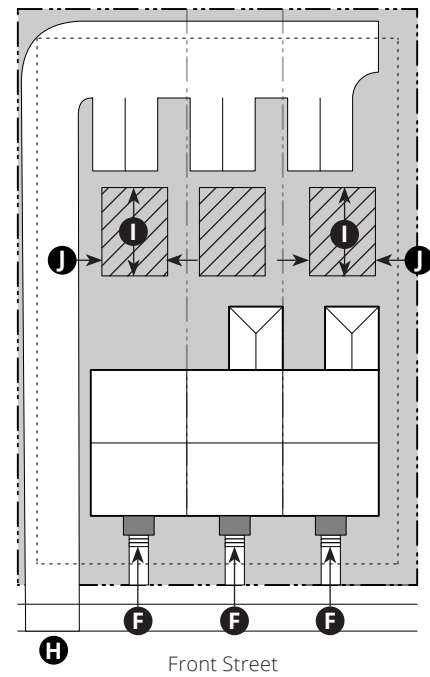
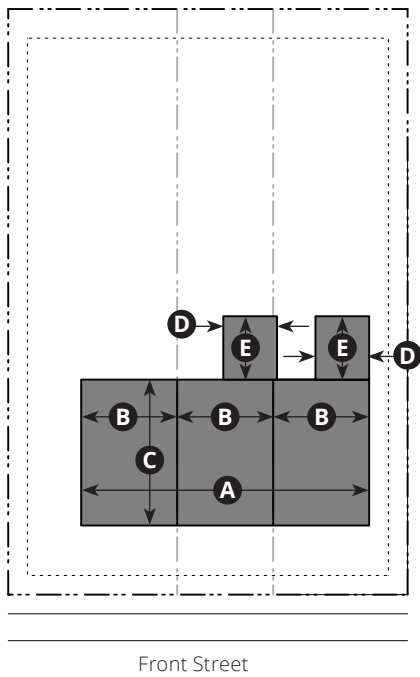
A small-to-large-sized, typically attached, building with a rear yard that consists of at least 3 Townhouses placed side-by-side. Each Townhouse generally consists of 1 unit. This type is typically located within moderate-to-high intensity neighborhoods, or on or near a neighborhood main street.

General Note: Photos on this page are illustrative, not regulatory.

Lot(s) with Alley Access



Lot(s) without Alley Access



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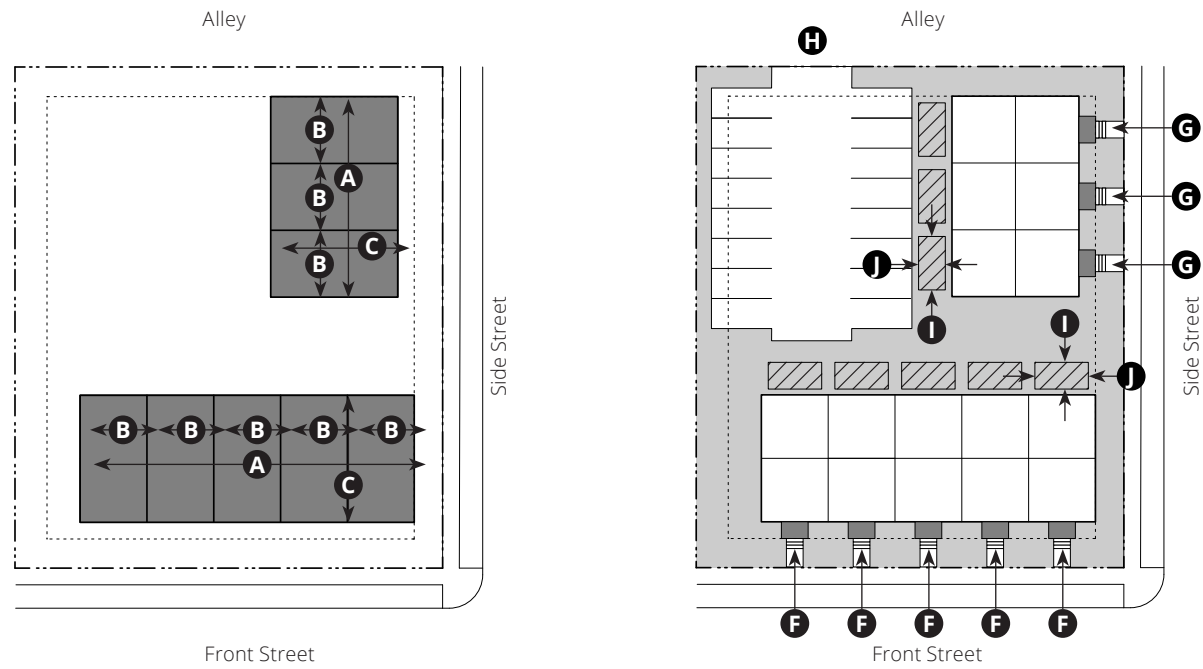
Key

- ROW / Lot Line
- Setback Line
- Building

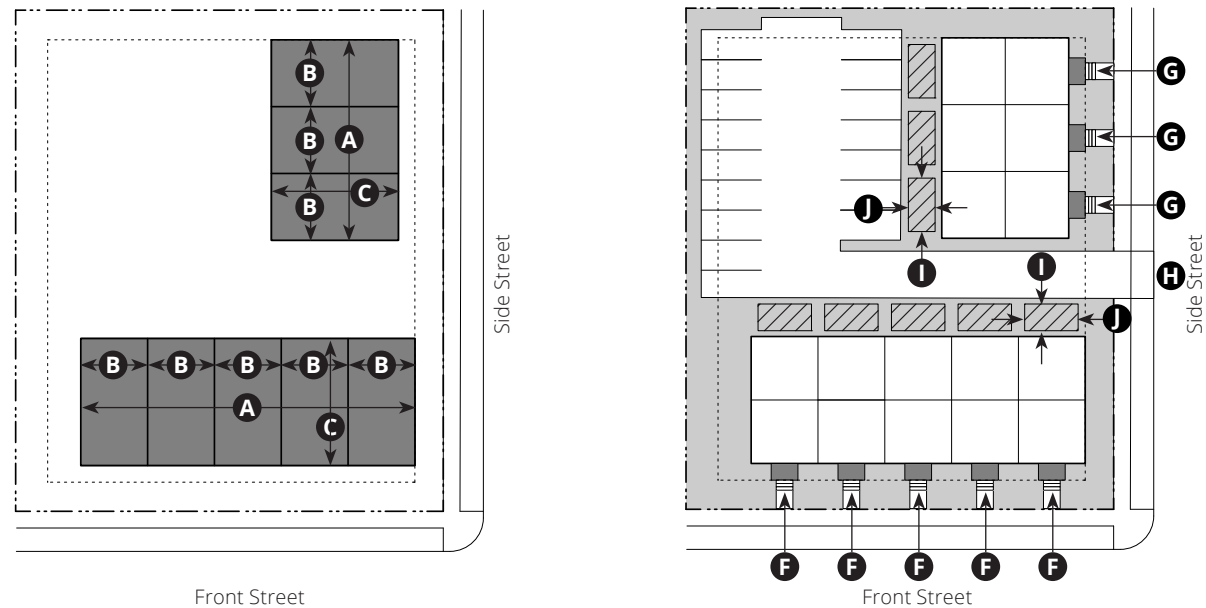
Key

- ROW / Lot Line
- Setback Line
- Building Frontage
- Pervious Surface
- ▨ Private Open Space

Lot(s) with Alley Access



Lot(s) without Alley Access



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Key

- ROW / Lot Line
- Setback Line
- Building

Key

- ROW / Lot Line
- Setback Line
- Building Frontage
- Pervious Surface
- ▨ Private Open Space

2. Number of Units

	Suburban	Urban/Center
Units per Townhouse	1 max.	1 max.
Townhouses in a Run	3 min.; 5 max.	3 min.; 8 max.

One townhouse per run may consist of up to 3 stacked units.

3. Building Size and Massing**Height**

Main Body	Suburban	Urban/Center
Stories	2.5 stories max.	3 stories max.
Height to Highest Roof Line	35' max.	45' max.
Height to Highest Eave	28' max.	35' max.

Secondary Wing(s)

Stories	0.5 stories less than primary building
---------	--

Building Footprint

Main Body	Suburban	Urban/Center
Maximum Width per Run	80' max.	160' max. (A)
Townhouse Width	18' min.; 30' max.	(B)
Townhouse Depth	40' max.	40' max. (C)

Secondary Wing(s)

Width	75% of main body width max. (D)
Depth	25' max. (E)

Sides and rear of a building may have a maximum of one secondary wing. Secondary wings may not be used to attach buildings or units.

4. Allowed Frontage Types

Porch Projecting	17.12.130.D
Porch Engaged	17.12.130.E
Dooryard	17.12.130.F
Stoop	17.12.130.G

5. Pedestrian Access**Principal Pedestrian Entrance**

Interior Lot	Front Street (F)
Corner Lot	Units facing a side street must enter from the side street. (G)

Ground floor units shall have an individual entry facing a street.

6. Vehicle Access and Parking**Access**

Maximum of 1 driveway curb cut every 75 feet of street frontage.

If alley is present, parking shall only be accessed from alley.

If side street is present but no alley, parking shall be accessed only from side street.

7. Private Open Space

Width	8' min. (I)
Depth	8' min. (J)

Required front and side street setbacks shall not be included in the minimum private open space area calculation.

Driveways are not allowed within a required private open space.

Required private open space shall be located behind the main body of each building.

17.12.120.H House Court



A House Court arranged around a common open space.



A modern style House Court with a usable green space.



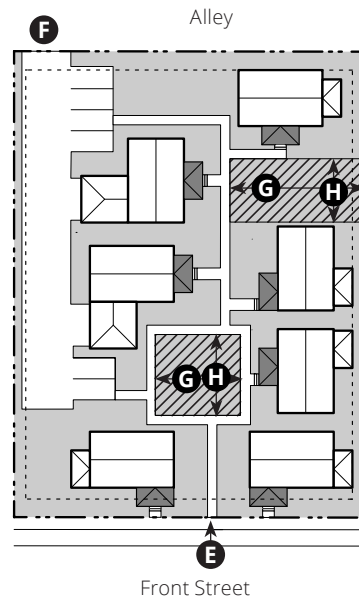
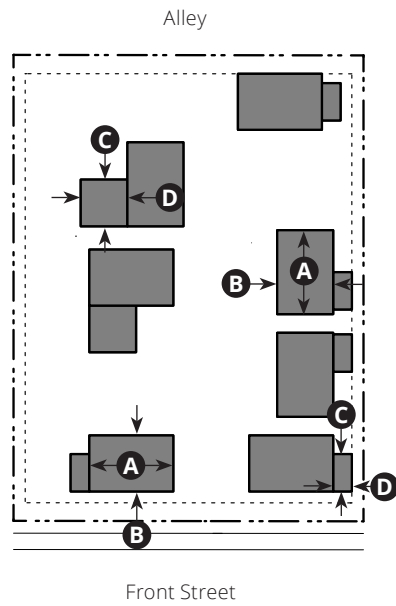
A two-story House Court along a set of connected green spaces.

1. Description

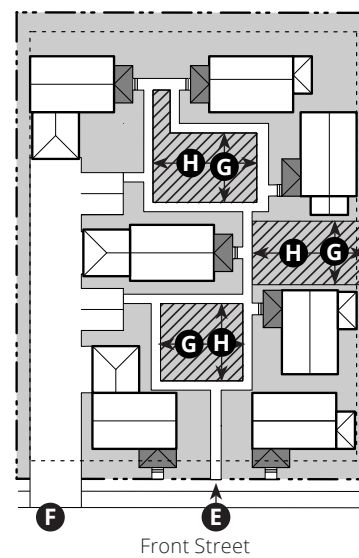
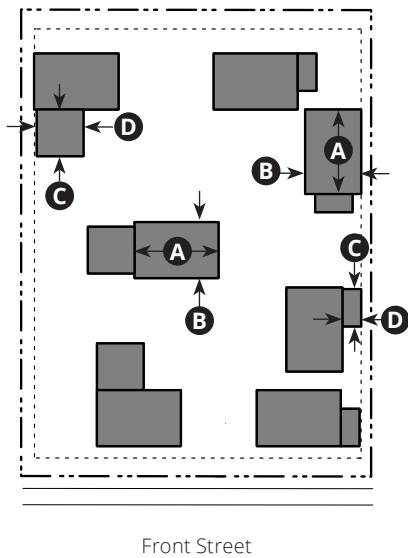
A group of small, detached buildings arranged to define a shared court that is typically perpendicular to the street. The shared court is common open space and takes the place of a private rear yard, thus becoming an important shared outdoor space. This type is scaled to fit within low-to-moderate-intensity neighborhoods and in non-residential contexts.

General Note: Photos on this page are illustrative, not regulatory.

Lot(s) with Alley Access



Lot(s) without Alley Access



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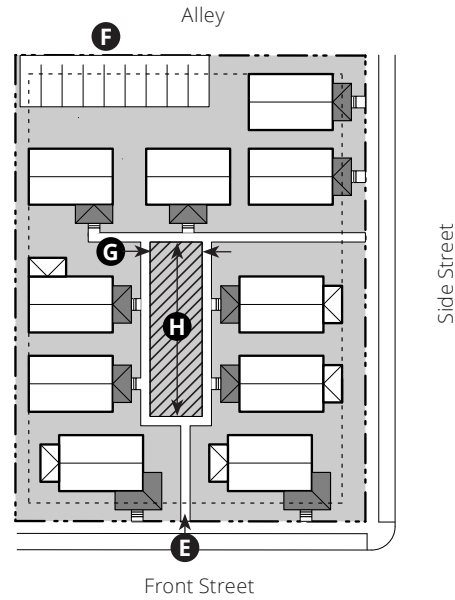
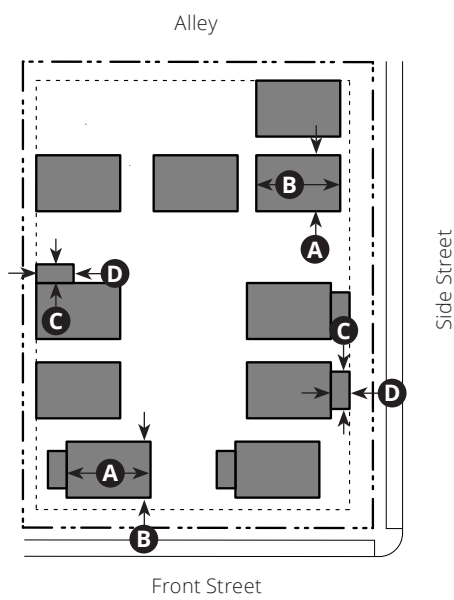
Key

- ROW / Lot Line
- Setback Line
- Building

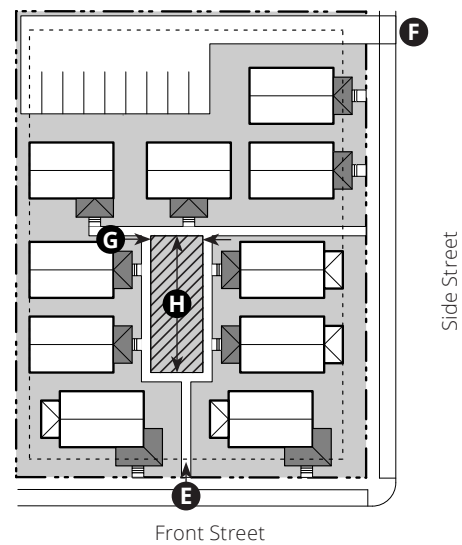
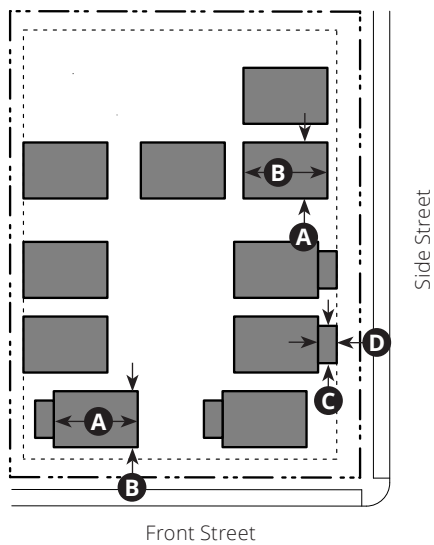
Key

- ROW / Lot Line
- Setback Line
- Building Frontage
- Pervious Surface
- Common Open Space

Lot(s) with Alley Access



Lot(s) without Alley Access



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Key

- ROW / Lot Line
- Setback Line
- Building

Key

- ROW / Lot Line
- Setback Line
- Building Frontage
- Pervious Surface
- ▨ Common Open Space

2. Number of Units

Units per Building	1 max.
Buildings per Lot	3 min.; 12 max.
Up to one building in the House Court may have 2 units.	

3. Building Size and Massing

Height

Main Body	Suburban	Urban/Center
Stories	2 stories max.	2.5 stories max.
Height to Highest Roof Line	30' max.	35' max.
Height to Highest Eave	24' max.	28' max.

Secondary Wing(s)

Stories	0.5 stories less than primary building
---------	--

Building Footprint

Main Body

Width	32' max.	A
Depth	24' max.	B

Secondary Wing(s)

Width	20' max.	C
Depth	25' max.	D

Each building may have a maximum of one secondary wing along the side or rear.

4. Allowed Frontage Types

Porch Projecting	17.12.130.D
Porch Engaged	17.12.130.E
Dooryard	17.12.130.F
Stoop	17.12.130.G

5. Pedestrian Access

Common open space shall be accessible from front street. **E**

Units on corner or along a side street may enter from either the common open space or side street.

Units interior to the lot shall enter off the common open space or pedestrian passage.

Units with frontage on a street shall provide an entry from that street

Pedestrian passages shall link all buildings to the public ROW, common open space, and parking areas.

Pedestrian Passage Width

For the first 30' from the front street 8' min.

After the first 30' in length 12' min.

Pedestrian passages shall include a 4' minimum width walkway to units and may include low landscaping and stormwater detention.

6. Vehicle Access and Parking

Access

Maximum of 1 driveway curb cut every 75 feet of street frontage. **F**

If alley is present, parking shall only be accessed from alley.

If side street is present but no alley, parking shall be accessed only from side street.

Spaces may be individually accessible by the units and/or a common parking area located at the rear side of lot.

Shared driveways allowed per access easements.

7. Common Open Space

Width 20' min. **G**

Depth 50' min. **H**

All common open spaces provided shall meet the minimum required dimensions.

Required front and side street setbacks shall not be included in the minimum common open space area calculation.

Driveways are not allowed within a required common open space.

50 percent of common open space may be used for stormwater management.

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17.12.120.I Townhouse Court



A Townhouse Court along a set of connected green spaces.



Townhouse Court along a set of connected green spaces.



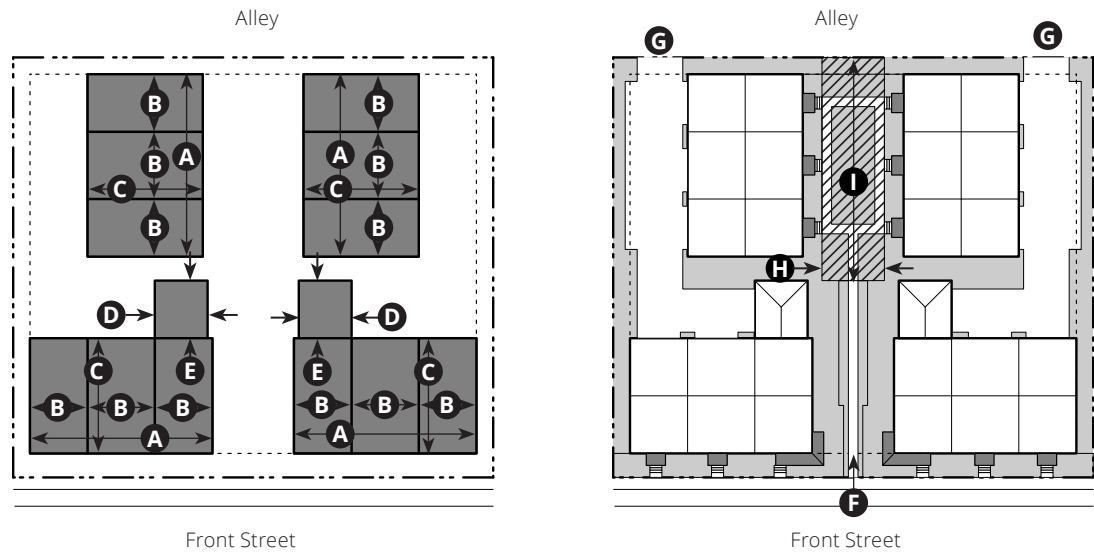
Townhouse Court along a pedestrian passage.

1. Description

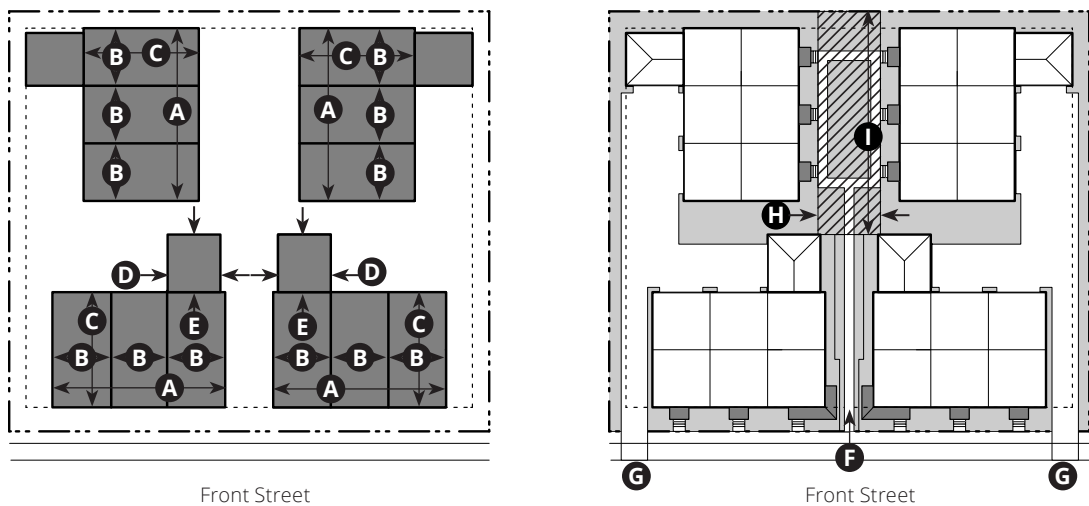
A group of attached buildings arranged to define a shared court that is typically perpendicular to the street. The shared court is common open space and takes the place of a private rear yard, thus becoming an important shared outdoor space. This type is scaled to fit within moderate-intensity neighborhoods and in non-residential contexts.

General Note: Photos on this page are illustrative, not regulatory.

Lot(s) with Alley Access



Lot(s) without Alley Access



Lettered standards on next page.

Key

- ROW / Lot Line
- Setback Line
- Building

Key

- ROW / Lot Line
- Setback Line
- Building Frontage
- Pervious Surface
- Common Open Space

2. Number of Units

Units per Townhouse	1 max.
Townhouses per Lot	3 min.; 12 max.
Townhouses in a Run	5 max.
Up to one building in a run may have three stacked units.	

3. Building Size and Massing

Height

Main Body	Suburban	Urban/Center
Stories	2.5 stories max.	3 stories max.
Height to Highest Roof Line	30' max.	35' max.
Height to Highest Eave	24' max.	28' max.

Secondary Wing(s)

Stories	0.5 stories less than primary building
---------	--

Building Footprint

Main Body	Suburban	Urban/Center
Maximum Width per Run	80' max.	160' max. A
Townhouse Width	18' min.; 30' max.	B
Townhouse Depth	40' max.	40' max. C

Secondary Wing(s)

Width	75% of main body width max. D
Depth	25' max. E

Sides and rear of a building may have a maximum of one secondary wing. Secondary wings may not be used to attach buildings or units.

4. Allowed Frontage Types

Porch Projecting	17.12.130.D
Porch Engaged	17.12.130.E
Dooryard	17.12.130.F
Stoop	17.12.130.G
Terrace	17.12.130.H

Terrace frontage only allowed when used to access multiple unit entrances on sloped sites.

5. Pedestrian Access

Common Open Space shall be accessible from front street. **F**

Units at the front of the lot shall provide an entry from front street.

Units interior to the lot, shall enter off the common open space.

The principal pedestrian entrance into each unit shall not be through a garage.

Units on a corner may enter from the side street.

Pedestrian passages shall link all buildings to the public ROW, Common Open Space, and parking areas.

Pedestrian Passage Width

For the first 30' in length	8' min. clear
After the first 30' in length	12' min. clear

Pedestrian passages shall include a 4' minimum width walkway to units and may include low landscaping and stormwater detention.

6. Vehicle Access and Parking

Access **G**

Maximum of 1 driveway curb cut every 75 feet of street frontage.

If alley is present, parking shall only be accessed from alley.

If side street is present but no alley, parking shall be accessed only from side street.

7. Common Open Space

Width	20' min. H
Depth	75' min. I

Required front and side street setbacks shall not be included in the minimum common open space area calculation.

Driveways are not allowed within a required common open space.

50 percent of common open space may be used for stormwater management.

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17.12.120.J Plex House



A Plex House uses a large projecting porch that all units may share.



A Plex House with a raised porch entry.



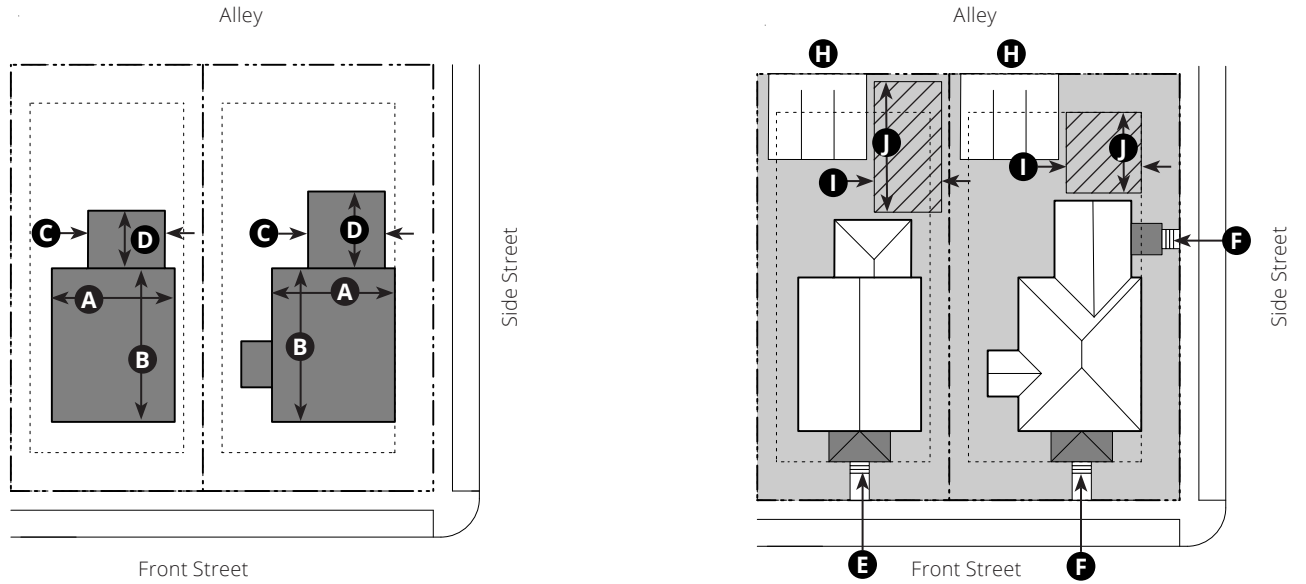
A Plex House with single ground floor entrance.

1. Description

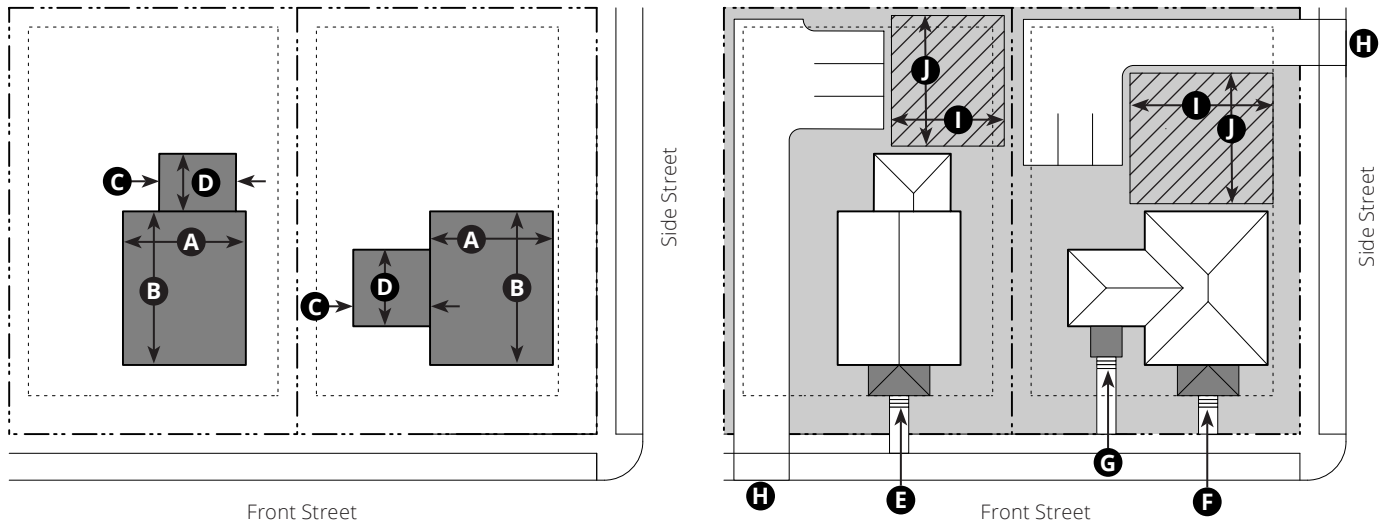
A medium-sized detached building that consists of 3 to 6 side-by-side and/or stacked units, typically with one shared entry at the front and/or individual entries along the front or side. This type has the appearance of a medium-sized single-family house in a single cohesive building form and is scaled to fit into low- to moderate-intensity neighborhoods.

General Note: Photos on this page are illustrative, not regulatory.

Lot(s) with Alley Access



Lot(s) without Alley Access



Lettered standards on next page.

Key

- ROW / Lot Line
- Setback Line
- Building

Key

- ROW / Lot Line
- Setback Line
- Building Frontage
- Pervious Surface
- Common Open Space

2. Number of Units

Units per Building	3 min.; 6 max.
Buildings per Lot	1 max.

3. Building Size and Massing

Height

Main Body	Suburban	Urban/Center
Stories	2 stories max.	2.5 stories max.
Height to Highest Roof Line	30' max.	35' max.
Height to Highest Eave	24' max.	28' max.

Secondary Wing(s)

Stories	0.5 stories less than primary building
---------	--

Building Footprint

Main Body

Width	45' max.	45' max.	A
Depth	45' max.	55' max.	B

Secondary Wing(s)

Width	20' max.	C
Depth	30' max.	D

A building may have a maximum of one secondary wing on each of its sides and rear, or an additional 25' in depth.

4. Allowed Frontage Types

Porch Projecting	17.12.130.D
Porch Engaged	17.12.130.E
Dooryard	17.12.130.F
Stoop	17.12.130.G
Terrace	17.12.130.H

Terrace frontage only allowed when used to access multiple unit entrances on sloped sites.

5. Pedestrian Access

Principal Pedestrian Entrance

Interior Lot	Front Street	E
Corner Lot	Units on a corner may enter from the side street.	F

Each unit may have an individual entry.

G

6. Vehicle Access and Parking

Access

H

Maximum of 1 driveway curb cut along street frontage.

If alley is present, parking shall only be accessed from alley.

If side street is present but no alley, parking shall be accessed only from side street.

7. Common Open Space

Width	24' min.	I
Depth	12' min.	J

Required front and side street setbacks shall not be included in the minimum common open space area calculation.

Driveways are not allowed within a required common open space.

Required common open space shall be located behind the main body of the building.

50 percent of common open space may be used for stormwater management.

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17.12.120.K Manor House



A Manor House with ground floor entrances on the side.



A Manor House with individual ground floor entrances.



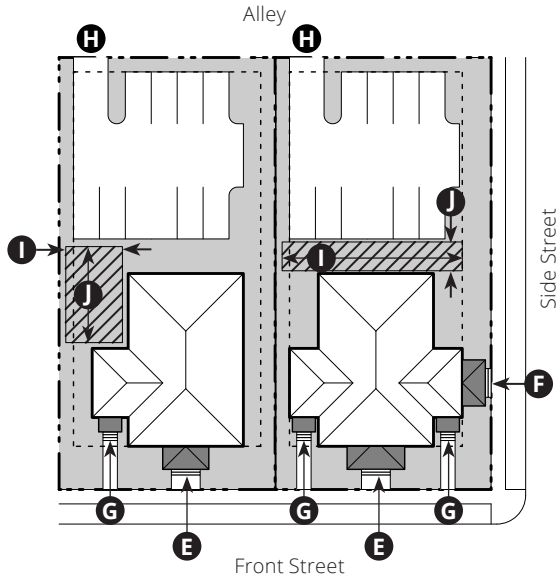
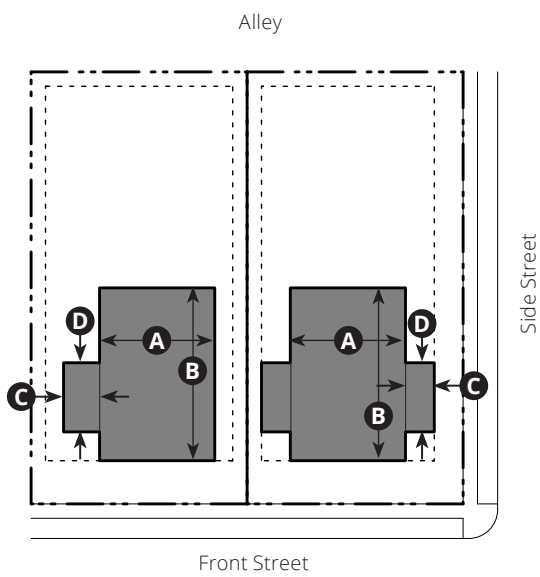
A Manor House with four individual ground floor entrances.

1. Description

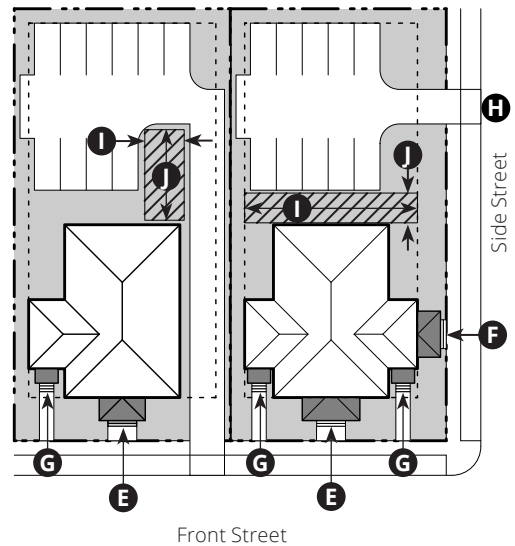
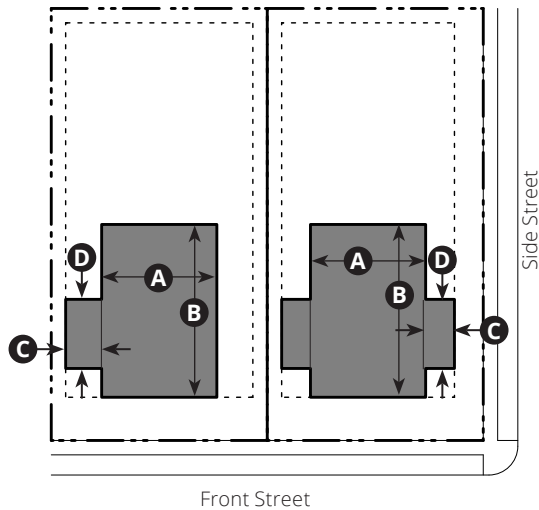
A medium-sized detached building that consists of 6 to 10 side-by-side and/or stacked units, typically with one shared entry and sometimes secondary individual entries at the front or side. This type features a single cohesive building form and is scaled to fit within moderate-intensity neighborhoods or as a small portion of lower-intensity neighborhoods.

General Note: Photos on this page are illustrative, not regulatory.

Lot(s) with Alley Access



Lot(s) without Alley Access



Lettered standards on next page.

Key

- ROW / Lot Line
- Setback Line
- Building

Key

- ROW / Lot Line
- Setback Line
- Building Frontage
- Pervious Surface
- ▨ Common Open Space

2. Number of Units

Units per Building	6 min.; 10 max.
Buildings per Lot	1 max.

3. Building Size and Massing

Height

Main Building	Suburban	Urban/Center
Stories	2.5 stories max.	3 stories max.
Height to Highest Roof Line	35' max.	40' max.
Height to Highest Eave	28' max.	35' max.

Secondary Wing(s)

Stories	0.5 stories less than primary building
---------	--

Building Footprint

Main Body

Width	48' max.	A
Depth	70' max.	B

Secondary Wing(s)

Width	20' max.	C
Depth	25' max.	D

Sides and rear of a building may have a maximum of one secondary wing each.

4. Allowed Frontage Types

Porch Projecting	17.12.130.D
Porch Engaged	17.12.130.E
Dooryard	17.12.130.F
Stoop	17.12.130.G
Terrace	17.12.130.H

Terrace frontage only allowed when used to access multiple unit entrances on sloped sites.

5. Pedestrian Access

Principal Pedestrian Entrance

Interior Lot	Front Street	E
Corner Lot	Units on a corner may enter from the side street.	F

Each unit may have an individual entry. **G**

6. Vehicle Access and Parking

Access **H**

Maximum of 1 driveway curb cut along street frontage.

If alley is present, parking shall only be accessed from alley.

If side street is present but no alley, parking shall be accessed only from side street.

7. Common Open Space

Width	24' min.	I
Depth	12' min.	J

Required front and side street setbacks shall not be included in the minimum common open space area calculation.

Driveways are not allowed within a required common open space.

Required common open space shall be located behind the main body of the building.

50 percent of common open space may be used for stormwater management.

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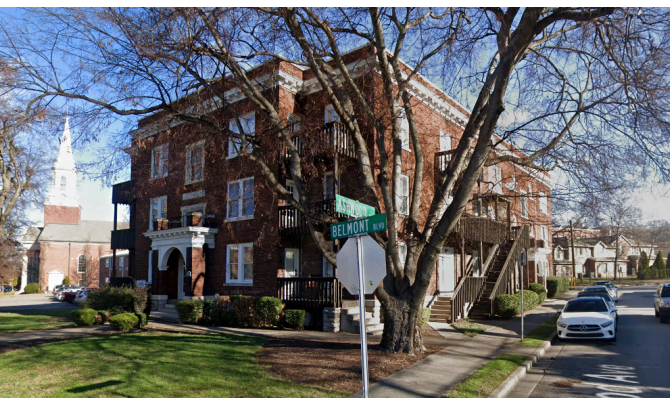
17.12.120.L Multiplex



Three-story Multiplex with a single ground floor entrance.



Multiplex with a recessed stoop entry.



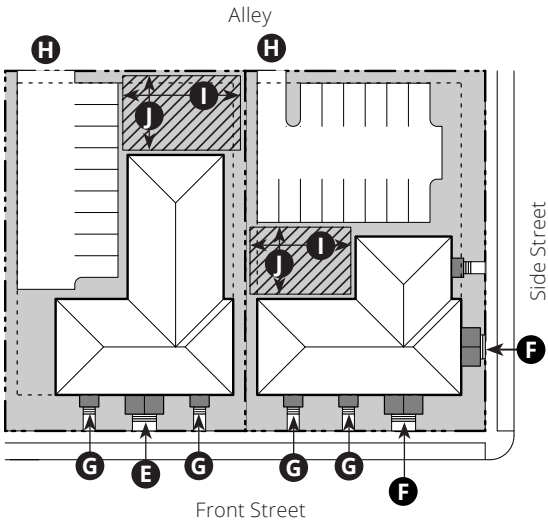
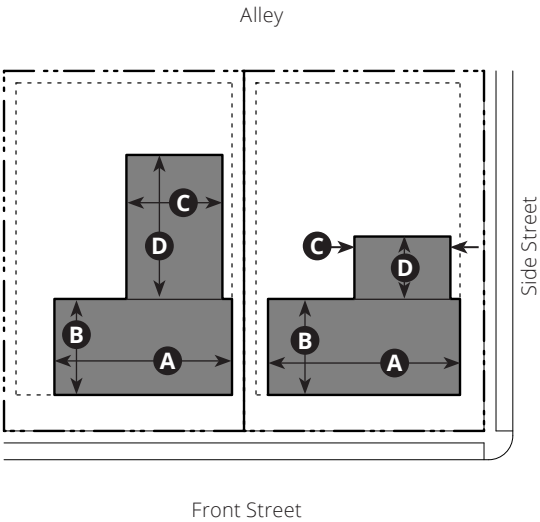
Three-story Multiplex with entries facing the front and side street.

1. Description

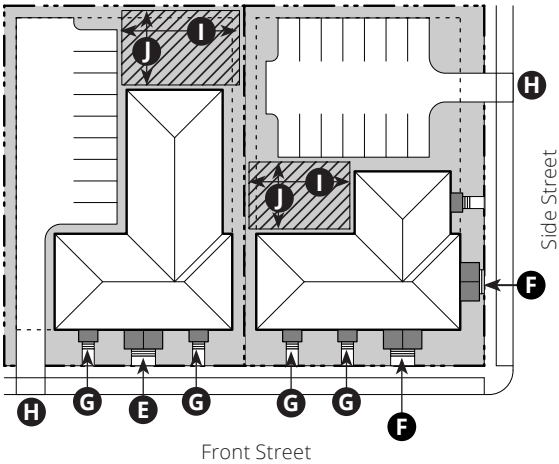
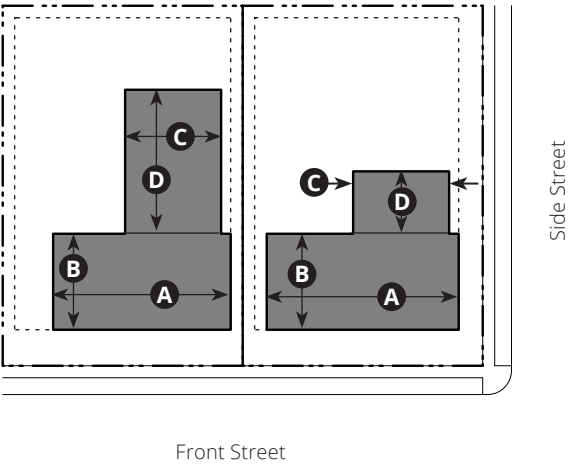
A large-sized detached building that consists of 10 to 20 side-by-side and/or stacked units, typically with one shared entry and sometimes secondary individual entries at the front or side. This type is scaled to fit within moderate-intensity neighborhoods and/or to transition between low-intensity neighborhoods to corridors.

General Note: Photos on this page are illustrative, not regulatory.

Lot(s) with Alley Access



Lot(s) without Alley Access



Lettered standards on next page.

Key

- ROW / Lot Line
- Setback Line
- Building

Key

- ROW / Lot Line
- Setback Line
- Building Frontage
- Pervious Surface
- ▨ Common Open Space

2. Number of Units

	Suburban	Urban/Center
Units per Building	10 min.; 20 max.	10 mins; 25 max.
Buildings per Lot	1 max.	

3. Building Size and Massing

Height

Main Building	Suburban	Urban/Center
Stories	3 stories max.	4 stories max.
Height to Highest Roof Line	45' max.	55' max.
Height to Highest Eave	35' max.	45' max.

Secondary Wings

Stories	3 stories max.	4 stories max.
---------	----------------	----------------

Upper Floor setback

Applicable to parcels that share a side and/or rear property line with R and RS zoned land. Fourth floor within 30 feet of the shared side or rear property line shall setback a minimum of 10 feet from the facade below.

Building Footprint A

Main Body	Suburban	Urban/Center B
Width	80' max.	120' max.
Depth	40' max.	40' max. C

Secondary Wing(s) Footprint D

Width	40' max.
Depth	60' max.

Sides and rear of a building may have a maximum of one secondary wing each.

4. Allowed Frontage Types

Porch Projecting	17.12.130.D
Porch Engaged	17.12.130.E
Dooryard	17.12.130.F
Stoop	17.12.130.G
Terrace	17.12.130.H

Terrace frontage only allowed when used to access multiple unit entrances on sloped sites.

5. Pedestrian Access

Principal Pedestrian

Entrance

Interior Lot	Front Street E
Corner Lot	Units on a corner may enter from the side street. F

Each unit may have an individual entry. G

6. Vehicle Access and Parking

Access H

Maximum of 1 driveway curb cut along street frontage.

If alley is present, parking shall only be accessed from alley.

If side street is present but no alley, parking shall be accessed only from side street.

7. Common Open Space

Width	24' min. I
Depth	12' min. J

Required front and side street setbacks shall not be included in the minimum common open space area calculation.

Driveways are not allowed within a required common open space.

Required common open space shall be located behind the main body of the building.

50 percent of common open space may be used for stormwater management.

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17.12.120.M Low-rise Courtyard Flats



Three-story Courtyard Flats with individual ground floor entrances.



Three-story Courtyard Flats with individual ground floor entrances.



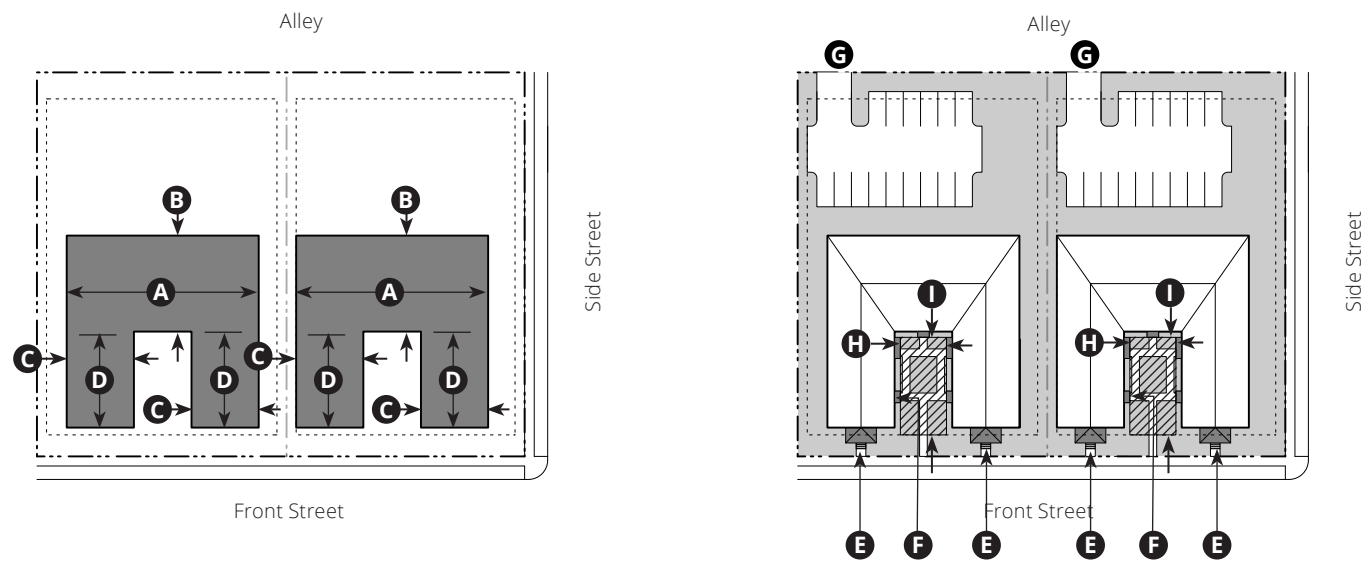
Three-story Courtyard Flats with Stoop frontages.

1. Description

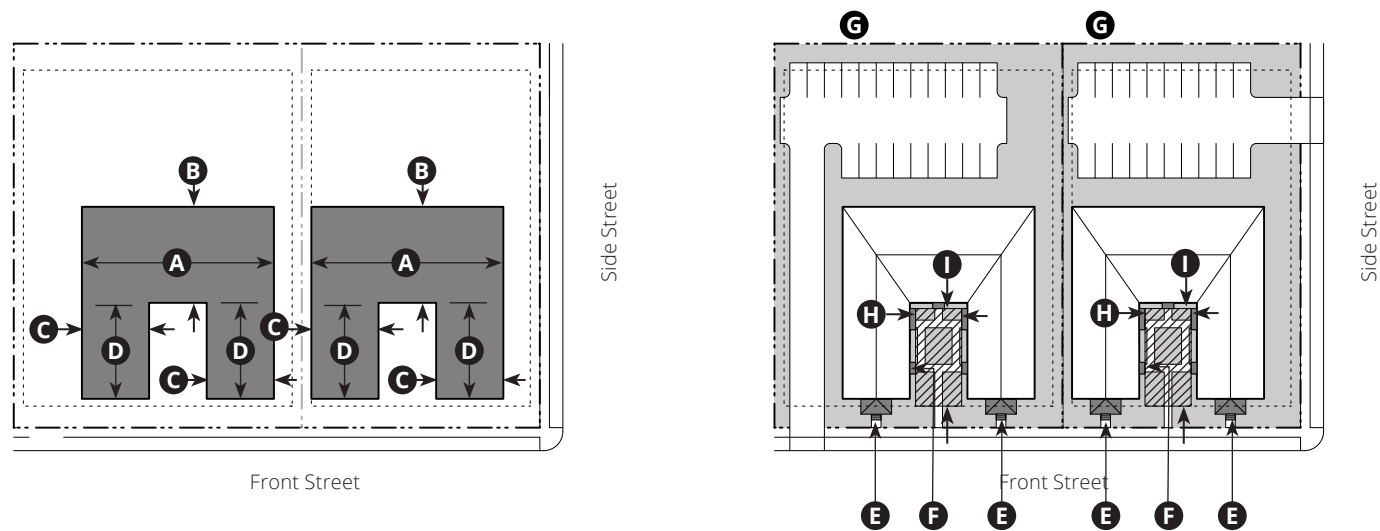
A building consists of 10 to 20 side-by-side and/or stacked units, accessed from one or more shared courtyards. The shared court is common open space and takes the place of a rear yard. Shared entries and/or individual entries are accessed off the court or front street. This type is scaled to fit within moderate-intensity neighborhoods and/or to transition between low-intensity neighborhoods to corridors.

General Note: Photos on this page are illustrative, not regulatory.

Lot(s) with Alley Access



Lot(s) without Alley Access



Lettered standards on next page.

Key

- ROW / Lot Line
- Setback Line
- Building

Key

- ROW / Lot Line
- Setback Line
- Building Frontage
- Pervious Surface
- Common Open Space

2. Number of Units

	Suburban	Urban/Center
Units per Building	20 units max.	25 units max.
Buildings per Lot	1 max.	

3. Building Size and Massing**Height: Outside UZO RL.1****Main Building and Secondary Wings**

Stories	2.5 stories max.
Height to Highest Roof Line	35' max.
Height to Highest Eave	28' max.

Height: Inside UZO RL.2**Main Building and Secondary Wings**

Stories	3 stories max.
Height to Highest Roof Line	45' max.
Height to Highest Eave	35' max.

Height: Inside UZO RL.3**Main Building and Secondary Wings**

Stories	4 stories max.
Height to Highest Roof Line	55' max.
Height to Highest Eave	45' max.

Upper Floor Stepback

Applicable to parcels that share a side and/or rear property line with R and RS zoned land. Fourth floor within 30 feet of the shared side or rear property line shall stepback a minimum of 10 feet from the facade below.

Building Footprint

Main Body	Suburban	Urban/Center
Width	100' max.	120' max. A
Depth	40' max.	40' max. B

Secondary Wing(s) Footprint

Width	30' max.	30' max. C
Depth	85' max.	105' max. D

Front and rear of a building may have a maximum of two secondary wings each.

4. Allowed Frontage Types

Porch Projecting	17.12.130.D
Porch Engaged	17.12.130.E
Dooryard	17.12.130.F
Stoop	17.12.130.G
Terrace	17.12.130.H

Terrace frontage only allowed when used to access multiple unit entrances on sloped sites.

5. Pedestrian Access**Principal Pedestrian****Entrance**

Interior Lot	Front Street	E
Corner Lot	Units on a corner may enter from the side street.	

Each unit may have an individual entry. **F**

6. Vehicle Access and Parking**Access**

Maximum of 1 driveway curb cut along street frontage.

If alley is present, parking shall only be accessed from alley.

If side street is present but no alley, parking shall be accessed only from side street.

7. Courtyard**Courtyard Width**

Buildings up to 2 stories	25' min.
Buildings more than 2 stories	35' min.

Courtyard Depth

Buildings up to 2 stories	50' min.
Buildings more than 2 stories	70' min.

For determining size of courtyard, building height shall be measured at the highest story along courtyard.

Courtyards shall open on a street or shall be connected to street with a pedestrian passage.

Street facing facades over 90 feet in length shall be broken down with at least one courtyard along the street.

Building shall define at least two walls of a courtyard.

Side(s) of courtyard not defined by building may be defined by a 2'-6" to 6' tall wall, hedge, or fence with entry gate/door, no greater than 36" in height.

Shared courtyard(s) may be used for stormwater management if designed as integral site element (rain garden or bioswale) and does not visually detract from the frontage of each building facing the courtyard.

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17.12.120.N Low-rise Flats



Low-rise Flats with an active ground-floor building frontage.



Low-rise Flats on a street corner.



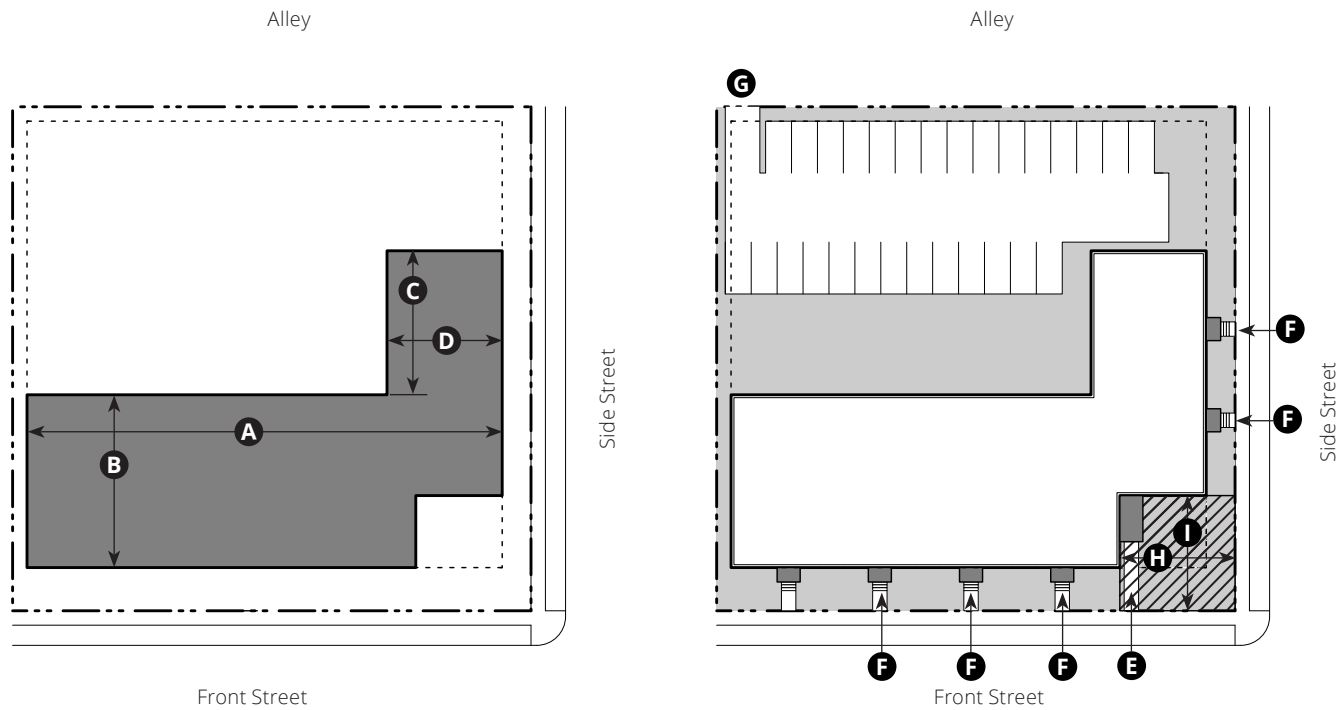
Low-rise Flats on a street corner.

1. Description

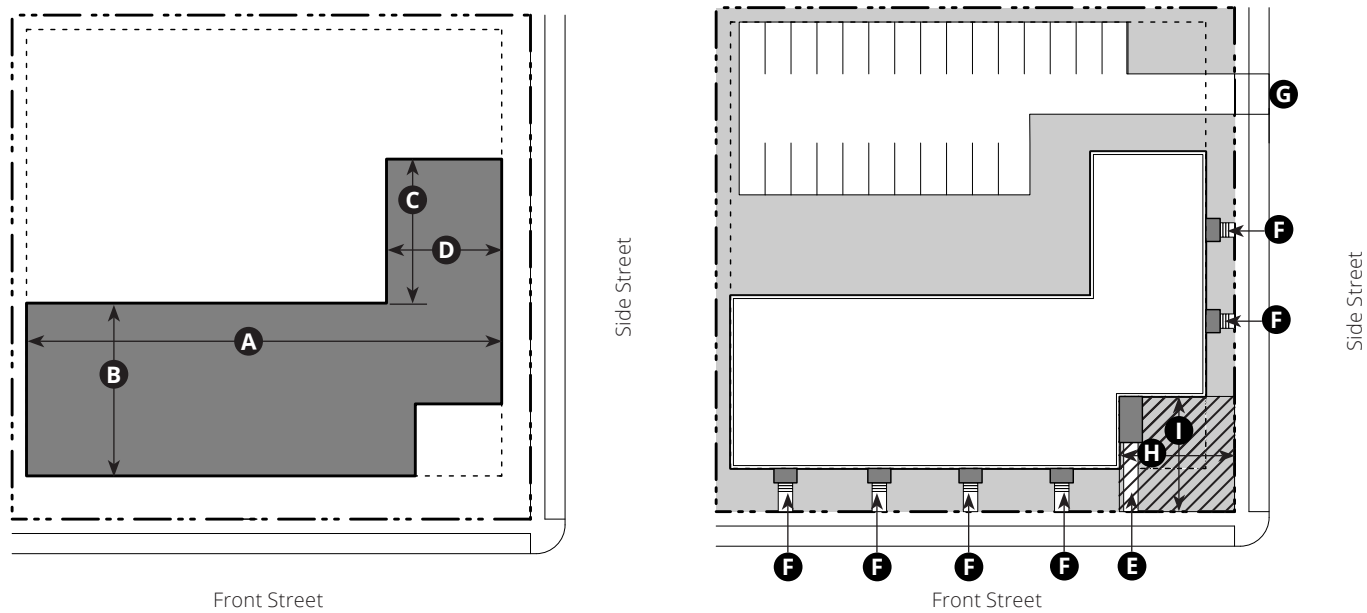
A large-sized large-scale building. May be attached or detached from adjacent buildings. This type is intended to provide residential uses, or a vertical mix of uses with ground-floor retail, office or service uses and upper-floor residential uses. This type is typically used to transition between moderate-intensity neighborhoods to corridors, or along corridors and in centers.

General Note: Photos on this page are illustrative, not regulatory.

Lot(s) with Alley Access



Lot(s) without Alley Access



Lettered standards on next page.

Key

- ROW / Lot Line
- Setback Line
- Building

Key

- ROW / Lot Line
- Setback Line
- Building Frontage
- Pervious Surface
- Common Open Space

2. Number of Units

Units per Building	Urban/Center
Number of Units	40 max.
Buildings per Lot	1 max.

3. Building Size and Massing

Height

Main Building and Secondary Wings	Urban/Center
Stories	4 stories max.
Height to Highest Roof Line	55' max.
Height to Highest Eave	45' max.

Upper Floor Stepback

Applicable to parcels that share a side and/or rear property line with R and RS zoned land. Fourth floor within 30 feet of the shared side or rear property line shall stepback a minimum of 10 feet from the facade below.

Building Footprint

Main Body	Urban/Center
Width	180' max. A
Depth	60' max. B

Secondary Wing(s) Footprint

Width	60' max. C
Depth	60' max. D

Rear of a building may have a maximum of one secondary wing.

4. Allowed Frontage Types

Porch Projecting	17.12.130.D
Porch Engaged	17.12.130.E
Dooryard	17.12.130.F
Stoop	17.12.130.G
Terrace	17.12.130.H

Terrace frontage only allowed when used to access multiple unit entrances on sloped sites.

5. Pedestrian Access

Principal Pedestrian Entrance	E
Interior Lot	Front Street
Corner Lot	Units on a corner may enter from the side street.

Each unit may have an individual entry. **F**

6. Vehicle Access and Parking

Access **G**

Maximum of 1 driveway curb cut along street frontage.

If alley is present, parking shall only be accessed from alley.

If side street is present but no alley, parking shall be accessed only from side street.

7. Common Open Space

Width	30' min. H
Depth	30' min. I

Common open space may be located in front of the building main body so long as it is fronted by the principal pedestrian entrance.

Front, side street, and side setbacks may be included in common open space when the entire open space is treated as one contiguous entrance plaza.

Driveways are not allowed within a required common open space.

17.12.130.A Purpose

This Section sets forth standards applicable to all frontages. Frontages are the components of a building that provide the transition and interface between the public realm (street and sidewalk) and the private realm (yard or building).

17.12.130.B Frontage Types

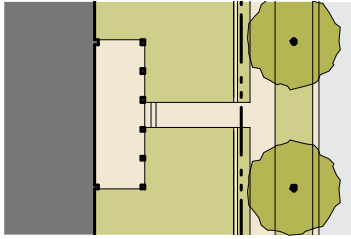
1. The names of the Frontage Types indicate their particular configuration or function and are not intended to limit uses within the associated building. For example, a porch may be used by non-residential uses as allowed by the zone.
2. Each building shall have at least one Frontage Type along each street frontage or along a civic space.
3. Frontage Types not listed in [Item 4 \(Allowed Frontage Types\)](#) of the building type are not allowed on that building type.
4. Each building may have multiple Frontage Types in compliance with the allowed types in [Item 4 \(Allowed Frontage Types\)](#) of each building type.
5. Each Frontage Type shall be located in compliance with the [Building Placement](#) standards of the zone.
6. Frontage Types may encroach into front and side street setbacks; and shall not be located in side or rear setbacks per [Encroachments](#) standards of the zone.
7. Standards in this Section are stated for the front of a lot and are to be adjusted for side street facades in compliance with the setbacks of the zone.

17.12.130.C Overview

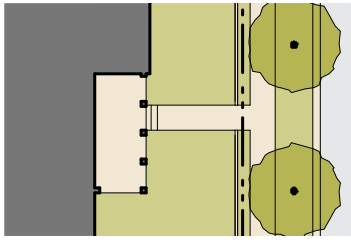
[Table 17.12.130.C-1 \(Frontage Types Overview\)](#) provides a summary of the allowed Frontage Types.

Table 17.12.130.C-1 Frontage Types Overview

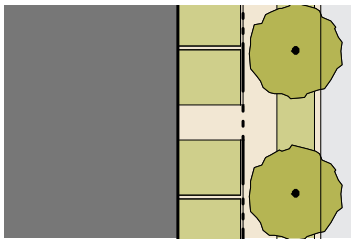
Frontage Type



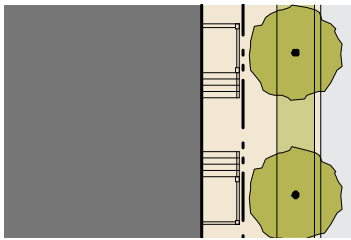
Porch Projecting 17.12.130.D. The main facade of the building is set back from the front lot line with a covered structure encroaching into the front setback. The resulting setback area can be defined by a fence or hedge to spatially maintain the edge of the street. The Porch may be one or two stories, is open on three sides, with all habitable space located behind the building setback line.



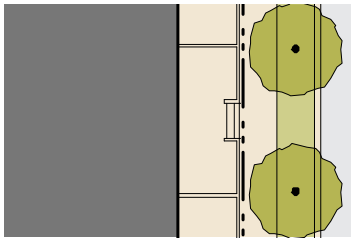
Porch Engaged 17.12.130.E. A portion of the main facade of the building is set back from the front lot line to create an area for a covered structure that projects from the facade that is set back. The resulting yard may be defined by a fence or hedge to spatially maintain the edge of the street. The Porch may be one or two stories and typically has two adjacent sides that are engaged to the building, while the other two sides are open.



Dooryard 17.12.130.F. The main facade of the building is set back from the front lot line, which is defined by a low wall, hedge, or other allowed screening, creating a small private area between the sidewalk and the facade. Each Dooryard is separated from adjacent Dooryards. The Dooryard may be raised or at grade.



Stoop 17.12.130.G. The main facade of the building is near the front lot line with steps to an elevated entry. The Stoop is elevated above the sidewalk to provide privacy along the sidewalk-facing rooms. Stairs or ramps from the Stoop may lead directly to the sidewalk or may be parallel to the sidewalk.



Terrace 17.12.130.H. The main facade is at or near the front lot line with steps leading to an elevated area providing public circulation along the facade. This type is used to provide outdoor areas along the sidewalk for housing or to accommodate an existing or intended grade change for non-residential uses.

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17.12.130.D Porch Projecting



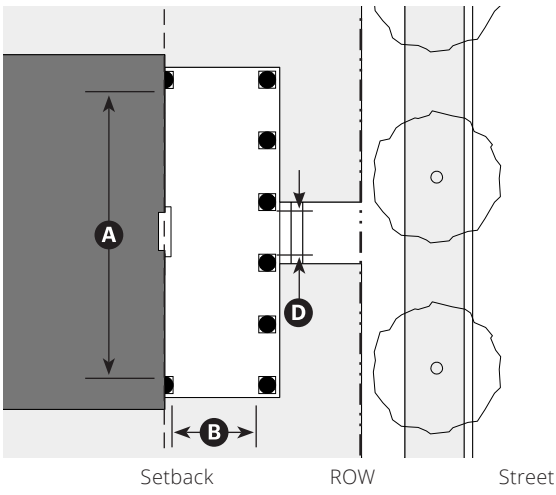
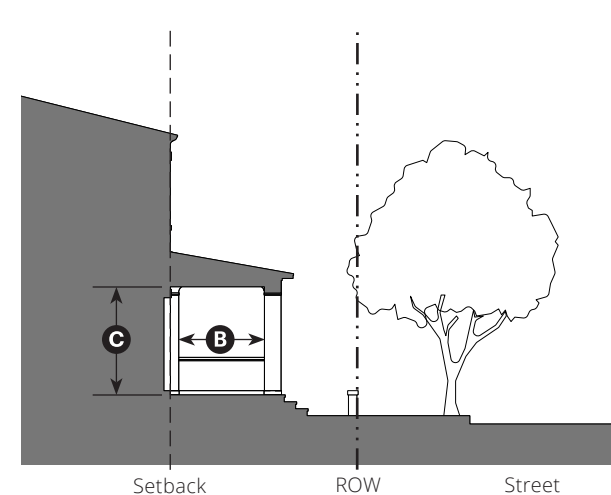
Example of a Projecting Porch (Local Example).



Example of a Projecting Porch (Local Example).



Example of a Projecting Porch.



Key
--- ROW / Lot Line --- Setback Line

General Note: Photos on this page are illustrative, not regulatory.

17.12.130.D **Porch Projecting**

1. Description

The main facade of the building is set back from the front lot line with a covered structure encroaching into the front setback. The resulting setback area can be defined by a fence or hedge to spatially maintain the edge of the street. The Porch may be one or two stories, is open on three sides, with all habitable space located behind the building setback line.

2. Size

Width, Clear	10' min.	A
Depth, Clear	6' min.	B
Height, Clear	8' min.	C

3. Pedestrian Access

Walkway and Stair Width	3' min.	D
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4. Miscellaneous

Porch shall be open on three sides and have a roof.

17.12.130.E Porch Engaged



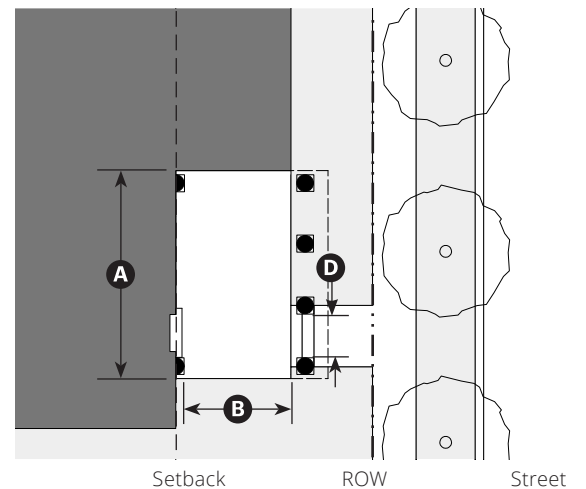
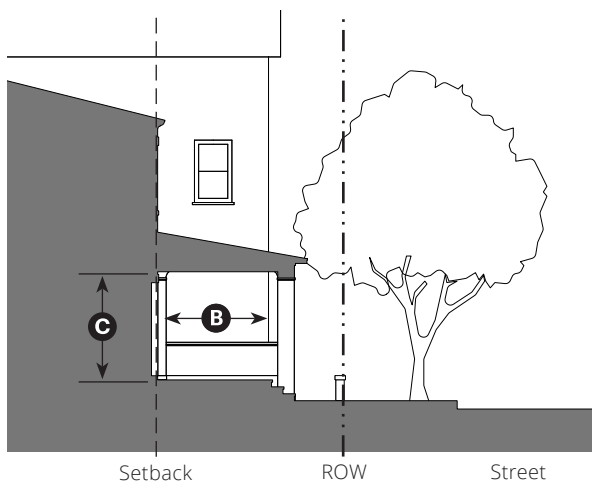
Example of an Engaged Porch (Local Example).



Example of a two-story Engaged Porch.



Example of an Engaged Porch.



Key

--- ROW / Lot Line

--- Setback Line

General Note: Photos on this page are illustrative, not regulatory.

17.12.130.E **Porch Engaged**

1. Description

A portion of the main facade of the building is set back from the front lot line to create an area for a covered structure that projects from the facade that is set back. The resulting yard may be defined by a fence or hedge to spatially maintain the edge of the street. The Porch may be one or two stories and has two adjacent sides that are engaged to the building, while the other two sides are open.

2. Size

Width, Clear	8' min.	A
Depth, Clear	6' min.	B
Height, Clear	8' min.	C

3. Pedestrian Access

Walkway and Stair Width	3' min.	D
-------------------------	---------	----------

4. Miscellaneous

Porch shall be open on at least one side and have a roof.

17.12.130.F Dooryard



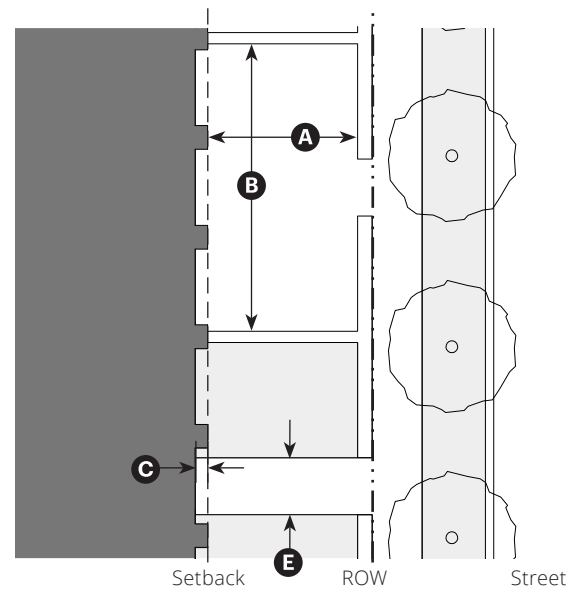
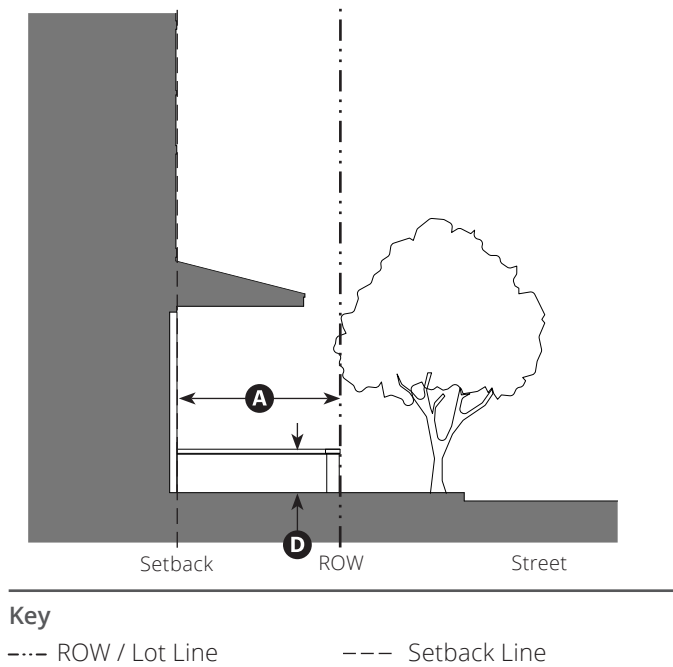
Example of a residential Dooryard (Local Example).



Example of a commercial Dooryard.



Example of residential Dooryard.



General Note: Photos on this page are illustrative, not regulatory.

17.12.130.F Dooryard

1. Description

The main facade of the building is set back from the front lot line, which is defined by a low wall, hedge, or other allowed screening, creating a small private area between the sidewalk and the facade. Each Dooryard is separated from adjacent Dooryards. The Dooryard may be raised or at grade.

2. Size

Depth, Clear	6' min.	A
Width, Clear	15' min.	B
Depth of Recessed Entries	6' max.	C
Height of Dooryard Fence/Wall above Finish Level	36" max.	D

3. Pedestrian Access

Walkway and Stair Width	3' min.	E
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4. Miscellaneous

Each Dooryard shall provide access to only one ground floor entry.

17.12.130.G Stoop



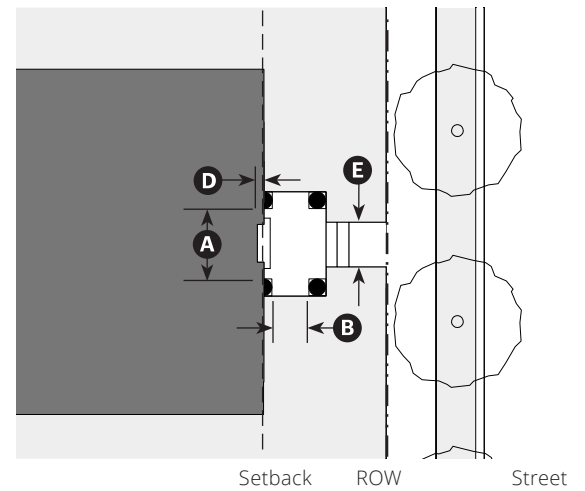
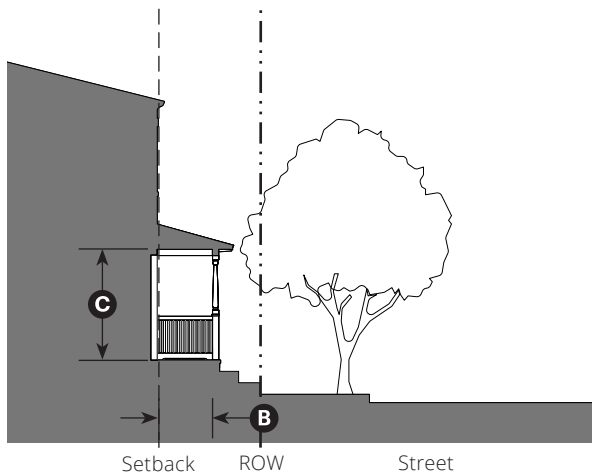
Example of a residential Stoop parallel to the ROW (Local Example).



Example of Stoops both perpendicular and parallel to the ROW.



Example of Stoops (Local Example).



Key

--- ROW / Lot Line

--- Setback Line

General Note: Photos on this page are illustrative, not regulatory.

17.12.130.G Stoop

1. Description

The main facade of the building is near the front lot line with steps to an elevated entry. The Stoop is elevated above the sidewalk to provide privacy along the sidewalk-facing rooms. Stairs or ramps from the Stoop may lead directly to the sidewalk or may be parallel to the sidewalk.

2. Size

Width, Clear	5' min.	A
Depth, Clear	5' min.	B
Height, Clear	8' min.	C
Depth of Recessed Entries	6' max.	D

3. Pedestrian Access

Walkway and Stair Width	3' min.	E
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4. Miscellaneous

Entry doors are covered or recessed to provide shelter from the elements.

All doors shall face the street.

17.12.130.H Terrace



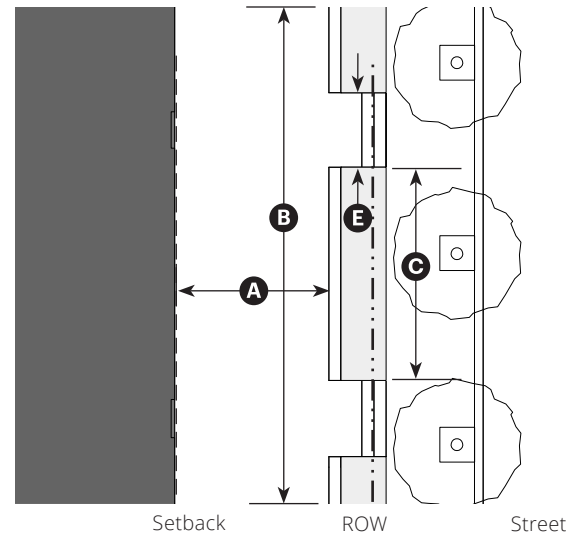
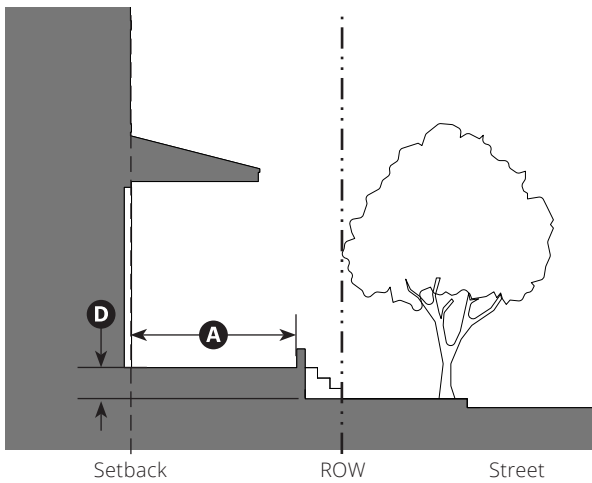
Example of a Terrace with low-wall seating.



Example of a Terrace (Local Example).



Example of a residential Terrace (Local Example).



Key

--- ROW / Lot Line

--- Setback Line

General Note: Photos on this page are illustrative, not regulatory.

17.12.130.H Terrace

1. Description

The main facade is at or near the front lot line with steps leading to an elevated area providing public circulation along the facade. This type is used to provide outdoor areas along the sidewalk for housing or to accommodate an existing or intended grade change for retail, service, or office uses.

2. Size

Depth, Clear	8' min. residential	A
	12' min. non-residential	
Length of Terrace	150' max.	B
Distance between Stairs	50' max.	C
Height of Terrace above street level	24" max.	D

3. Pedestrian Access

Walkway and Stair Width	3' min.	E
-------------------------	---------	---

4. Miscellaneous

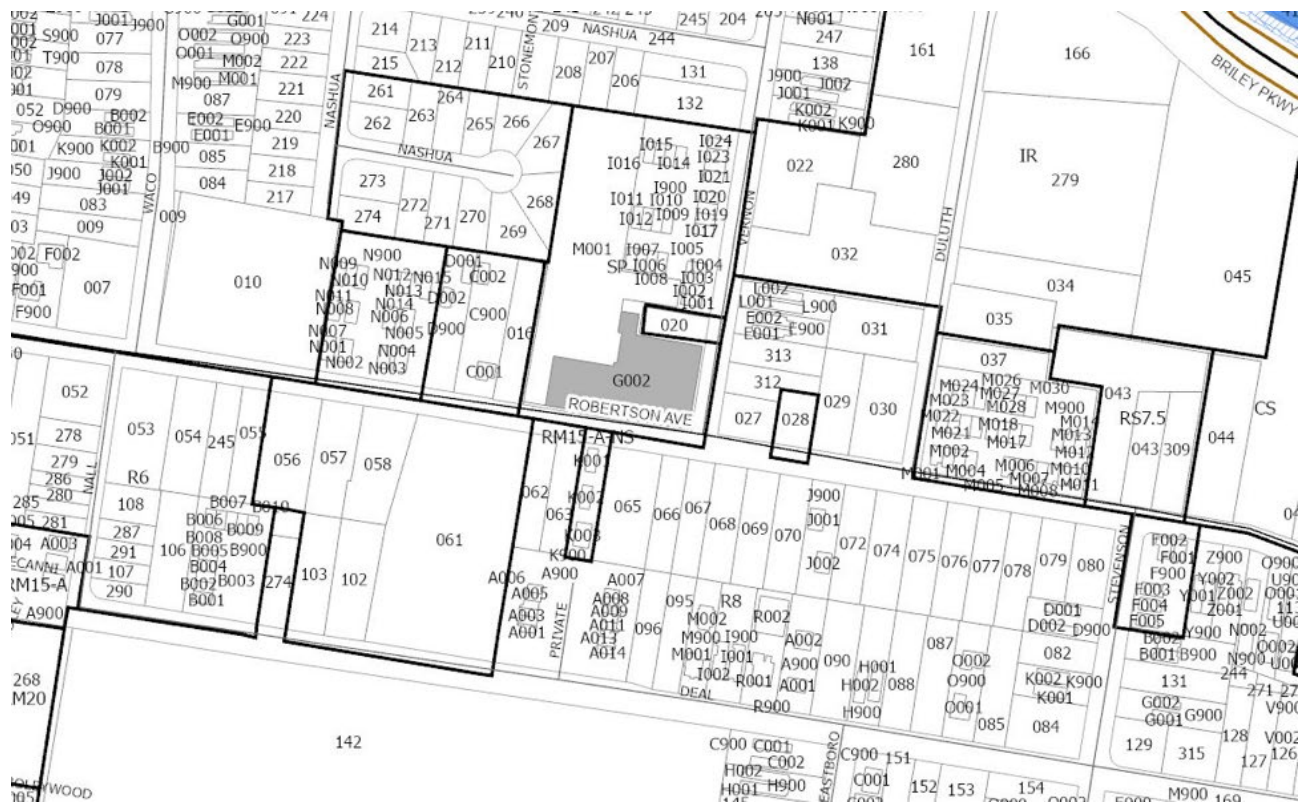
Where the Frontage Type requires the ground floor to be flush with the sidewalk, the Terrace shall be considered to be the sidewalk.

A Terrace may be utilized to group several entries at a common elevation.

Low walls used as seating are allowed.



Metro Planning Commission Meeting of 08/28/2025



2020SP-016-003

6100 ROBERTSON AVENUE SP (AMENDMENT)

Map 091-09-1-G, Parcel(s) 002

07, West Nashville

20 (Rollin Horton)



Metro Planning Commission Meeting of 08/28/2025

Item #11

Project Name

Council District

School District

Requested by

Specific Plan 2020SP-016-003

6100 Robertson Avenue SP (Amendment)

20 – Horton

09 – Taylor

Fulmer Lucas Engineering, applicant; 1101 Sixty Third, LLC, owner.

Staff Reviewer

Welch

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

SP amendment to permit additional nonresidential uses.

SP amendment

A request to amend a portion of a Specific Plan on property located at 6100 Robertson Avenue, at the northwest corner of Vernon Avenue and Robertson Avenue, zoned SP (approximately 0.84 acres), to permit additional non-residential uses.

Existing Zoning

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

Proposed Zoning

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

WEST NASHVILLE COMMUNITY PLAN

T4 Urban Mixed Use 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.

Supplemental Policy Area for Robertson Avenue Area (SPA 07-T4-MU-02) was adopted by the Metro Planning Commission on October 30, 2023. The SPA provides guidance for maximum building heights to maintain the neighborhood scale of the streets in the area.



Metro Planning Commission Meeting of 08/28/2025

6100 Robertson Avenue Specific Plan Amendment (SP)

Development Summary		Site Data Table	
SP Name	6100 Robertson Avenue Specific Plan	Site Acreage	4.05 Acres
SP Number	2020SP-016-003	Existing Zoning	SP
Council District	20 – Rollin Horton	Proposed Zoning	SP
Map & Parcel	091091G00200CO	Allowable Land Uses	Per the list of permitted uses on page 2.

This regulatory SP document proposes the addition of all uses permitted within the MUL-A-NS zone district.

All Conditions noted in Council bill BL2020-291 shall remain in effect for the approved SP site plan except for the proposed change in permitted uses. The conditions are noted below.

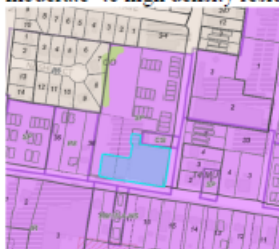
1. Non-residential uses are limited to the structures fronting the corner of Robertson Avenue and Vernon Avenue and the structure fronting Robertson Avenue.
2. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
3. 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.
4. 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.
5. Comply with all conditions and requirements of Metro reviewing agencies.

Community Plan Consistency Note

The proposed Specific Plan is located within the West Nashville Community Plan (Subarea 7). The proposed SP is located within T4 – Mixed Use Neighborhood Policy.

Land Use Policy – T4 – Mixed Use Neighborhood

The proposed SP amendment to permit the uses as listed in the permitted use list noted on the second page of this document in addition to the mixed-use development previously approved in 2020SP-016-001, Council Bill BL2020-29. The proposed uses are consistent with the goals of the T4 Mixed-Use policy as it will achieve the intent of the policy to create urban, mixed-use neighborhoods with a diverse mix of moderate- to high density residential, commercial, office, and light industrial land uses.



Proposed SP



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6100 Robertson Avenue Specific Plan Amendment (SP)

Development Summary		Site Data Table	
SP Name	6100 Robertson Avenue Specific Plan	Site Acreage	4.05 Acres
SP Number	2020SP-016-003	Existing Zoning	SP
Council District	20 – Rollin Horton	Proposed Zoning	SP
Map & Parcel	<u>091091G00200CO</u>		

Permitted Uses

Personal Instruction
Financial Institution
Office
Veterinarian
Business Services
Personal Care Services
Restaurant
Retail
Printing and Publishing

Proposed SP continued

SITE CONTEXT AND PLAN DETAILS

The SP development comprises approximately 4.05 total acres, located at the northwest corner of Vernon Avenue and Robertson Avenue. The surrounding development pattern includes industrial, commercial, and various residential dwelling types. Surrounding properties are zoned One and Two-Family Residential (R8), Multi-Family Residential (RM15-A-NS), Commercial Service (CS), and Industrial Restrictive (IR). The site is located one block north from Charlotte Park which contains 25 acres of open space and various athletic facilities.

In April 2020, Metro Council approved a preliminary SP (2020SP-016-001; BL2020-291) on the subject site to permit a mixed-use development that included a maximum of 24 multi-family townhomes, and 39,000 square feet of office, restaurant, and retail uses, with short term rental property – owner occupied and not-owner occupied being prohibited. The non-residential portion of the site consists of a two-story building fronting Robertson Avenue. The non-residential uses utilize an adaptively reused structure and a new adjoining structure. The townhomes are located along Vernon Avenue, behind the non-residential buildings, at an overall height of three stories. The site plan included surface parking and two points of access via driveways off of Robertson Avenue and Vernon Avenue. A final site plan application, case 2020SP-016-002, was submitted in October 2020 and was approved in August 2021. Since then, the site has been completely developed.

ANALYSIS

The SP amendment proposes to expand the permitted nonresidential uses within the designated amendment area on parcel 091091G00200CO, approximately 0.84 acres, with the following additional uses: veterinarian, personal care services, personal instruction, business services, and printing and publishing. Office, retail, and restaurant uses would be retained as permitted uses. Short term rental owner-occupied and non-owner occupied will be prohibited. The non-residential



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uses would still be limited to a total maximum of 39,000 square feet and limited to the same area along Robertson Avenue and Vernon Avenue as previously approved. No changes to the remainder of the SP are proposed. Staff has estimated the acreage of the amendment area based on the information provided by the applicant but will note that the precise acreage may vary due to the existing parcel configuration and the parcel being part of an HPR (“horizontal property regime”) within common area. The approximate 0.84-acre amendment area is identified on the zoning sketch and does not apply to the entirety of the SP (4.05 acres).

Since the site has been completely developed and this amendment does not include any layout changes, the access points, parking, and overall layout will remain as approved in the final site plan. The site is sufficiently parked consistent with the approved SP plan requirements, and no increase in the total amount of nonresidential square footage is proposed.

When considering land use types that would likely be appropriate, the site’s size, character of the surrounding area, and the site’s location in relation to centers and corridors were all considered. The T4 MU policy calls for a mixture of uses including residential, commercial, light industrial, and office. The uses proposed in this amendment align with the goals of the T4 MU policy as they provide various uses that are consistent with this policy and similar to the existing uses on the site and appropriate to the surrounding context.

FIRE MARSHAL RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Comply with previous BL2020-291 conditions. See traffic approval conditions/comments.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Comply with all previous NDOT traffic conditions associated with 2020SP-016-001.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

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



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Maximum Uses in Existing Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (221)	-	-	24 U	128	8	11

Maximum Uses in Existing Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	-	-	3,000 SF	337	29	29

Maximum Uses in Existing Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	-	-	14,000 SF	529	13	54

Maximum Uses in Existing Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	-	-	22,000 SF	244	48	27

Maximum Uses in Proposed Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (221)	2.02	-	88 U	478	30	39

Maximum Uses in Proposed Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	1.01	-	43,995 SF	4,935	438	429



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	1.01	-	43,995 SF	1,661	42	167

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+ 5,836	+420	+525

METRO SCHOOL BOARD REPORT

The proposed amendment is not intended to generate additional students, however the mix of uses could vary and assumption of impact at this point is premature. Students would attend Cockrill Elementary School, Moses McKissack Middle School, and Pearl-Cohn High School. Cockrill Elementary School, Moses McKissack Middle School, and Pearl-Cohn High School are all identified as exceedingly under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 39,000 square feet of office, restaurant, retail, veterinarian, personal care services, personal instruction, business services, and printing and publishing uses in the amended area only. Short term rental property – owner occupied and short-term rental property-not-owner occupied shall be prohibited.
2. Unless explicitly amended by the permitted use condition, all conditions of BL2020-291 shall remain in effect.
3. On the corrected copy, update the list of permitted uses on page 2 to reflect the uses in the permitted uses condition.
4. On the corrected copy, add the SPA to the policy section.
5. On the corrected copy, remove the first sentence below the site data table on page 1 that refers to all uses permitted by MUL-A-NS. Uses are limited to the permitted uses condition.
6. On the corrected copy, update the acreage in the site data table on pages 1 and 2 to reflect the acreage of the amendment area.
7. On the corrected copy, update the header on page 2 to “Permitted nonresidential uses (limited to the SP amendment area)”.
8. No changes to the approved final site plan are approved with this amendment.
9. Comply with all conditions and requirements of Metro Reviewing Agencies.
10. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with the final site plan application.

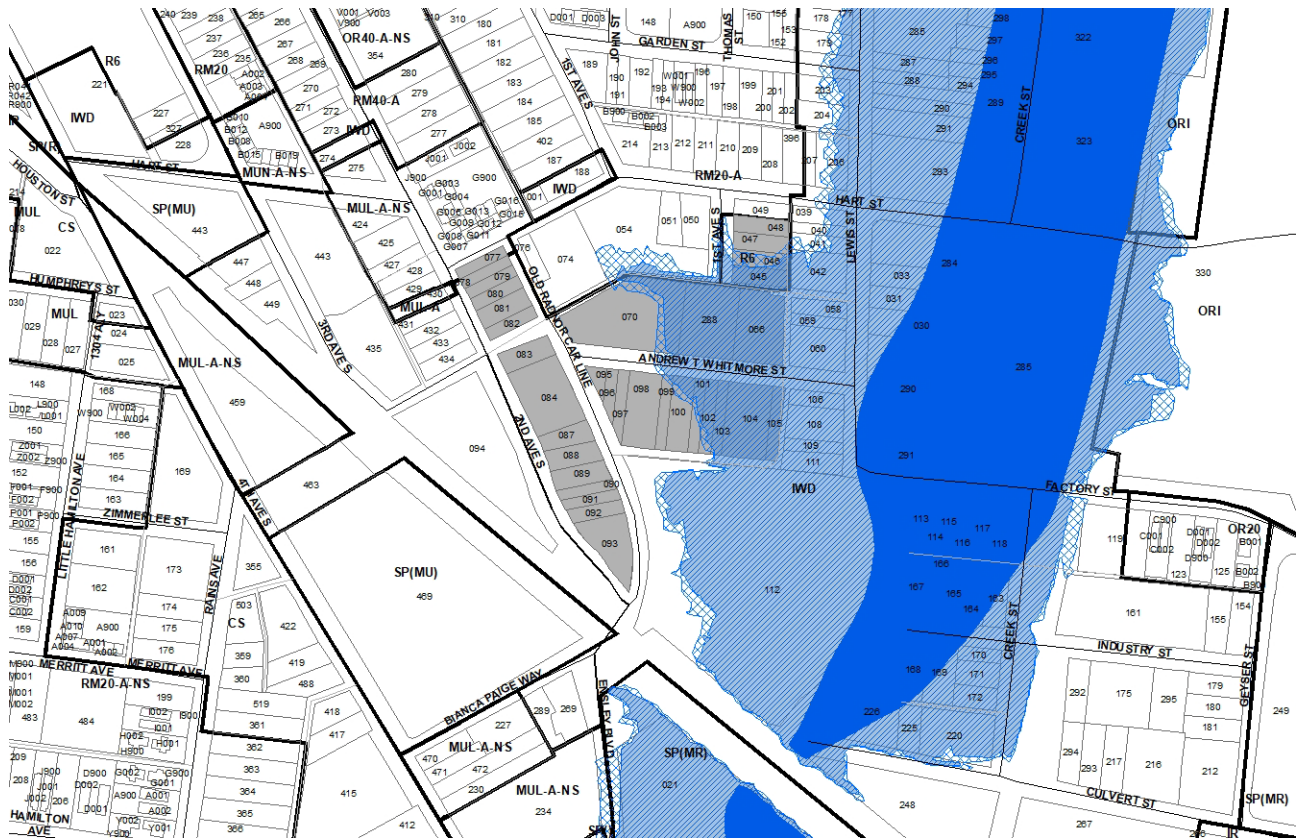


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11. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the MUL-A-NS zoning district as of the date of the applicable 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 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.



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2025SP-037-001

MODERA CHESTNUT HILL SP

Map 105-08, Parcel(s) 045-048, 066, 070, 077-084, 087-093, 095-105, 288
11, South Nashville
17 (Terry Vo)



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Item #12

Project Name

Council District

School District

Requested by

Specific Plan 2025SP-037-001

Modera Chestnut Hill SP

17 – Vo

05 – Fayne

Kimley-Horn, applicant; John T., James W., and Clarence L. Steinhouse, III, owners.

Staff Reviewer

Schenk

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Preliminary SP to permit a mixed-use development.

Preliminary SP

A request to rezone from One and Two-Family Residential (R6), Mixed-Use Limited-Alternative No Short-Term Rentals (MUL-A-NS), and Industrial/Warehousing/Distribution (IWD) to Specific Plan (SP) for various properties located south of Hart Street along 1st Avenue South, 2nd Avenue South, and Andrew T Whitmore Street, located at the corner of 1st Avenue South and Hart Street (5.79 acres), and partially within the Wedgewood Houston Chestnut Hill Urban Design Overlay, 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.

Mixed Use Limited-Alternative-No Short-Term Rentals (MUL-A-NS) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses, and is designed to create walkable neighborhoods through 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.*

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

Urban Design Overlay The site is also partially located within the Wedgewood-Houston Chestnut Hill Urban Design Overlay (UDO), specifically the Hart Street Center 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.

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



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implement the specific details of the General Plan. This Specific Plan includes residential and commercial uses.



Proposed Preliminary SP



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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.

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 several district subsections of the Wedgewood-Houston Chestnut Hill (WHCH) Small Area Plan, specifically the SPA 11-WHCH-3a (Subdistrict 3A), SPA 11-WHCH-4d (Subdistrict 4D), and the SPA 11-WHCH-6b (Subdistrict 6B) supplemental policy areas. The locations of these subsections are shown in the plan above.

The site is located within three different subdistricts of the Wedgewood-Houston Chestnut Hill Small Area Plan, specifically Subdistricts 3A, 4D, and 6B. The subdistricts, which are shown on the map above, are generally divided as follows, Subdistrict 3A consists of parcels located north of Alley #694, Subdistrict 4D consists of parcels located between 2nd Avenue South and the Old Radnor Car Line, that are identified as Buildings B and C, and Subdistrict 6B consists of the remainder of the site located between the Old Radnor Car Line, Alley #694, and Alley #687. Each subdistrict provides guidance for building typologies and recommended building heights.

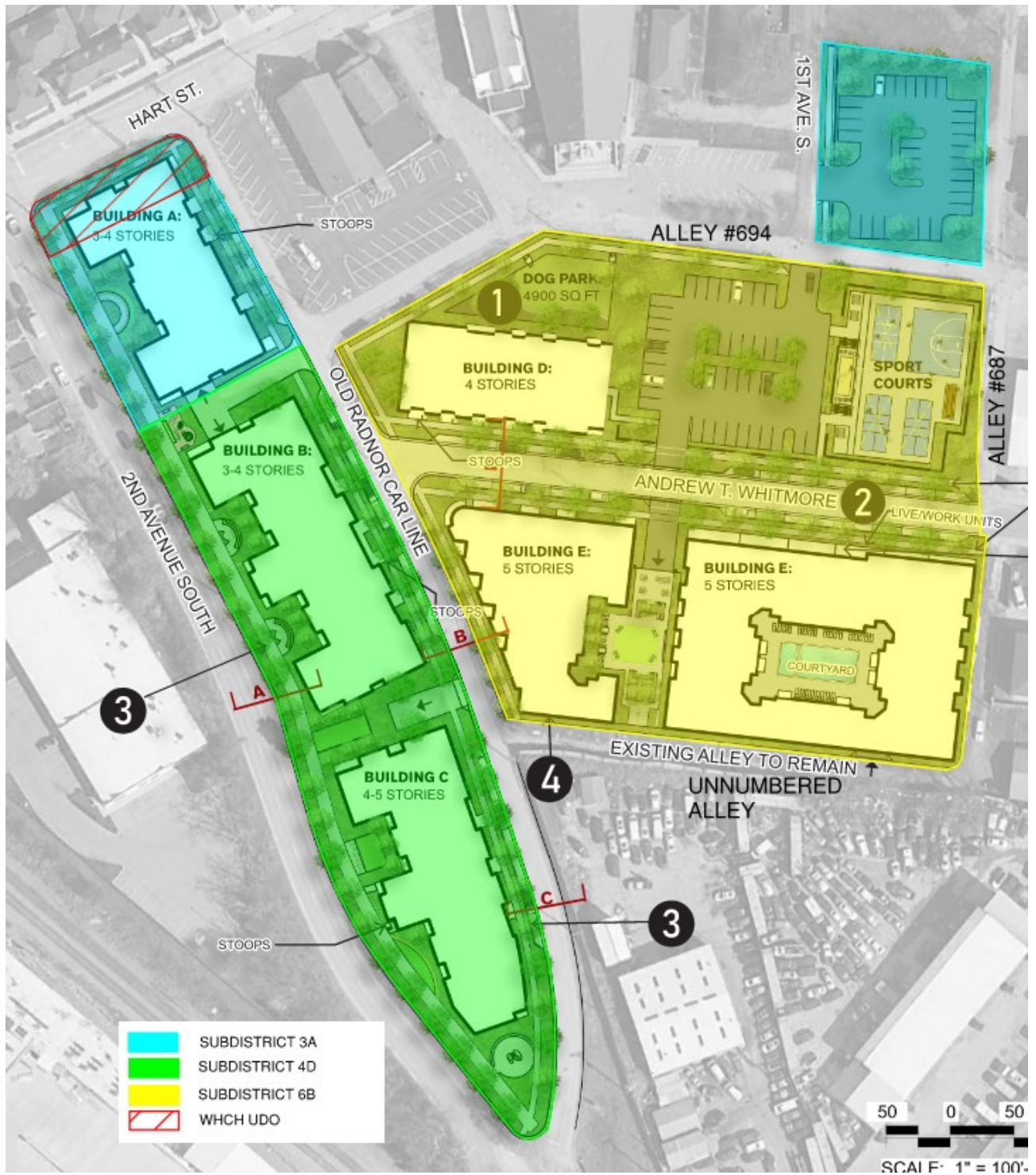
The northern portion of the site, encompassing the parcels where Building A is located and the parking lot at the northeast corner of 1st Avenue South and the alley are within Subdistrict 3A. The WHCH Plan describes this zone, which is called Chestnut Hill, as an area intended to preserve the existing housing stock and scale of housing while allowing flexibility for additional units. Along 2nd Avenue and Chestnut Street, higher density and a mixture of housing types is appropriate, including flats.

The parcels located along 2nd Avenue South, with the exception of Building A, are within Subdistrict 4D. The WHCH Plan describes this zone, which is described as 4th Avenue South/Nolensville Pike, as containing a mix of commercial and light industrial uses and intended to continue to develop with those types of uses. Higher density residential, mixed-use, and live-work uses could also be appropriate along 4th Avenue South and Nolensville Pike.

The parcels located on the interior portion of the site, including Buildings D and E, and the dog park and sport courts are located within Subdistrict 6B. The WHCH plan describes this zone, which is identified as Browns Creek, as appropriate for a mixture of commercial, mixed-use and live-work buildings that are oriented towards streets and the planned greenway.



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Subdistrict Map



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SITE CONTEXT AND PLAN DETAILS

The site consists of 33 parcels, with a total size of approximately 5.79 acres. The site contains multiple blocks but is generally bound by 2nd Avenue South to the west, Hart Street and Alley #694 to the north, Alley #687 to the east and Old Radnor Car Line and an unnumbered alley to the South. Andrew T. Whitmore Street traverses through the site. With the exception of 2nd Avenue South, which is classified as an Arterial-Boulevard, all other streets are local streets per the Major and Collector Street Plan (MCSP). The surrounding parcels are zoned R6, RM20-A-NS, MUL-A, MUL-A-NS, and IWD. The parcels have developed with a variety of uses including single-family residential, industrial warehouse, and automobile parking uses, with multiple vacant parcels.

The proposed site plan consists of five buildings with varied heights. On the western portion of the site, located between 2nd Avenue South, Old Radnor Car Line, and Hart Street, are three buildings to be utilized as multi-family residential uses. The two northern buildings, identified as Buildings A and B, are split three- and four-story buildings, with the third story along 2nd Avenue South and the fourth story visible along the Old Radnor Car Line. A third building, identified as Building C, located at the corner of 2nd Avenue South and the Old Radnor Car Line, is a split four- and five-story building, with the fourth story located along 2nd Avenue South and the 5th story located along the Old Radnor Car Line. Located in the center of the site are Buildings D and E, which are located on both sides of Andrew T. Whitmore Street. Building D, on the northern side of the street, is a multi-family residential building with a height of four stories, while a five-story building, Building E, with multi-family residential and live/work units, is located on the southern side of the street. Building E is articulated to appear as two separate buildings from the street, with an elevated courtyard above the second story, the use of stepbacks above the fourth floor on a portion of the building, and a varied setback. The SP proposes architectural standards, including glazing and building material requirements. Additionally, the buildings fronting public streets are articulated to public streets, including multiple entrances for pedestrian connectivity, courtyard and open space areas, and design features to divide the massing of buildings.

The site would have multiple access points and parking areas with structured parking located in Buildings A, B, C, and E and several surface parking areas for public use. Standards related to the screening and lining of structured parking have been included as conditions of approval. The proposal also includes roadway and sidewalk improvements to all public streets, including 2nd Avenue South, the Old Radnor Car Line, and Andrew T. Whitmore Street. Additionally, Alley #687 and the unimproved alley south of Building E are proposed to be improved with this plan, as with a portion of Alley #694 east of the Old Radnor Car Line. A portion of Alley #694 between the Old Radnor Car Line and 2nd Avenue South is proposed to be abandoned with this plan. The site plan includes a centrally located public amenity area, including publicly accessible open space areas, a dog park, and the adaptive reuse of the exterior walls of the Steinhouse Supply Company Building, identified as a Worthy of Conservation building, for use as an amenity area.

ANALYSIS

The site is located within the T4 Urban Mixed Use Neighborhood Policy (T4 MU), T4 Urban Neighborhood Evolving (T4 NE), 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 T4 NE policy is intended to enhance neighborhoods by



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including greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques.

The proposed development is consistent with these policies. The SP is consistent with the T4 MU policy by providing uses, including multi-family residential and live/work land uses that are consistent with a high intensity urban development. The proposed buildings, with heights of three to five stories, shallow setbacks, and street level activation are consistent with an urban form. The site's location on 2nd Avenue South, an Arterial Boulevard and scheduled for frequent bus service in the Choose How You Move plan (CHYM), contributes to improved connectivity throughout the area. The portion of the site within the T4 NE policy does not include any structures but is utilized under its current use as a parking lot. Several portions of the site are located within the CO policy, including an area of slopes in the western portion of the site, and areas of floodplain in the eastern portion of the site. The portion of the site within the floodplain is currently developed with various industrial buildings and non-impervious surface parking areas. The proposed plan reduces the impact to the floodplain areas by utilizing portions of these areas for open spaces.

Supplemental Policy Analysis

Subdistrict 3A (Proposed Building A / Tracts 1 and 5)

- Recommended Building Typologies: Single-Family Residential, Townhouse, with Flats located along 2nd Avenue South and Chestnut Street.
- Heights generally limited to two stories. Building heights along 2nd Avenue South, where Building A is located, are recommended to be three stories.
- *Proposed building height: Three stories along 2nd Avenue South and four stories along Old Radnor Car Line.*

Subdistrict 4D (Proposed Buildings B and C / Tract 2)

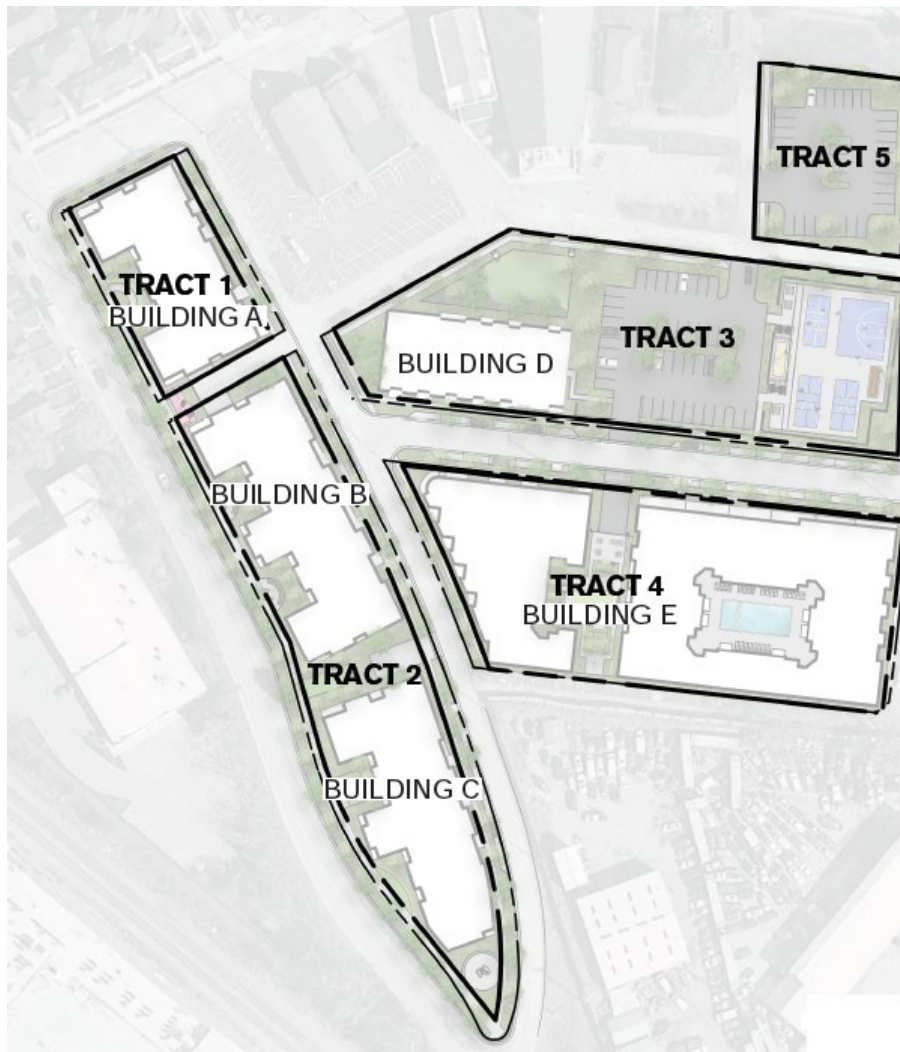
- Recommended Building Typologies: Flats, Live/Work, and Mixed-Use.
- Heights generally between three to four stories.
- *Proposed building height:*
 - *Building B: Three stories along 2nd Avenue South and four stories along Old Radnor Car Line*
 - *Building C: Four stories along 2nd Avenue South and five stories along Old Radnor Car Line*

Subdistrict 6B (Proposed Buildings D and E / Tracts 3 and 4)

- Recommended Building Typologies: Single-Family, Two-Family, Flats, Live/Work, and Mixed Use.
- Heights generally between three to four stories.
- *Proposed building height:*
 - *Building D: Four stories across all street frontages*
 - *Building E: Five stories across all street frontages*



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The proposed plan is consistent with the building typologies of each subdistrict, with multi-family flats included in each building. Building A, a flats building within Subdistrict 3A, is located at the corner of 2nd Avenue South and Hart Street, which is a recommended building type, per the Small Area Plan. Additionally Building E, which is located within Subdistrict 6B, also allows for live/work units, which are permitted in this subdistrict.

In reviewing building heights, several buildings, specifically Buildings A, C, and E, have heights one story above the recommended heights for their respective supplemental policy guidance. When considering the site as a whole, several considerations would warrant additional height. The locations of Buildings A and C, along an Arterial-Boulevard, with bus transit, would support additional height. These buildings also are consistent with the downward sloping topography of the site and contain split heights, with three- and four-story sections of the building along 2nd Avenue and greater height along Old Radnor Car Line. Building E, which is located towards the interior portions of the site at a lower elevation than surrounding buildings, may also support a slightly higher building height. The plan also proposes to retain elements of the Steinhouse Supply



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Company building walls on the north side of Andrew T. Whitmore Street, enhancing the development with a defining feature. The plan identifies opportunities to retain portions of the building for use as an amenity to complement this portion of the site.

A single parcel, at the southeast corner of 2nd Avenue South and Hart Street is located within the Wedgewood-Houston Chestnut Hill Urban Design Overlay (UDO). A portion of Building A is located at this parcel. The UDO provides guidance for bulk standards, including building heights, setbacks, materials and glazing, site access requirements, and parking. The portion of the building within the UDO is consistent with the requirements for many of these standards. The UDO requires a contextual setback, but if no neighboring parcels are currently developed along the same block face, the setback would be measured per the base zoning. Since no neighboring parcels exist for this comparison, the proposed building setback is consistent with the existing zoning for this parcel. The plan proposes glazing and material standards consistent with UDO guidance. Additionally, this building is proposed to be accessed with a single driveway connection to a parking structure consistent with the UDO guidance. The UDO has an allowable height of three stories, but a fourth story may be permitted through a modification process. Since a fourth story would be a deviation of 25 percent or less, the UDO modification would be considered minor and reviewed administratively and does not require Planning Commission approval. Staff is supportive of the modification, as the proposed plan would support additional height, as this parcel is located at the intersection of 2nd Avenue South and Hart Street, the subject site has a downward slope, with a third story visible from 2nd Avenue South and a fourth story located along the Old Radnor Car Line.

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 multi-family residential and live/work land uses, design characteristics including building articulation, varied materials, and glazing; improved streetscapes with sidewalks and street level activation; open space areas, including active open space amenities, the incorporation of the exterior of an existing industrial building, and increased pedestrian connectivity.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Limited building and/or construction details provided. Construction must meet all applicable fire and building codes. Changes to site or building plan may be required in order to comply with adopted codes.

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, driveways, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT ST- standard details.
- All public street intersections should be provided with stop control(signs/bars) and ADA compliant pedestrian access ramps.
- Any public access point(ramps, drives) and/or intersection should meet AASHTO stopping sight distance requirements. (cont.)



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- Provide sight triangles for reference and/or profile view exhibits, if necessary.
- Coordinate w/ metro planning on MCSP requirements along existing ROW frontages.
- For reference, provide call outs on the final site plan for any MCSP requirements by planning.
- If the project is in the Urban Services Tax District(USD-see city GIS interactive maps) a street lighting plan will be required with the final SP. Coordinate w/ Teresa Neal (teresa.neal@bargedesign.com) for street lighting plan approval.
- Submit landscape(street tree) plan with the final SP. A mandatory referral approval will be required for proposed abandonments of existing ROW and/or encroachments into existing ROW.
- There shall be no earthen retaining walls installed in the public ROW.
- There shall be no vertical utility obstructions in new public sidewalks(or roadways) and the removal, or relocation, of utilities will be required to accommodate the new public sidewalk widths required.
- Provide striping and stop control plans for reference.
- Remove any proposed on-street parking near ramps and intersection that may obstruct line-of-sight.
- A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- Submit waste/recycle disposal plan with final SP. Note: 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.
- Case specifics comments/conditions: At final, or prior to final SP submittal, continue to coordinate with NDOT on the following:
 - 2nd Ave road cross section(pavement width, sidewalk/grass strip, curb and gutter), tie-in alignment and /or curb radius at Andrew Whitmore/Old Radnor intersection.
 - Additional conditions: ROW dedication will be required off all alley site frontages, per the ST-263 half section. (cont.)
 - Full width (and extents) paving and new ramps shall be required on alleys utilized by the development for 2-way travel.
Provide 20 ft. turning easements (and exhibit) into proposed garage ramps at alley dead-end terminus between 2nd and Old Radnor.
- Provide 3 ft. ROW dedication for half of the ST-251 (46 ft. ROW) along entirety of 1st Ave South frontage. (cont.) Provide minimum 22 ft. of pavement along 1st Ave South frontage for accommodating 2-way vehicular traffic.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- To align with the future cross-section of 2nd Ave S for the planned transit facility, the applicant shall provide a three-lane cross-section along the development's frontage. This cross-section shall consist of two 10.5-foot vehicular travel lanes, one 11-foot transit lane, a 2.5-foot curb and gutter, and a sidewalk/furnishing zone that complements the streetscape requirements outlined in the MCSP. This may necessitate additional right-of-way (ROW) dedication and/or easements to accommodate the required streetscape improvements. Utility



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relocations along the development's frontage may also be required. The final design of the 2nd Ave S cross-section shall be determined through coordination with the NDOT and the Planning Department prior to Final SP approval.

- The applicant shall dedicate ROW in accordance with the MCSP along all public frontages, including alley dedications sufficient to meet half-section requirements.
- The applicant shall continue coordination with NDOT regarding the modified design of the intersection of 2nd Ave S and Old Radnor Car Line to improve operations and accommodate the future cross-section of 2nd Ave S. Final design shall be subject to NDOT approval prior to Final SP.
- At the intersection of Andrew T. Whitmore Street and Old Radnor Car Line, all on-street parking spaces located within the intersection shall be removed in accordance with Metro Code.
- At the intersection of N. Hart Street and 2nd Ave S, the applicant shall implement daylighting measures for the pedestrian crossing along the western leg of the intersection. These measures shall include striping and delineation to reduce pedestrian crossing length. Final design shall be coordinated with NDOT and approved prior to Final SP.
- The applicant shall provide appropriate traffic control and pedestrian infrastructure at the study intersections in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) guidance.
- The proposed sidewalk along the parcel fronting 1st Ave S shall be extended to Hart Street within the existing ROW. Modifications to the existing pedestrian ramp at the intersection of 1st Ave S and Hart Street shall be required. Refer to NDOT Roads conditions for additional improvements to 1st Ave S.
- Based on review of the submitted parking study, NDOT has no objections to the proposed parking count for the anticipated uses.
- The applicant's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation that are in effect at the time of approval of the preliminary development plan, final development plan, or building permit, as applicable. Final design may vary based on field conditions.

WEGO RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve with conditions

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

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.



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- A Capacity Study must take place and the required capacity reserved by confirmation of capacity fee payment prior to Final Site Plan/SP approval. (Water & Sewer Capacity Fee Permit No's. T2025053211 & T2025053221). Unless and until 100% of capacity charge has been paid, no water/sewer capacity is guaranteed.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two- Family Residential* (210)	0.40	12.26 F	4 U	54	8	5

*Based on two-family lots

Maximum Uses in Existing Zoning District: **MUL-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (221)	0.03	1.0 F	1 U	4	0	0

Maximum Uses in Existing Zoning District: **MUL-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.015	1.0 F	653 SF	25	0	2

Maximum Uses in Existing Zoning District: **MUL-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.015	1.0 F	653 SF	73	7	6

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)	5.08	0.8 F	177,036 SF	325	30	34

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)	5.54	3.0 F	400 U	2,178	134	167



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	5.54	3.0 F	6,000 SF	227	5	23

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)	5.54	3.0 F	6,000 SF	673	60	58

Traffic changes between maximum: **R6/MUL-A-NS/IWD and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+2,597	+154	+201

METRO SCHOOL BOARD REPORT

Projected student generation R6/MUL-A-NS/IWD district: 1 Elementary 0 Middle 0 High

Projected student generation proposed SP district: 60 Elementary 41 Middle 34 High

The proposed SP zoning is expected to generate 134 additional students than the existing IWD, MUL-A-NS and R6 zoning districts. Students would attend John B. Whitsitt Elementary School, Cameron College Preparatory Middle School, and Glenclyff High School. Fall-Hamilton Elementary School is identified as overcapacity, Cameron College Preparatory Middle School is identified as undercapacity, and Glenclyff High School is identified as at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 400 multi-family residential units, including a maximum of 15 live/work units. Short term rental property, owner occupied and short term rental property, not-owner occupied shall be prohibited.
2. On the corrected copy, update the live/work definition and standards to reflect the home occupation standards of the Metro Zoning Code.
3. On the corrected copy, update the permitted uses in the site data to reflect the permitted use condition. Remove all other uses.
4. 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.
5. On the corrected copy, remove all references to MUG-A and replace with MUL-A.

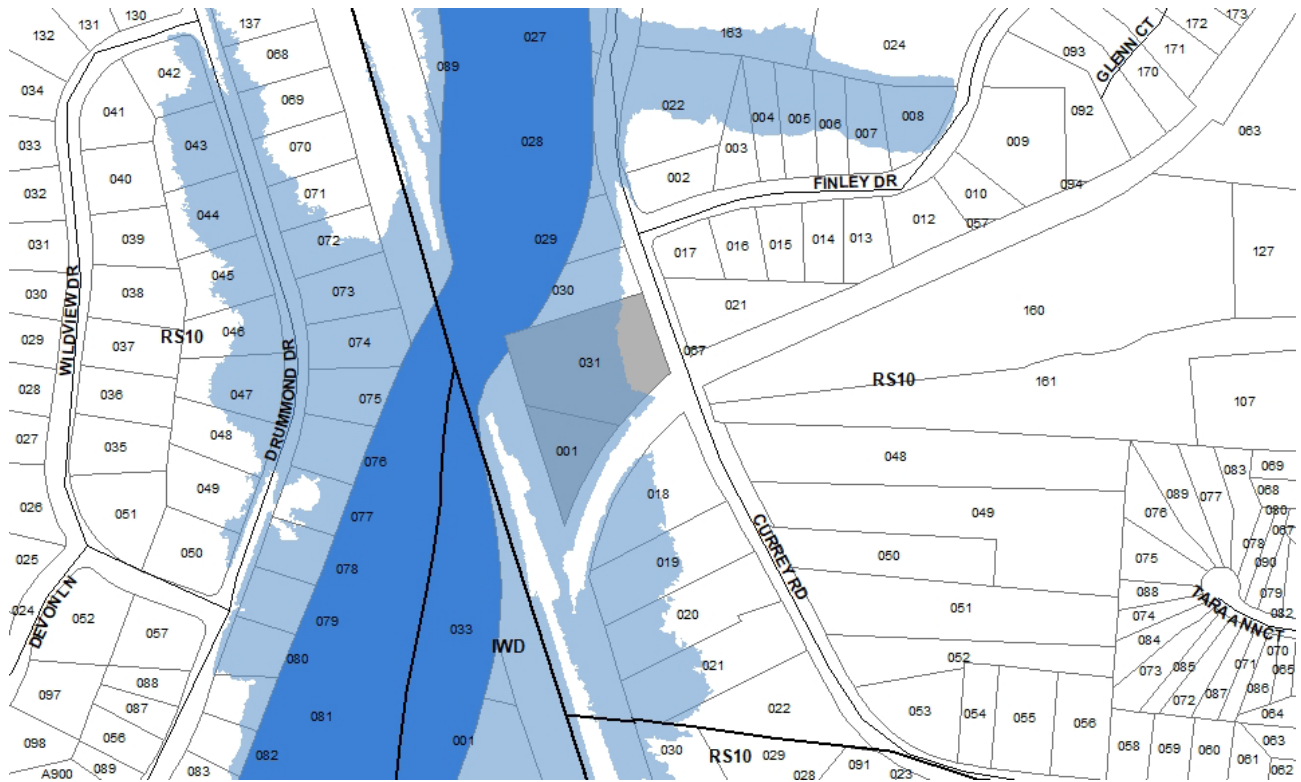


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6. On the corrected copy add the following note: All mechanical units shall be screened from the right-of-way by landscaping or an enclosure, or a combination of both. Screening details are to be submitted with the final site plan.
7. Prior to submittal of the final SP, applicant shall work with Planning and Metro Historic Zoning Commission staff on incorporation of the Steinhouse Supply Company Building exterior walls into the development, as shown on the preliminary plan. Final design to be determined with review of the final SP.
8. Prior to submittal of the final SP, applicant shall work with Planning and NDOT on sidewalk design and streetscape elements to meet the MCSP requirements along 2nd Avenue South. Modifications needed due to physical constraints must be reviewed and agreed upon by Planning and NDOT at the final site plan. The final cross section and alignment will be reviewed further at final SP for a final determination. Adjustments to the building footprint may be required. With final site plan, corrected copy to reflect final determinations.
9. All above ground structured parking shall be designed to be harmonious with the other facades of the structure. This shall be accomplished by using appropriate cladding, using complementary materials, carrying fenestration and design patterns through the façade, and any other design practices that can meet the overall goal of minimizing the visual impact of the parking. Final details to be reviewed by staff with the final SP.
10. All off-street surface parking lots shall be screened from public streets and alleys by a combination of landscaping and a knee wall with a minimum height of 2.5 feet.
11. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
12. Comply with all conditions and requirements of Metro reviewing agencies.
13. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A-NS zoning district for portions of the site located within Subdistricts 4D and 6B of the Wedgewood-Houston Chestnut Hill Supplemental Policy and RM20-A-NS zoning district for portions of the site located within Subdistrict 3A of the Wedgewood-Houston Chestnut Hill Supplemental Policy. Uses are limited as described in the Council ordinance.
14. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
15. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
16. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
17. A final plat may be required prior to permitting.
18. No master permit or HPR shall be recorded on the property prior to final site plan approval.



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2025S-073-001

923 CURREY ROAD

Map 120, Parcel(s) 031

Map 120-13, Parcel(s) 001

13, Antioch – Priest Lake

13 (Russ Bradford)



Metro Planning Commission Meeting of 08/28/2025

Item #13

Project Name

Council District

School District

Requested by

Final Plat 2025S-073-001

923 Currey Road

13 – Bradford

07 – Player

B2L Land Surveyors, applicant; Adam & Jacobson Investments LLC, owner.

Staff Reviewer

Marton

Staff Recommendation

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

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 923 Currey Road, approximately 408 feet east of Drummond Drive, zoned Single-Family Residential (RS10) (1.89 acres).

SITE DATA AND CONTEXT

Location: The site consists of two properties located along the west side of Currey Road, just south of the intersection with Finley Drive.

Street Type: The site has frontage on Currey Drive which is classified as a collector avenue by the Major and Collector Street Plan (MCSP).

Approximate Acreage: 1.89 acres or approximately 82,328 square feet.

Parcel/Site History: The site consists of two parcels. Parcel 031 was created by deed in 1958 and is identified as part of Lot 2 of the Turbeville Lands Subdivision (Book 547, Page 143), while parcel 001 was created by plat and shown as a reserved parcel on the Norman D. Richardson Subdivision (Book 2330, Page 174). Due to the reserve status, no building permit can be issued on parcel 001. The plat does not indicate why the reserve parcel 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: Both properties have been zoned Single-Family Residential (RS10) since 1998.

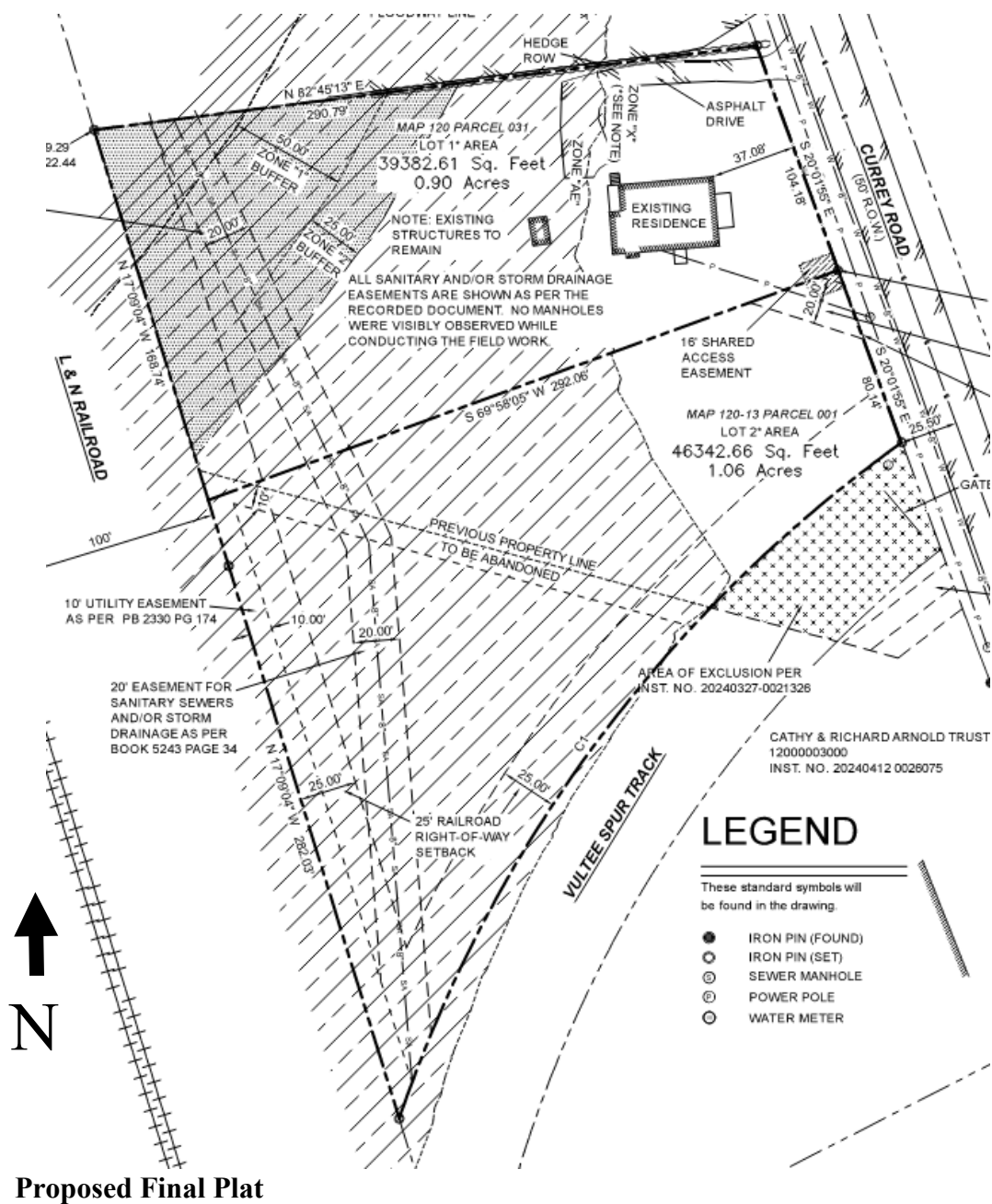
Existing Land Use: Parcel 031 currently contains a single-family land use while parcel 001 is currently vacant.

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: One and Two-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: 40' or contextual per Metro Zoning Code.

PROPOSAL DETAILS

Number of lots: 2

Lot sizes: Proposed Lot 1 has a lot size of 39,382.61 square feet while proposed Lot 2 has a lot size of 46,342.66 square feet.

Access: The lots are proposed to be accessed by a shared access drive from Currey Road.

Subdivision Variances or Exceptions Requested: An exception is required for the compatibility criteria for Lot 1 and Lot 2 for lot frontage.

APPLICABLE SUBDIVISION REGULATIONS

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

Removal of reserve parcels is typically reviewed under Chapter 2-8, Miscellaneous Platting Situations of the Subdivision Regulations. Section 2-8.1 pertains to converting parcels to building sites. The Commission is required to review parcels being converted to building sites when no reason was provided on the plat, such as this case. However, in this case the reserve area is being combined with a larger parcel to the north to create two lots. Therefore, staff reviewed under Chapter 3 of the Subdivision Regulations.

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

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



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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

Lot 1 contains areas of Floodway on the northwest portion and 100-year Floodplain along the western half; however, the existing residence that is shown to remain is shown outside of these areas. Lot 2 also contains areas of 100-year floodplain along the western portion of the site. There is sufficient area for a future building on areas outside of the floodplain. Future development will require compliance with the Stormwater Management Manual.

3-4 Lot Requirements

Lot 1 and Lot 2 comply with the minimum standards of the zoning code. The lots exceed the 10,000 square foot minimum lot size of the RS10 zoning district. 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. Lot 1 and Lot 2 will be accessed by a shared access easement off Currey Road, a public street.

3-5 Infill Subdivisions

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

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

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

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

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

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



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

The T3 NM policy that applies to the site does not specifically identify an appropriate density; however, the policy supports the underlying RS10 zoning district and its prescribed density.

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

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

The proposed Lot 1 has a frontage width of 104.18 feet along Currey Drive while proposed Lot 2 has a frontage width of 80.14 feet along Currey Drive. The required lot frontage per the compatibility criteria is 113 feet. Neither of the two proposed lots comply.

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

Proposed Lot 1 has an area of 39,382.61 square feet (0.90 acres), and the proposed Lot 2 has an area of 46,342.66 square feet (1.06 acres). The required lot size per the compatibility criteria is 36,601 square feet (0.84 acres). Both proposed lots comply.

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

The existing home on Lot 1 is identified to remain and has an existing setback of 37.08 feet. With future development on Lot 1 or Lot 2, new homes will be required to meet the contextual setback or the 40-foot setback required for collector streets, whichever is greater, per the Metro Zoning Code.

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



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Both proposed Lot 1 and Lot 2 are oriented to Currey Road which is in keeping with the lot orientation of surrounding parcels.

- e. *The current standards of all reviewing agencies are met.*
All agencies have recommended approval or approval with conditions.
- f. *If the proposed subdivision meets subsections a, b, c and e of this section but fails to meet subsection d, the Planning Commission, following a public hearing in accordance with the Planning Commission Rules and Procedures, may consider whether the subdivision can provide for the harmonious development of the community by otherwise meeting the provisions of TCA 13-4-303(a). In considering whether the proposed subdivision meets this threshold, the Commission shall specifically consider the development pattern of the area, any unique geographic, topographic and environmental factors, and other relevant information. The Commission may place reasonable conditions, as outlined in Section 3-5.6, necessary to ensure that the development of the subdivision addresses any particular issues present in an infill subdivision and necessary to achieve the objectives as stated in TCA 13-4-303(a).*
Lot 1 and Lot 2 do not meet the compatibility requirement for minimum lot frontage.
The Planning Commission may grant an exception to the compatibility criteria by considering a larger area to evaluate general compatibility. The following section discusses the exception for lot frontage.

Variances/Exceptions Analysis

In cases where proposed lots do not meet compatibility requirements, Section 3-5.2 of the Subdivision Regulations allows the Planning Commission to grant exceptions to compatibility requirements by considering other relevant information, including the development pattern of an area. This request requires exceptions from Section 3-5.2 pertaining to lot frontage.

Lot Frontage

The proposed Lot 1 frontage is approximately 104.18 feet while the proposed Lot 2 frontage is 80.14 feet. When evaluating a larger area to analyze lot frontage, staff considered additional parcels along Currey Road to the southeast and Finley Drive to the northeast. Within the larger area, frontages range from 62 to 258 feet, however the majority of frontages range from 70 to 120 feet. Therefore, the requested lot frontage widths for Lot 1 and Lot 2 are similar to nearby parcels in the larger area and are not uncharacteristic of the area as a whole.

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

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

Not applicable to this case.



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

Not applicable to this case.

3-5.5 *Infill Subdivision Frontage*

Not applicable to this case.

3-5.6 *Reasonable Conditions*

Not applicable to this case.

3-6 **Blocks**

Not applicable. No new blocks are being created.

3-7 **Improvements**

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

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

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

3-9 **Requirements for Streets**

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

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

Currey Road is classified by the MCSP as a collector avenue which has a total right-of-way width of 51 feet. The plat proposes to dedicate right-of-way to meet the standard half right-of-way of 25.5' per the MCSP.

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.



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3-14 Drainage and Storm Sewers

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

3-15 Public Water Facilities

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

3-16 Sewerage Facilities

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

3-17 Underground Utilities

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

PLANNING STAFF COMMENTS – SUBDIVISION REGULATIONS

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

POLICY CONSIDERATIONS

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

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

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



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COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

GREENWAYS RECOMMENDATION

Approve with conditions

- Revised Exhibits A and B with the same greenway easement area as depicted on the 2025S-073-001 Revised Plan 07302025 attached to Cityworks 07/31/25 must be submitted to Greenways within 30 days of the final plat being approved by Planning and recorded.
- Coordinate with Greenways staff to process the Conservation Greenway Easement Agreement for Park Board and Metro Council approval.
- The minimum separation between the greenway easement and any building is 5 feet.
- Any access onto the greenway must be approved by Metro Parks.
- No obstructions such as site furniture or sheds are allowed within the Conservation Greenway Easement unless approved by Greenways staff.
- The 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.
- The Greenway Conservation Easement will be maintained by property owner until such time as Metro constructs and opens a greenway trail.

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve

- Attached is a copy of the above-referenced subdivision (uploaded by planning on July 22, 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 exceptions to Section 3-5.2.

CONDITIONS

1. Comply with all conditions and requirements of Metro reviewing agencies.



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2. On the corrected copy, remove note 16 and replace with, “Access for future development or redevelopment is limited to the shared access easement for Lot 1 and Lot 2.”
3. On the corrected copy, update note 10 to say, “The recording of this plat voids, vacates, and supersedes part of Lot 2 as shown on the map showing the subdivision of the N.F. Tuberville Estate, as recorded in Book 547 and Page 143.”
4. The current property owner shall work with Metro Greenways to ensure a greenway easement on Lot 1 is recorded prior to a sale or transfer of ownership.
5. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission’s approval.

RECOMMENDED ACTION

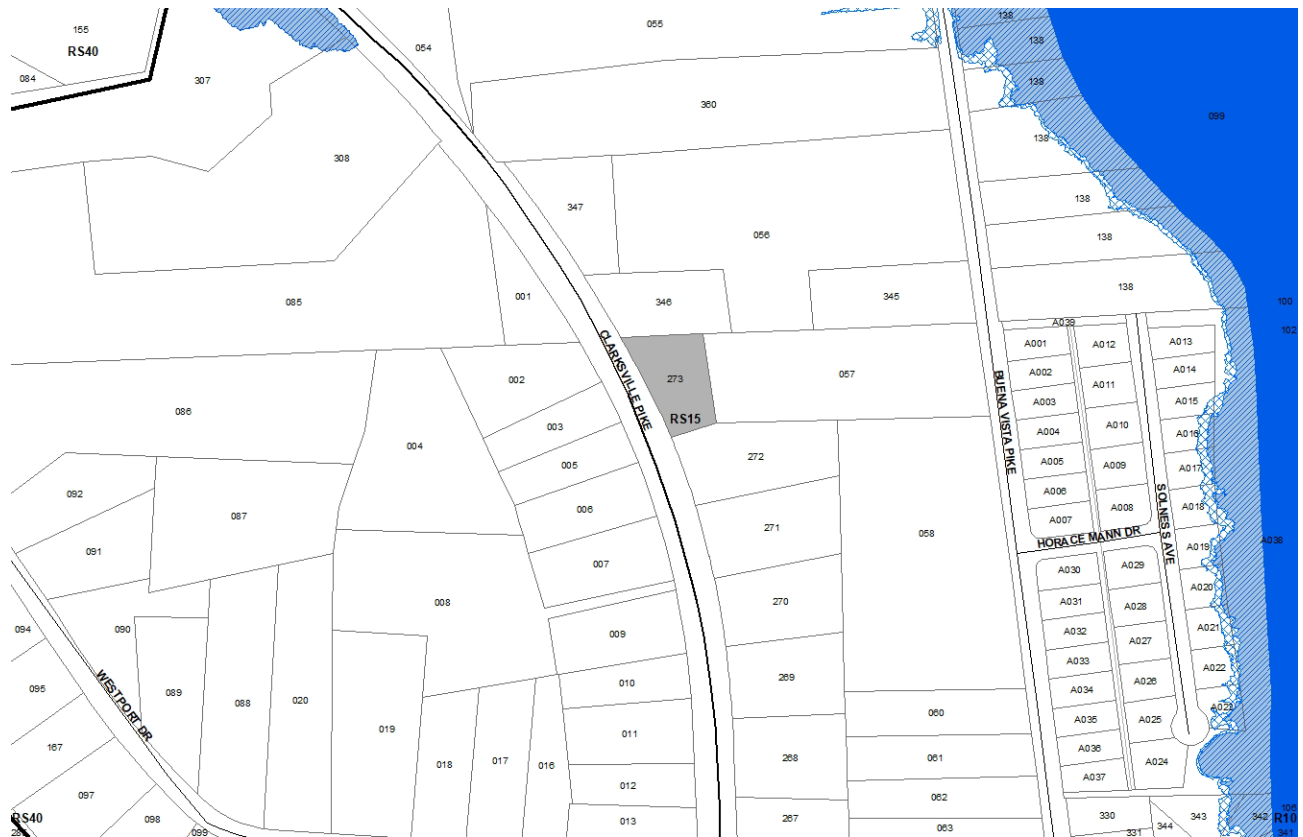
Motion to approve proposed subdivision Case No. 2025S-073-001 with conditions including exceptions to Section 3-5.2 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all the staff recommended conditions.



SEE NEXT PAGE



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2025S-124-001

RESERVE PARCEL OF ROY'S HEIGHTS

Map 049, Parcel(s) 273

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Joy Kimbrough)



Metro Planning Commission Meeting of 08/28/2025

Item #14

Project Name

Council District

School District

Requested by

Final Plat 2025S-124-001

Reserve Parcel of Roy's Heights

01 – Kimbrough

01 – Taylor

Gershom Jordan, applicant and owner.

Staff Reviewer

Garland

Staff Recommendation

Approve with conditions.

APPLICANT REQUEST

Request for final plat approval to create one lot and to remove the reserve parcel status.

Final Plat

A request for final plat approval to remove the reserve parcel status and create one lot for property located at 4676 Clarksville Pike, approximately 918 feet north of Westport Drive, zoned Single-Family Residential (RS15) (0.73 acres).

SITE DATA AND CONTEXT

Location: The parcel is located on the east side of Clarksville Pike and approximately 0.25 miles south of Dry Fork Road.

Street type: The parcel has frontage on Clarksville Pike which is classified as a scenic Arterial-Boulevard in the Major and Collector Street Plan (MCSP).

Approximate Acreage: 0.729 acres or approximately 31,775 square feet.

Parcel/Site History: The site consists of one parcel. The parcel was platted (Book 3842, Page 14) in 1965 as a reserve parcel. Due to the reserve status, no building permit can be issued on the parcels. The 1965 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 property has been zoned Single Family Residential (RS15) since 1998. Prior to that, it was zoned One and Two-Family Residential (R15).

Existing land use and configuration: The parcel is currently vacant.

Surrounding land use and zoning:

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





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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

Min. street setback: 40 feet per table 17.12.030A

PROPOSAL DETAILS

Number of lots: 1

Lot size: 31,775 square feet (0.729 acres)

Access: The proposed Lot 1 has frontage on Clarksville Pike. There is currently a shared access easement shown on the plat that serves the adjacent property (04900027200). Any future access conditions based on development will be determined at the time of any future building permit..

Subdivision Variances or Exceptions Requested: None.

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. For removal of reserve parcel status, the regulations of Chapter 2 are also applied.

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.



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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 reserve parcel fits into the character of the area as there are other adjacent lots along Clarksville Pike and it is consistent with the general plan. The reserve parcel is approximately 31,775 square feet and meets the minimum lot size of the zoning district. The parcel has frontage on Clarksville Pike. All agencies have recommended approval. Staff finds that the subject reserve parcel meets the four requirements to become a buildable lot.

PLANNING STAFF COMMENTS

The proposed plat meets all zoning and subdivision requirements.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Use of existing access along frontage may be required at time of lot development. 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

- No objection to remove the reserve parcel status. The W&S Capacity fees must be paid prior to service connections.

STAFF RECOMMENDATION

Staff recommends approval with conditions.



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CONDITIONS

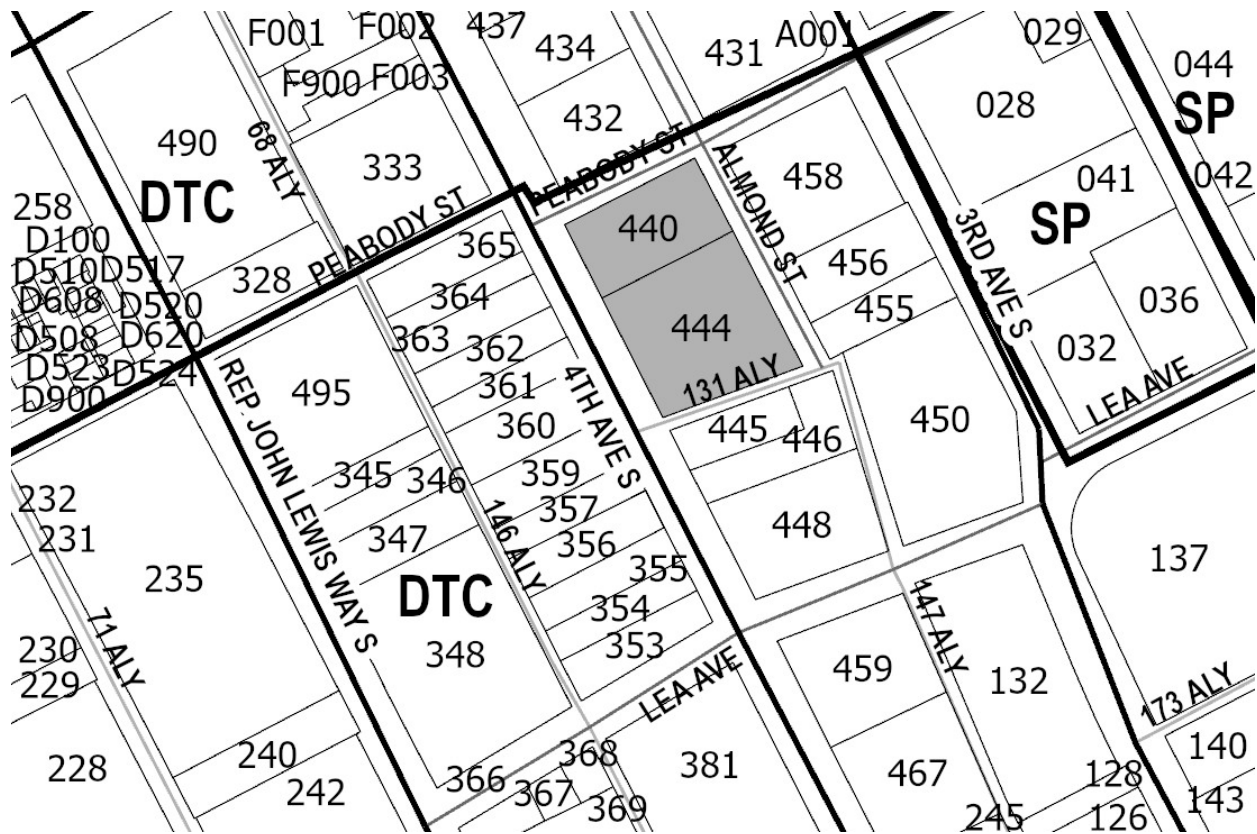
1. On the corrected copy, change the purpose note to “The purpose of this plat is to create one lot and to remove the reserve parcel status.”
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire 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-124-001 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 08/28/2025



2025DTC-015-001

319 PEABODY STREET

Map 093-01, Parcels 440 & 444

11, Downtown

19 (Jacob Kupin)



Metro Planning Commission Meeting of 08/28/2025

Item #15

DTC Overall Height Modification

2025DTC-015-001

Project Name

319 Peabody Street

Council District

19 – Kupin

School District

05– Buggs

Requested by

Adam Rezko, 319 Peabody LLC, applicant; Spencer Wang, GP, owner.

Staff Reviewer

Lange

Staff Recommendation

Defer to the September 11, 2025, Planning Commission meeting.

APPLICANT REQUEST

Modification of overall height standards of the DTC, Lafayette Subdistrict, to allow fifty-three stories of building height where eight are permitted by-right and eighteen are allowed with bonus height.

DTC Overall Height Modification

A request for an overall height modification approval to permit 53 story hotel and condominium tower on property located at 319 Peabody Street, approximately 471 feet north of Lea Avenue, zoned DTC (0.35 acres), within the Rutledge Hill Redevelopment District.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 08/28/2025



2025Z-069PR-001

Map 118-13, Parcel(s) 046
10, Green Hills – Midtown
25 (Jeff Preptit)



Metro Planning Commission Meeting of 08/28/2025

Item #16**Council District****School District****Requested by****Zone Change 2025Z-069PR-001**

25 - Preptit

08 – Block

Cato Revocable Trust, applicant and owner.

Staff Reviewer

Welch

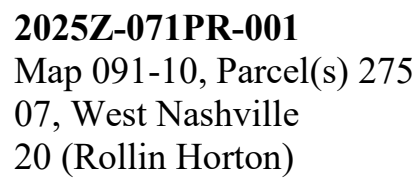
Staff Recommendation*Defer indefinitely.*

APPLICANT REQUEST**Zone change from RS10 to R10.****Zone Change**

A request to rezone from Single Family Residential (RS10) to One and Two-Family Residential (R10) zoning for property located at 1017 Grandview Drive, approximately 600 feet west of Lealand Lane (0.34 acres).

STAFF RECOMMENDATION

Staff recommends to defer indefinitely.





Metro Planning Commission Meeting of 08/28/2025

Item #17

Council District

School District

Requested by

Zone Change 2025Z-071PR-001

20 – Horton

09 – Tylor

CreatiVets, applicant and owner.

Staff Reviewer

Chen

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from R8 to MUL-A-NS.

Zone Change

A request to rezone from One and Two-Family Residential (R8) to Mixed Use Limited-Alternative-No Short-Term Rental Property (MUL-A-NS) zoning for property located at 5701 Robertson Avenue, located on the corner of Robertson Avenue and Midland Avenue (2.30 acres).

Existing Zoning

One and Two-Family District (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.45 dwelling units per acre including 25 percent duplex lots. *Based on acreage alone, R8 would permit a maximum of 12 lots with three duplex lots for a total of 15 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

Mixed Use Limited-Alternative-No STRP (MUL-A-NS) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses, and is designed to create walkable neighborhoods through 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.*

WEST NASHVILLE COMMUNITY PLAN

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.

ANALYSIS

The application consists of one parcel totaling 2.30 acres, located at 5701 Robertson Avenue, located on the corner of Robertson Avenue and Midland Avenue. The property has been zoned One and Two-Family District (R8) since 1974. The subject site is also located within the Urban Zoning Overlay (UZO), which encourages walkable neighborhoods through the use of appropriate building placement and bulk standards. Currently, 5701 Robertson Avenue is developed as a church. The surrounding land uses include single-family residential with some two-family residential and multi-family in the



Metro Planning Commission Meeting of 08/28/2025

surrounding area. The surrounding zoning includes R8 with some nearby properties zoned for multi-family, including RM15-A-NS and a multi-family residential SP, which were rezoned in 2023 and 2015. The site has frontage along Robertson Avenue, classified as a Collector-Avenue in the Major and Collector Street Plan (MCSP), and Midland Avenue, a local street. Midland Avenue is located adjacent to the I-40/Briley Parkway interchange on its eastern side. The site abuts alley right-of-way to the west, which is slated to be improved with the development of the adjacent RM15-A-NS property to the west. Unimproved alley right-of-way also runs along the southern boundary of this site.

The application proposes to rezone the property from R8 to Mixed Use Limited – Alternative – No Short-Term Rental Property (MUL-A-NS). The proposed zoning district is intended for a moderate-intensity mixture of residential and nonresidential uses, including retail, restaurant, and office uses.. The Alternative (-A) standards modify bulk regulations to better align with urban form, including reduced setbacks, increased transparency requirements, and parking location standards, thereby enhancing walkability and pedestrian orientation. The -NS designation prohibits both owner-occupied and non-owner-occupied short-term rental properties, ensuring that residential units remain available for long-term occupancy. The MUL-A-NS zoning district allows for integrated residential and commercial uses, which supports the policy’s guidance by fostering daily activity within walking distance, encouraging multi-modal travel, and promoting an active public realm.

The site is over two acres and offers opportunities for a neighborhood-scale center that supports future development with uses aligned with the policy's goals of providing connectivity, land use mix, and pedestrian-oriented urban form. Although the site is adjacent to properties within the T4 NM, Urban Neighborhood Maintenance, policy area to the west and south, the site’s location within the T4 NC policy area allows for concentrated mixed-use opportunities at the eastern edge of the neighborhood, where it borders the interstate and Briley Parkway to the east. Additionally, the character of the adjacent T4 NM area along this block of Robertson Avenue includes properties zoned for multi-family residential and properties that have developed with two-family residential uses. The proposed Alternative (-A) standards would ensure that future development on the site has an urban form and provide guidelines for access and driveways, garages, and include a minimum raised foundation requirement, consistent with the policy guidance. The -NS (No STRP) designation also ensures that housing uses align with broader housing policy goals by limiting short-term rentals.

Given the existing development pattern in the area, and this uniquely situated site, the proposed MUL-A-NS district introduces neighborhood-serving intensity at an appropriate scale and is consistent with the character of the surrounding urban residential context, aligning with the land use and design goals of the T4 NC policy.

FIRE RECOMMENDATION

Approve



Metro Planning Commission Meeting of 08/28/2025

Maximum Uses in Existing Zoning District: R8

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	2.3	5.87 F	15 U	182	16	16

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	1.15	1.0 F	50 U	271	18	23

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.57	1.0 F	7,324 SF	276	7	28

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.57	1.0 F	7,324 SF	822	73	71

Traffic changes between maximum: R8 and MUL-A-NS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1,187	+82	+106

METRO SCHOOL BOARD REPORT

The proposed MUL-A-NS zoning district includes a mix of uses which could vary and an assumption of school impact at this point is premature. Students would attend Cockrill Elementary School, Moses McKissack Middle School, and Pearl-Cohn High School. Cockrill Elementary School, Moses McKissack Middle School and Pearl-Cohn High School are all identified as exceedingly under capacity. This information is based on the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 08/28/2025



2025Z-073PR-001

Map 052-01, Parcel(s) 321

04, Madison

09 (Tonya Hancock)



Metro Planning Commission Meeting of 08/28/2025

Item #18

Council District

School District

Requested by

Zone Change 2025Z-073PR-001

09 – Hancock

03 – Young

Chi Chi DeAngelis, applicant; Deangelis Marino
Tennessee Community Property Trust, owner.

Staff Reviewer

Chen

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from RS10 to R10.

Zone Change

A request to rezone from Single-Family Residential (RS10) to One and Two-Family Residential (R10) zoning for property located at 510 Neelys Bend Road, approximately 262 feet west of Neelys Chase Drive (1.72 acres).

Existing Zoning

Single-Family Residential (RS10) requires a minimum of 10,000 square-foot lot and is intended for single-family dwellings at a density of 4.36 dwelling units per acre. *Based on acreage alone, RS10 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 seven lots with one duplex lot for a total of eight 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.*

MADISON 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.



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ANALYSIS

The subject parcel, located at 510 Neelys Bend Road, consists of 1.72 acres developed with a single-family residence and two accessory structures. Surrounding land uses are primarily single-family residential with some two-family residential uses in the area, and there is an existing daycare facility to the north, approximately 300 feet away. The site abuts properties in a Planned Unit Development (PUD) Overlay to the southeast, which has developed with smaller lot sizes. A bus stop on WeGo Route 76 is located immediately adjacent to the site along Neelys Bend Road, which is classified as an arterial boulevard in the Major and Collector Street Plan (MCSP).

The request is to rezone from RS10 to R10. This property is located within the T3 Suburban Neighborhood Evolving (T3 NE) policy, which supports moderate-density development patterns with residential and institutional land uses. The property is also on the seam with the T4 NE, Urban Neighborhood, and the T3 NM, Suburban Neighborhood Maintenance, policy areas to the north. The T3 NE policy focuses on creating and enhancing 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 pattern of development on the street consists of primarily single-family lots with some duplex lots nearby, indicating that limited two-family opportunities are consistent with the surrounding character. The property is also larger than surrounding properties, where a slight increase in intensity may be appropriate. The R10 zoning district would allow for one additional unit on the lot as it exists today, which is a slight increase in intensity. Because R10 zoning does not alter the base lot size and maintains the suburban form envisioned by the T3 NE policy, the request aligns with the policy guidance for this area. The parcel's frontage on an arterial street and proximity to a transit stop further support the appropriateness of a two-family residential use at this site.

Given the existing development pattern in the area consists of a mixture of single-family and duplex lots, the property's location along an arterial boulevard, and proximity to smaller lot sizes to the southeast, staff finds that the proposed R10 district is consistent with the general character of the surrounding suburban residential neighborhood and has potential for housing diversity, aligning with the goals of T3 NE policy at this location.

Maximum Uses in Existing Zoning District: RS10

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single Family Residential (210)	1.72	4.35	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)	1.72	4.9 F	8 U	102	11	9

*Based on two-family lots



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Traffic changes between maximum: **RS10** and **R10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+12	+2	+1

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 districts: 1 Elementary 1 Middle 1 High

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

The proposed R10 zoning is not expected to generate any additional students than the existing RS10 zoning. Students would attend Stratton Elementary School, Madison Middle School, and Hunters Lane High School. Stratton Elementary School is identified as at capacity. Madison Middle School is identified as exceedingly under capacity and Hunters Lane High School is identified as under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 08/28/2025



2025Z-074PR-001

Map 052-03, Parcel(s) 206

04, Madison

09 (Tonya Hancock)



Metro Planning Commission Meeting of 08/28/2025

Item #19

Council District

School District

Requested by

Zone Change 2025Z-074PR-001

09 – Hancock

03 – Young

Russel J. McCann, applicant and owner.

Staff Reviewer

Dhital

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from RS10 to R10.

Zone Change

A request to rezone from Single-Family residential (RS10) to One and Two-Family Residential (R10) for property located at 908 Hospital Drive, approximately 212 feet east of Kinsey Boulevard (0.34) acres.

Existing Zoning

Single-Family Residential (RS10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings at a density of 4.36 dwelling units per acre. *Based on acreage alone, RS10 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 (R10) requires a minimum of 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 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.*

MADISON COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (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. T3 NE policy may be applied either to undeveloped or substantially underdeveloped “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 need 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 0.34 acres located at 908 Hospital Drive, east of Kinsey Boulevard. The property is currently zoned Single Family Residential (RS10). The subject



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parcel is vacant. The land uses of the surrounding properties are predominantly residential, including single family and two-family residential land uses with some vacant lots. Non-residential land uses are located to the east along Larkin Springs Road approximately 1,000 feet away from the subject property. Hospital Drive is a local street. Surrounding properties are zoned RS10.

ANALYSIS

The application proposes to rezone the property from RS10 to R10. 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 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. To the east along Larkin Springs Road are Suburban Residential Corridor (T3 RC) and Suburban Neighborhood Center (T3 NC) policies, and to the west is Neighborhood Maintenance (T3 NM) policy. Allowing additional density in the evolving policy area, could reduce pressure on rezoning in the nearby T3 NM policy area where the single-family character is more prevalent. Rezoning to permit two-family residential land uses at this location could provide some variation in housing, as characterized by the policy. The site is also near the Larkin Springs corridor, and increasing density near corridors is appropriate to support the vitality of the corridors and provide residential uses near services. The Planning Commission recommended approval of rezoning a parcel from RS10 to R10 at the southeast intersection of Hospital Drive and Center Street at the May 22, 2025 meeting (2025Z-046PR-001). Given T3 NE policy guidance for expanding housing diversity, surrounding context, and proximity to evolving centers and corridors, staff recommends approval.

FIRE RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: RS10

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.34	4.35 F	1 U	15	5	1

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)	0.34	7.29 F	2 U	28	7	2

*Based on two-family lots



Metro Planning Commission Meeting of 08/28/2025

Traffic changes between maximum: **RS10 and R10**

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 RS10 districts: 0 elementary 0 Middle 0 High

Projected student generation proposed R10 district: 0 elementary 0 Middle 0 high

The proposed zoning is not expected to generate any additional students than the existing RS10 zoning district. Students would attend Neely's Bend Elementary School (K-8), and Hunters Lane High School. Neely's Bend Elementary School is identified as overcapacity. Hunters Lane High School is identified as under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.