

Metropolitan Planning Commission



Staff Reports

October 23, 2025



Metro Planning Commission Meeting of 10/23/2025

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



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NO SKETCH



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Item #1**Project Name****Council Bill No.****Council District****School District****Requested by****Text Amendment 2025Z-010TX-001****H&I R/RS Zoning District Updates**

BL2025-1006

Countywide

Countywide

Councilmember Jennifer Gamble

Deferrals

This item was deferred at the September 25, 2025, Planning Commission meeting. A public hearing was held and closed on September 25, 2025.

MPC Rules and Procedures

This item was deferred to the October 23, 2025, Metropolitan Planning Commission meeting after the public hearing was closed per section VIII.D of the Rules and Procedures of the Metropolitan Planning Commission.

Staff Reviewer

Shane

Staff Recommendation

Disapprove the bill as filed and approve a substitute ordinance.

APPLICANT REQUEST

Amend the Single-Family Residential and One- and Two-Family Residential Zoning Districts.

PROPOSED AMENDMENTS TO TITLE 17

The bill as filed amends regulations related to height within most Single-Family Residential (RS) and One- and Two-Family Residential (R) zoning districts and simplifies the conditions under which a two-family use is permitted.

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 & 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>



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- 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.

Substantive guidance for the Housing & Infrastructure (H&I) 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." 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.

HISTORY

The bill proposing amendments to the R and RS zoning districts passed first reading at the September 2, 2025, Council meeting. Second reading and public hearing is scheduled for November 4, 2025.

The ordinance was discussed at the Planning Commission on September 25, 2025, where a public hearing was held and closed. Following the public hearing and discussion, the item was deferred for four weeks per the MPC Rules and Procedures. The Planning Commission members asked whether the new height standards as detailed below were appropriate within the specified residential districts in all cases or whether further conditions should limit the applicability of the new standards.

The goals of NashvilleNext include guidance for transitions in height and density, with these decreasing as distance from corridors and centers increases. The residential zoning districts identified as appropriate for the new height standards are generally the districts located interior to neighborhoods. It is in these locations that sensitivity to compatibility regarding new infill development is greatest. The new height standards allow these districts to function in a complementary way to the Neighborhood Maintenance and Neighborhood Evolving policies which are frequently paired with neighborhoods in NashvilleNext. While corridors and centers are noted by NashvilleNext as appropriate for taller building heights, the general plan supports neighborhood interiors developing in a more predictable and compatible way with their surroundings. The new height standards contribute to this goal by ensuring infill height is more compatible with the majority of Nashville's existing housing stock. Should Council determine that more flexibility within the height standards is needed, or that a process for allowing greater height in certain contexts is warranted (e.g., through a Special Exception request to the Board of Zoning Appeals), staff would be supportive of such amendments.

During the deferral period, feedback from the Planning Commission members and the community was gathered indicating that additional changes to the legislation as proposed would be beneficial.



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Those changes have been analyzed by staff and incorporated into an updated substitute as detailed below. They include:

- A definition of “footprint;”
- Half stories being further defined to prevent overly large dormers from dominating roof faces;
- Clarification of how height is measured being identified in the Code and marked for removal; and
- Maximum height clarified as being measured to the roof ridge line.

SUMMARY

The existing Metro Zoning Code permits single-family and two-family dwellings in R and RS zoning districts with a maximum height of three stories, and accessory structures are allowed one story in 16 feet on smaller lots and up to two stories in 24 feet on larger lots.

The proposed amendments reduce the maximum dwelling height of principal structures in most R/RS districts to 2.5 stories, with added definitions for “half story” and “footprint.” Additional changes to the height standard, including a maximum height of 24 feet to the eave/parapet and 35 feet to the roof ridge line are proposed. Accessory structure standards are clarified, with explicit exclusions for detached accessory dwelling units (DADUs) which are regulated by the DADU provisions in the code. Maximum height in the larger-lot residential and agricultural zoning districts will remain three stories because the larger setbacks and separation distances between buildings in these districts prevent lots and neighboring homes from being overwhelmed by taller structures.

Currently, two-family dwellings are permitted only under a limited set of historical conditions, primarily tied to subdivisions created or approved before the mid-1980s, or capped at 25 percent of created lots in more recent subdivisions. With the changes, two-family dwellings would be permitted by right on any lot meeting the minimum lot size requirements of the zoning district, without the historical or percentage-based restrictions.

The existing regulations are contrasted with the proposed changes of the amendment in the table below.

Current Code (Section No. in Parentheses)	Proposed Amendment
Footprint is not defined in the Code.	With the substitute, add a definition that footprint is the area delineated by the outer edge of the foundation of a building, any second-floor cantilevers, or carports, whichever is greater.
A half-story is defined for the purposes of the Contextual Overlay. However, the general definitions of the Code do not include this term, and so for most contexts, it is not defined. For the Contextual Overlay it is defined as having wall plates on at least two exterior walls	Add a definition of what a half-story is to the general definitions applicable to the entire zoning code (17.04.060). A half-story becomes a full story when the top plate (the horizontal component on top of a wall’s vertical studs) is on at least two opposite exterior walls taller



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<p>that are not more than four feet tall. A dormer cannot be more than 50 percent of its area, and its floor area cannot exceed 3/4 of the floor area of the floor immediately below it. If it includes an independent dwelling unit or accessory apartment, it is classified as a full story (17.36.470).</p>	<p>than four feet. This is a simpler version of the existing definition within the Contextual Overlay. With the changes in the substitute, dormers are limited to 50 percent of roof face area, with two-foot offsets from the edges of the roof and the wall below required.</p>
<p>Single-family residential, one- and two-family residential, and agricultural zoning districts have maximum height at three stories, with no limit in feet specified. How height is measured is explained in Section 17.12.060.</p> <p>Outside the Urban Zoning Overlay (UZO), there is no limit besides the number of stories, which could theoretically allow an unexpectedly tall structure.</p> <p>Within the UZO, height is limited to three stories in 45 feet. This is measured from finished grade (average elevation of the four most exterior corners) to the eave or roof deck, with the allowance of up to seven feet of exposed basement. Adding seven feet of exposed basement, plus the height of the roof itself (since height is measured to eave or roof deck), allows heights to be much taller than expected (17.12.020A).</p>	<p>Reduce maximum heights in zoning districts RS30/R30 through RS3.75/RS3.75A to 2.5 stories, with notes explaining that maximum height to the eave/parapet is 24 feet and maximum height to the roof ridge line is 35 feet (excluding elevator or stair bulkheads, chimneys, and flutes, as is currently measured in other zoning districts). It is further specified that height is measured from the average grade plane post-development.</p> <p>Larger-lot residential (R/RS40 and R/RS80) and agricultural zoning districts maintain the previous standard of a maximum height of three stories. There is less pressure for out of scale heights in these zoning districts, and larger lots are less overwhelmed by taller structures. With the substitute, a contradictory existing note indicating that height for two detached dwelling units on a single lot is measured from average natural grade is removed.</p>
<p>In addition to the issues identified with height limits and measurements cited above, outside the UZO, two-story accessory structures, including DADUs on lots of less than 40,000 square feet are not permitted. Where permitted, all accessory structures are limited to 16 feet and one story. Lots over 40,000 square feet are permitted a two-story, 24-foot-tall accessory structure if the full side and rear setbacks are provided.</p> <p>It is similar in the UZO, except that on lots less than 40,000 square feet, the height cap is less restrictive: the vertical walls of the accessory structure (including DADUs) can only be 16 feet tall, but the gable sides of the building are allowed to go higher than that, as long as the roof pitch of the accessory building is not</p>	<p>Remove DADUs from these limits to accessory structure size. DADU height would be regulated by 17.16.030.G (the conditions governing DADUs): 10 feet to the eave line for a single-story DADU and 17 feet to the eave line for a two-story DADU. The roof ridge line has a hard cap of 27 feet, as long as that height is shorter than the height of the roof ridge line of the primary structure.</p>



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steeper than that of the primary structure. On lots over 40,000 square feet, the vertical walls are allowed to be 24 feet tall, with the same allowances for the gable sides, provided the full side and rear setbacks of the district are provided. The accessory building cannot be taller than the principal structure (17.12.060).	
Several conditions affect whether a One- and Two-Family (R)-zoned property can have a two-family use. Two-family uses are only allowed if the R-zoned lot legally existed before 1984 and is being subdivided into no more than 3 lots, or two-family uses are limited to 25 percent of lots in later subdivisions with four or more lots if specified on the plat (17.16.030.D).	Permit a two-family use if the lot is zoned for two-family uses and it meets the minimum lot size of the zoning district.

ANALYSIS

The proposed amendments to the R/RS zoning districts, including changes to height standards and two-family use conditions, advance the H&I study's goals of reducing Zoning Code complexity and providing abundant and affordable housing that respects neighborhood context:

- Introducing the half-story definition and reducing the maximum from three stories to 2.5 stories for most R/RS districts provides more predictable scale and compatibility in residential areas. This can reduce the visual impact of new development and infill while still allowing new housing.
- Adding a footprint definition reduces uncertainty in applying existing and proposed regulations regarding this frequently used term.
- The eave/roofline height caps and dormer limitations provide clear guardrails on bulk and massing, addressing concerns about current loopholes that allow unexpectedly large new structures in established neighborhoods.
- Removing the lot size-based restrictions on DADU number of stories allows for more flexible applications. The remaining regulations that require DADUs to be smaller than, shorter than, and proportional to the main structure prevent DADUs that are out of scale with the context.
- Removing outdated and confusing restrictions on two-family uses allows this housing type on any conforming AG, AR2a, and R-zoned lot. While only affecting a small percentage of R-zoned properties within the county (nine percent), this increases potential housing units on qualifying lots and reduces barriers to permitting, providing streamlined opportunities for housing in R-zoned neighborhoods.

Overall, the proposed amendments create a more straightforward and predictable framework that allows incremental housing growth while preserving neighborhood form. This supports Metro's goals as expressed in the H&I Study and NashvilleNext of abundant and affordable housing by



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broadening two-family opportunities, improving regulatory clarity and infill development compatibility, and lowering the barriers to small-scale development.

ZONING ADMINISTRATOR RECOMMENDATION

No exception taken.

FISCAL IMPACT RECOMMENDATION

There is no fiscal impact identified with this rezoning.

COUNCIL

The proposed amendment passed on first reading at the September 2, 2025, Council meeting, and the public hearing was deferred to the November 4, 2025, Council meeting.

MPC RULES AND PROCEDURES / TEXT AMENDMENT REVIEW PROCESS

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

This item was deferred to the October 23, 2025, Planning Commission meeting per MPC Rules and Procedures following a public hearing at the September 25, 2025, meeting. At that meeting, several members of the public spoke on this amendment, and the Commission asked clarifying questions of staff. Based on feedback from the Commission and the public, staff prepared the substitute bill below.

STAFF RECOMMENDATION

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

PROPOSED SUBSTITUTE ORDINANCE BL2025-1006

An ordinance amending Chapters 17.04, 17.12, and 17.16 of the Metropolitan Code to amend the regulations pertaining to height within the Single-Family Residential (RS) and One- and Two-Family Residential (R) zoning districts and to simplify the conditions by which two-family dwellings may be permitted in the AG, AR2a, R80, R40, R30, R20, R15, R10, R8, R8-A, R6, and R6-A zoning districts (Proposal No. 2025Z-010TX-001).

WHEREAS, the ongoing work related to the Housing and Infrastructure Study is resulting in numerous initiatives that will create opportunities for housing within Nashville and Davidson County; and

WHEREAS, paired with the pressing need for a strong housing policy are goals for neighborhood design quality; and

WHEREAS, One- and Two-Family Residential (R) districts include a series of conditions based on when a parcel was zoned to allow two-family residences, when the parcel was created, and its manner of subdivision, which are difficult and time-consuming to administer; and

WHEREAS, both simplifying the conditions by which two-family dwellings may be permitted within One- and Two-Family Residential Districts and setting reasonable height limitations within single-family and one- and two-family residential districts can simultaneously reduce barriers to housing while better ensuring infill development respects the existing height characteristics of much of Nashville and Davidson County's built environment;



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NOW, THEREFORE, 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 amended by inserting the following definitions:

- “Footprint.” The area delineated by the outer edge of the foundation of a building, any second-floor cantilevers, or carports, whichever is greater.
- “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. A dormer shall not occupy more than fifty percent of any roof face. The ridge of any dormer shall be at least two feet (2') below the roof ridge, with its sidewalls inset at least two feet (2') from the edge of the roof or the sidewalls of any other dormer and its front wall inset at least two feet (2') from the wall below.

Section 2. That Section 17.12.020 of the Metropolitan Code is amended by changing portions of Table 17.12.020A as shown in Exhibit A.

Section 3. That Section 17.12.060 of the Metropolitan Code is hereby amended by deleting Subsection B in its entirety and replacing it with the following:

- B. Special Height Regulations for Accessory Structures outside of an Accessory Structure Overlay District.
1. On all lots with a lot size less than forty thousand square feet, accessory structures other than detached accessory dwelling units shall not exceed one story or sixteen feet in height.
 2. On all lots with a lot size of at least forty thousand square feet, accessory structures other than detached accessory dwelling units located to the rear of the principal dwelling may be two stories or twenty-four feet in height provided that the full side and rear setbacks required by the applicable district are provided.
 3. If not established in historic overlay districts, the zoning administrator shall establish height regulations based upon the recommendation of the historic zoning commission.

Section 4. That Section 17.12.060 of the Metropolitan Code is hereby amended by deleting Subsection C in its entirety and replacing it with the following:

- C. Special Height Regulations for Accessory Structures Within the Urban Zoning Overlay District.
1. On all lots with a size less than forty thousand square feet, an accessory structure other than a detached accessory dwelling unit located to the rear of the principal dwelling may have vertical walls rising no higher than sixteen feet from the side and rear setback lines. The roof on the structure shall rise from the side walls at a roof pitch no steeper than the predominant roof pitch of the principal dwelling, except that the vertical walls may extend to the underside of the roof at the gable end of a gabled roof. The top elevation of an accessory structure shall not exceed the top elevation of the principal dwelling.
 2. On all lots with a lot size of at least forty thousand square feet, an accessory structure other than a detached accessory dwelling unit located to the rear of the principal dwelling may have vertical walls rising no higher than twenty-four feet in height exclusive of a pitched roof, provided that the full side and rear setbacks required by the applicable district are provided. The top elevation of an accessory structure shall not exceed the top elevation of the principal dwelling.
 3. If not established by the design standards of an historic overlay district, the zoning administrator shall establish height regulations based upon the recommendation of the historic zoning commission.

Section 5. That Section 17.16.030, subsection D, of the Metropolitan Code of Laws be deleted in its entirety and replaced with the following:

D. Two-Family Dwellings. In the AG, AR2a, R80, R40, R30, R20, R15, R10, R8 and R8-A, and R6 and R6-A districts, two-family dwellings may be permitted on any lot legally created as prescribed by state law or within an approved subdivision final plat provided the lot meets the minimum lot size standard of the district.



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Section 6. 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 7. 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.

SPONSORED BY:

Jennifer Gamble
Member of Council



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EXHIBIT A

Table 17.12.020A
SINGLE-FAMILY AND TWO-FAMILY DWELLINGS

Zoning District	Minimum Lot Area (in sq. ft.)	Maximum Building Coverage	Minimum Rear Setback (in ft.)	Minimum Side Setback (in ft.)	Maximum Height
RS30, R30	30,000	0.30	20	15	2.5 stories See Note 6
RS20, R20	20,000	0.35	20	10	2.5 stories See Note 6
RS15, R15	15,000	0.35	20	10	2.5 stories See Note 6
RS10, R10	10,000	0.40	20	5	2.5 stories See Note 6
R8, R8-A	8,000	0.45	20	5	2.5 stories See Note 6
RS7.5, RS7.5-A	7,500	0.45	20	5	2.5 stories See Note 6
R6, R6-A	6,000	0.50	20	5	2.5 stories See Note 6
RS5, RS5-A	5,000	0.50	20	5	2.5 stories See Note 6
RS3.75, RS3.75-A	3,750	0.60	20	3	2.5 stories See Note 6

Note 4: In addition to the height restrictions in [Section] 17.12.060, the height of two detached dwelling units on a single lot cannot exceed a ratio of 1.0 horizontal to 1.5 vertical for each structure. ~~Maximum height shall be measured from the natural grade. The natural grade shall be determined based on the average elevation of most exterior corners of the front facade, to the roof line. Natural grade is the base ground elevation prior to grading. The appropriate height shall be determined by the metro historic zoning commission for properties within a historic overlay. Notwithstanding the above provisions, two-family structures legally constructed prior to the effective date of this ordinance may remove the connector required under the previous definition of two-family, regardless of the height of the units.~~

Note 6: Maximum height to eave/parapet limited to 24 feet; maximum height to roof ridge line limited to 35 feet, excluding elevator or stair bulkheads and chimneys or flues.

Note 7: For all districts, height shall be measured from the average grade plane post-development.



NO SKETCH



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Item #2**Project Name****Council Bill No.****Council District****School District****Requested by****Text Amendment 2025Z-011TX-001****H&I DADU Expansion**

BL2025-1007

Countywide

Countywide

Councilmember Jennifer Gamble

Deferrals

This item was deferred at the September 25, 2025, Planning Commission meeting. A public hearing was held and closed on September 25, 2025.

MPC Rules and Procedures

This item was deferred to the October 23, 2025, Metropolitan Planning Commission meeting after the public hearing was closed per section VIII.D of the Rules and Procedures of the Metropolitan Planning Commission.

Staff Reviewer

Shane

Staff Recommendation

Disapprove the bill as filed and approve a substitute ordinance.

APPLICANT REQUEST**Modify Detached Accessory Dwelling Units standards.****PROPOSED AMENDMENTS TO TITLE 17**

The bill as filed would permit detached accessory dwelling units (DADUs) with conditions throughout the Urban Services District (USD) and within Detached Accessory Dwelling Unit (DADU) Overlay districts within the General Services District (GSD). Permitted DADU size and heights are increased, with the limitation remaining that DADU size and height be subordinate to and smaller than the principal structure.

BACKGROUND

Resolution RS2024-288, approved on 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 & 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:



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- 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.

Substantive guidance for the Housing & Infrastructure (H&I) 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." 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.

HISTORY

The filed bill proposing amendments to the DADU regulations passed first reading at the September 2, 2025, Council meeting. Second reading and public hearing is scheduled for November 4, 2025.

The ordinance was discussed at the Planning Commission public hearing on September 25, 2025, where it was deferred for four weeks per the MPC Rules and Procedures. The Planning Commission asked clarifying questions and directed staff to research several issues and possible amendments to the bill. The questions were:

- Are there potential issues with mortgage approval for homes with built DADUs?
- How many DADU permits have been issued within the DADU Overlay in North Nashville around Buchanan Street and the DADU overlay in East Nashville between Gallatin Pike and Ellington Parkway?
- What are the benefits or drawbacks of allowing DADUs to be under separate ownership from the principal structure? What are peer cities doing in this regard?
- Is the infrastructure in the USD adequate to support expanded access to DADUs?

Issues with mortgage financing approval when it comes to DADUs usually center around illegally constructed or converted DADUs rather than legal DADUs. When legally permitted under the zoning, it is unlikely that financing issues would arise.

DADU permits issued to date in the North Nashville DADU overlay, adopted in 2021, north and south of Buchanan Street, total six issued permits (out of an estimated 1,269 eligible parcels). DADU permits issued in the East Nashville DADU overlay, north of W. Eastland Avenue, adopted in 2022 and expanded in 2024, total 10 issued permits (out of an estimated 973 eligible parcels).



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DADU ownership practices vary, with peer cities like Charlotte, North Carolina, and Denver, Colorado, not permitting separate ownership. Other peer cities including Austin, Texas and Seattle, Washington, permit separate ownership via mechanisms similar to the Horizontal Property Regime (HPR) tool in Tennessee. Some potential benefits of allowing separate ownership are more options for entry-level homeownership and better financial incentives for existing property owners to build DADUs. Downsides include concerns about increased speculation or investor activity and more complex easement and common area maintenance agreements. With the proposed ordinance, staff is not recommending to change the current requirement that a DADU cannot be divided off for separate ownership from the primary structure and that one of the two dwellings must be owner occupied. This is intended to prevent DADUs from functioning like two-family uses, which are not permitted in single-family zoning.

Lastly, staff's research has found that where DADUs are currently permitted in the County, the number of permits issued is a relatively small percentage of the overall parcels, meaning that the estimated impact on infrastructure is minimal. Additionally, all building permits, including those for DADUs, require a determination of water and sewer capacity in advance of permitting, and all construction is required to meet stormwater regulations. These reviews ensure that infrastructure needs are being met.

During the deferral period, feedback from the Planning Commission and the community was gathered indicating that certain changes to the legislation as proposed were desired. Those changes have been analyzed by staff and some have been incorporated into an updated substitute as detailed below. They include:

- Footprint square footage limits being replaced with “living space” square footage limits to prevent overly large DADUs;
- Clarifying that DADU height is measured from average finished grade; and
- Prohibiting an owner-occupied Short Term Rental Property (STRP) from being located within a new DADU.

Regarding the shift from footprint square footage limits to living space square footage limits for DADUs, should Council decide that the thresholds and limits identified in the summary below need adjustment or reduction, staff would not be opposed to such changes. It is of importance to staff that DADUs remain as subordinate structures to principal structures.

SUMMARY

The current Metro Code defines DADUs as limited to lots meeting specific conditions, including having alley access. Currently, single-family-zoned lots are only permitted a DADU within a DADU overlay. One DADU per lot is allowed, and bulk and massing are limited, including a maximum living space of 700 square feet. If a DADU is constructed, restrictive covenants require the structures on the property to remain under the same ownership as the property owner.

The proposed changes broaden eligibility by allowing a DADU on any lot with a principal single-family dwelling within the USD. With the substitute, permitted living space is increased based on lot size, with other bulk regulations such as height, footprint, and proportionality to the principal



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structure requirements allowing flexible applications. Also with the ordinance, the DADU Overlay is permitted to be applied within the GSD. Owner-occupancy and restrictive covenant provisions will remain.

With the substitute, an owner-occupied short-term rental use is clarified as not being permitted within a new DADU. Properties with a two-family use are not permitted a DADU.

The existing regulations are contrasted with the proposed changes of the substitute amendment in the table below.

Current Code (Section No. in Parentheses)	Proposed Amendment
A DADU is defined as only being permissible in a DADU overlay (within single-family zoning), on lots with improved alleys, and on a lot over 15,000 square feet in size (17.04.060).	Allow DADUs throughout the Urban Services District (USD) and within an adopted DADU overlay within the General Services District (GSD).
DADUs are not permitted in Agricultural (AG), Agricultural/Residential (AR2a), and Single-Family Residential (RS) zones (17.08.030).	Permit DADUs with conditions in these zoning districts within the USD and within a DADU overlay within the GSD (DADUs are not permitted without conditions).
DADUs and all accessory buildings with a footprint of 750 square feet or less are only required to provide side setbacks equal to half that required by the zoning district, but not less than 3 feet. Minimum rear setbacks can be 3 feet except when garage doors or carport openings face an alley directly—in that case, the rear setback must be 10 feet. If the DADU or accessory building has a footprint more than 750 square feet, it has to provide the full setbacks of the zoning district (17.12.040E.1.a).	Increase the footprint limit for these setback provisions to 850 square feet for DADUs and all accessory structures.
If the DADU or accessory structure is on a lot smaller than 40,000 square feet, the building coverage of the accessory structure has to comply with the setbacks of the district and be limited to 750 square feet or 50 percent of the building coverage of the main house (whichever is greater), with a maximum of 2,500 square feet of building coverage (i.e., footprint) (17.12.050).	Exempt DADUs from this section and increase the 750-square foot limitation to 850 square feet for other accessory buildings, with the same stipulations otherwise still in place. This will have the effect of making DADU size no longer dependent on whether the lot meets the 40,000-square foot threshold. There are other parameters that limit DADU size, so this simplifies how DADU size is calculated. Those limits, proposed for Section 17.16.030.G, include number of stories, height of stories, size in comparison to the principal structure, and a living space limitation (with the substitute) based on a 10,000-square foot lot size threshold.



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Living space of DADUs is limited to 700 square feet. On lots smaller than 10,000 square feet, the DADU's footprint is limited to 750 square feet, and on lots of 10,000 square feet or more, the footprint is limited to 1,000 square feet. In addition to these limits, the DADU must be proportional to and no taller than the principal structure. The eave line also cannot be taller than that of the principal structure. Existing height limits are set for story heights for DADUs: 10 feet to the eave line for a single-story DADU and 17 feet to the eave line for a two-story DADU. The ridge roof line is limited to 27 feet, as long as that is shorter than that of the primary structure (17.16.030.G).	No longer limit DADUs to only 700 square feet of living space. Instead, the living space is increased based on lot size. On lots smaller than 10,000 square feet, the living space of a DADU can be no larger than 850 square feet, and on lots 10,000 square feet or larger, the living space is limited to 1,200 square feet. In either case, the living space still cannot exceed that of the principal structure. The existing limits to DADU size relative to the principal structure and the height limits to eave and roof ridge line height remain and are not changing.
An owner-occupied Short Term Rental (STR) is not allowed for new DADUs in a DADU overlay (17.16.030.G).	With the substitute, prohibit owner-occupied STRP uses for new single-family-, Residential Neighborhood (RN), or Residential Limited (RL)-zoned DADUs in the USD.
The DADU Overlay is only permitted within the Urban Zoning Overlay (UZO) and the Highland Heights Study Area (17.36.680–730).	Permit application of the DADU Overlay within the GSD. The overlays within the USD will remain until the Council cancels them as they are no longer needed because DADUs will be a by-right option in the USD.
A DADU overlay can only be applied to RS/RS-A-zoned properties or properties where a DADU is legally permitted prior to the establishment of the overlay. It must consist of a minimum of 30 contiguous lots, and the lots within it cannot share lot lines with single-family residential properties that are not in the overlay district (17.36.680–17.36.730).	Allow a DADU overlay to be applied to AR2a, AG, and R/R-A-zoned properties, with all the other conditions still applying. DADUs will not be allowed on a lot that already includes a built two-family use.

ANALYSIS

The proposed amendments to the provisions around DADUs advance the H&I study's goals of providing abundant and affordable housing and reducing Zoning Code complexity:

- Removing restrictions that limit DADUs within single-family zoning districts only to large, alley-access lots within DADU overlays broadens the number of property owners who can add small secondary dwellings. This allows more gradual, neighborhood-compatible growth in housing supply and allows for options for current homeowners.
- Increasing the maximum living space square footage limit while meeting DADU standards through bulk standards including footprint size, height, and proportionality requirements. This would allow flexibility of configuration and simplifies standards while still maintaining reasonable size limitations. Increasing the maximum living space from 700 square feet to



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850 and 1,200 square feet (based on lot size) and permitting DADUs to add a second story when subordinate to a taller principal structure provides space for more functional units, which increases options for families, seniors, or small households while keeping scale subordinate to the primary home.

- By-right authorization of DADUs across a broader geography encourages incremental housing investment by homeowners, increasing housing choice and flexibility for current owners as to use of their property.
- DADU height caps (maximum eave height of 10 feet for single-story and 17 feet for two-story, with a maximum ridge height of 27 feet) and requirements for architectural similarity maintain visual compatibility.

Overall, the amendments increase housing diversity and choice, empower homeowners to participate in addressing housing needs including their own needs, and do so in a way designed to preserve neighborhood character, in line with the recommendations of the H&I Study and the goals of NashvilleNext.

ZONING ADMINISTRATOR RECOMMENDATION

No exception taken.

FISCAL IMPACT RECOMMENDATION

There is no fiscal impact identified with this rezoning.

COUNCIL

The proposed amendment passed on first reading at the September 2, 2025, Council meeting, and the public hearing was deferred to the November 4, 2025, Council meeting.

MPC RULES AND PROCEDURES / TEXT AMENDMENT REVIEW PROCESS

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

This item was deferred to the October 23, 2025, Planning Commission meeting per MPC Rules and Procedures following a public hearing at the September 25, 2025, meeting. At that meeting, several members of the public spoke on this amendment, and the Commission asked clarifying questions of staff. Based on feedback from the Commission and the public, staff prepared a substitute bill as detailed below.

STAFF RECOMMENDATION

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



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PROPOSED SUBSTITUTE ORDINANCE BL2025-1007

An ordinance amending Chapters 17.04, 17.08, 17.12, 17.16, and 17.36 of the Metropolitan Code, to amend the regulations pertaining to detached accessory dwelling units and the Detached Accessory Dwelling Unit Overlay District (Proposal No. 2025Z-011TX-001).

WHEREAS, providing more opportunities for detached accessory dwelling units (DADUs) within the Urban Services District (USD) will provide diverse housing opportunities in this part of the city;

WHEREAS, providing diverse housing opportunities for DADUs within the USD and within residential districts will allow for a gentle increase in allowable housing through context-sensitive infill;

WHEREAS, revising the Metropolitan Zoning Code for Detached Accessory Dwelling Units to allow this use as a base code allowance, rather than an overlay, simplifies, clarifies and consolidates the standards so as to make it easier to administer permits for DADUs and provide parity among property entitlements in the county; and

WHEREAS, many homeowners in the General Services District desire the option to have a Detached Accessory Dwelling Unit but are unable to under current rules, and since there will no longer be a need for the DADU Overlay to apply to only the Urban Zoning Overlay area of the County, revising the Metropolitan Zoning Code to permit the DADU Overlay to be applied to properties within the General Services District (GSD) gives these homeowners a zoning option;

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 deleting the definition for “Detached accessory dwelling unit” in its entirety and replacing it with the following:

"Detached accessory dwelling unit" means a detached dwelling unit separate from the principal single-family structure on any lot, or within any urban design overlay with development standards for detached accessory dwelling units. The dwelling shall be clearly subordinate in size, height, and purpose to the principal structure, it shall be located on the same lot as the principal structure and is detached from the principal structure. A detached accessory dwelling unit can be an independent structure, it can be a dwelling unit above a garage, or it can be attached to a workshop or other accessory structure on the same lot as the principal structure.

Section 2. That Section 17.08.030 of the Metropolitan Code is amended by changing the zoning district land use table as shown in Exhibit A.

Section 3. That Section 17.12.040E.1.a of the Metropolitan Code is hereby amended by deleting it in its entirety and replacing it with the following:

E. Permitted Setback Obstructions. The following structures or building components may be located within required setbacks. Except for screening walls, fences and hedges, the following features shall not be permitted within a required landscape buffer yard.

1. Accessory buildings.

- a. Accessory buildings with a footprint of eight hundred fifty (850) square feet or less and located to the rear of a principal structure shall provide a minimum side setback equal to one-half of that required for the zoning district, but not less than three feet, and a minimum rear setback of at least three feet, except when



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garage doors or carport openings face or open directly to an alley, in which case the minimum rear setback shall be ten feet. Accessory buildings with a footprint of more than eight hundred fifty (850) square feet shall provide the full setbacks of the zoning district;

Section 4. That Section 17.12.050 of the Metropolitan Code is hereby amended by deleting the section in its entirety and replacing it with the following:

- A. On all lots with a size of less than forty thousand square feet, the building coverage of an accessory structure other than a detached accessory dwelling unit located to the rear of the principal dwelling and complying with the district setbacks shall be limited to eight hundred fifty (850) square feet or fifty percent of the building coverage of the principal dwelling, whichever is greater, but in no case shall exceed two-thousand five-hundred (2,500) square feet. For regulations pertaining to detached accessory dwelling units, see section 17.16.030.G.
- B. These floor area controls shall not apply to accessory structures proposed on lots where agricultural activities and domestic animals/wildlife are permitted.

Section 5. That Section 17.16.030 of the Metropolitan Code is amended by deleting Subsection G in its entirety and replacing it with the following:

G. Detached Accessory Dwelling Unit. A detached self-sufficient dwelling unit shall be allowed accessory to a principal structure subject to the following standards:

- 1. Applicability.
 - a. While the following conditions listed below apply to a detached accessory dwelling unit, they do not counteract or override the applicable life safety standards found in the code editions adopted by the Metropolitan Government of Nashville.
 - b. No other accessory structure shall exceed two hundred square feet when there is a detached accessory dwelling unit on the lot.
- 2. Lot Area. The lot area on which the detached accessory dwelling unit is to be placed shall comply with Table 17.12.020A.
- 3. Ownership.
 - a. No more than one detached accessory dwelling unit shall be permitted on a single lot in conjunction with the principal structure.
 - b. The detached accessory dwelling unit cannot be divided from the property ownership of the principal dwelling.
 - c. Only one detached accessory dwelling unit shall be permitted and only when one single-family principal structure is present. When two principal structures are present, then no detached accessory dwelling unit is permitted.
 - d. The detached accessory dwelling unit shall be owned by the same person, or entity, as the principal structure and one of the two dwellings shall be owner-occupied.
- 4. Setbacks. The setbacks for a detached accessory dwelling unit shall meet the setbacks found in Section 17.12.040.E. for accessory buildings.
- 5. Site Requirements. A detached accessory dwelling unit may only be located behind the principal structure in the rear buildable area of the lot.



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6. Driveway Access.

- a. On lots with no alley access, the lot shall have no more than one curb-cut from any public street for driveway access to the principal structure as well as the detached accessory dwelling unit.
- b. On lots with alley access, any additional access shall be from the alley and no new curb cuts shall be provided from public streets.
- c. Parking accessed from any public street shall be limited to one driveway for the lot with a maximum width of twelve feet.

7. Bulk and Massing.

- a. The ~~footprint~~ living space of a detached accessory dwelling unit shall not exceed eight hundred fifty (850) square feet for lots less than ten thousand square feet, or one thousand two hundred (1,200) square feet for lots ten thousand square feet or greater and shall not exceed the size of the principal structure.
- b. The detached accessory dwelling unit shall maintain a proportional mass, size, and height to ensure it is not taller and/or larger than the principal structure on the lot. The detached accessory dwelling unit height shall not exceed the height of the principal structure as measured to the eave line, with a maximum eave height of ten feet for single-story and seventeen feet for two-story detached accessory dwelling units as measured from average finished grade.
- c. The roof ridge line of the detached accessory dwelling unit must be less than the primary structure and shall not exceed twenty-seven feet in height as measured from average finished grade.

8. Design Standards.

- a. The detached accessory dwelling unit shall be of similar style, design and material color as used for the principal structure and shall use similar architectural characteristics, including roof form and pitch, to the existing principal structure.
- b. The detached accessory dwelling unit may have dormers that relate to the style and proportion of windows on the detached accessory dwelling unit and shall be subordinate to the roof slope by covering no more than fifty percent of the roof.
- c. Detached accessory dwelling units may have dormers that are setback a minimum of two feet from the exterior wall.

9. Historic Properties.

- a. Metro Historic Zoning Commission Action. Any existing or proposed detached accessory dwelling unit in a historic overlay district shall comply with the adopted regulations and guidelines of the applicable historic overlay.
- b. Detached accessory dwelling units with a second story dwelling unit shall enclose the stairs interior to the structure and properly fire rate them per the applicable life safety standards found in the code editions adopted by the Metropolitan Government of Nashville.

10. Restrictive Covenant. Prior to the issuance of a permit, an instrument shall be prepared and recorded with the register's office covenanting that the detached accessory dwelling unit is being established accessory to a principal structure and may only be used under the conditions listed in 17.16.030.G.



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11. Location. Detached accessory dwelling units shall only be permitted within the Urban Services District, within a Detached Accessory Dwelling Unit overlay district within the General Services District, or as otherwise permitted through a Specific Plan.
12. Short Term Rental Property (STRP). Upon enactment of this section, ~~one STRP—owner occupied is permitted as an accessory use to a principal structure on any single-family-, Residential Neighborhood-, or Residential Limited-zoned lot where a new detached accessory dwelling unit is built, or on any single-family-, Residential Neighborhood-, or Residential Limited-zoned lot where a new detached accessory dwelling unit is established via conversion of an existing accessory structure, short term rental property—owner occupied, is not a permitted use in the accessory dwelling unit.~~
13. Utilities. The detached accessory dwelling unit may be served by separate utility meter(s).

Section 6. That Section 17.36.680 (Purpose and intent.) of the Metropolitan Code is deleted in its entirety and replaced with the following language:

The Detached Accessory Dwelling Unit (DADU) overlay district provides additional housing options in the General Services District (GSD). Any DADU Overlays previously adopted that are located outside of the GSD may remain in effect until the Metropolitan Council adopts an ordinance canceling all or part of such DADU overlay district.

Section 7. That Section 17.36.690 (Overlay designation.) of the Metropolitan Code is deleted in its entirety and replaced with the following language:

A DADU overlay district shall only be created within the GSD, according to the procedures of Chapter 17.40, Article III and depicted as a geographical area on the official zoning map. Any DADU Overlay previously adopted outside of the GSD may remain in effect until the Metropolitan Council adopts an ordinance canceling all or part of such DADU overlay district.

Section 8. That Section 17.36.710 (Permitted Land uses) of the Metropolitan Code is deleted in its entirety and replaced with the following language:

The range of land uses permitted within a DADU 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 and detached accessory dwelling unit. On any lot where a new detached accessory dwelling unit is built, or on any lot where a new detached accessory dwelling unit is established via conversion of an existing accessory structure, short term rental property—owner occupied, is not a permitted use in the accessory dwelling unit.

Section 9. That Section 17.36.730.A.1 (Detached Accessory Dwelling Unit Overlay District) of the Metropolitan Code is deleted in its entirety and replaced with the following language:

A. Application of a DADU overlay.

1. A DADU overlay may be applied to properties zoned AR2a, AG, R/R-A, RS/RS-A or properties where a DADU is a legally permitted use prior to the establishment of the overlay.

Section 10. 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 11. 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.



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SPONSORED BY:

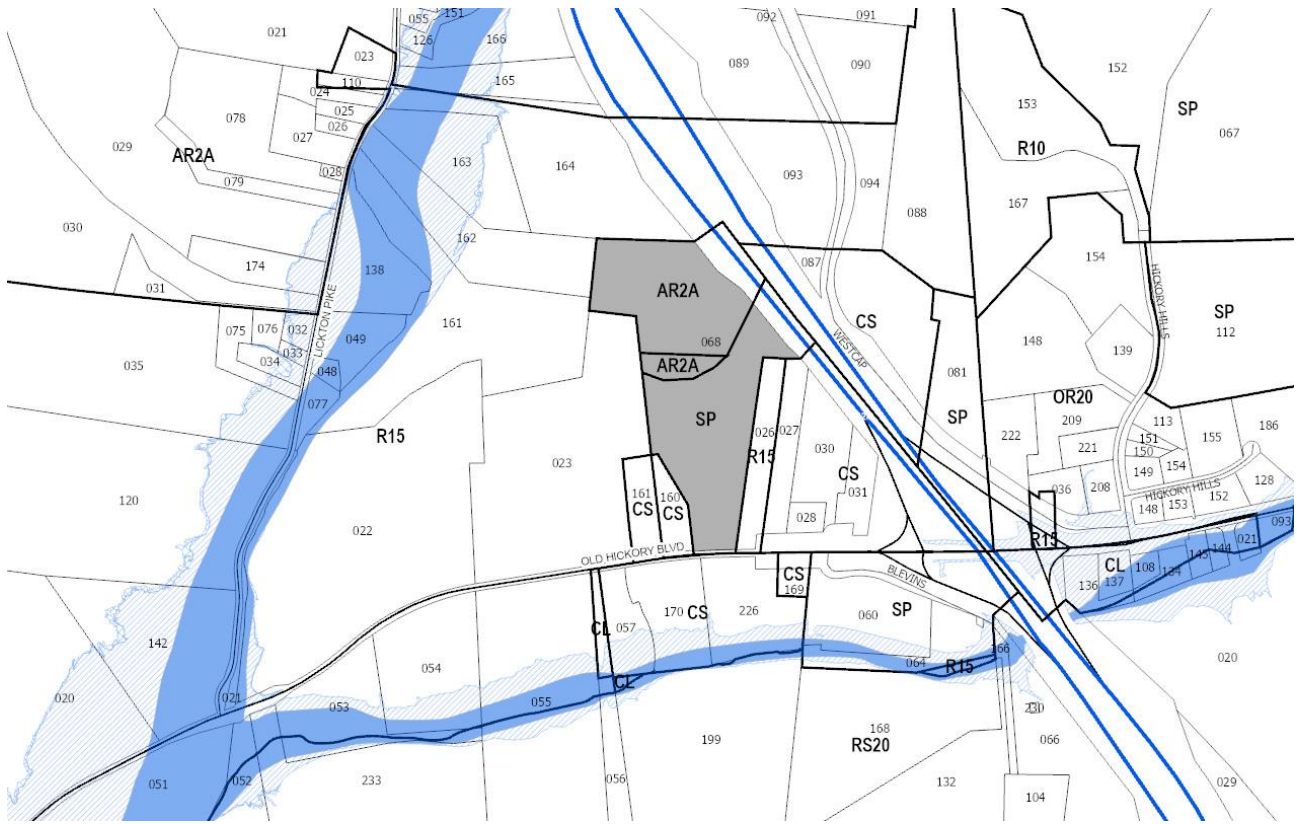
Jennifer Gamble
Member of Council

Exhibit A

	AG	Residential				Office	
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 h R6-A	RM2 through RM20-A- NS	RM40 through RM100- A-NS	OR20 through OR40-A- NS	ORI, ORI- NS, ORI- A, and ORI-A- NS
Residential Uses:							
Detached Accessory Dwelling Unit	<u>PC</u>	<u>PC</u>	PC	PC	PC	PC	PC



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2016SP-014-003

7435 OLD HICKORY BLVD (AMENDMENT)

Map 031, Parcel(s) 068

03, Bordeaux – Whites Creek – Haynes Trinity

03 (Jennifer Gamble)



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Item #3**Project Name****Council District****School District****Requested by****Specific Plan 2016SP-014-003****7435 Old Hickory Blvd (Amendment)**

03 – Gamble

01 – Taylor

Thomas and Hutton, applicant; Anchor Property Holdings, LLC, owner.

Deferrals

This item was deferred at the September 25, 2025, Planning Commission meeting. No public hearing was held.

Staff Reviewer

Marton

Staff Recommendation

Approve with conditions and disapprove without all conditions.

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

A request to amend an SP and rezone property from Agricultural/Residential (AR2a) to Specific Plan (SP) for property located at 7435 Old Hickory Boulevard, located approximately 632 feet west of Blevins Road (34.74 acres), to permit a mixed use development with 208,000 square feet of nonresidential uses.

Existing Zoning

Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *Approximately 24.3 acres are zoned SP.*

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and is intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of seven lots with one duplex lots for a total of eight units, on the approximately 15.33 acres that are zoned AR2a. Application of the Subdivision Regulations may result in fewer lots on this property. Metro Codes provides final determinations on duplex eligibility.*

Proposed Zoning

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



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BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

T3 Suburban Community Center (T3 CC) is intended to enhance and create suburban community centers that serve suburban communities generally within a 10- to 20-minute drive. They are pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial, and institutional land uses, with transitional residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T3 CC areas are served by highly connected street networks, sidewalks, and existing or planned mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

T2 Rural Neighborhood Center (T2 NC) is intended to maintain, enhance, and create rural neighborhood centers that fit in with rural character and provide consumer goods and services for surrounding rural communities. T2 NC areas are small-scale pedestrian friendly areas generally located at intersections. They contain commercial, mixed use, residential, and institutional uses.

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

SITE CONTEXT AND PLAN DETAILS

The subject site consists of one parcel, totaling 34.13 acres, located north of Old Hickory Boulevard and just west of I-24. The property currently contains two single-family home buildings and a warehouse structure for heavy truck repair uses in the southern portion of the site. The rear portion of the site is largely wooded and undeveloped. The portion of the site with heavy truck repair uses is currently zoned SP (2016SP-014-001), approximately 24.3 acres, while the wooded portion is zoned AR2a, approximately 15.4 acres. Surrounding properties are zoned One and Two-Family Residential (R15), Commercial Service (CS), and Specific Plan (SP), while surrounding land uses include Single-Family Residential, Auto Dealer, Auto Repair, Heavy Manufacturing, and Warehousing.

The existing SP on the site was approved by Metro Council in 2018 (2016SP-014-001; BL2016-287) as a regulatory SP that allowed Heavy Equipment Sales (heavy truck repair) uses and various uses permitted by the CS zoning district with some exclusions. The existing SP limits the heavy truck repair uses to a maximum of 24,000 square feet and requires all repair to take place in an enclosed building. A final site plan application was submitted to planning in 2019, however a final site plan has not yet been approved by staff.

The proposed SP is requesting to allow for a building with a maximum of 208,000 square feet for nonresidential uses that include office, warehouse, distributive/wholesale, custom assembly, and other nonresidential uses as specified in the plan. The site draws access from a singular private drive off Old Hickory Boulevard that continues north through the site, providing vehicle access to the warehouse building and its associated parking areas in the center of the site. The warehouse



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building has a proposed maximum height of 45'. Along the site frontage, the plan proposes to exclude sidewalk improvements per the MCSP due to a stream and associated buffer that parallel the site's frontage, however the plan dedicates right-of-way per the MCSP requirement for Old Hickory Boulevard. Between the proposed warehouse and adjacent properties to the east and west, the plan provides a 20 Type "B" landscape buffer that widens to a Type "D" buffer and also includes a 10' landscape buffer along the street frontage to meet the standards for a scenic arterial boulevard. While the site is 34.74 acres in total, the plan proposes to develop on approximately 19.41 acres, leaving approximately 15.33 acres or 44 percent of the total site undisturbed.

ANALYSIS

The site is within portions of T3 Suburban Community Center, T2 Rural Neighborhood Center, and Conservation policy areas, however the proposed warehouse building footprint is shown primarily within the T3 Suburban Community Center and Conservation policy areas on the southern half of the site. The T3 CC policy is intended to create and enhance suburban community centers that are generally within a 10- to 20-minute drive. While T3 Suburban Community Centers are typically characterized by being mixed use and incorporating pedestrian friendly design, the surrounding area has remained primarily commercial and industrial for many years. Immediately adjacent properties include heavy manufacturing, auto repair, and warehousing/distribution uses. The SP amendment proposes a mixed use development with office, warehouse, distributive/wholesale, custom assembly, and other nonresidential uses, which given the existing warehousing, manufacturing, and industrial uses nearby, may be appropriate in the T3 CC policy for this location. Overall, the site plan balances impact to Conservation areas by preserving 15.33 acres of the 34.74 acre site (approximately 44%) at the back of the site as natural open space to be left undisturbed. While the plan does impact some areas of moderate-steep slopes, the majority of the Conservation areas are left undisturbed north of the proposed building footprint area, and the plan provides a tree preservation plan that will protect the majority of mature tree canopy. The proposal also removes some of the more intense uses that were approved on the original SP with any redevelopment of this site.

Maximum Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two- Family Residential* (210)	15.4	0.5 F	8 U	102	11	9

*Based on two-family lots

Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Automobile Care (942)	24.3	0.15	24,000 SF	54	39	52



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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
Warehousing (150)	34.74	0.60 F	208,000 SF	374	35	40

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+218	-15	-21

FIRE MARSHAL RECOMMENDATION

Approve

HISTORIC ZONING

Approve with conditions

- Prior to the issuance of any grading permits, a Phase 1 archaeological survey is required based on the possibility of historic and prehistoric features, as several known prehistoric sites are near the property (across the street), the property may be the site of a pre-1871 homestead, and the property has not seen extensive development. (An archaeological consultant would determine location and number of test sites based on research of the property.)

STORMWATER RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

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



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- The following are general approval comments and conditions; Any public access point (ramps, drives) should meet AASHTO sight distance requirements.
- In general, and with the building permit plans, any proposed roadway half-sections, pavement widening, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT standard details.
- There should be no earthen retaining walls installed in the public ROW. There should be no vertical obstructions in new public sidewalks and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
- A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW.
- Comply w/ NDOT traffic comments/conditions of approval.

TRAFFIC & PARKING RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 208,000 square feet of general office; leasing/sales office; medical or scientific lab; business service; custom assembly; home improvement sales; inventory stock; major appliance repair; retail; distributive business/wholesale; manufacturing, artisan; manufacturing, light; and warehouse. Short term rental property, owner occupied and not owner occupied, shall be prohibited.
2. On the corrected copy, update the permitted uses and purpose note to reflect the Permitted Uses condition.
3. On the corrected copy, update the developable area calculation on sheet C2.0. to 19.41 acres to provide consistency in calculations.
4. The current use on the property shall not be expanded and can only continue until the site redevelops. Any new construction requires removal of existing uses.
5. No outdoor storage shall be permitted.
6. Building facades fronting public street shall consist of masonry materials or materials substantially similar in form and function, unless otherwise approved on detailed building elevations included with the preliminary SP.
7. With the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
8. Comply with all conditions and requirements of Metro Reviewing Agencies.
9. 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.
10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of



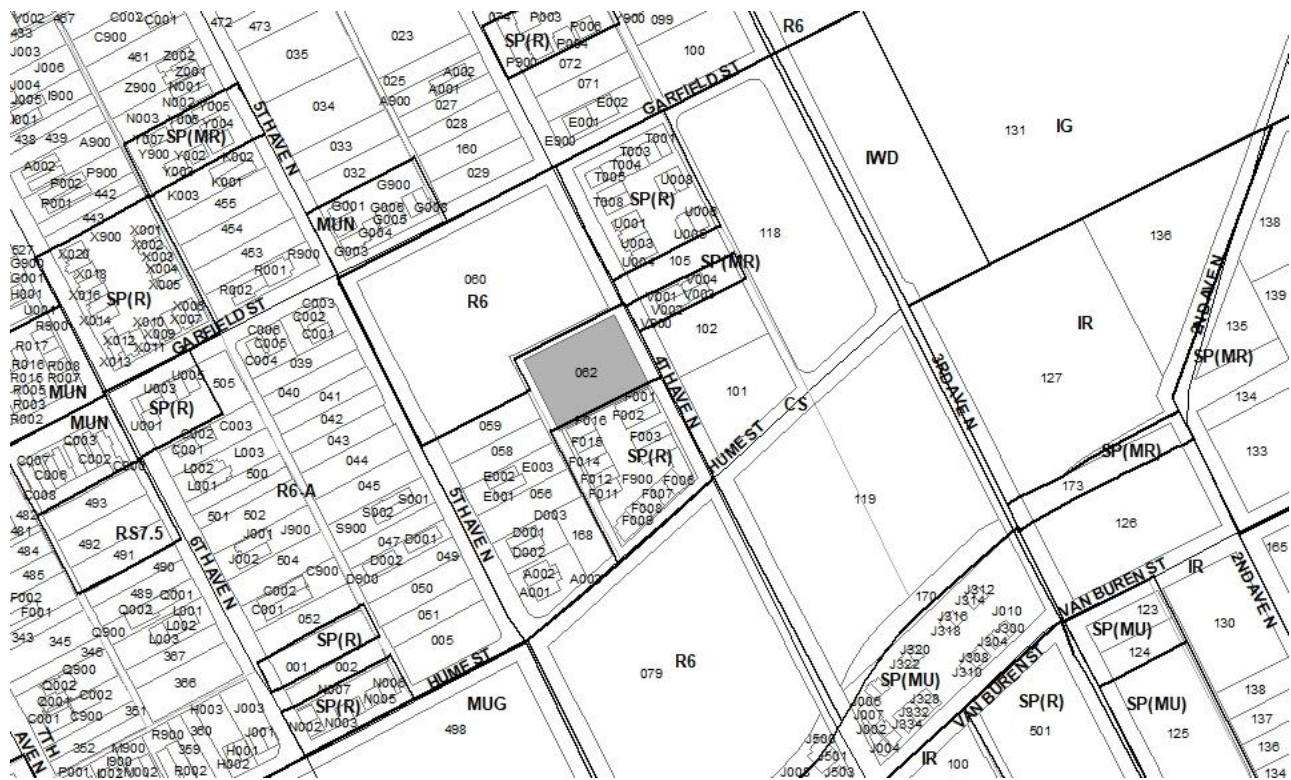
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the CS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.

11. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
12. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Property Owners' Association.
13. No master permit/HPR shall be recorded prior to final SP approval.
14. Final plat may be required prior to permitting.
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.



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2024SP-060-001

1609 4th AVE. N.

Map 082-05, Parcel(s) 062

08, North Nashville

19 (Jacob Kupin)



Metro Planning Commission Meeting of 10/23/2025

Item #4**Project Name****Council District****School District****Requested by****Specific Plan 2024SP-060-001****1609 4th Ave. N.**

19 – Kupin

05 – Buggs

Catalyst Design Group, applicant; M & J Partnership, owner.

Deferrals

This item was deferred at the December 12, 2024, January 9, 2025, February 13, 2025, March 13, 2025, and April 10, 2025, May 8, 2025, June 26, 2025, August 14, 2025, and September 11, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Schenk

Staff Recommendation*Defer indefinitely.*

APPLICANT REQUEST**Preliminary SP to permit 21 multi-family residential units.**Preliminary SP

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

STAFF RECOMMENDATION

Staff recommends indefinite deferral.



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2025SP-036-001
14768 OLD HICKORY BLVD
Map 173, Parcel(s) 033
12, Southeast
31 (John Rutherford)



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Item #5

Project Name

Council District

School District

Requested by

Specific Plan 2025SP-036-001

14768 Old Hickory Blvd

31 – Rutherford

02 – Elrod

Dale & Associates, applicant; Linda Pratt, owner.

Deferrals

This item was deferred on August 14, 2025, August 28, 2025, September 11, 2025, and September 25, 2025. No public hearing was held.

Staff Reviewer

Garland

Staff Recommendation

Approve with conditions and disapprove without all conditions.

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.

Existing Zoning

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and is intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 10 lots with two duplex lots for a total of 12 units.*

Proposed Zoning

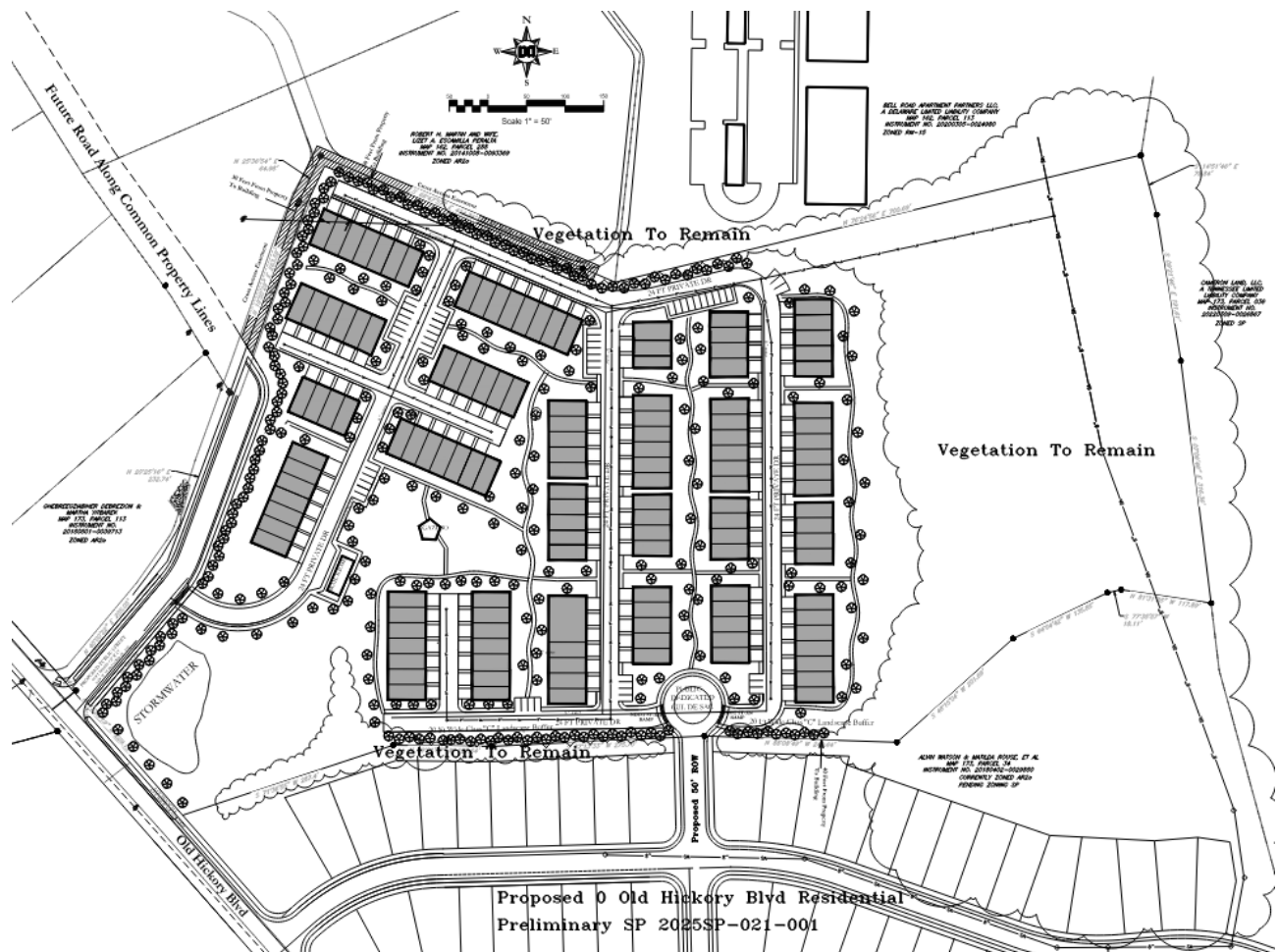
Specific Plan-Mixed Residential (SP-MR) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes multi-family units.*

SOUTHEAST NASHVILLE COMMUNITY PLAN

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



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Proposed Preliminary Site Plan



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environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

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

SITE CONTEXT AND REQUEST DETAILS

The approximately 20.24-acre site is located on the east side of Old Hickory Boulevard roughly 0.62 miles south of Bell Road. The Major and Collector Street Plan (MCSP) classifies Old Hickory Boulevard as a collector-avenue. There is an existing drive located along the western property line serving the parcels northwest of the subject site (Map 162, Parcels 288, 96, 287). There is currently an existing structure on the property that will be removed. The surrounding zoning districts include Specific Plan (SP), Single-Family Residential (RS10), Multi-Family Residential (RM15), and Agricultural/Residential (AR2a). The surrounding properties include single-family residential, one and two-family residential, vacant, institutional and commercial land uses along Bell Road to the north.

Site Plan

The proposed SP would permit 135 multi-family residential units. The plan includes one unit type, attached townhomes. A proposed public road is included in the plan. The proposed road is located along the western boundary of the development for a future connection to the properties to the west. The road provides access into the site via a private drive that goes east throughout the development. Vehicular connectivity internal to the site is provided by private drives. The road on the western boundary is intended to serve as future access for the adjacent lots to the west of the site if redeveloped in the future. Extending from the public roadway along the western property line to the northern corner is a cross-access easement to the remaining lots to the northwest of the site so that they do not become landlocked. The public stub out from the development (2025SP-021-001) to the south of the site is proposed to terminate into a public cul-de-sac on the subject site.

All units are proposed to have rear loaded garages. Garage parking is proposed for each unit and there are surface parking spaces throughout the development. The proposed plan has height standards of two stories max in 35 feet. Elevations will be submitted with the final SP.

All units are either fronting the public street or open space. The development is centralized on the western portion of the property in order to preserve the existing vegetation on the eastern portion of the site and around the boundaries on the north and south side of the development. There is a proposed 5-foot sidewalk internal to the development for pedestrian connectivity creating walking trails in-between the units and to the gazebo. A 20-foot-wide Type "C" landscape buffer is proposed around the west and north boundary as well as the south boundary. A stormwater detention area is proposed near the access point of the development.



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ANALYSIS

The subject site is located in the Suburban Neighborhood Evolving T3 (NE) and Conservation (CO) policy areas. The T3 NE policy is intended to create and enhance suburban neighborhoods with greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques. The T3 NE policy areas are suitable for substantial infill and redevelopment and are anticipated to be developed in suburban residential patterns. The CO policy intent is to preserve environmentally sensitive land features through protection and remediation. A small portion of the east side of the site is in the CO policy area where a stream and slopes are present. CO policy does not reflect areas of existing tree canopy or forested areas. The eastern portion of the site, while not in CO policy is heavily wooded and is intended to be preserved, consistent with goals of the CO policy.

The T3 NE policy supports moderate-density development patterns with residential land uses as well as moderate to high levels of connectivity with street networks and sidewalks. The T3 NE policy areas are pedestrian-friendly areas, with the units being rear loaded, the vehicular access is limited to the rear, an internal pedestrian network provides for enhanced connectivity, consistent with the policy goals.

The T3 NE policy supports structures that are one to three stories and oriented to the street or to an open space. The proposed development aligns with these policy goals by providing units that are oriented towards functional and accessible open space, such as the courtyards and gazebo, with an integrated pedestrian network.

The property currently has one point of access from Old Hickory Boulevard. The development proposes a cul-de-sac on the southern property line where the public stub out from the development to the south terminates (2025SP-021-001). An internal private drive system is proposed, primarily to provide an alternative road layout in order to reduce the overall development area on the site and preserve the eastern portion of the property. Private drives can serve as a way to provide connectivity in areas where there is a need to protect nearby sensitive environmental features.

The proposed plan includes improvements to Old Hickory Boulevard with a 6-foot sidewalk, a 6-foot-wide planting strip consistent with the MCSP requirements. The improved sidewalk network contributes to the high level of connectivity in the policy area and creates a more walkable neighborhood and community.

FIRE MARSHAL 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



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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT.
- Final design and improvements may vary based on actual field conditions. For final plans w/ new public roads, plans shall include proposed public roadway profiles, curvature, grade, tie-in profiles, drainage and utility data. Public roadway construction drawings shall comply with NDOT Subdivision Street Design Standards and specifications. Reference the following details: ST-200,-210,-215,-249,-252,-253,-263, -320,-324, -331. Reference JBS drain inlet details type 3300v TYP (Contact NDOT roads for detail).
- 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, otherwise additional MUTCD warning signs may be required by traffic.
- 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. Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called outed per NDOT ST- standard details.
- 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 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. Earthen retaining wall tie-backs are not permitted to encroach into 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 new public sidewalks. Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- Submit waste/recycle disposal plan with final SP. Note: No watering irrigation lines will be permitted in the ROW. Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW.
- On site plans, call out "mill & overlay extents to be coordinated in field with NDOT inspector". Comply w/ NDOT traffic comments/conditions of approval.
- Additional road comments: (1.) Cross access easement(s), w/ access to proposed new public roads, shall be provided to the following landlocked parcels: 96, 287, 288; North of project site. (2.) If phasing the development, new public roads proposed and drive aisle(s) for the



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cross access easements aforementioned, shall be constructed with the 1st phase of development. (3.) A half-section, per the MCSP, shall be provided along Old Hickory Blvd. ROW frontage. (cont.) The frontage half-section shall include 11 ft. travel lanes.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- See Road's comments for onsite roadway network.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two- Family Residential* (210)	20.24	0.5 F	12 U	148	13	13

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	20.24	-	135 U	734	46	59

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+586	+33	+46

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a district: **20 Elementary 16 Middle 16 High**

Projected student generation proposed SP district: **26 Elementary 21 Middle 21 High**

The proposed SP zoning is expected to generate 16 additional students than the existing AR2a zoning. Students would attend Henry C. Maxwell Elementary School, Thurgood Marshall Middle School, and Cane Ridge High School. Henry C. Maxwell Elementary and Cane Ridge High School are identified as being over capacity. Thurgood Marshall Middle School is identified as being exceedingly under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

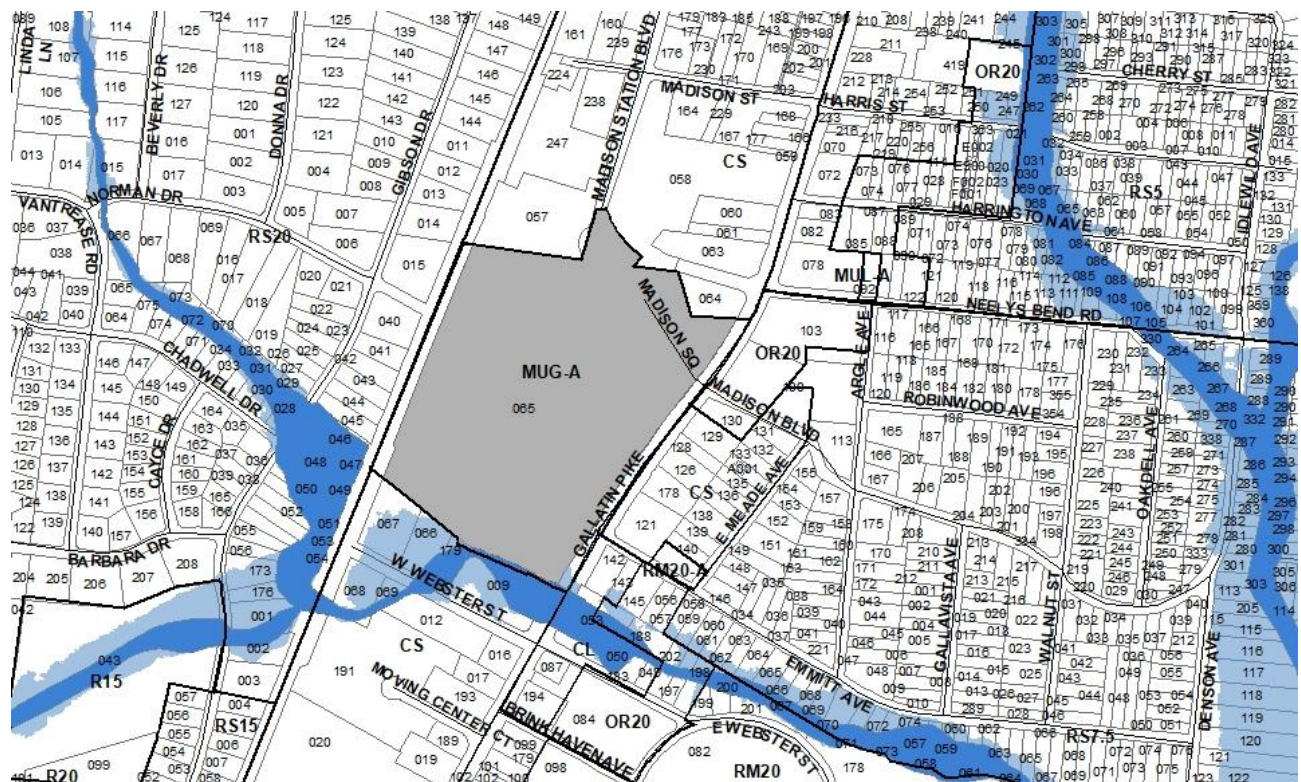
CONDITIONS

1. Permitted uses shall be limited to a maximum of 135 multi-family residential units. Short term rental property, owner occupied, and short term rental property, not-owner occupied shall be prohibited.



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2. On the corrected copy, under the SP summary, update the access points.
3. On the corrected copy, replace Note A under architectural notes, "Building facades fronting a street or open space shall provide a minimum of one principal entrance (doorway) and a minimum of 25 percent glazing."
4. With the final site plan, all units shall have pedestrian connections to the broader internal sidewalk network.
5. With the first final site plan, full design and construction plans shall be provided for the public road connection and cul-de-sac. If phased, the road plans shall be included in the first phase.
6. With the final site plan, a minimum distance of 35 feet shall be provided between the cul-de-sac and any building footprint.
7. With the final site plan, a clear access easement shall be shown on the plans along the western property line, ensuring access to adjacent properties currently using the property for access.
8. With the final site plan, the full width of the landscape buffer shall be provided along the western side of the property line, on the east side of the access easement.
9. Prior to issuance of the final site plan, a recorded access easement shall be provided ensuring access to the adjacent properties that use the subject property for access.
10. No master permit/HPR shall be recorded prior to final SP approval.
11. The requirements for the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
12. Comply with all conditions and requirements of Metro reviewing agencies.
13. Final plat may be required prior to permitting.
14. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements for the RM6 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council approved ordinance.
15. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
16. The preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
17. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
18. The 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.



2024S-025-001
MADISON STATION
Map 051-04, Parcel(s) 065
04, Madison
09 (Tonya Hancock)



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Item #6	Concept Plan 2024S-025-001
Project Name	Madison Station
Council District	09 – Hancock
School District	03 – Masters
Requested by	BCA Civil, applicant; 721 Madison Square LLC, owner.
Staff Reviewer	Marton
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Request for concept plan approval to create 10 lots.

Concept Plan

A request for concept plan approval to create ten lots on property located at 721 Madison Square, approximately 135 feet south of Neelys Bend Road, zoned Mixed Use General-Alternative (MUG-A), and located within a Corridor Design Overlay District (31.72 acres).

SITE DATA AND CONTEXT

Location: The site consists of one property located along the western side of Gallatin Pike, south of Madison Station Boulevard. A CSX rail line borders the property along its western boundary.

Street Type: The site has frontage on Gallatin Pike as well as Madison Station Boulevard. The Major Collector Street Plan classifies this portion of Gallatin Pike as an arterial boulevard and Madison Station as a collector avenue.

Approximate Acreage: 31.72 acres

Parcel/Site History: The site consists of one parcel and is known as the Madison Town Center shopping mall. The site currently contains several commercial retail buildings.

Zoning History: The property was rezoned to Mixed Use General-Alternative (MUG-A) in 2018 and was formerly zoned Commercial Service (CS). The property is also within a Corridor Design Overlay that became effective in 2020.

Existing Land Use: The site is currently developed as a shopping center.

Surrounding Land Use and Zoning:

- North: Commercial Service (CS)
- South: Commercial Service (CS)
- East: Commercial Service (CS), Commercial Limited (CL) and Office/Residential (OR20)
- West: Single-Family Residential (RS20)





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Zoning: MUG-A

Min. lot size: none required.

Max. FAR: 3.00

Max. ISR: 0.90

Min. rear setback: 20'

Min. side setback: None required.

Max. height: 5 stories to a maximum of 75 feet in Build-to Zone; Min. 15' stepback to 7 stories in 105 feet overall.

Min. street setback: Build to zone per code would apply.

PROPOSAL DETAILS

Number of lots: 10

Lot sizes:

- **Lot 1: 2.99 acres**
- **Lot 2: 2.11 acres**
- **Lot 3: 3.81 acres**
- **Lot 4: 3.37 acres**
- **Lot 5: 1.51 acres**
- **Lot 6: 2.06 acres**
- **Lot 7: 2.62 acres**
- **Lot 8: 4.96 acres**
- **Lot 9: 3.29 acres**
- **Lot 10: 0.73 acres**

Access: Access to Lots 1-10 is provided by two new public roads that intersect Gallatin Pike and connect to Madison Station Boulevard, which currently forms a roundabout at the northern boundary of this site before wrapping to the east.

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 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



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the unique characteristics found in the different transects. The site is within the Urban Community Center (T4 CC) policy. For T4 CC, the conventional regulations found in Chapter 3 are utilized.

3-1 General Requirements

The proposal meets the requirements of 3-1.

3-2 Monument Requirements

Permanent monuments, in accordance with this section of the regulations, shall be placed in all subdivisions when new streets are to be constructed. The concept plan proposes two new streets and monuments will be set after final plat approval.

3-3 Suitability of the Land

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

3-4 Lot Requirements

All lots comply with the minimum standards of the zoning code. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of MUG-A zoning at the time of building permit.

3-5 Infill Subdivisions

Not applicable. The proposed subdivision is not a residential lot and is zoned MUG-A.

3-6 Blocks

New blocks are being created with the incorporation of new streets. The newly proposed block widths along Gallatin Pike align with the existing block face on the opposite side of Gallatin Pike between Madison Boulevard and Emmitt Avenue. The new block structure allows for enhanced circulation within the site and the surrounding existing streets.

3-7 Improvements

New public infrastructure is being proposed with this concept plan. Construction plans for any required public improvements (public stormwater, water and sewer lines and connections) will be reviewed with the final site plan.

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

Sidewalks are required in association with new streets. The proposed subdivision includes new public streets. Sidewalks and related improvements are provided along new streets, shown as Public Road A and Public Road B on the plan. The plan is also showing right-of-way dedication for sidewalks along Gallatin Pike.

3-9 Requirements for Streets

Two new streets are proposed, shown as Public Road A and Public Road B. NDOT has reviewed and recommended approval with conditions. New public streets are to comply with AASHTO and the NDOT Subdivision Street Design Standards and Specifications.



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3-10 Requirements for Dedication, Reservations, or Improvements

Gallatin Pike is classified by the MCSP as an Arterial Boulevard. The plan proposes to dedicate the half right-of-way width of 52.5 feet.

3-11 Inspections During Construction

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

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

The plan proposes two new public streets. Street names and signage will have to conform to NDOT requirements.

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

Not applicable. No private streets are proposed.

3-14 Drainage and Storm Sewers

Drainage and storm sewer requirements are reviewed by Metro Stormwater. Metro Stormwater has reviewed the proposed concept plan and recommended approval with conditions. The plan must comply with all regulations in the Stormwater Management Manual at the time of final submittal.

3-15 Public Water Facilities

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

3-16 Sewerage Facilities

Metro Water Services has reviewed this proposed concept plan for sewer and has recommended approval with conditions.

3-17 Underground Utilities

Utilities are required to be located underground whenever a new street is proposed. The concept plan notes all new utilities will be placed underground as required.

PLANNING STAFF COMMENTS – SUBDIVISION REGULATIONS

POLICY CONSIDERATIONS

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

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to the entirety of this property is T4 CC (Urban Community Center). The goal of the T4 CC Policy is to maintain,



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enhance and create urban community centers that contain commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T4 Urban Community Centers serve urban communities generally within a 5-minute drive or a 5-to-10-minute walk. Appropriate land uses in the T4 CC policy include mixed use, commercial, office, institutional uses, transitional residential and artisan manufacturing and other low impact industrial and warehousing uses.

COMMENTS FROM OTHER REVIEWING AGENCIES

WEGO RECOMMENDATION

Approved with conditions

- The development must assume that dedicated Bus Rapid Transit (BRT) will be constructed along Gallatin Pike. All curb uses, turn lanes and traffic movements must therefore be planned and constructed with the coordination and agreement of TDOT, NDOT and WeGo. The development will coordinate and use reasonable and good faith efforts to reach agreement with WeGo Robert.Johnson@Nashville.gov on the detailed design of the BRT, which may be center running or curb side, which design may include Transit Signal Priority or level boarding platforms. The BRT may be planned or constructed by others at any time. This coordination must be ongoing and take place, as a minimum, prior to approval of each Plat stage, or each planning phase of BRT.
- The development will coordinate and use reasonable and good faith efforts to reach agreement with TDOT, NDOT and WeGo on the provision of a transit center on-site adjacent to Gallatin Pike. The transit center may have approx. six bus stop bays. This coordination must be ongoing and take place, as a minimum, prior to approval of each Plat stage, or each planning phase of BRT.
- The development must construct an internal road layout that can accommodate articulated bus services operating through the site between the Madison Station Blvd roundabout and Gallatin Pike South & Emmitt Ave/southernmost access C (along proposed roads A and C, and to W Webster St, if such a road is proposed) and any transit center, including the ability for articulated buses to turn to and from Gallatin Pike with priority. Those RoW cross-sections must include a minimum of 8ft width available to accommodate future bus stop passenger waiting areas. That 8ft may be achieved through the removal of on-street parking at bus stop locations, prioritizing bus stop locations adjacent to ground-floor residential or office uses. However, the development will have no responsibility to modify or rebuild the roundabout to accommodate this condition.
- The development may be required to upgrade the pair of bus stops on Gallatin Pike South at Emmitt Ave/southernmost access C at a cost not to exceed \$150,000. If required, these stops must be a min. of frequent service (Rapid) in-lane shelter-type stops including appurtenances as per the latest edition of the WeGo Transit Design Guidelines. If required, these bus stops must each be capable of accommodating a min. of one articulated bus and one rigid bus at the same time operating independently, i.e. a min curb length of 110ft. The development must coordinate and reach agreement with WeGo on the detailed timing and design of these stops. If required, they must be provided by the time of the upgrading of the Gallatin Pike South & Emmitt Ave/southernmost access C intersection, regardless of the status of BRT.



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- Further transit conditions, which may include upgrades to other bus stops in the vicinity, park and ride facilities, and modifications to the above, will be forthcoming as the development and BRT progresses.

FIRE MARSHAL RECOMMENDATION

Approved

GREENWAYS RECOMMENDATION

Approved with conditions

- The public "Conservation Greenway Easement" that includes as a minimum the floodway and 75' total buffers zones 1 and 2 and the area shown as the Proposed Greenway Easement (whichever is furthest north) must be clearly delineated and described by metes and bounds with the first final plat resulting from the concept plan.
- The Conservation Greenway Easement must be dedicated and memorialized in a Metro Parks' Conservation Greenway Easement Agreement, including two exhibits: a legal description and a boundary survey of the easement which must be signed by the owner and notarized prior to approval of the final plat of any lot(s) within the subdivision.
- Coordinate with Greenways staff to process the Conservation Greenway Easement Agreement for Park Board and Metro Council approval.
- Maintenance within Greenway Conservation Easement to be performed by Applicant until such time as the greenway is built or upon other approved by Parks.
- Any access from the property onto the greenway shall be approved by Metro Parks.

STORMWATER RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Align centerline of new public roads with existing intersections with the submittal of construction plans.
- Provide a minimum 100-foot straight tangent, where the street approach to the intersection is horizontally curved with the submittal of construction plans.
- New public streets are to comply with AASHTO and the NDOT Subdivision Street Design Standards and Specifications
<https://filetransfer.nashville.gov/portals/0/sitecontent/pw/docs/projects/SubdivisionSpecs.pdf>
- No vertical obstructions are to be located in sidewalks.
- No access to Gallatin Pike for individual lots.
- It is desirable to have internal reciprocal cross access through the individual lots within the project site.



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TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Per Review of the submitted MMTA (March 2024), the following transportation improvements shall be completed as the development's phases progress. As each phase progresses, additional analysis may be required by NDOT to more accurately establish thresholds for the proposed improvements. It should also be noted that NDOT is currently in the process of the Gallatin Pike Complete Streets (BRT) project which will impact the frontage of this development. As this development progresses and the complete streets project progresses, revisions to the below conditions and/or modifications may be required but further analysis will need to be conducted to justify said modifications.
- Gallatin Pike South and West Old Hickory Blvd, a protected intersection shall be provided.
- Gallatin Pike South and Neelys Bend/Madison Station Blvd, a protected intersection shall be provided.
- Gallatin Pike South between East Palestine Ave and Due West Ave, a mid-block crossing shall be provided. The mid-block crossing shall include a Pedestrian Hybrid Beacon (PHB) with a refuge island.
- Gallatin Pike South at Emmitt Ave/Driveway C, curb extensions shall be provided for the SE and NW corners. Further coordination with NDOT will be required to determine if a median would be appropriate at this location to reduce conflict points along the Gallatin Pike corridor. The installation of a median is dependent on the design of the complete streets project (BRT).
- Gallatin Pike South at Webster Street, curb extensions shall be provided for the SE and NW corners.
- Gallatin Pike South at East Palestine Ave, curb extensions shall be provided on the SE corner.
- Gallatin Pike South at East Old Hickory Blvd, a protected intersection shall be provided. Further analysis will be required on the operations and traffic control of this intersection due to the proximity to the W Old Hickory intersection.
- Gallatin Pike South at Due West Ave, a protected intersection shall be provided.
- The traffic signals from Due West Ave to W Old Hickory Blvd are to be upgraded to have fiber optic communication, non-intrusive detection, and CCTV capabilities. Each of these traffic signals shall also be evaluated for the need to reconstruct the poles and mast arms to provide updated structural support. Each intersection shall also accommodate pedestrian crossings on all approaches along with the necessary pedestrian infrastructure; pedestrian signals, push buttons, ADA ramps, warning mats, and pedestrian access warnings where applicable.
- The applicant(s) shall coordinate with Parks, CSX, and NDOT to provide a multi-modal bridge over the railroad to connect this development to the intersection of Gibson Drive and Norman Drive. Further coordination with the council member and all necessary stakeholders will be required to provide this connection.
- All access points shall be located on the new public streets, no access points onto Gallatin will be permitted. Further coordination with NDOT will be required at the time of permitting for each site/parcel. NDOT may grant an exception for the future transit center to accommodate the circulation of buses.



Metro Planning Commission Meeting of 10/23/2025

- The applicant(s) shall comply with the MCSP along all public frontages. As the Gallatin Complete Streets project progresses additional ROW may be needed beyond the MCSP to accommodate the planned dedicated transit lanes (BRT) and any stops.
- As this development's phases progress the applicant(s) shall continue to coordinate with NDOT, TDOT, WeGo, and other stakeholders to accomplish the conditions above.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Concept Plan only. Public and/or private 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% of Sanitary Sewer Capacity must be paid before issuance of building permits.

STAFF RECOMMENDATION

Approve with conditions.

CONDITIONS

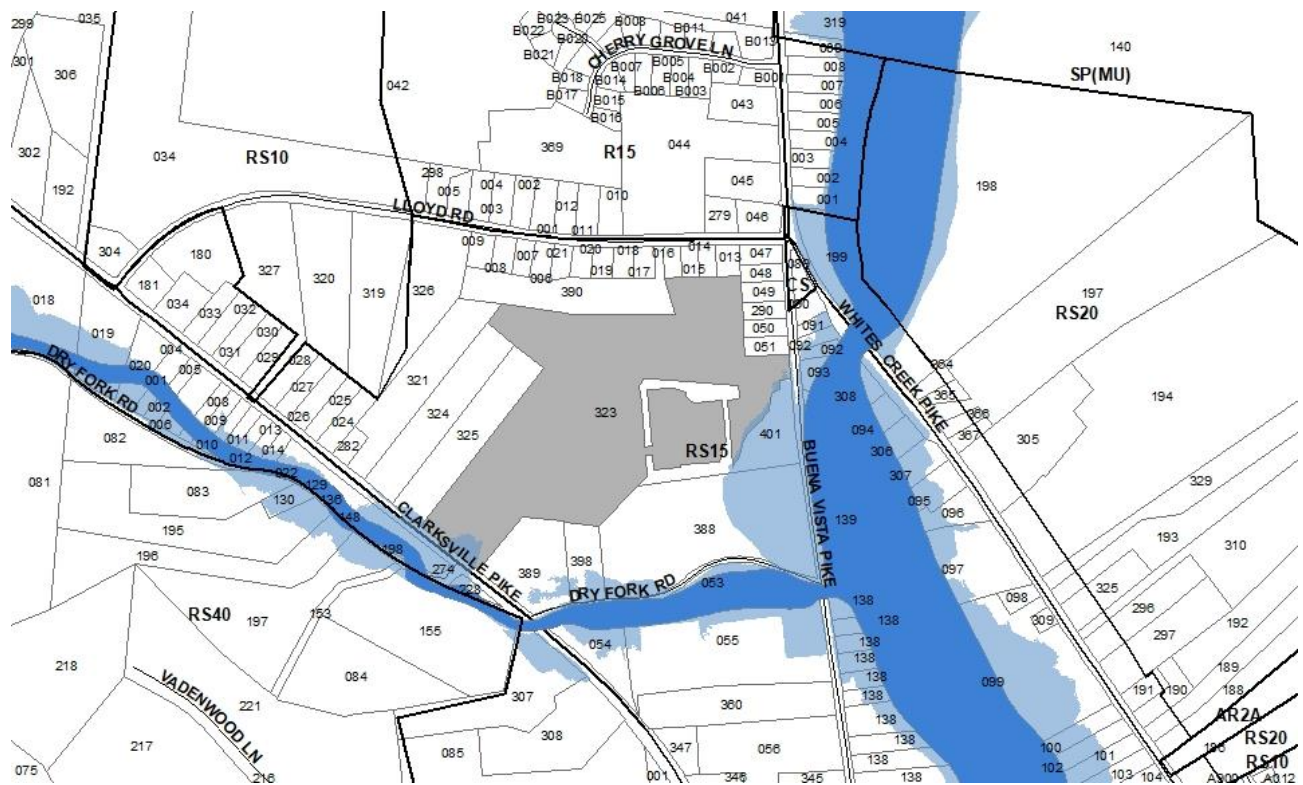
1. Update cover sheet, title block, and revise case number on all sheets: 2024S-025-001.
2. On the corrected copy, remove the Lot #4 heading from all sheets and label as Open Space and Common Area #1. Update the lot table on the cover sheet to remove Lot #4.
3. On the corrected copy, update the purpose note: The purpose of this concept plan is to create 9 lots, dedicate open space, and dedicate right-of-way for new public roads.
4. On the corrected copy, Note 4 under Metro NDOT Notes shall refer to the final site plan, not Final SP plan.
5. Applicant shall coordinate with NDOT on any remaining right-of-way dedication areas needed along Madison Station Boulevard.
6. Comply with all conditions and requirements of Metro reviewing agencies.
7. Pursuant to 2-2.5.f of the Metro Subdivision Regulations, the approval a of concept plan shall be effective for four years from the date of Planning Commission approval to the recording of the final plat or a phase of the plat as described in Section 2-2.5.g.

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2024S-025-001 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 10/23/2025



2024S-139-001

SHULAR CLARKSVILLE HIGHWAY

Map 048, Parcel(s) 323

03, Bordeaux - Whites Creek - Haynes Trinity

01 (Joy Kimbrough)



Metro Planning Commission Meeting of 10/23/2025

Item #7**Project Name****Council District****School District****Requested by****Concept Plan 2024S-139-001****Shular Clarksville Highway**

01 – Kimbrough

01 – Gentry

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

Deferrals

This item was deferred at the August 14, 2025, August 28, 2025, September 11, 2025, and September 25, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Marton

Staff Recommendation

Defer to the November 13, 2025, Planning Commission meeting.

APPLICANT REQUEST

Concept plan to permit 80 residential lots.

Concept Plan

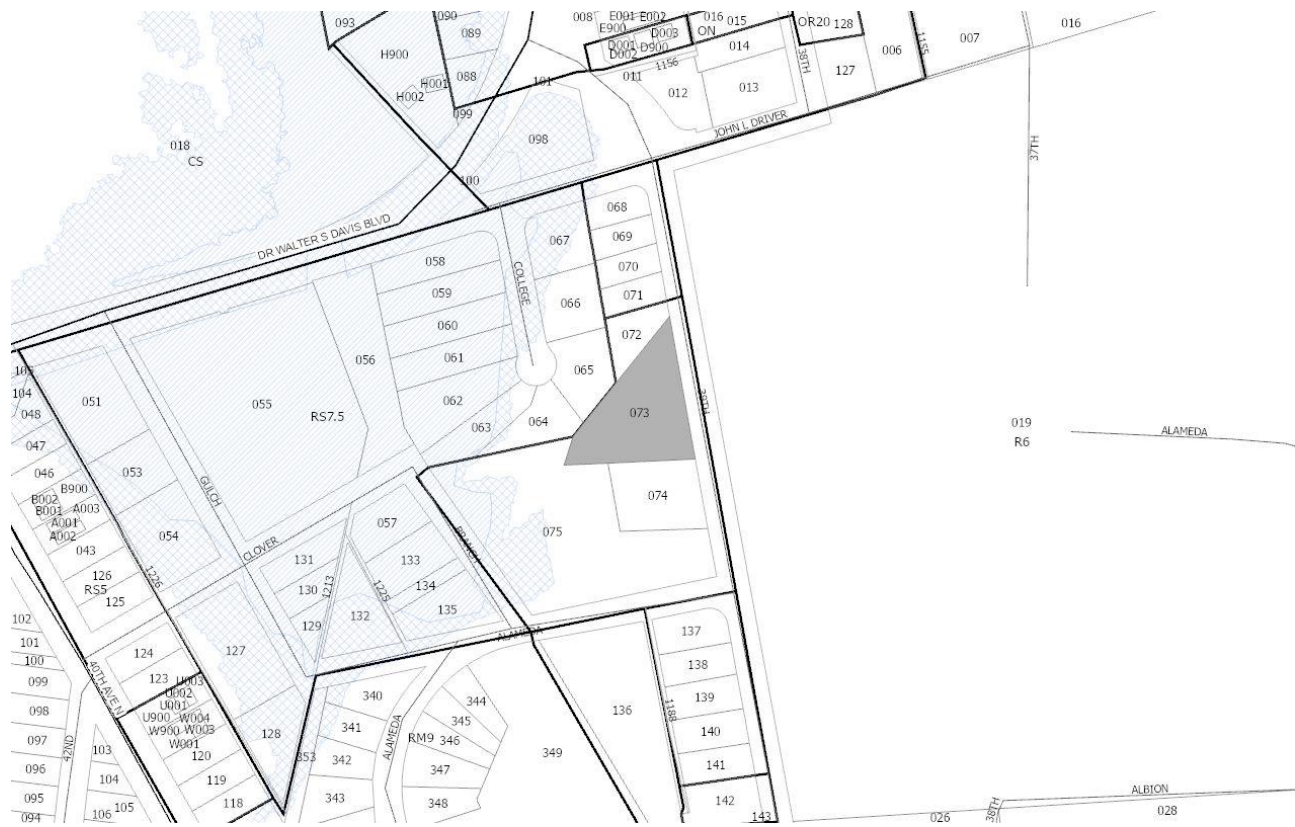
A request for concept plan approval to create 80 residential lots on property located at Clarksville Pike (unnumbered) approximately 575 feet south of Lloyd Road, zoned Single-Family Residential (RS15) and located in the Whites Creek at Lloyd Road Urban Design Overlay District (34.83 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the November 13, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 10/23/2025



2025S-145-001

RE-SUBDIVISION OF PART OF LOT 40 PLAN OF CLIFTON

Map 091-04, Parcel(s) 073

08, North Nashville

21 (Brandon Taylor)



Metro Planning Commission Meeting of 10/23/2025

Item #8	Final Plat 2025S-145-001
Project Name	Re-Subdivision of Part of Lot 40 Plan of Clifton
Council District	21 – Taylor
School District	05 – Fayne
Requested by	Dale & Associates, applicant; Rightway Properties Plus II, LLC, owner.
Deferrals	This item was deferred at the September 11, 2025, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Konigstein
Staff Recommendation	<i>Defer to the November 13, 2025, Planning Commission meeting.</i>

APPLICANT REQUEST

Request for final plat approval to create four lots.

Final Plat

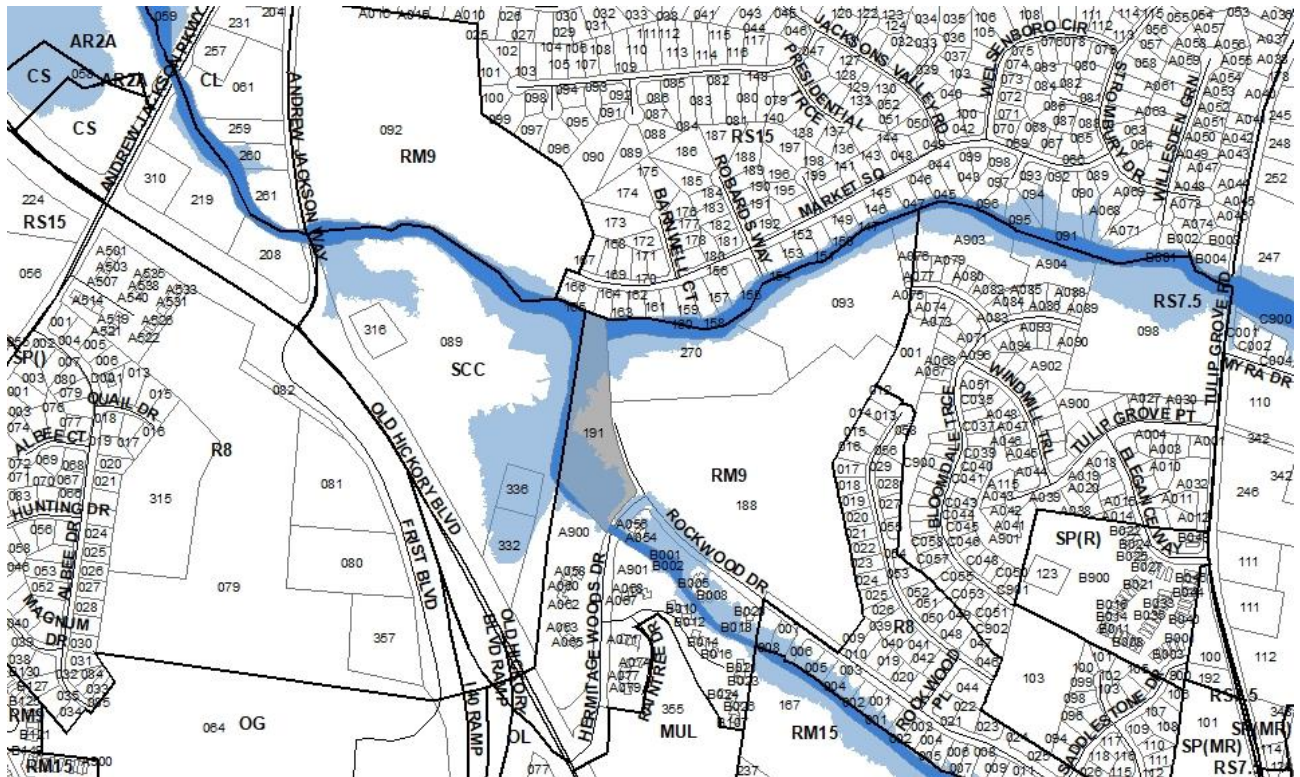
A request for final plat approval to create four lots on property located at 39th Avenue North (unnumbered), approximately 218 feet north of Alameda Street, zoned Single Family Residential (RS7.5) (0.69 acres).

STAFF RECOMMENDED ACTION

Staff recommends deferral to the November 13, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 10/23/2025



154-73P-001

THIENEMAN TOWNHOMES (AMENDMENT)

Map 086, Parcel(s) 191

14, Donelson-Hermitage-Old Hickory

12 (Erin Evans)



Metro Planning Commission Meeting of 10/23/2025

Item #9**Project Name****Council District****School District****Requested by****Planned Unit Development 154-73P-001****Thieneman Townhomes (Amendment)**

12 – Evans

04 – Nabaa-McKinney

Ingram Civil Engineering, applicant; Gordon McCammon, owner.

Deferrals

This item was deferred at the June 26, 2025, July 24, 2025, August 28, 2025, September 11, 2025, and September 25, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Schenk

Staff Recommendation

Defer to the November 13, 2025, Planning Commission meeting.

APPLICANT REQUEST

Amend a PUD to permit 14 multi-family residential units.

PUD Amendment

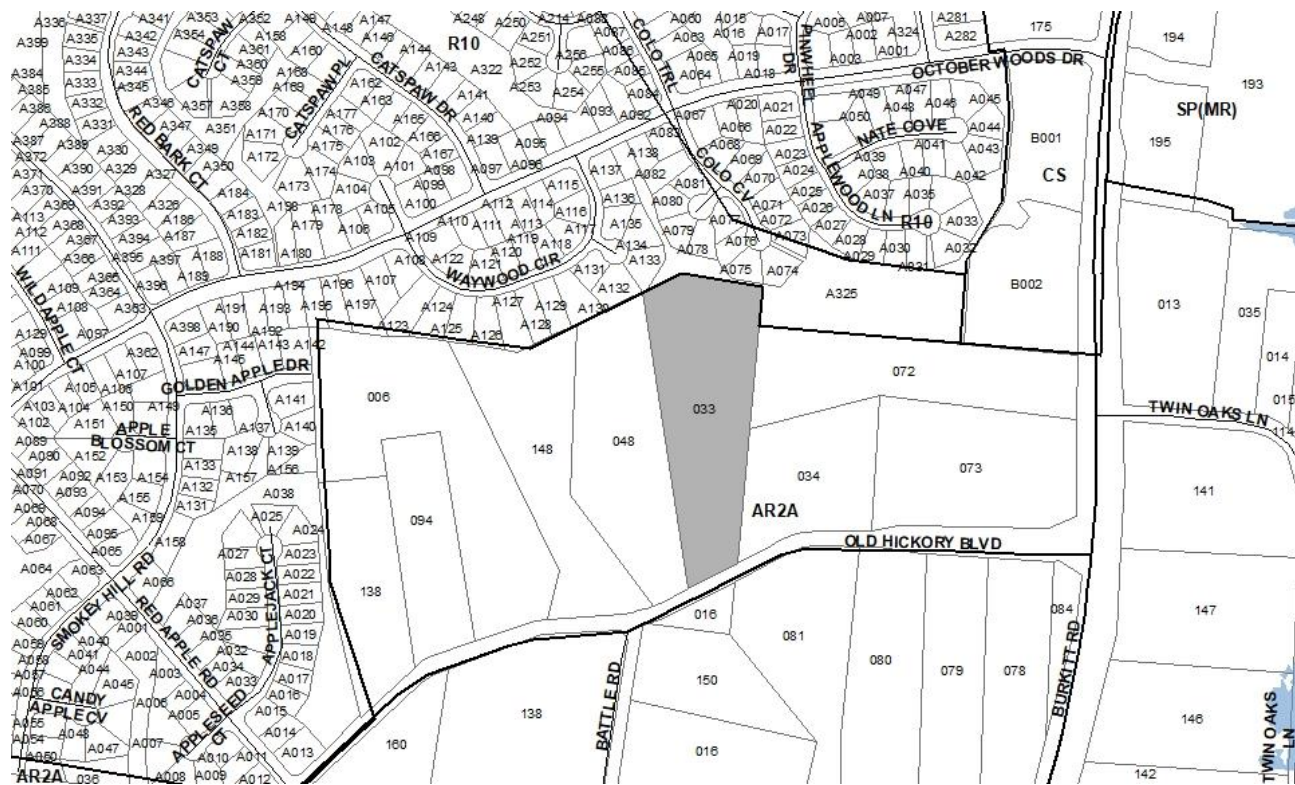
A request to amend a portion of a Planned Unit Development Overlay District on property located at Old Hickory Boulevard (unnumbered), at the southwest corner of Rockwood Drive and Hermitage Woods Drive, zoned Multi-Family Residential (RM9) (3.32 acres), to permit 14 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the November 13, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 10/23/2025



2025Z-016PR-001

Map 183, Parcel(s) 033

12, Southeast

33 (Antoinette Lee)



Metro Planning Commission Meeting of 10/23/2025

Item #10

Council District

School District

Requested by

Zone Change 2025Z-016PR-001

33 – Lee

06 – Mayes

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

Deferrals

This item was deferred at the February 27, 2025, March 27, 2025, April 10, 2025, May 8, 2025, and May 22, 2025, June 26, 2025, July 24, 2025, September 11, 2025, and September 25, 2025, Planning Commission meetings. A public hearing was held and closed at the February 27, 2025, Planning Commission meeting.

Staff Reviewer

Staff Recommendation

Konigstein

Defer to the November 13, 2025, Planning Commission meeting.

APPLICANT REQUEST

Zone change from AR2a to RM9-NS.

Zone Change

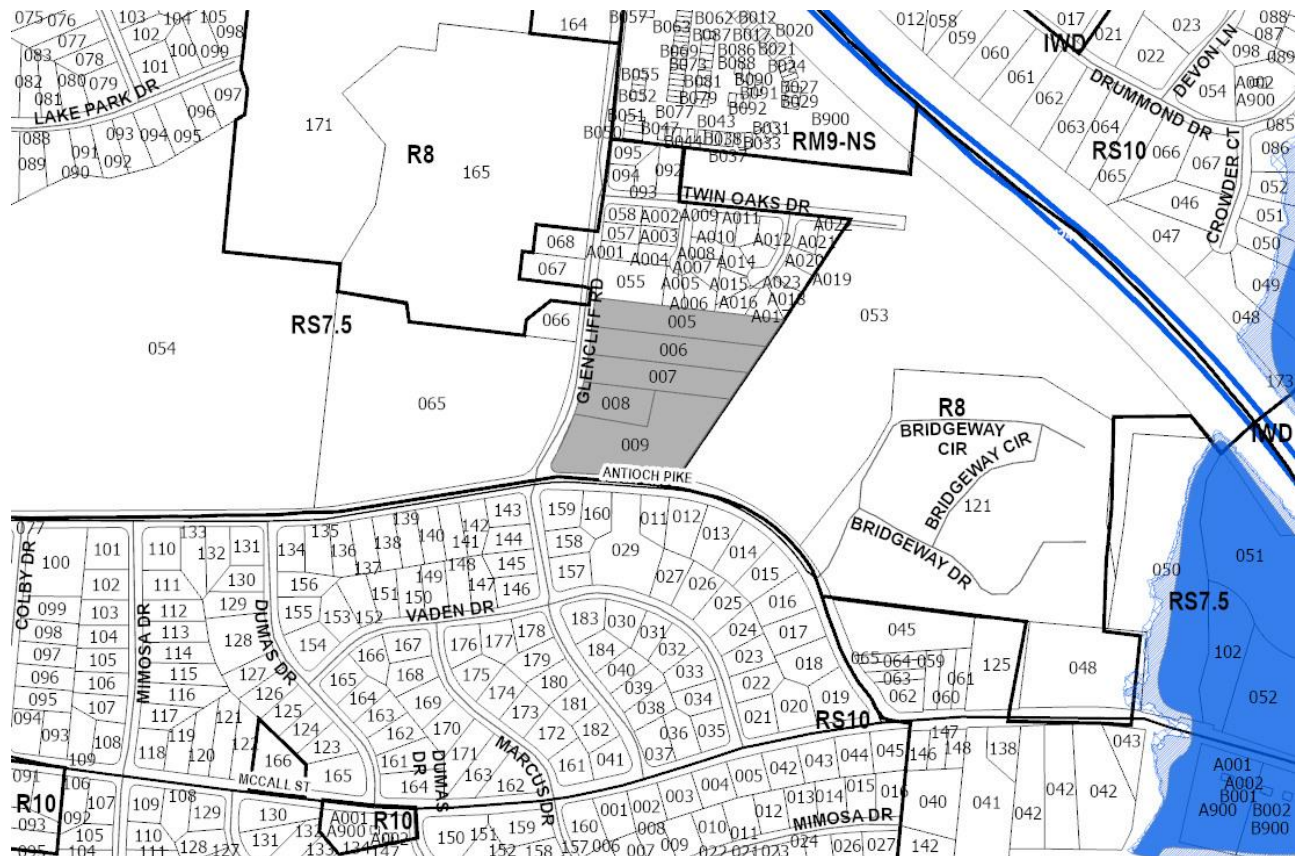
A request to rezone from Agricultural/Residential (AR2A) to Multi-Family Residential - No Short-Term Rental (RM9-NS) zoning for property located at 13302 Old Hickory Boulevard, approximately 1,014 feet west of Twin Oaks Lane (6.3 acres)

STAFF RECOMMENDATION

Staff recommends deferral to the November 13, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 10/23/2025



2025Z-076PR-001

Map 133-04, Parcel(s) 005-009

11, South Nashville

16 (Ginny Welsch)



Metro Planning Commission Meeting of 10/23/2025

Item #11**Council District****School District****Requested by****Zone Change 2025Z-076PR-001**

16 – Welsch

07 – Player

Ronnie Lee Booth III, applicant; Shelby Watkins & Shelby Lowrie, William Weeks, Georgia Community Investment LLC, Billy Prince, and Charles Walker, owners.

Deferrals

This item was deferred at the September 11, 2025, and the September 25, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer**Staff Recommendation**

Konigstein

Defer to the November 13, 2025, Planning Commission meeting.

APPLICANT REQUEST**Zone change from RS7.5 to RM15-A-NS.****Zone Change**

A request to rezone from Single-Family Residential (RS7.5) to Multi-family Residential – Alternative – No Short Term Rental (RM15-A-NS) zoning for the properties located at 3208, 3210, 3212, 3214, and 3218 Glencliff Road, at the northeast corner of Glencliff Road and Antioch Pike (7.61 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the November 13, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 10/23/2025



2025CP-003-003

**BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN
AMENDMENT**

Map 070-07, Parcel 080

03, Bordeaux - Whites Creek - Haynes Trinity

02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 10/23/2025

Item #12
Project Name

Major Plan Amendment 2025CP-003-003
Bordeaux – Whites Creek – Haynes Trinity
Community Plan Amendment

Council District
School District
Requested by

02 – Toombs
01 – Taylor
Dale & Associates, applicant; Longevity Investors, LLC,
owner.

Staff Reviewer
Staff Recommendation

Pokhrel
Approve.

APPLICANT REQUEST

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

Major Plan Amendment

A request to amend the Bordeaux – Whites Creek – Haynes Trinity Community Plan by changing the community character policy from Urban Residential Corridor (T4 RC) policy to Urban Neighborhood Center (T4 NC) policy with Conservation (CO) policy to remain, for property located at 916 West Trinity Lane (0.90 acres).

BORDEAUX-WHITES-CREEK-HAYNES TRINITY COMMUNITY PLAN

Current Policies

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

Conservation (CO) policy is intended to preserve, remediate, and enhance environmentally sensitive land. CO policy identifies land with sensitive environmental features including, but not limited to, stream corridors, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. In this area, CO policy applies to a stream and stream buffer on the eastern and southern portions of the study area as well as steep slopes near the northwestern corner of the site. CO policy will remain in place.

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

T4 Urban Neighborhood Center (T4 NC) is intended to maintain, enhance, and create urban neighborhood centers that provide daily needs and services for surrounding urban neighborhoods. Generally located at the intersection of two prominent roads, these areas act as focal points for neighborhood activity. They are characterized by high levels of connectivity and accessibility through multiple modes of transportation including pedestrian, bicycle, and vehicular networks. T4 NC areas typically include a mix of commercial, residential, institutional, and mixed-use developments that support daily life and services. Buildings are generally two to three stories in



Metro Planning Commission Meeting of 10/23/2025

height, maintaining a comfortable and human-scale urban environment that promotes walkability and community interaction.

BACKGROUND

The study area consists of a 0.90-acre parcel located at 916 West Trinity Lane in the Bordeaux – Whites Creek – Haynes Trinity community planning area. The study area is situated along the south side of West Trinity Lane, approximately 700 feet east of the intersection of West Trinity Lane and Youngs Lane. The study area currently contains a single-family residential unit and is zoned One and Two-Family Residential (R8).

The proposed community plan amendment would change the community character policy for the study area from Urban Residential Corridor (T4 RC) to Urban Neighborhood Center (T4 NC). A stream and its associated buffer run along the eastern side and across the southern portion of the study area. Additionally, the northeastern corner of the study area has steep slopes. The stream, stream buffer, and slopes fall within the Conservation (CO) policy area. The CO policy will remain in place with this proposed amendment.

Adjacent properties along West Trinity Lane lie within the T4 RC policy area. T4 NC policy is present near the intersection of West Trinity Lane and Youngs Lane / Old Buena Vista Road to the west. Properties to the south of the study area lie within the Urban Mixed Use Corridor (T4 CM) policy area and are generally oriented to either north-south local streets or Youngs Lane, which partially parallels West Trinity Lane as an east-west corridor.

COMMUNITY PARTICIPATION

As part of the community plan amendment review process, Planning staff determined that the proposed amendment qualified as a major amendment to the Bordeaux – Whites Creek – Haynes Trinity Community Plan. A community meeting was held in conjunction with Councilmember Toombs' regular district meeting on September 22, 2025, at the Metro Police Department North Precinct.

Community meeting notices were mailed to property owners within 1,300 feet of the policy amendment area, and details of the community meeting were made readily available on the Planning Department's website. Approximately 15 people attended the community meeting, including Councilmember Toombs, Community Plans staff, the applicant, and members of the public. Planning staff discussed the proposed policy amendment and responded to questions from attendees. Subsequent discussion centered on future uses for the site, the surrounding context, and the relationship between commercial development and nearby residential development. Attendees were generally supportive of the proposed community plan amendment. At the time of staff report publication, no written comments had been received by the Planning Department.

ANALYSIS

Planning staff analyzed the approximately 0.90-acre study area to evaluate the appropriateness of the proposed Urban Neighborhood Center (T4 NC) policy. The analysis included a review of parcel-level data such as lot size, configuration, and development patterns; staff also evaluated recent policy and zoning near the study area. This review helped determine whether the proposed



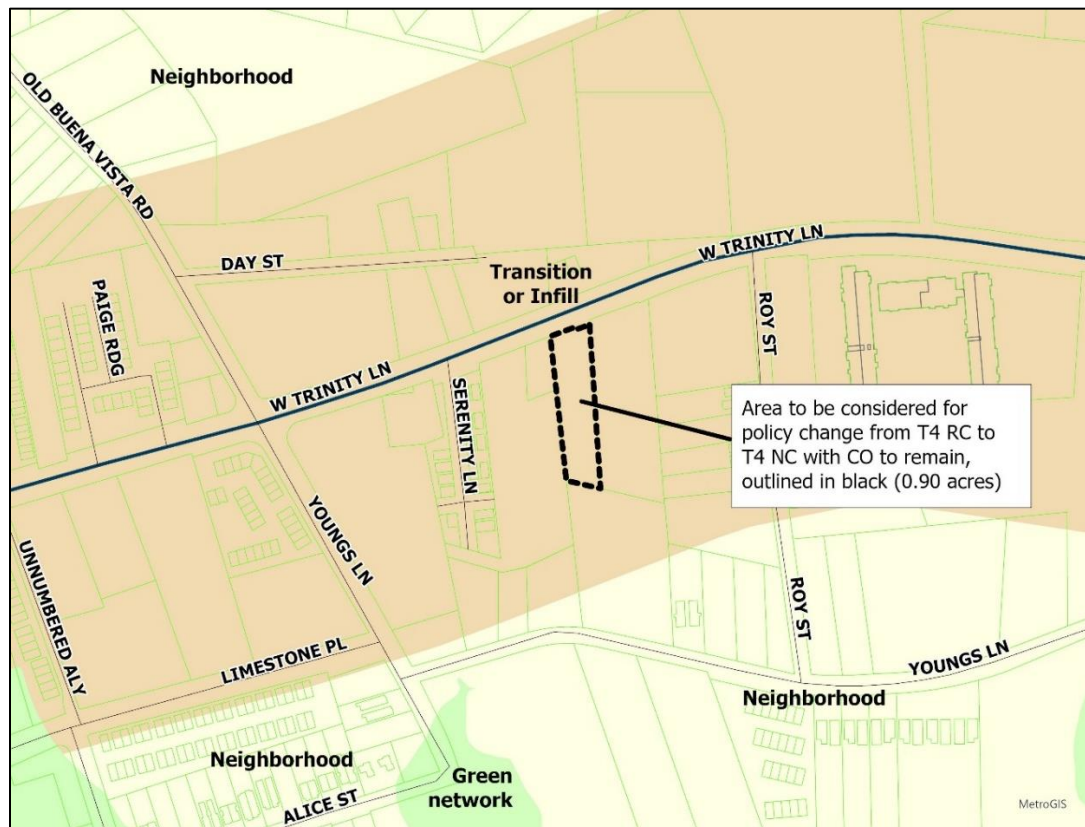
Metro Planning Commission Meeting of 10/23/2025

policy change could better align with the existing character and context of the neighborhood while also supporting its long-term stability. Staff concluded that a mixed-use or commercial node—such as that supported by T4 NC policy—along the West Trinity Lane corridor would be compatible with existing patterns and trends in the area.

NashvilleNext Growth & Preservation Concept Map

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

As shown in the following image, the study area is situated within a Transition or Infill area. Transition and Infill areas are intended to support higher-density housing along and around prominent corridors and centers to provide a harmonious connection to surrounding neighborhoods. These areas provide transitions in building types, scale, and form between higher intensity uses or major thoroughfares and lower density residential neighborhoods. They provide housing and offices in proximity to transit and commercial services, increasing the likelihood that residents can walk or bike to meet some of their daily needs. The requested policy change from T4 RC to T4 NC would not alter the study area's Transition or Infill area designation on the Growth and Preservation Concept Map.



NashvilleNext Growth and Preservation Concept Map

▲ North



Metro Planning Commission Meeting of 10/23/2025

Community Character Policy Application

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

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

The current policy of T4 RC was applied to the study area to support a predominantly residential corridor along West Trinity Lane. The corridor has experienced significant growth and now serves as a key connector within a rapidly developing area. While the T4 RC policy continues to be an appropriate policy for supporting residential development along the corridor, existing and future nodes present opportunities to introduce neighborhood-scale commercial uses that maintain compatibility with the surrounding residential character. The proposed T4 NC policy would encourage a mix of uses, including limited neighborhood-scale commercial uses. This approach balances continued residential growth with opportunities for local services and amenities, responding to community interest and supporting the corridor's role as an important connector within a growing area.

Natural Features

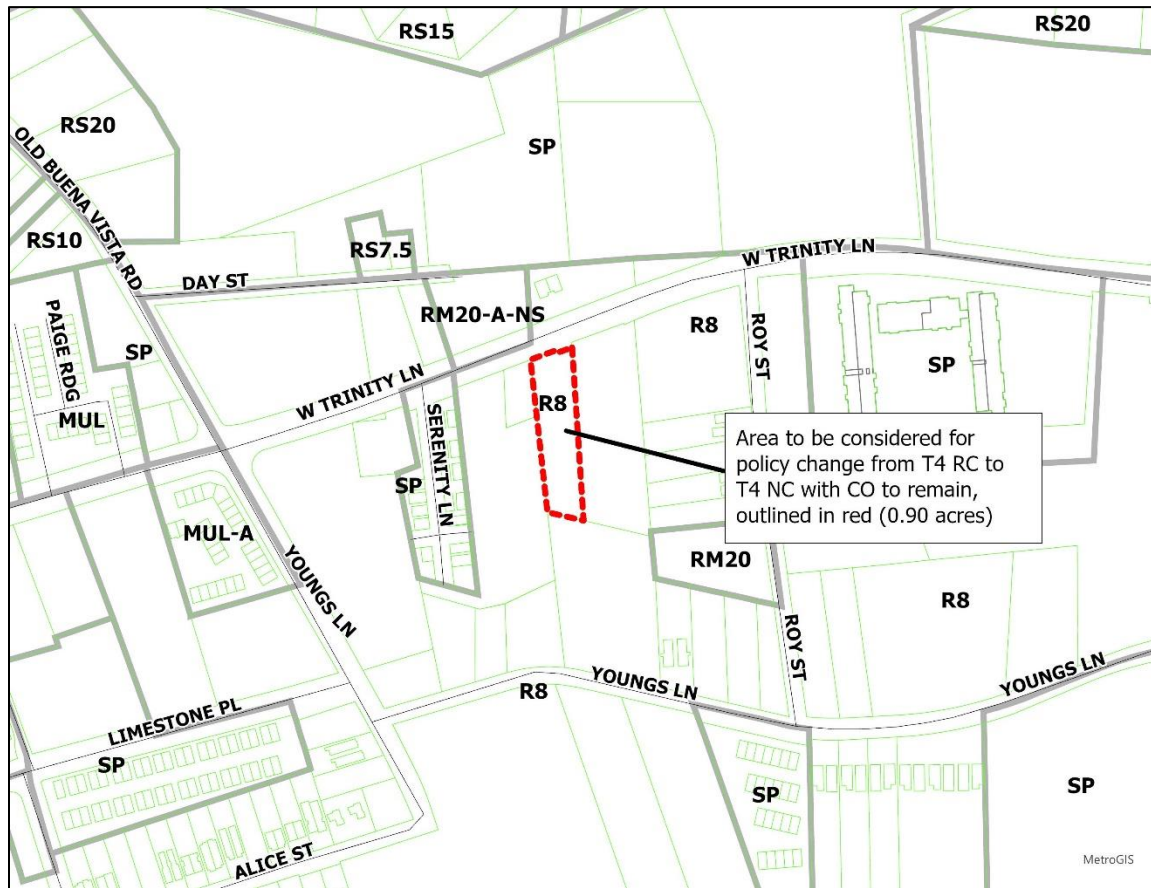
Conservation (CO) policy applies to the eastern and southern portions of the study area where a stream and associated stream buffer are present. CO policy also applies to slopes near the northeastern corner of the study area. CO policy would remain in place.

Current Land Uses and Zoning

The study area currently contains one single-family residential unit. Land uses in the surrounding area include a mix of single-family residential, multi-family residential, civic, and industrial. The study area is zoned One and Two-Family Residential (R8). A mix of zoning districts is present in the study area's vicinity; these include residential districts (RS7.5, RM20, and RM20-A-NS), and several residential-based Specific Plan (SP) districts. The following map shows current base zoning for the study area and vicinity.



Metro Planning Commission Meeting of 10/23/2025



Base Zoning Districts

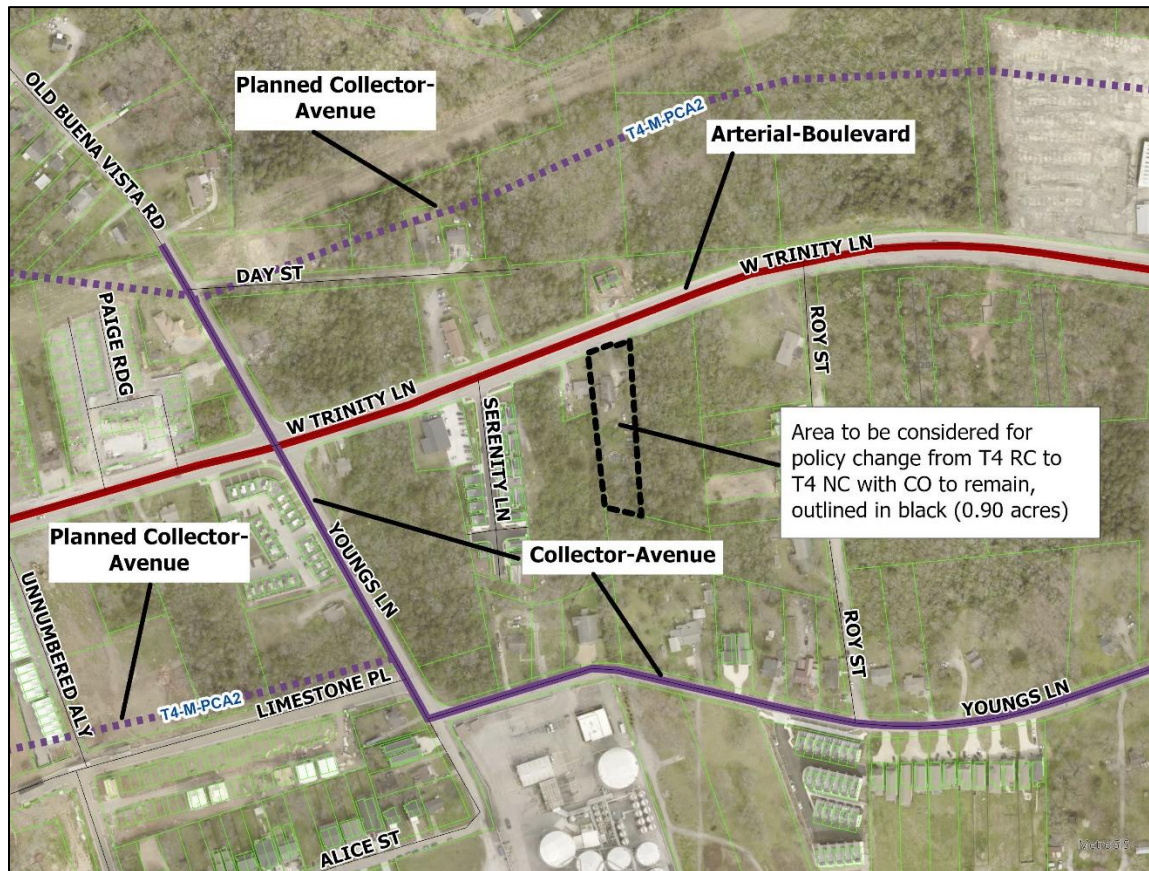
▲ North

Mobility and Connectivity

The study area has frontage along West Trinity Lane to the north and is situated approximately 700 feet east of Youngs Lane / Old Buena Vista Road. Youngs Lane also runs parallel to West Trinity Lane on the south. West Trinity Lane is classified as an arterial-boulevard in the Major and Collector Street Plan (MCSP), providing an important east-west connection through the area. Old Buena Vista Road and Youngs Lane are both classified as collector-avenues, serving to distribute local traffic to and from the arterial network. Additionally, the MCSP shows a planned collector-avenue approximately 420 feet north of the site area; this collector-avenue would further enhance local connectivity. The following image shows MCSP classifications for surrounding arterials and collectors.



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Major and Collector Street Plan

▲ North

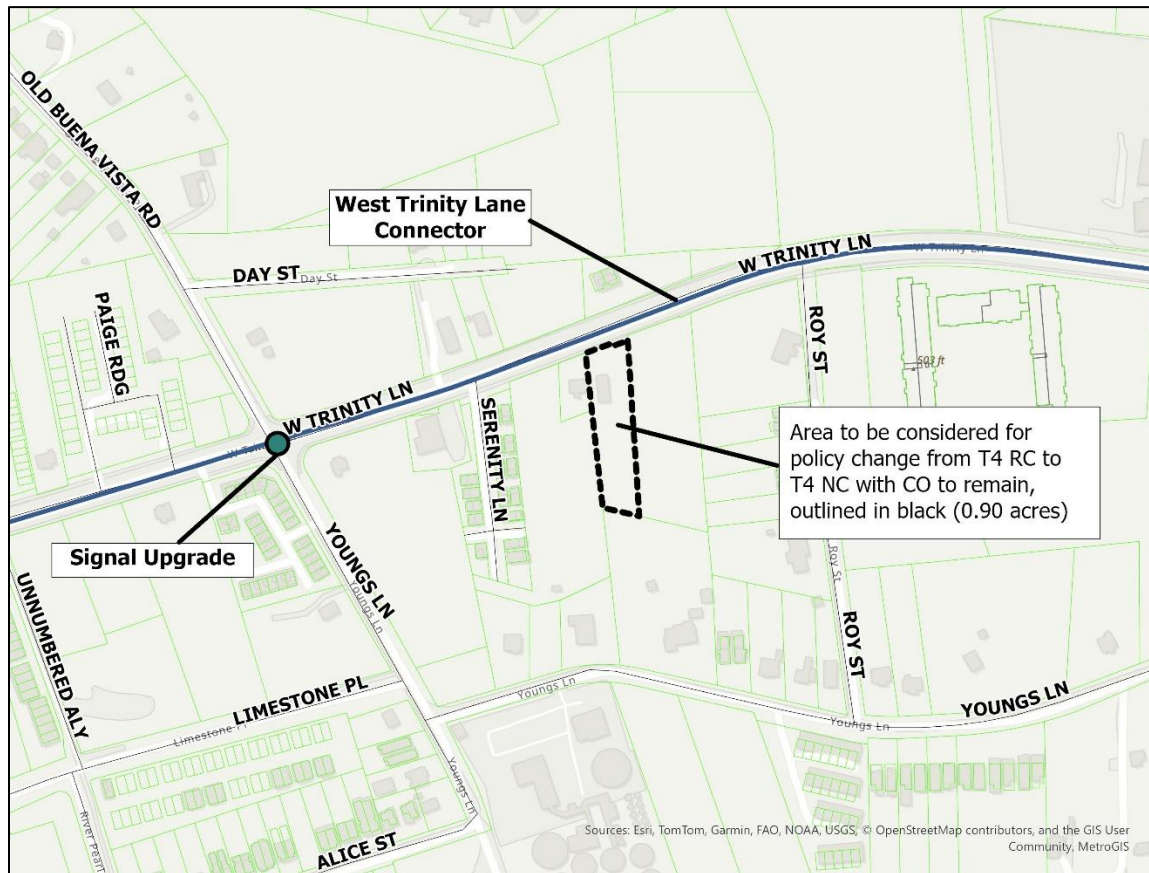
The study area lies within the boundaries of the Hayes-Trinity Small Area Plan. The plan envisions a network of local streets, alleys, and greenway connections that would enhance mobility in the area. Any future development in the study area should be undertaken with increased connectivity as a primary goal.

Sidewalks are present along both sides of West Trinity Lane, providing pedestrian connectivity along the corridor. WeGo Transit Connector Route 71 operates along West Trinity Lane, offering local transit access. The study area is located approximately 750 feet from two nearby bus stops, one at West Trinity Lane and Old Buena Vista Road and another at West Trinity Lane and Youngs Lane.

As shown on the map below, the existing connector route on West Trinity Lane is included in Choose How You Move (CHYM), the transportation initiative approved by Davidson County voters in 2024. Future improvements along West Trinity Lane proposed in CHYM include a Complete Streets project and a signal improvement at the intersection of West Trinity Lane and Youngs Lane / Old Buena Vista Road.



Metro Planning Commission Meeting of 10/23/2025



Choose How You Move Map

▲ North

Analysis Summary

In recent years, the West Trinity Lane corridor has experienced steady growth with many residential projects recently built and several more underway. However, the corridor lacks neighborhood-serving commercial and gathering spaces. While the current T4 RC policy supports primarily residential uses, it limits opportunities for small-scale commercial activity that could serve the expanding population along the corridor. The proposed T4 NC policy would align with the area's evolving context by encouraging a mix of residential and neighborhood-scale nonresidential uses such as restaurants and small businesses that promote activity, walkability, and community interaction.

The CO policy, which identifies environmentally sensitive areas within the study area, remains in effect and underscores the importance of preserving natural features. The study area is moderately connected by a network of arterials and collectors and is served by transit. Future CHYM-related upgrades would make the area more accessible to pedestrians and bicyclists.

In conclusion, the proposed policy change from T4 RC to T4 NC is supported by the area's ongoing residential development, community interest, and infrastructure conditions. The amendment would encourage a more balanced mix of uses, provide needed amenities for a growing residential



Metro Planning Commission Meeting of 10/23/2025

population, and strengthen the corridor's role as a vibrant, connected part of the urban fabric while maintaining environmental sensitivity.

STAFF RECOMMENDATION

Staff recommends approval of the requested policy change from Urban Residential Corridor (T4 RC) to Urban Neighborhood Center (T4 NC) with Conservation (CO) policy to remain in place.



SEE NEXT PAGE



Metro Planning Commission Meeting of 10/23/2025



2025CP-014-001

**DONELSON – HERMITAGE – OLD HICKORY COMMUNITY PLAN
AMENDMENT**

Map 075, Parcel 014

14, Donelson – Hermitage – Old Hickory

11 (Jeff Eslick)



Metro Planning Commission Meeting of 10/23/2025

Item #13
Project Name

Minor Plan Amendment 2025CP-014-001
Donelson – Hermitage – Old Hickory
Community Plan Amendment

Council District
School District
Requested by

11 – Eslick
04 – Nabaa-McKinney
Landon Mauck, applicant and owner.

Staff Reviewer
Staff Recommendation

Clark
Approve.

APPLICANT REQUEST

Amend the Donelson – Hermitage – Old Hickory Community Plan to change the community character policy.

Minor Plan Amendment

A request to amend the Donelson – Hermitage – Old Hickory Community Plan by changing community character policy from Suburban Neighborhood Evolving (T3 NE) policy to Suburban Community Center (T3 CC) policy with Conservation (CO) policy to remain, for property located at 4206 Hermitage Road (0.73 acres).

DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN

Current Policy

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 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 need to examine considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

Conservation (CO) policy is intended to preserve, remediate, and enhance environmentally sensitive land. CO policy identifies land with sensitive environmental features including, but not limited to, stream corridors, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. CO policy in this location applies to a stormwater drainage ditch along the northern and eastern boundaries of the study area. CO policy will remain in place.

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

Suburban Community Center (T3 CC) policy is intended to create and enhance suburban community centers, encouraging their development or redevelopment as intense mixed-use areas that are compatible with the general character of suburban neighborhoods as characterized by the service area, development pattern, building form, land use, and associated public realm.



Metro Planning Commission Meeting of 10/23/2025

BACKGROUND

The study area consists of a 0.73-acre parcel located at 4206 Hermitage Road in the Donelson – Hermitage – Old Hickory community planning area. The study area has frontage along the west side of Hermitage Road, and the rear portion of the study area lies adjacent to an active railroad track. The study area is situated to the northeast of the intersection of Lebanon Pike and Old Hickory Boulevard. The study area is currently vacant and is zoned as One and Two-Family Residential (R10).

The proposed community plan amendment would change the community character policy from Suburban Neighborhood Evolving (T3 NE) to Suburban Community Center (T3 CC), incorporating the study area into a larger T3 CC area located to the east, south, and west. A stormwater drainage ditch in Conservation (CO) policy runs along the northern boundary of the study area, providing a physical separation between the study area and other T3 NE properties to the north; the ditch and corresponding CO policy area extend along the eastern boundary of the study area as well. The CO policy will remain in place with this proposed amendment.

COMMUNITY PARTICIPATION

As part of the community plan amendment review process, Planning staff determined that the proposed community plan amendment qualified as a minor amendment to the Donelson – Hermitage – Old Hickory Community Plan. No community meeting was required.

ANALYSIS

Planning staff analyzed the study area and surrounding area to determine whether the proposed Suburban Community Center (T3 CC) policy would be appropriate. The analysis reviewed parcel-level data such as lot size, configuration, and development patterns; staff also evaluated recent policy and zoning trends near the study area. Based on this analysis, staff determined that it would be appropriate to change the applicable policy from T3 NE to T3 CC with Conservation (CO) to remain in place.

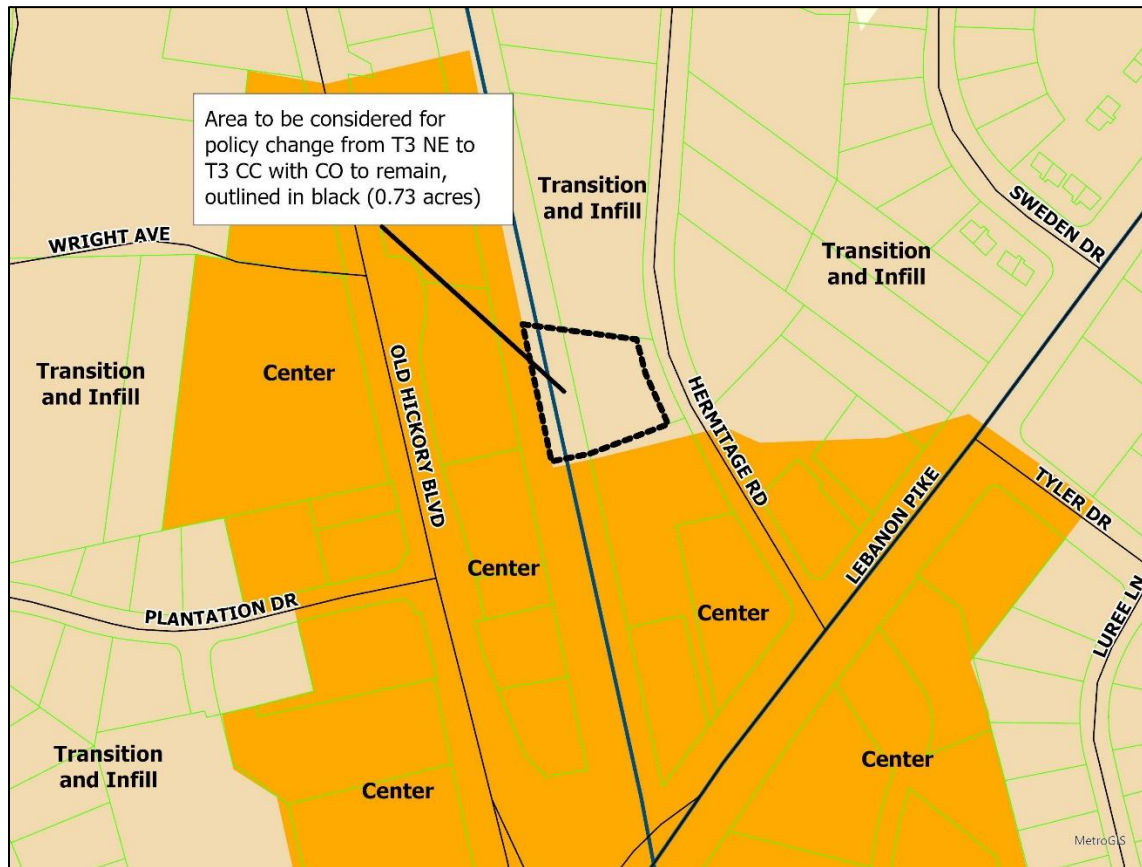
NashvilleNext Growth and Preservation Concept Map

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

As shown in the image below, the study area is situated within a Transition and Infill area. It is bordered on the east, south, and west by Center areas and on the north by a continuation of the Transition and Infill area. Transition and Infill areas are intended to support higher density housing along and around corridors and centers while providing an appropriate and harmonious connection to surrounding neighborhoods. Centers are intended to be pedestrian-friendly areas with frequent transit service that contain a dense mix of homes, shops, jobs, parks, services, schools, and cultural amenities. The requested policy change from T3 NE to T3 CC would alter the site's Transition and Infill designation on the Growth and Preservation Concept Map. The site would be reclassified to Center to support the proposed policy change.



Metro Planning Commission Meeting of 10/23/2025



NashvilleNext Growth and Preservation Concept Map

▲ North

Community Character Policy Application

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

The Donelson – Hermitage – Old Hickory Community Plan applies various policies to ensure that growth and change occur in a manner consistent with the vision and values of the community. Through this approach, the Community Plan reinforces the preservation of existing neighborhood character while allowing for context-sensitive development that aligns with community expectations.

T3 NE policy is currently applied to the study area. The intent of T3 NE policy is to support the creation and enhancement of suburban neighborhoods via walkability, greater housing choices, and improved street connectivity, all of which are leading elements of classic suburban communities. T3 NE policy was applied with the expectation that the study area would evolve in a manner that aligned with existing residential development and zoning patterns of the surrounding neighborhood area. However, the study area's location is unique for a residential property because it is bordered on three sides by the rear and parking areas of commercial businesses. To the west, an active rail



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line borders the study area. The nearest residential unit is a house on the adjacent property to the north, located approximately 330 feet from the study area's northern boundary.

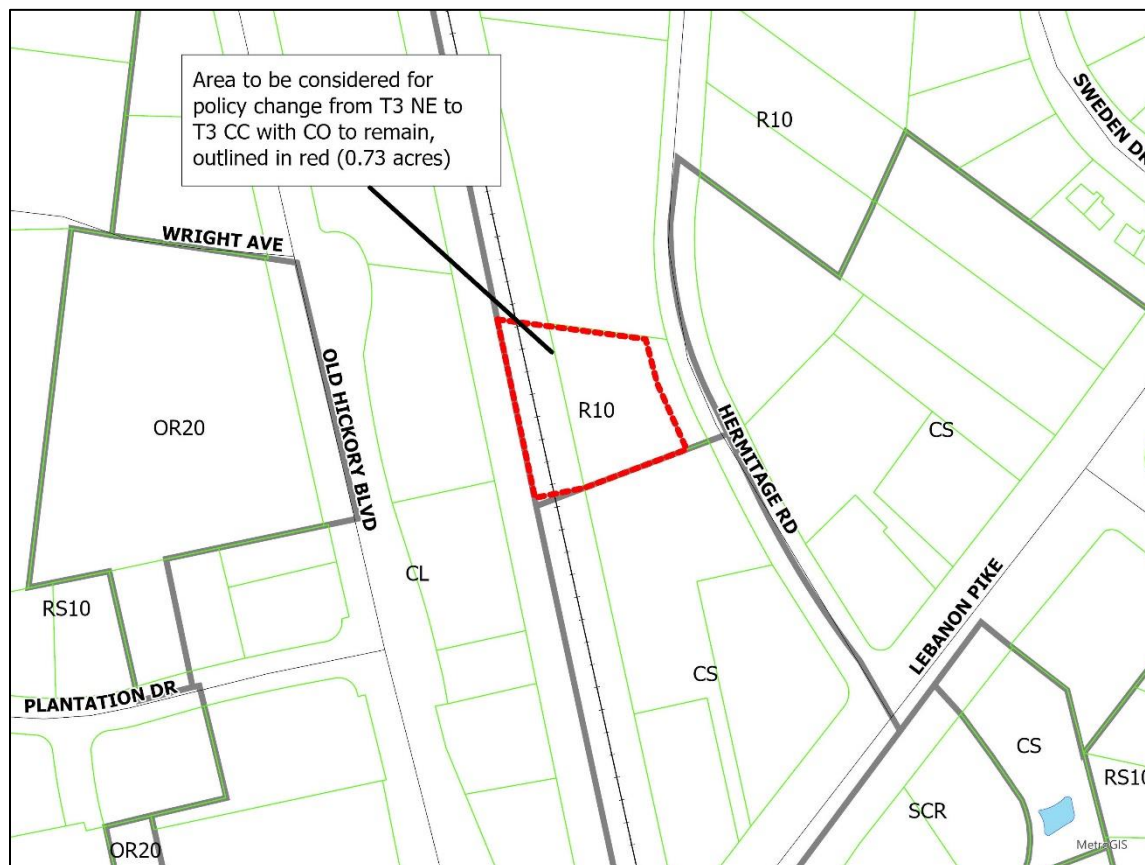
The proposed policy for the study area is T3 CC, which encourages development or redevelopment of suburban mixed-use centers. The T3 proposed CC policy would support the expansion of mixed-use and commercial zoning districts and uses and would better align with the policy and uses found on neighboring parcels to the west, south, and east.

Natural Features

CO policy applies to portions of the study area to identify an existing stormwater drainage ditch that runs along the property's street frontage and northern boundary. The study area has moderate vegetation and no significant topographical challenges. CO policy would remain in place.

Current Land Uses and Zoning

Land uses within the study area's vicinity include a mix of commercial, office, and residential. A mix of residential and nonresidential uses are present along Lebanon Pike and Old Hickory Boulevard. Commercial (CL and CS) zoning is prominent to the south, east, and west of the study area, while One and Two-Family Residential (R10) zoning is prominent to the north. The proposed T3 CC policy would support mixed-use and commercial zoning districts and uses. Current base zoning districts are shown on the following map.



Base Zoning Districts

▲ North

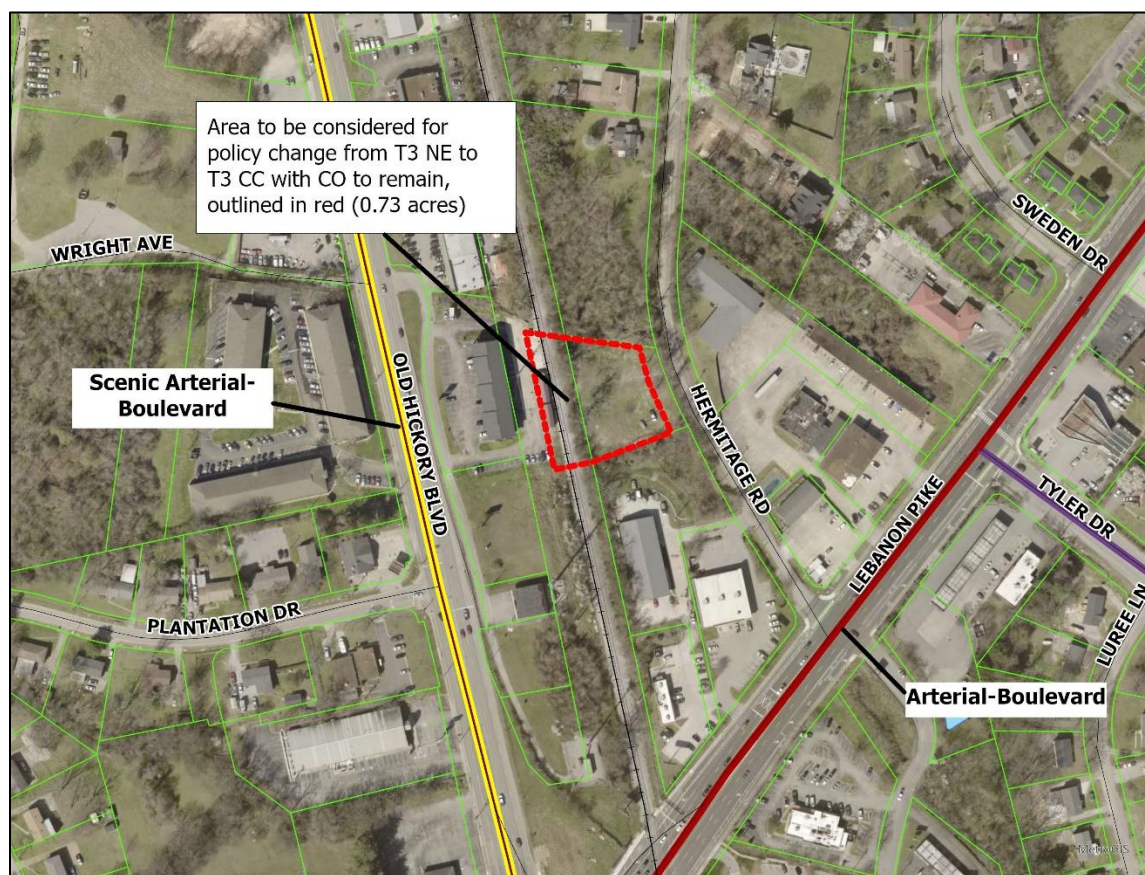


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Mobility and Connectivity

The Major & Collector Street Plan (MCSP) is a comprehensive plan and implementation tool used to address the needs of bicyclists, pedestrians, public transit users, and vehicular users by guiding public and private investment of the roadway infrastructure in Nashville and Davidson County.

The study area has street frontage on Hermitage Road, which is classified as a local street. The study area is located approximately 410 feet north of Lebanon Pike, which is classified as an arterial-boulevard. The southern end of Hermitage Road connects to Lebanon Pike, and the northern end terminates at The Hermitage historic site. Hermitage Road has access to Old Hickory Boulevard north of the study area via Hills Lane, a local street. Old Hickory Boulevard is classified as a scenic arterial-boulevard as it passes through The Hermitage historic site. The following map shows MCSP classifications for area streets.



Major and Collector Street Plan Map

▲ North

T3 NE policy areas are typically undeveloped or underdeveloped and suitable for substantial infill and redevelopment. These areas are anticipated to develop in suburban residential patterns, but with higher densities and greater housing variety than traditional suburban neighborhoods. In such areas, there is a clear need for expanded and improved infrastructure – including pedestrian, bicycle, transit, and vehicular connections to support the anticipated growth and evolving character.



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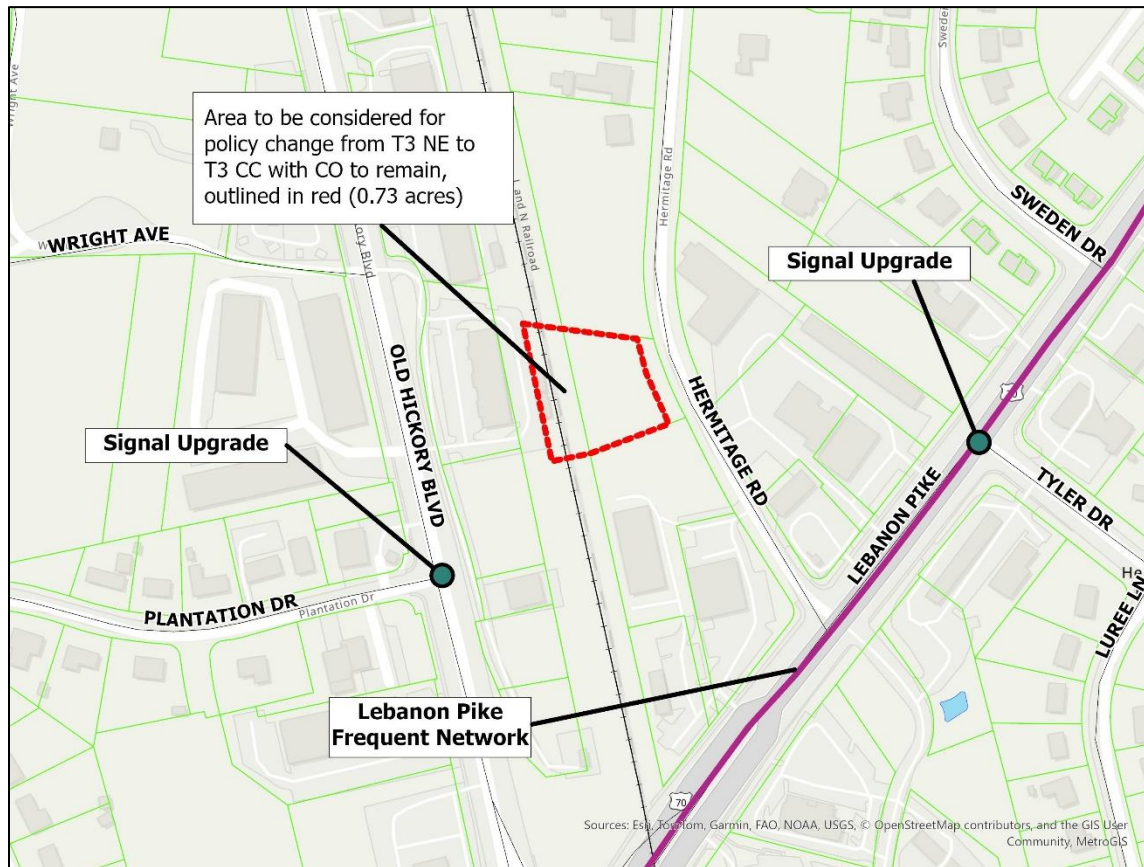
T3 CC policy applies to areas that are intended to develop or redevelop with an intensive mix of uses in a manner compatible with the existing character of suburban neighborhoods. T3 CC policy typically creates suburban community centers that provide goods and services to meet the daily needs of residents within a 10- to 20-minute drive.

In both policy areas, connectivity is a key factor for improving livability and supporting transportation choice. Currently, no sidewalks exist along Hermitage Road, though sidewalks are present along both sides of Lebanon Pike and the west side of Old Hickory Boulevard. Bicycle lanes are present along Lebanon Pike. Public transit access is provided by WeGo with primary service via Route 6 along Lebanon Pike. Route 6 provides access to and from Downtown Nashville, Donelson, Hermitage, WeGo Star train stations, and other destinations in the eastern portion of Davidson County. The nearest bus stop for this route is located near the intersection of Lebanon Pike and Sweden Drive, approximately 0.12 miles southeast of the study area. The nearest WeGo Star stop is located on Andrew Jackson Parkway, approximately 1.3 miles southeast of the study area.

As shown in the image below, Choose How You Move (CHYM)—the transportation initiative approved by Davidson County voters in 2024—will lead to expanded transit service along Lebanon Pike. CHYM envisions the Route 6 corridor as a frequent network, which would provide more frequent service to passengers. The route would provide access to a future transit center in Donelson and the Hermitage WeGo Star station; from the transit center in Donelson, passengers will be able to travel to various points throughout the county. Additional multimodal improvements such as sidewalks, multi-use paths, and greenway connections are needed to improve mobility and access and support future growth near the study area. The image below provides additional details about future CHYM-related improvements near the study area.



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Choose How You Move Map

▲ North

Analysis Summary

Suburban Community Center (T3 CC) policy is appropriate due to the study area's location, surrounded on three sides by commercial uses and separated from adjacent residential areas by a Conservation area. Additionally, the study area is well positioned to transition to Center on the Concept Map and become more aligned with surrounding properties on the west, south, and east. Public transit is available within a short walking distance of the study area. Land uses and zoning supported by T3 CC policy would be compatible with existing land uses and zoning within the surrounding area.

STAFF RECOMMENDATION

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



NO SKETCH



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Item #14

Project Name

Council District

School District

Requested by

Text Amendment 2025Z-014TX-001

Access Management Manual

Countywide

Countywide

Councilmember Olivia Hill

Deferral/ MPC Rules and Procedures

This item will need to be deferred to the November 13, 2025, Planning Commission meeting per the MPC Rules and Procedures following a public hearing.

Staff Reviewer

Marton

Staff Recommendation

Approve.

APPLICANT REQUEST

Amend the Zoning Code pertaining to driveways, access management, and loading zones.

PROPOSED AMENDMENT TO TITLE 17

The proposed text amendment would amend various provisions of Title 13 and Title 17 of the Metropolitan Code of Laws to implement the Access Management Manual which compiles regulations and guidelines for access from private property to the public right-way. The ordinance also consolidates similar topics from Chapters 13 and 17 to improve clarity on the regulations. Per state law, the Planning Commission is only required to make a recommendation to Council on changes to Title 17 (the Zoning Code). Therefore, Planning staff's analysis provided below focuses on changes to Title 17 only.

BACKGROUND

Nashville Department of Transportation (NDOT) staff and their consultant team have been working with several stakeholders since the beginning of February 2024 to address the need for a comprehensive access management manual that prioritizes the safety of all road users to align with Vision Zero goals. Nashville's Vision Zero Action Plan is a five-year plan that provides a path toward eliminating pedestrian and traffic deaths. The Access Management Manual was created to enact NDOT's short term and long-term transportation plans and is a part of the 2022-2026 Vision Zero Action Plan.

SUMMARY

Title 17 of the Code includes access requirements within Chapter 17.20 which includes guidance on access from nonarterial streets, access from arterial streets, visibility, and the measurement of distances from one access point to another. The proposed text amendment would allow for all access requirements to be located in NDOT's Access Management Manual rather than in the Metropolitan Code. The Manual will serve as a comprehensive access management resource, providing guidance for access design, access location, multi-modal interactions, site-specific considerations such as guidance for downtown, and additional guidance for administration and implementation of the standards.



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ANALYSIS

The proposed text amendment would establish updated site access requirements via the NDOT Access Management Manual. The Manual is intended to help plan for new development throughout the county through the implementation of access management requirements, introduction of guidelines, and standards that reduce conflict points, support the buildout of an efficient transportation network, and to improve public safety.

The proposed amendment modifies several sections of Title 17 as it relates to 17.20, Parking, Loading, and Access. The first is by adding a new section, 17.20.130.F. for lot requirements for off-street loading docks. This includes provisions for the maneuvering of trucks and building setbacks from public rights-of-way for loading docks and doors. The second is the deletion and replacement of 17.20.150 with the definition of the Access Management Manual. The third is the deletion of 17.20.160 through 17.20.190 which outlines residential access to arterial and non-arterial streets, driveways, visibility, and the measurements of distances. These standards will now be referenced in the Access Management Manual.

This amendment supports the goals of the NashvilleNext general plan, including the advancement of improved public safety and efficient transportation networks. The proposed ordinance promotes these goals through the following mechanisms:

- The Manual was created to align with NashvilleNext and its associated parts including the Major and Collector Street Plan (MCSP) and Community Character Manual (CCM). Overall, the Manual serves as a guide for balancing the need to provide reasonable access to adjacent property owners with the responsibility to create and maintain a safe, efficient, and accessible environment for all modes of transportation. The Manual ensures appropriate access management strategies and design are implemented when land is developed and aims to reduce conflict points and improve safety for all road users while allowing for more efficient traffic operations. While access management has traditionally focused on conflict points between motorized vehicles, the updated manual emphasizes the importance of ensuring safe passage and access for bicyclists, pedestrians, and transit users as well.
- The consolidation and elimination of redundancy in the Code will allow for clearer interpretations and reduced confusion of code requirements for NDOT, Metro Planning, and development teams in Davidson County.

Overall, the proposed text amendment provides a balanced regulatory framework that enables NDOT to implement the standards in the Manual and provide updated requirements that align with current plans, policies, and strategies adopted by NDOT and other Metro departments, as well as recognized industry best practices. Additionally, the ordinance consolidates the Code language to allow for a clear and concise interpretation of applicable requirements.

FISCAL IMPACT RECOMMENDATION

There is no fiscal impact identified with this text amendment.



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COUNCIL

The proposed amendment is scheduled to be filed by the October 24, 2025, deadline for council. First reading would occur at the November 4, 2025, Council meeting and a public hearing would occur on December 4, 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 October 23, 2025. This item will then need to be deferred to the November 13, 2025, Planning Commission meeting for consideration.

STAFF RECOMMENDATION

Staff recommends approval of the bill as filed.

PROPOSED ORDINANCE

An ordinance amending certain access management sections of Chapters 13.12 and 17.20 of the Metropolitan Code of Laws to implement the Access Management Manual, which compiles regulations and guidelines for access from private property to the public rights-of-way to modernize the development review process and make streets safer for all modes of transportation.

WHEREAS, in an effort to implement and achieve the Metropolitan Government's transportation goals, the Nashville Department of Transportation and Multimodal Infrastructure (NDOT) has been working with stakeholders to modernize the development review process; and,

WHEREAS, as part of this modernization of the development review process, NDOT has created the Access Management Manual ("Manual") to help plan for new development throughout the county through the implementation of access management requirements, guidelines, and standards that reduce conflict points, improve public safety, and support the buildout of an efficient transportation network; and,

WHEREAS, as set forth in the Manual attached hereto, NDOT has leveraged up-to-date industry research, peer city best practices, and technical standards from leading professional organizations to devise the regulations and guidelines set forth therein; and,

WHEREAS, the Manual is also consistent with Transportation Improvement Program ("Choose How You Move"), WalknBike Nashville, the Vision Zero Action Plan and Implementation Plan, Access 2040, NashvilleNext, Connect Downtown, Metro Nashville's Community Plans, and other transportation analyses adopted by NDOT and other Metro Departments; and,

WHEREAS, NDOT wishes to amend certain sections of Chapters 13.12 and 17.20 of the Metro Code to update the development review process and implement the Manual; and,

WHEREAS, NDOT wishes to codify NDOT's authority to update access regulations in the form of the Manual; and



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WHEREAS, modernizing the development review process to create a safer transportation network is in the best interest of the people of Metropolitan Nashville and Davidson County.

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

Section 1. That Chapter 13.12 of the Metropolitan Code of Laws section is hereby amended by deleting it in its entirety and replacing it with the following:

13.12.010 – Driveway and access defined.

The term "driveway" or "access" as used in this chapter, means any portion of the normal sidewalk area—including grass plot, curb, gutter, and sidewalks—of the streets, roadways, and alleys of the metropolitan government intended for use by vehicles as a means of ingress and egress between the public right-of-way and abutting property.

13.12.020 – Director Authority to promulgate Access Management Manual and Manual defined.

- a. The Director of the department of transportation and multimodal infrastructure (NDOT), with the approval of the mayor, is authorized to make reasonable and proper rules, regulations, and technical guidelines as may be necessary to establish driveway and access requirements between abutting property and the public right-of-way. All proposed amendments to any rules, regulations, or guidelines shall be posted on the metropolitan government's website for at least 30 days prior to amendment, and final versions of all rules, regulations and guidelines shall be filed with the metropolitan clerk.
- b. The NDOT Access Management Manual ("Manual") sets forth the metropolitan government's policy for all driveway requirements for new and infill land development. The Manual also details best practices for access design. Access constructed on public rights-of-way in the area of the metropolitan government shall comply with the requirements and standards set forth within the Manual.

13.12.030 – Waiver of Access Management Requirements.

Any request to waive or deviate from the Manual's requirements shall be made by a property owner or their representative in writing to NDOT using the process described in the access waiver form section of the Manual. The request for a waiver must be submitted to and approved by NDOT's chief engineer, or his/her designee, prior to any official site plan submittals to the metropolitan planning department and prior to any official site plan submittals for a building permit application. A waiver from the Manual's requirements may be granted when reasonable site access cannot be achieved under the existing standards. To qualify, a property owner must demonstrate through the access waiver form that the proposed access point is essential for reasonable access to the site and will not significantly impact the transportation system or safety. In such cases, deviation from the Manual's requirements may be warranted to ensure reasonable access to the property.

13.12.040 – Applications—Appeals.

- A. All appeals of NDOT denials of driveway applications and requests for access management waivers (via the NDOT access waiver form) shall be made in writing to the traffic and parking commission.



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- B. Appeals of driveway application and request for access management waiver denials may be made only after a driveway application or request for access management waiver has been denied by NDOT. The appeal request to the traffic and parking commission must include a completed access waiver form and the associated NDOT response page, completed, and signed.
- C. Once such an appeal is made to the traffic and parking commission, traffic and parking commission staff shall place the appeal on the next eligible agenda for a regular meeting of the commission.

Section 2. That Section 17.20.130 of the Metropolitan Code of Laws is hereby amended by adding a new subsection F as follows:

F. Lot requirements for off-street loading docks.

- 1. Maneuvering area shall be provided entirely on private property for all vehicles using loading docks or doors.
- 2. The loading dock or door shall be set back far enough from the public right-of-way so that no portion of the public right-of-way is occupied by trucks or other vehicles while loading or unloading.
- 3. The minimum setback for a loading dock or door shall be forty-five feet from the right-of-way. Where tractor-trailer units will be using the facility, the minimum setback shall be sixty-five feet.
- 4. For any proposed parking pattern which provides for parking headed into the side property lines at any angle other than ninety degrees, driveways will be approved, subject to all other conditions of this chapter, only if proper one-way operation of the parking area is provided.

Section 3. That Section 17.20.150 of the Metropolitan Code of Laws is hereby amended by deleting it in its entirety and replacing it with the following:

17.20.150 – Access Management Manual defined.

The department of transportation and multimodal infrastructure (NDOT) Access Management Manual (“Manual”) sets forth the metropolitan government’s policy for all driveway requirements for new and infill land development. The Manual also details best practices for access design. Access constructed on public rights-of-way in the area of the metropolitan government shall comply with the requirements and standards set forth within the Manual.

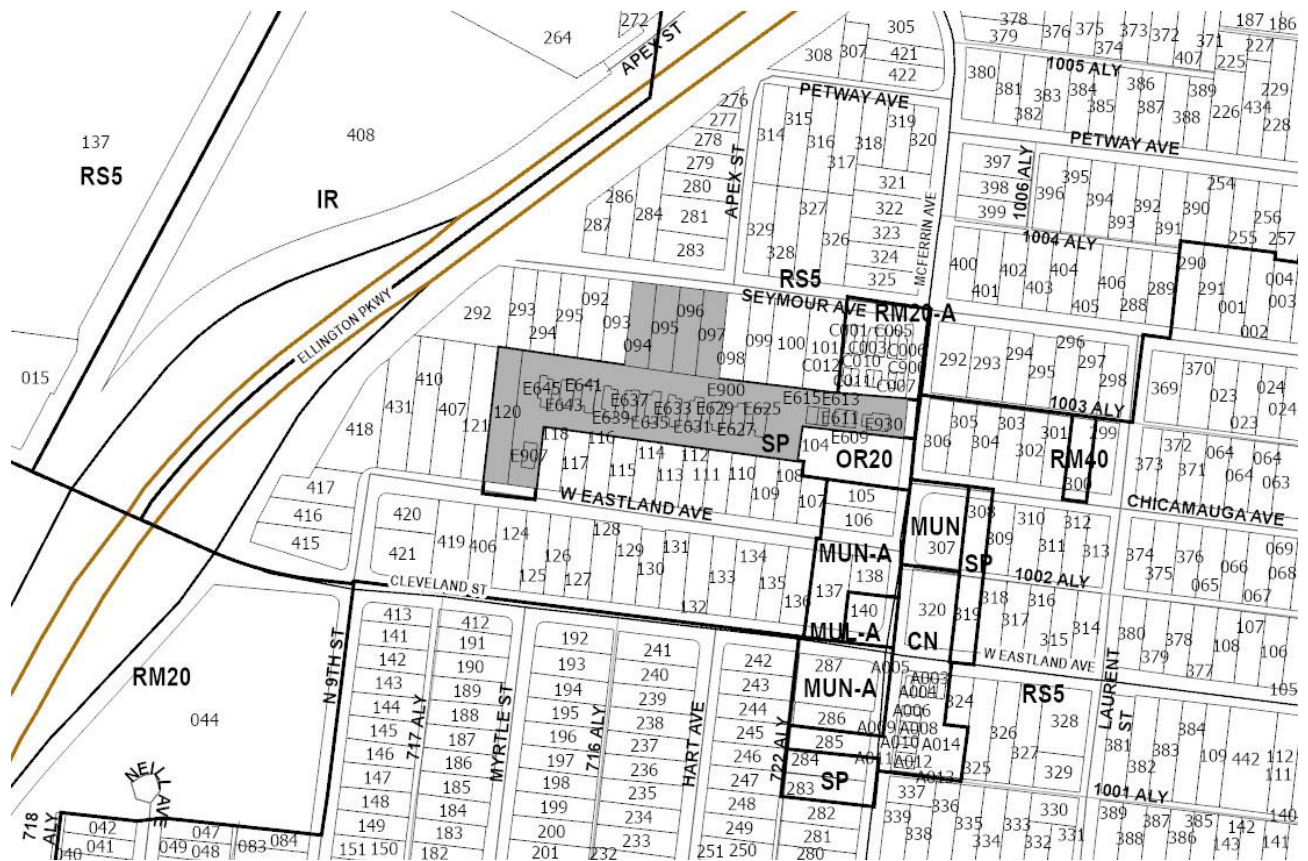
Section 4. That Sections 17.20.160 through 17.20.190 of the Metropolitan Code of Laws are hereby deleted in their entirety.

Section 5: 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 6: 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.



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2022SP-030-004

930 MCFERRIN AVENUE SP (AMENDMENT)

Map 082-08, Parcel(s) 094-097, 120

Map 082-08-0-E, Parcel(s) 609, 611, 613, 615, 625, 627,
629, 631, 633, 635, 637, 639, 641, 643, 645, 900, 907, 930

05, East Nashville

05 (Sean Parker)



Metro Planning Commission Meeting of 10/23/2025

Item #15

Project Name

Council District

School District

Requested by

Specific Plan 2022SP-030-004

930 McFerrin Avenue SP (Amendment)

05 – Parker

01 – Taylor

Barge Civil Associates, applicant; O.I.C Richmond Bend, Christopher B. Cook, and Core Holdings, LLC, owners.

Staff Reviewer

Garland

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Amend a Specific Plan and rezone from RS5 to SP.

Amend SP

A request to amend a Specific Plan (SP) and rezone from Single-Family Residential (RS5) to SP on properties located at 832, 834, 836, 838 Seymour Avenue, 905, 907 West Eastland Avenue, 930, 930 C McFerrin Avenue, 609, 611, 613, 615, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, and 645 Richmond Bend approximately 417 feet west of McFerrin Avenue and located within the Greenwood Neighborhood Conservation Overlay District and the Detached Accessory Dwelling Unit (DADU) Overlay District, (3.24 acres), to permit eight additional units.

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of six single-family lots on the 0.75-acres that is zoned RS5. This does not account for application of Metro's Subdivision regulations.*

Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition to office and/or commercial uses. *The existing SP permits a mixed-use development with different residential unit types and non-residential uses.*

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



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Site Plan



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Detached Accessory Dwelling Unit (DADU) Overlay would permit a detached, self-sufficient dwelling unit accessory to a principal structure. The overlay would permit DADUs subject to existing standards for detached accessory dwelling units in Section 17.16.030.G of the Zoning Code, which includes requirements for, but not limited to, ownership, lot area, setbacks, bulk and massing, design, and access. *Parcels 08202012000, 08208009400, 08208009500, 08208009600, and 08208009700 are located within the DADU overlay.*

Proposed Zoning

Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition to office and/or commercial uses. *The Specific Plan amendment intends to add 0.75 acres to the existing SP to allow eight additional detached multi-family residential units. No new nonresidential uses are proposed with this amendment. The SP-MU designation is being retained with this proposal to align with the SP development as a whole.*

EAST NASHVILLE COMMUNITY PLAN

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

Transition (TR) is intended to enhance and create areas that can serve as transitions between higher intensity uses or major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices and/or residential development. Housing in TR areas can include a mix of types and is especially appropriate for “missing middle” housing types with small-to medium-sized footprints. *Transition policy is located within the boundaries of the SP, however the area being amended into the SP is only within the T4 NM policy area.*

SITE CONTEXT AND PLAN DETAILS

The 930 McFerrin Avenue SP was approved by Council in 2022 (2022SP-030-001) to permit a mixed-use development on approximately 2.42 acres, located along McFerrin Avenue and the north side of W. Eastland Avenue. The approved SP permits a mixture of uses in a variety of building types, including four live/work units, a mixed-use building with non-residential uses on the ground floor and one multi-family residential unit stacked above, and 14 detached multi-family residential units, for a total of 19 residential units.

The first amendment was approved by Council in April 2025 to permit three additional units (2022SP-030-003) to the SP. The 2022SP-030-003 amendment included 0.3 acres located in the T4 NM policy on the west side of the SP, along W. Eastland Avenue.



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The scope of this SP amendment request is to add 0.75 acres to the development to permit eight additional multi-family residential units. The portion being added to the request comprises four parcels, located at 832, 834, 836, and 838 Seymour Avenue, just north of the current SP boundary. These parcels are currently zoned RS5 and are located within the DADU overlay. The parcels have frontage along the private drive to the south and frontage on Seymour Avenue to the north. Seymour Avenue is identified as a local street.

The surrounding properties are zoned RS5, Office Residential (OR20), Mixed-Use Neighborhood Alternative (MUN-A), and Multi-Family Alternative (RM20-A). The surrounding land uses are vacant land, one- and two-family residential uses, and commercial land uses. The site is located within the Greenwood Neighborhood Conservation Zoning Overlay and this project has been reviewed by the Metro Historic Zoning Commission (MHZC).

The eight additional multi-family residential units, identified as units 20 through 27 on the plan, would increase the total unit count in the SP from 19 to 27 units. Units 20 through 27 are all proposed to be detached units. Units 20 through 23 will address Seymour Avenue and have pedestrian access to Seymour Avenue. Units 24 through 27 address the private drive. The maximum height is proposed at 1.5 stories in 25 feet for Units 20 through 23, and 2 stories in 30 feet for Units 24 through 27, consistent with the approved units located to the south on the other side of the private drive. The proposed parking standards include 1.5 parking spaces per unit that is two bedrooms or more, and 1 parking space per unit with one bedroom. Parking is not permitted on the one-way private drive. This plan proposes to improve Seymour Avenue to include curb and gutter, 4 foot wide grass strip, and 5 foot wide sidewalk along the frontage of the site.

Vehicular access to the proposed units is from the private drive and no vehicular access is permitted from Seymour Avenue. The driveways will be two concrete strips with a grass median between them, similar to Units 6 through 16 and unit 18 as approved in previous phases. The 5 foot setback and landscape buffer with the 6-foot opaque fence is extended around side property lines of Units 20 and 27, in keeping with the requirements of the current SP to buffer this development from adjacent properties.

ANALYSIS

The original SP (2022SP-030-001) was approved for live/work units with residential units and non-residential space. The nonresidential uses are located in the TR (Transition) policy along McFerrin Avenue. The detached multi-family units are on the remainder of the SP site in the T4 Urban Neighborhood Maintenance (T4 NM) policy area. This policy area is intended to maintain the general character of existing urban residential neighborhoods. The T4 NM policy areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, as in with this proposed development, efforts should be made to retain the existing character of the neighborhood.

The plan proposes eight additional detached residential units located on an area to be amended into the SP boundaries. Vehicular access to the proposed units is from the private drive, consolidating access as density is increased. Pedestrian access from the units along Seymour Avenue is provided. The improvements to the sidewalk along the frontage of the property help connect to the existing



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sidewalk network at the intersection of Seymour Avenue and McFerrin Avenue. Setbacks and parking on the proposal are consistent with the previously approved SP. The plan includes architectural standards, in addition to the elevations, that will provide for a high-quality urban development that is consistent with the previously approved SP.

The amended area, as well as the original properties included in the SP are within a historic overlay, requiring elevations to be approved by the Metro Historic Zoning Commission (MHZC). On October 15th 2025, the Metro Historic Zoning Commission reviewed the request and recommended approval with conditions. With those conditions met, Historic staff finds that the project meets the design guidelines for new construction in the Greenwood Neighborhood Conservation Zoning Overlay.

The proposed amended plan is consistent with the policy guidance for T4 NM, which supports infill development with a broader mix of housing types that provide an appropriate transition to integrate new development into the surrounding context.

METRO HISTORIC ZONING COMMISSION RECOMMENDATION

Approve with conditions

- The front setbacks of 830 and 840 Seymour Avenue shall be included on the site plan so that the front setbacks for the units facing Seymour Avenue can be reviewed;
- The primary building width of the units facing Seymour Avenue shall not exceed thirty-eight feet (38'); and
- The final SP application shall incorporate design variations for the units addressing Seymour Avenue; and
- The applicant shall return to the MHZC for review of materials, the rhythm and proportions of window and doors, utilities, and other details if the amended SP rezoning application is approved by Metro Council.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Limited building construction or site details provided for review. Construction must comply with all applicable fire and building codes. Subject to additional review prior to issuance of building permits. Modification to construction or site plan may be required.

STORMWATER RECOMMENDATION

Approve with conditions

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

METRO WATER SERVICES RECOMMENDATION

Approve with conditions

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



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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- The following are general approval comments and conditions; With any MCSP (or half-section roadway) requirements, call out and dimension any ROW dedications on the final that are needed to accommodate.
- In general, and with the building permit plans, any proposed roadway half-sections, pavement widening, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT standard details.
- There should be no earthen retaining walls installed in the public ROW.
- There should be no vertical obstructions in new public sidewalks and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
- Note: A private hauler may be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov). Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening proposed. With final, Provide additional signage to aid drivers with drive aisles through site. Comply w/ NDOT traffic commits/conditions.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Per previous conditions: At the time of Final SP approval, the appropriate one-way striping and signage shall be provided for the Private alley. Comply with NDOT general roads comments and conditions.

Maximum Uses in Existing Zoning District: RS5

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.8	8.71 F	6 U	90	9	8

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 1-2 (220)	-	-	19 U	139	10	13



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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
Retail (820)	-	0.41	1,408 SF	53	2	6

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)	-	0.41	1,408 SF	158	14	14

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 (220)	-	-	27U	198	14	19

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)	-	0.29	1,408 SF	53	2	6

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)	-	0.29	1,408 SF	158	14	14

Traffic changes between maximum: RS5, SP and SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-31	-5	-2

METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 and SP zoning districts: 0 Elementary 0 Middle 0 High

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

The proposed SP zoning is expected to generate six more students than what is typically generated under the existing RS5 zoning. Students would attend Hattie Cotton Elementary School, Jere Baxter



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Middle School, and Maplewood High School. Hattie Cotton Elementary is identified as at under capacity, Jere Baxter Middle School and Maplewood High School are identified as at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to eight multi-family residential units in the amendment area in addition to the uses previously approved in BL2022-1397 and BL2025-749. Short term rental property, owner occupied and short-term rental property, not-owner occupied shall be prohibited for the entire development.
2. No changes or increase in units are approved on the remainder of the site (approximately 2.42 acres) as shown on the original SP approval other than those changes shown and/or listed in the SP amendment.
3. All previous conditions of BL2022-1397 and BL2025-749 shall apply unless included in this amendment.
4. No vehicle parking shall be permitted on the one-way private drive.
5. On the corrected copy, update commercial square footage to be consistent with the approved commercial square footage in BL2022-1397.
6. On the corrected copy, update MHZC conditions of approval.
7. 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.
8. The Preliminary SP plan amendment is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
9. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
11. Comply with all conditions and requirements of Metro reviewing agencies.
12. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9-A zoning district as of the date of the applicable request or application.
13. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
14. No Master permit/HPR shall be recorded prior to final SP approval.

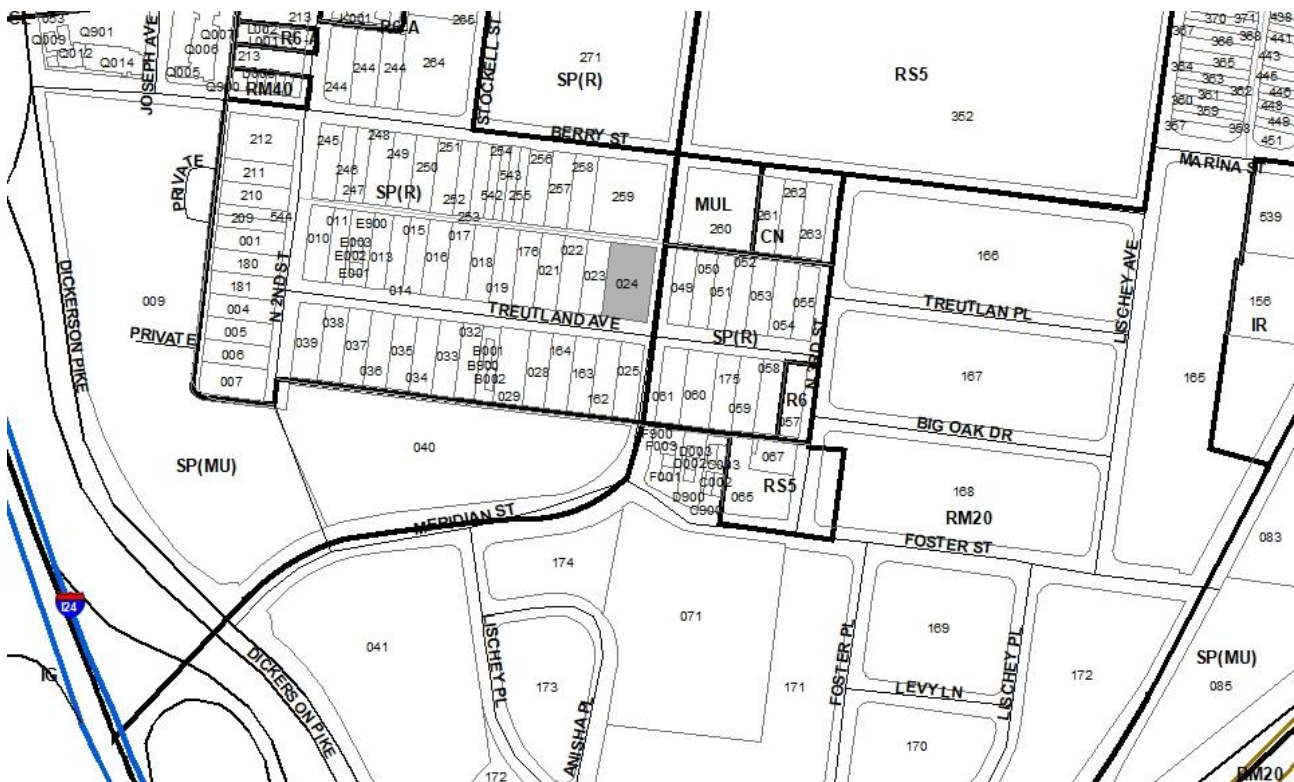


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15. Final plat may be required prior to permitting.



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2024SP-053-003

516 MERIDIAN STREET SP

Map 082-11, Parcel(s) 024

05, East Nashville

05 (Sean Parker)



Metro Planning Commission Meeting of 10/23/2025

Item #16**Project Name****Council District****School District****Requested by****Specific Plan 2024SP-053-003****516 Meridian Street SP**

05 – Parker

01 – Taylor

Fulmer Lucas Engineering, applicant; 516 Meridian Investors, LLC, owners.

Staff Reviewer

Garland

Staff Recommendation*Defer to the November 13, 2025, Planning Commission meeting.*

APPLICANT REQUEST**Amend the SP to increase the maximum building height.**Preliminary SP

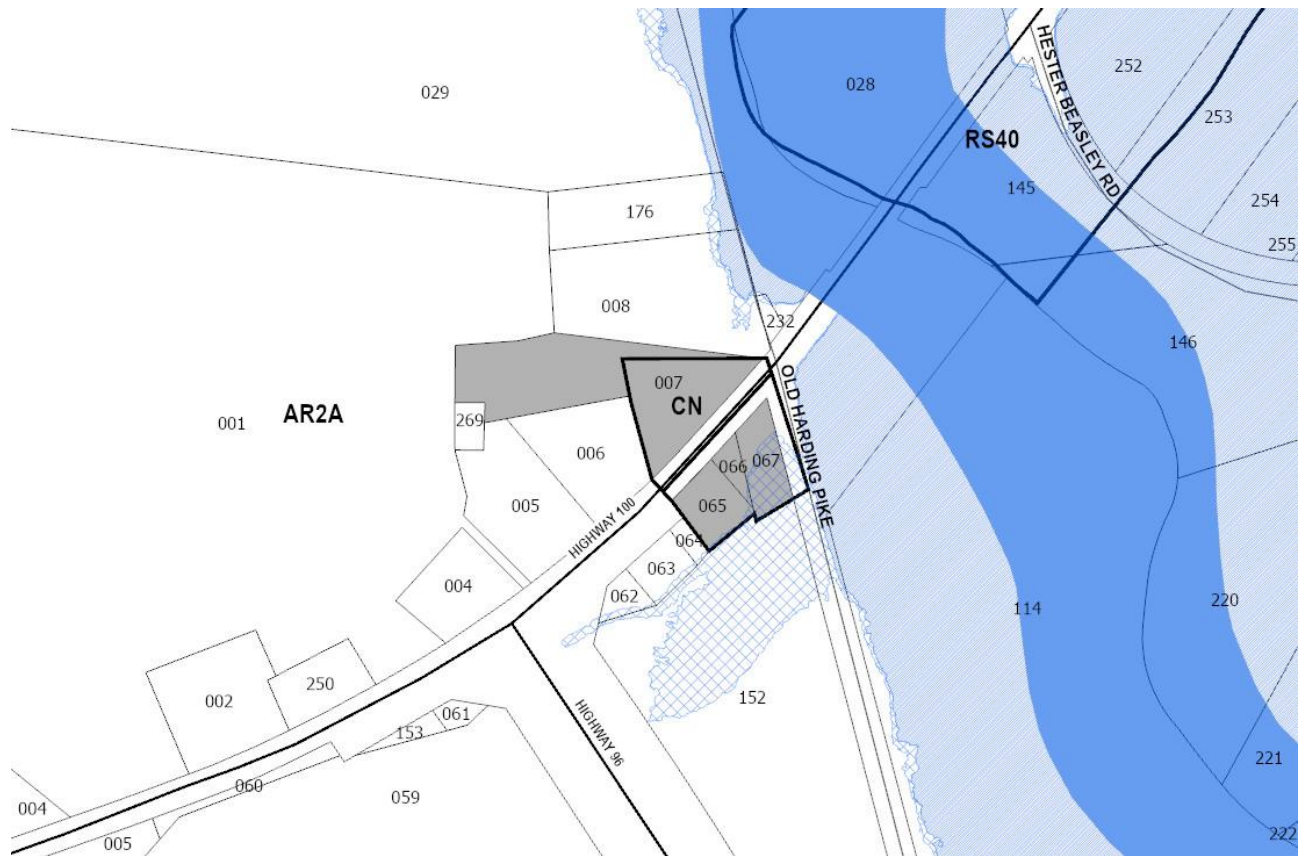
A request to amend a Specific Plan (SP) on property located at 516 Meridian Street, at the northwest corner of Treutland Avenue and Meridian Street (0.39 acres), to increase the maximum building height.

STAFF RECOMMENDATION

Staff recommends deferral to the November 13, 2025, Planning Commission meeting.



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2025SP-038-001

HIGHWAY 100 & OLD HARDING PIKE CENTER

Map 168, Parcel(s) 007, P/O 008, 065-067

06, Bellevue

35 (Jason Spain)



Metro Planning Commission Meeting of 10/23/2025

Item #17

Project Name

Council District

School District

Requested by

Specific Plan 2025SP-038-001

Highway 100 & Old Harding Pike Center

35 – Spain

09 – Tylor

Anderson, Delk, Epps & Associates, Inc, applicant;
various owners.

Staff Reviewer

Marton

Staff Recommendation

*Approve with conditions and disapprove without all
conditions.*

APPLICANT REQUEST

Preliminary SP to permit a mixed-use development.

Preliminary SP

A request to rezone from Commercial Neighborhood (CN), Mixed Use Limited (MUL), and Agricultural/Residential (AR2A) to Specific Plan (SP) zoning for properties located at 9320, 9323, 9315 Highway 100, Highway 100 (unnumbered), and a portion of 8540 Old Harding Pike, located at the northwest and southwest intersection of Old Harding Pike and Highway 100 (2.89 acres), to permit a mixed-use development.

Existing Zoning

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and is intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 1 duplex lot for a total of 2 units on the 1.33-acre portion that is zoned AR2a. Metro Codes provides final determinations on duplex eligibility.*

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

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

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 various uses.*



Proposed SP



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BELLEVUE COMMUNITY PLAN

T2 Rural Maintenance (T2 RM) is intended to maintain rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RM areas have established low-density residential, agricultural, and institutional development patterns. Although there may be areas with sewer service or that are zoned or developed for higher densities than is generally appropriate for rural areas, the intent is for sewer services or higher density zoning or development not to be expanded. Instead, new development in T2 RM areas should be through the use of a Conservation Subdivision at a maximum gross density of one dwelling unit/two acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.

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

SITE CONTEXT

The subject site consists of five parcels, totaling 2.89 acres, located at the northwest and southwest intersection of Old Harding Pike and Highway 100. The two properties north of Highway 100 have been zoned CN (parcel 7 which fronts Highway 100) since 1998 and AR2a (parcel 8, which currently fronts Old Harding Pike and wraps the northwest corner of the CN-zoned property) since 1975. These properties currently contain a single-family home, a two-story building and stone cutting operations with legal non-conforming building contractor supply uses on parcel 7. The three properties on the southern side of Highway 100 have been zoned MUL since 1996 and contain a two-story building and legal non-conforming building contractor supply uses. Surrounding properties are zoned AR2a and contain primarily single-family residential uses.

PLAN DETAILS

The proposed SP would allow building contractor supply, restaurant, and retail use on existing Parcels 7, 65, 66, and 67, and allow for solely building contractor supply uses on the western portion of Parcel 8. The remaining portion of Parcel 8 that contains a single-family home and fronts Old Harding Pike is excluded from the boundaries of the proposed SP. Vehicle access is proposed to remain at the existing locations along Highway 100 and Old Harding Pike for the 3 southern parcels, and from Highway 100 for the northern portion. The existing buildings on the properties are shown to remain, while the plan identifies an area for a possible future 5,000 square foot building in the northwest corner of the site within Parcel 8. Along the southern property boundary of Parcel 8 the plan includes a 10' B-3 Landscape Buffer and a 10' setback line from the existing cemetery on the adjacent property. Should the site redevelop, the plan identifies the CN zoning district as the fallback zoning for any standards or requirements that are not specifically shown on the plan.

ANALYSIS

The site is located within the T2 Rural Neighborhood Maintenance policy area. T2 RM areas are intended to maintain rural character as a permanent choice for living within Davidson County, and



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are generally characterized by having low-density residential, agricultural and institutional development patterns. The SP proposes to allow a mixed use development with restaurant, retail and building contractor supply uses. The T2 RM policy is typically supportive of residential, institutional, and small scale agricultural uses, however, portions of the site are currently zoned CN and MUL and have legal non-conforming building contractor supply uses. The CN district is intended to provide opportunities for low intensity retail, office, and consumer service uses and the MUL district is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses. While a portion of the site could develop with a range of land uses permitted by CN and MUL zoning entitlements today, the SP would narrow these allowances by limiting permitted uses to retail, restaurant, and building contractor supply. On Parcel 8, uses would be restricted to only building contractor supply. By eliminating other uses that the site is entitled to by right today, the SP provides an opportunity to make potential uses on the site less impactful than the existing zoning that remains today. This site is currently served by Harpeth Valley Utility District (HVUD) for water and sewer. Any additional demand needed for future development will require coordination with HVUD prior to permitting.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

HISTORIC ZONING RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- At final submittal, provide concrete aprons at site accesses to buffer gravel/debris from entering Highway (TN-100). Refer to plan Note #16 on site plans. See NDOT standard detail ST-324 for apron specifications. Comply w/ traffic comments/conditions.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Submit a stamped sight distance exhibit per AASHTO requirements for SSD at existing access points on highway 100 and Old Harding Pike. Mitigation might be required.
- Continue coordination with NDOT

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Not applicable

Harpeth Valley Water and Sewer Utility District



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Maximum Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two- Family Residential* (210)	1.34	1.49	2 U	28	7	2

*Based on two-family lots

Maximum Uses in Existing Zoning District: CN

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.423	0.25 F	4,606 SF	174	5	5

Maximum Uses in Existing Zoning District: CN

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.423	0.25 F	4,606 SF	517	46	45

Maximum Uses in Existing Zoning District: MUL

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	0.356	1.0 F	15,507 SF	80	5	7

Maximum Uses in Existing Zoning District: MUL

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.178	1.0 F	7,753 SF	293	8	29

Maximum Uses in Existing Zoning District: MUL

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.178	1.0 F	7,753 SF	870	77	76

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	1.44	0.25 F	15,681 SF	70	3	3



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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)	0.72	0.25 F	7,840 SF	296	8	30

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.72	0.25 F	7,840 SF	879	78	76

Traffic changes between maximum: **AR2a/CN/MUL and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-717	-59	-55

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to Building Contractor Supply, Retail, and Restaurant uses, with the exception of parcel 16800000800 which shall be limited to Building Contractor Supply uses only.
2. On the corrected copy, update the purpose note on page 1 of the regulatory document and on the site plan to reflect the Permitted Uses condition.
3. On the corrected copy, remove the following statement from the building setbacks note under the Bulk Standards on the site plan sheet: "If No MBSL is shown/dimensioned on the plan, then the MBSL is zero."
4. On the corrected copy, update note 5 (5th bullet point) on page 2 of the regulatory document to say, "Vehicular access to and from Old Harding Pike shall be as per the existing locations and conditions with additional future access points from 8540 Old Harding Pike as permitted by NDOT."
5. On the corrected copy, remove note 6 (6th bullet point) on page 2 of the regulatory document regarding the SP process.
6. On the corrected copy, update note 7 (7th bullet point) on page 2 of the regulatory document to remove the building materials note on page 2 and replace with, "Building elevations for any new development shall consist of masonry products for street-fronting facades and shall be reviewed by Planning with the final SP application."
7. On the corrected copy, remove note 8 (8th bullet point) regarding accessory uses.
8. On the corrected copy, number the bulk regulations and setback standards on page 2 of the regulatory document to reflect the corrected copy conditions.
9. Prior to or with the submittal of the final SP, applicant shall provide an availability letter from HVUD confirming service availability.



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10. With the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
11. Comply with all conditions and requirements of Metro Reviewing Agencies.
12. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with the final site plan application.
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 CN zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
14. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
15. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Property Owners' Association.
16. No master permit/HPR shall be recorded prior to final SP approval.
17. Final plat may be required prior to permitting.
18. 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.
19. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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2025SP-045-001 (formerly 2025Z-061PR-001)

515 ANDERSON LANE

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

04, Madison

09 (Tonya Hancock)



Metro Planning Commission Meeting of 10/23/2025

Item #18

Specific Plan 2025SP-045-001 (formerly 2025Z-061PR-001)

Project Name

515 Anderson Lane

Council District

09 – Hancock

School District

03 – Young

Requested by

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

Deferrals

This request was deferred at the August 14, 2025, August 28, 2025, and September 25, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Comme

Staff Recommendation

Defer to the November 13, 2025, Planning Commission meeting.

APPLICANT REQUEST

Preliminary SP to permit 63 multi-family residential units.

Preliminary SP

A request to rezone from Single-Family Residential (RS7.5) to Specific Plan (SP) 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), to permit 63 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the November 13, 2025, Planning Commission meeting.



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2025SP-047-001
919 C GALLATIN AVENUE
Map 083-01, Parcel(s) 455
05, East Nashville
06 (Clay Capp)



Metro Planning Commission Meeting of 10/23/2025

Item #19**Project Name****Council District****School District****Requested by****Specific Plan 2025SP-047-001****919 C Gallatin Avenue**

06 – Capp

03 – Young

Dale and Associates, applicant; Condit Properties, owners.

Staff Reviewer

Marton

Staff Recommendation*Defer to the November 13, 2025, Planning Commission meeting.*

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

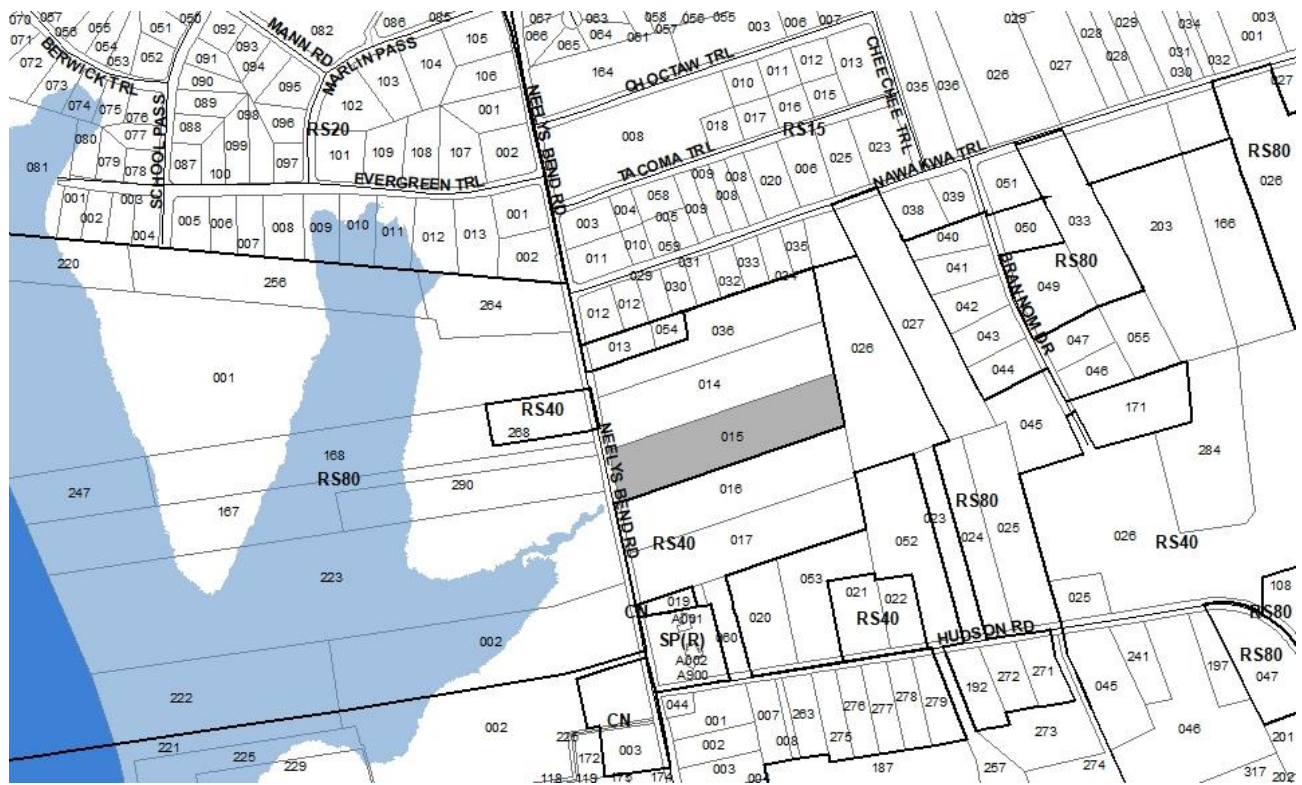
A request to rezone from Office/Residential (OR20) to Specific Plan (SP) zoning for property located at 919 C Gallatin Avenue, approximately 160 feet north of Petway Avenue (0.86 acres), to permit a mixed-use development.

STAFF RECOMMENDATION

Staff recommends deferral to the November 13, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 10/23/2025



2025S-094-001

LOT 4 ON THE MAP OF NAWAKWA HILLS ANNEX

Map 063-01, Portions of Parcel(s) 015

04, Madison

09 (Tonya Hancock)



Metro Planning Commission Meeting of 10/23/2025

Item #20**Project Name****Council District****School District****Requested by****Final Plat 2025S-094-001****Lot 4 on the Map of Nawakwa Hills Annex**

09 – Hancock

03 – Young

R.L. Montoya Land Surveying, applicant; Hillard Hensley, owner.

Staff Reviewer

Konigstein

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 two lots.****Final Plat**

A request for final plat approval to create two lots on property located at 1435 Neelys Bend Road, approximately 781 feet west of Brannon Drive, zoned Single Family Residential (RS80) (5.08 acres).

SITE DATA AND CONTEXT

Location: The site consists of portions of one parcel located on the eastern side of Neelys Bend Road, 781 feet west of Brannon Drive.

Street Type: The site has frontage on Neelys Bend Road, a collector avenue as identified on the MCSP (Major and Collector Street Plan).

Approximate Acreage: 5.08 acres, or approximately 208,946 square feet.

Parcel/Site History: The site consists of one parcel, 1435 Neelys Bend Road, was created by plat in 1933 and is noted as Lot 4 on Plat Book 843, Page 64.

Zoning History: The parcel has been zoned Single Family Residential (RS80) since 2023.

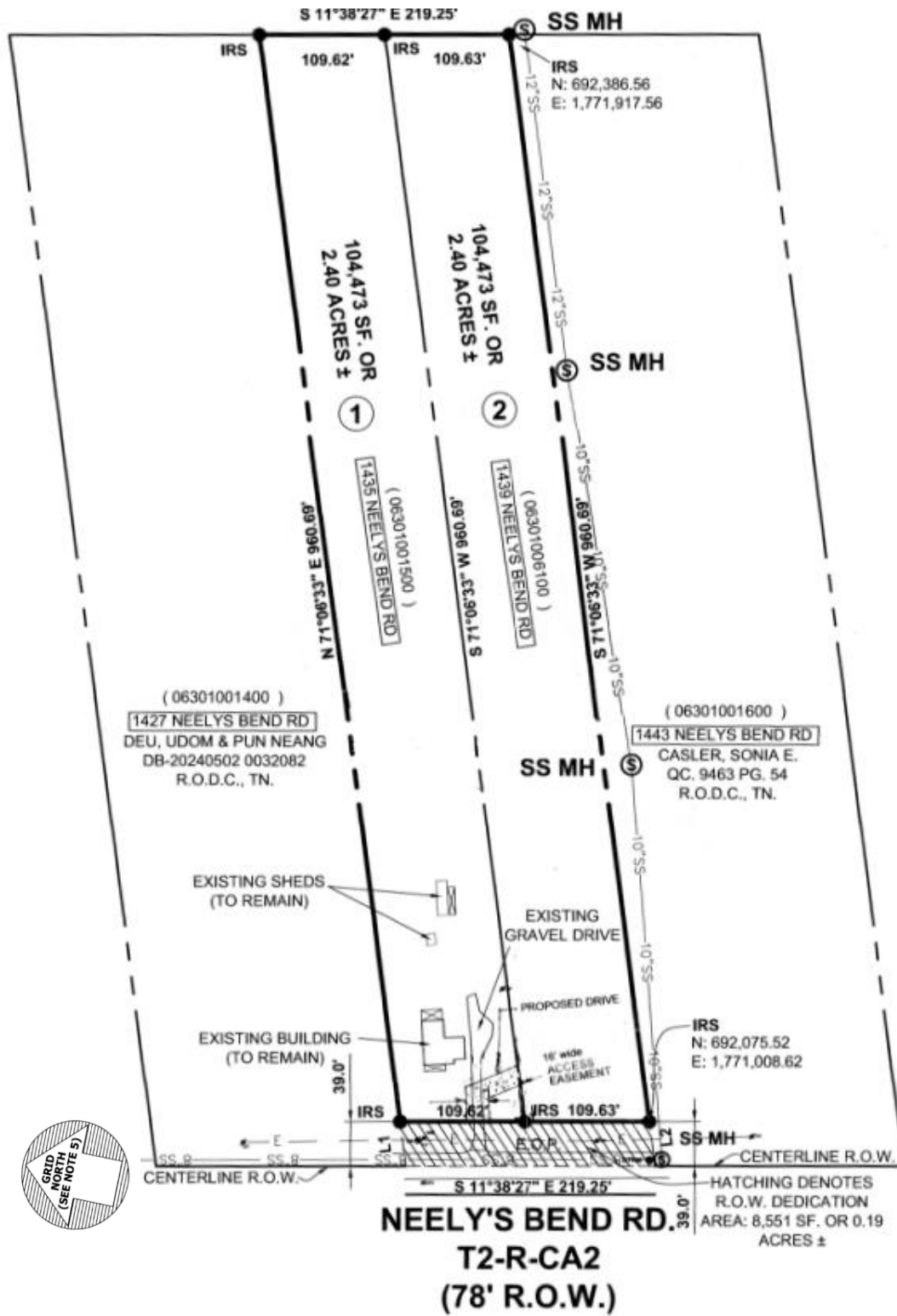
Existing land use and configuration: The parcel currently developed with a single-family residential use.

Surrounding land use and zoning:

- North: Single Family Residential/RS80
- South: Single Family Residential/RS80
- East: Single Family Residential/RS80
- West: Single Family Residential/RS80



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Proposed Final Plat



Metro Planning Commission Meeting of 10/23/2025

Zoning: Single Family Residential (RS80)

Min. lot size: 80,000 square feet

Max. building coverage: 0.20

Min. rear setback: 20 feet

Min. side setback: 20 feet

Max. height: 3 stories

Min. street setback: Contextual per Metro Zoning Code

PROPOSAL DETAILS

Number of Lots: 2

Lot sizes: Both lots are 2.4 acres or 104,473 square feet

Access: A shared access easement is provided on the proposed Lot 1 to provide access to proposed Lot 2 as shared access is required as Neelys Bend Road is a collector avenue.

Subdivision Variances or Exceptions Requested: Variances to Section 4-2.5.a.1.c., and Section 4-2.5.a.1.d. are required for 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.

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

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.

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

4-2.3 Development Footprint

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

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

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).

No building envelopes have been identified as there are no known sensitive or environmental features on the site.

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.

Proposed Lots 1 and 2 are located along an existing street and were reviewed against (a) through (d) below.

a. Building Setback along existing public streets.

The building setbacks are required to be varied, and a minimum setback line is required to be platted when the average setback of abutting parcels is more than



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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.

Complies. Codes would use contextual setbacks to determine the minimum setback required which would be approximately 220 feet. Per the subdivision standards, the setback would be calculated by using the average setbacks of the two adjacent parcels on either side equaling approximately 263 feet, which is not substantially different than the Codes required setback considering the lot depth being 960 feet. There was a wide range in the setbacks used to calculate the setback approximations and the setbacks estimated above are in the middle of that range.

b. *Lot Depth along existing public streets.*

The minimum depth for lots along existing public streets shall be the building setback required by Sec 4-2.5(a) plus 300 feet.

Complies. This provision requires approximately 563 feet in lot depth. As proposed, the depth of both of the proposed lots is approximately 960 feet.

c. *Lot size along existing public streets.*

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.

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 size required is approximately 2.7 acres or 117,484 square feet. The area of each of the proposed lots is 2.4 acres, or 104,473 square feet, which does not meet the 2.7-acre minimum lot size. *A variance is required and is outlined below.*

d. *Lot frontage abutting existing public streets.*

Lot frontage is either equal to or greater than 70% of the average frontage of the surrounding parcels or equal to or greater than the smallest of the surrounding parcels, whichever is greater.

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 Neelys Bend Road is approximately 122.78 feet. The frontage of proposed Lot 1 is 109.02 feet and for proposed Lot 2 it is 109.63 feet, which is below the required minimum. *A variance is required and is outlined below.*

e. *Street lights.*

Not applicable for this case.



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f. *Conservation Development.*
Not applicable for this case.

g. *Compact Development.*
Not applicable for this case.

Subdivision Variances or Exceptions Requested: Yes. This request requires a variance from 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 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 percent 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 2.7 acres or 117,484 square feet. As proposed, the sizes of the lots are 2.4 acres, or 104,473 square feet. When considering the lot size pattern of the broader area, each of the lots used to calculate compatibility along the same block face of Neelys Bend Road are just over five acres. Beyond the subject parcel's block face, there are a wide variety of lot sizes ranging from 0.43 acres to six acres. Due to the diversity of lot sizes in the surrounding area, the creation of two lots on this parcel would not be unconventional or detrimental to the surrounding properties or neighborhood. 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.



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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 percent 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 122.78 feet, which is greater than the proposed lot frontages of 109.02 and 109.63 feet. When considering the lot frontages of parcels in the broader area, several parcels have lot frontages between 50 and 295 feet. The proposed lot frontages of 109 feet are within the range of the frontages in the area.

Neelys Bend Road is a collector avenue which requires shared access between lots to minimize the amount of curb cuts on higher classification roads. In this instance, the existing drive is included in a 16-foot-wide shared access easement proposed to access the new lot to the east.

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 lot size and lot frontage requirements, the proposed lots meet 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.

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



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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

- For the latest plat, uploaded by Planning on 4/30/2025, WS recommends approval with respect to sanitary sewer only. Water provided by the Madison Suburban Utility District (MSUD).

MADISON SUBURBAN UTILITY DISTRICT RECOMMENDATION

Approve

STAFF RECOMMENDATION

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

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2025S-094-001 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. 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.



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Item #21

Project Name

Council District

School District

Requested by

Final Plat 2025S-134-001

6580 Burkitt Road

33 – Lee

02 – Elrod

ASMTN, applicant; Thomas & Arminta McClanahan, owners.

Staff Reviewer

Garland

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 property located at 6580 Burkitt Road, approximately 4,170 feet east of Whittemore Lane, zoned Agricultural/Residential (AR2a) (3 acres).

SITE DATA AND CONTEXT

Location: The site consists of one parcel located on the north side of Burkitt Road, approximately 3,802 feet west of Cane Ridge Park.

Street Type: The site has frontage on Burkitt Road, an Arterial Boulevard as identified in the Major and Collector Street Plan (MCSP), with a standard right-of-way of 122 feet. The half right-of-way currently shown is 25 feet. This plat indicates reserved right-of-way for future right-of-way dedication for Metro's half standard right-of-way of 61 feet.

Approximate Acreage: 2.00 acres, or approximately 87,120 square feet.

Parcel/Site History: The site consists of a portion of one three-acre parcel that was created by deed in 1973. In 2025 the northernmost acre of the parcel was combined with the adjacent parcel (118700017400).

Zoning History: The lot has been zoned Agricultural/Residential (AR2a) since 1974.

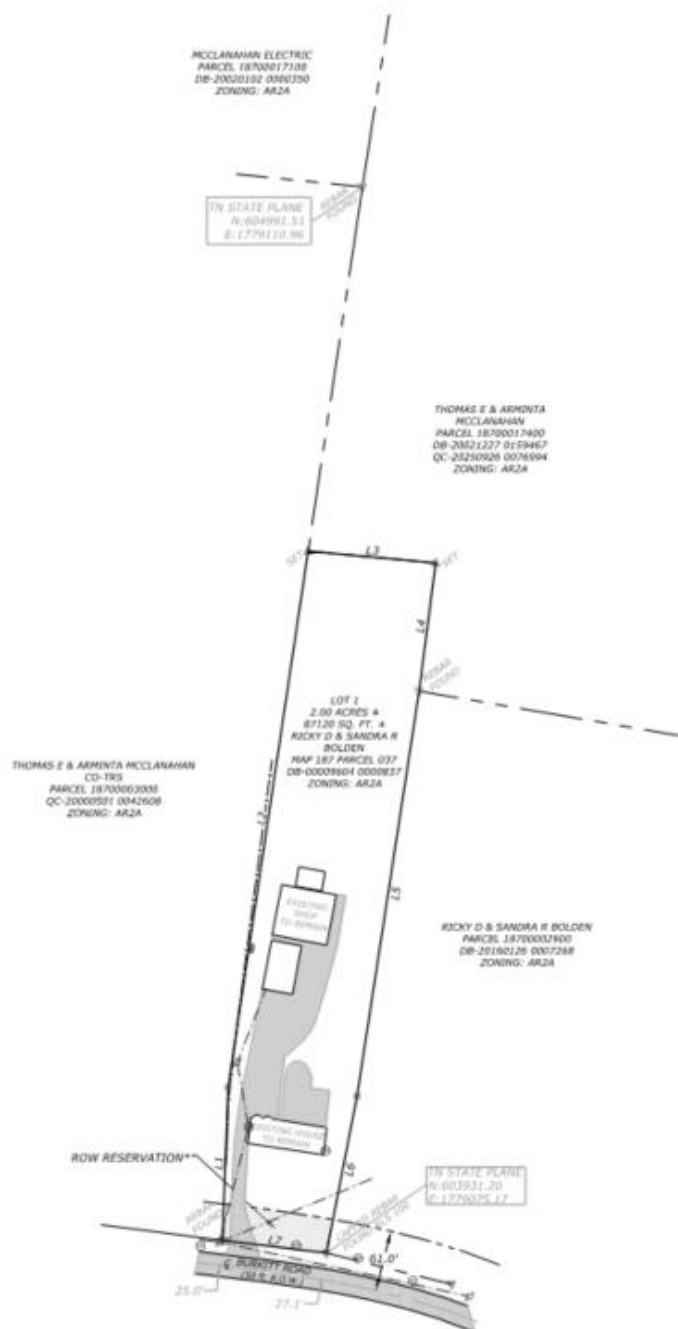
Existing land use and configuration: The parcel has two existing structures on it that are identified to remain.

Surrounding land use and zoning:

- North: Agricultural/Residential (AR2a) and Specific Plan (SP)
- South: Agricultural/Residential (AR2a)
- East: Agricultural/Residential (AR2a) and Cane Ridge Park
- West: Agricultural/Residential (AR2a)



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Proposed Final Plat



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Zoning: Agriculture/Residential (AR2a)

Minimum lot size: 2 acres

Maximum building coverage: 0.20

Minimum rear setback: 20 feet

Minimum side setback: 20 feet

Maximum height: 3 stories

Minimum street setback: 40 feet per Code

PROPOSAL DETAILS

Number of Lots: 1

Lot sizes: Lot 1 is 2.00 acres (87,120 square feet).

Access: Access to Lot 1 is from Burkitt Road, which is classified as an arterial boulevard in the Major and Collector Street Plan (MCSP).

Subdivision Variances or Exceptions Requested: Variances to 4-2.5.a.1.c and Section 4-2.5.a.1.d. are required for 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 there are no areas identified as Primary Conservation Land.

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).

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

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 an existing platted lot and no changes are proposed for this lot, other than the back portion being combined to the larger parcel (18700017400).

h. Building Setback along existing public streets.

Complies. The building setbacks are required to be varied, and a minimum setback line is required to be platted when the average setback of 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 street setback of the two parcels abutting either side of the lot proposed to be subdivided, a



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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 88 feet. The existing structure is identified to remain and is setback approximately 97 feet from the current property line. A setback line was not shown on the plat.

i. *Lot Depth along existing public streets.*

Complies. The minimum depth for lots along existing public streets shall be the building setback required by Sec 4-2.5(a) plus 300 feet. This provision requires a 388 foot lot depth. As proposed, the depth of Lot 1 is approximately 692 feet.

j. *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 284,205 square feet. The area of Lot 1 is proposed to be 87,120 square feet, which does not exceed the minimum lot size. A variance is required and will be discussed below

k. *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 is 184 feet. The frontage of Lot 1 is proposed to be approximately 104 feet, which is below the required minimum lot frontage. A variance is required and will be discussed below.

l. *Street lights.*

Not applicable for this case.

m. *Conservation Development.*

Not applicable for this case.

n. *Compact Development.*

Not applicable for this case.

Subdivision Variances or Exceptions Requested: Yes. This request requires a variance from 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



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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 Lot Size

Section 4-2.5.a.1.c. requires the minimum lot size to either be equal to or greater than 70 percent of the lot size of the average size of the surrounding parcels, or equal to or larger than smallest do the surrounding parcels, whichever is greater. The proposed lot size for Lot 1 is two acres or 87,120 square feet, which is below the required lot size of 284,205 square feet. When considering the lot size pattern in the broader area along the same block as Burkitt Road, several existing parcels have lot sizes less than 284,205 square feet, including the two neighboring parcels along Burkitt Road, which have lot sizes of 88,646 and 93,733 square feet. The proposed lot size fits in the pattern of development to the west and east of the site. While the proposed lot size would be less than what is required for the average, when considering the neighboring parcels, Staff finds that a variance for minimum lot size would not conflict with the intent of the Rural Subdivision Regulations and the rural policy on the property 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 percent 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 is approximately 184 feet. The proposed lot frontage for Lot 1 is 104 feet. When considering the lot frontages of parcels in the broader area, several parcels along Burkitt Road have frontages between 115 and 146 feet. When including these frontages, the frontage of Lot 1 is in line with the surrounding pattern. The frontage of this lot is not changing with this request. Often exceptions to lot frontage can be perceived due to increased access points or more street facing development. In this case, no changes to the access or are new lots being created along the street. 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

With the exception of the minimum lot size and lot frontage requirements, the proposed lots meet the standards of the Metro Subdivision Regulations and Metro Zoning Code.



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POLICY CONSIDERATIONS

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

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to this property is 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 a way of 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 with conditions

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

WATER SERVICES RECOMMENDATION

Approve

STAFF RECOMMENDATION

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

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2025S-134-001 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,



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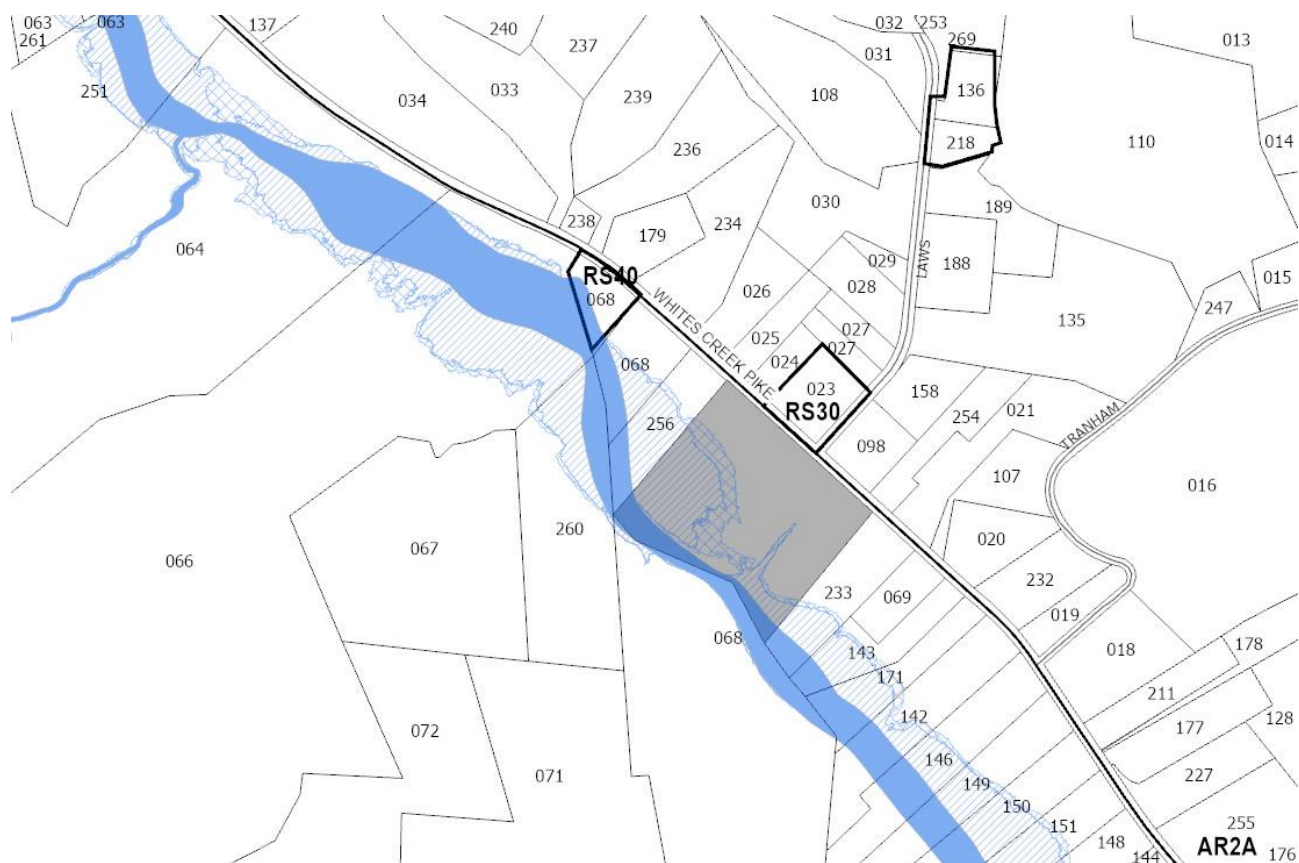
ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.

CONDITIONS

1. On corrected copy, the book and page number referenced in the Ownership and Dedication box is incorrect. Please update.
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.



SEE NEXT PAGE



0 WHITES CREEK PIKE

Map 030, Parcel(s) 068

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Joy Kimbrough)



Metro Planning Commission Meeting of 10/23/2025

Item #22**Project Name****Council District****School District****Requested by****Final Plat 2025S-154-001****0 Whites Creek Pike**

01 – Kimbrough

01 – Taylor

T-Square Engineering, applicant; Whites Creek Landco, LLC, owners.

Staff Reviewer

Garland

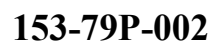
Staff Recommendation*Defer to November 13, 2025, Planning Commission meeting.*

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

A request for final plat approval to create four lots on a portion of property located at 0 Whites Creek Pike (unnumbered), approximately 75 feet south of Laws Road, zoned Agricultural/Residential (AR2a) (12.52 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the November 13, 2025, Planning Commission meeting.



Map 142, Parcel(s) 387

22 (Sheri Weiner)



Metro Planning Commission Meeting of 10/23/2025

Item #23

Project Name

Council District

School District

Requested by

Planned Unit Development 153-79P-002

7661 B Highway 70 S PUD (Revision & Final)

22 – Weiner

09 – Tylor

Civil Engineering Services, applicant; William Conoly Brown and David A. Hood Jr., owners.

Staff Reviewer

Shane

Staff Recommendation

Approve with conditions.

APPLICANT REQUEST

Revise preliminary PUD and approve final site plan to permit the construction of a restaurant.

PUD Revision and Final

A request to revise the preliminary plan and for final site plan approval for property located at 7661 B Highway 70 South, approximately 760 feet east of Coley Davis Road, zoned Shopping Center Regional (SCR) (0.99 acres), and within a Planned Unit Development Overlay District, to permit a restaurant use.

Existing Zoning

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

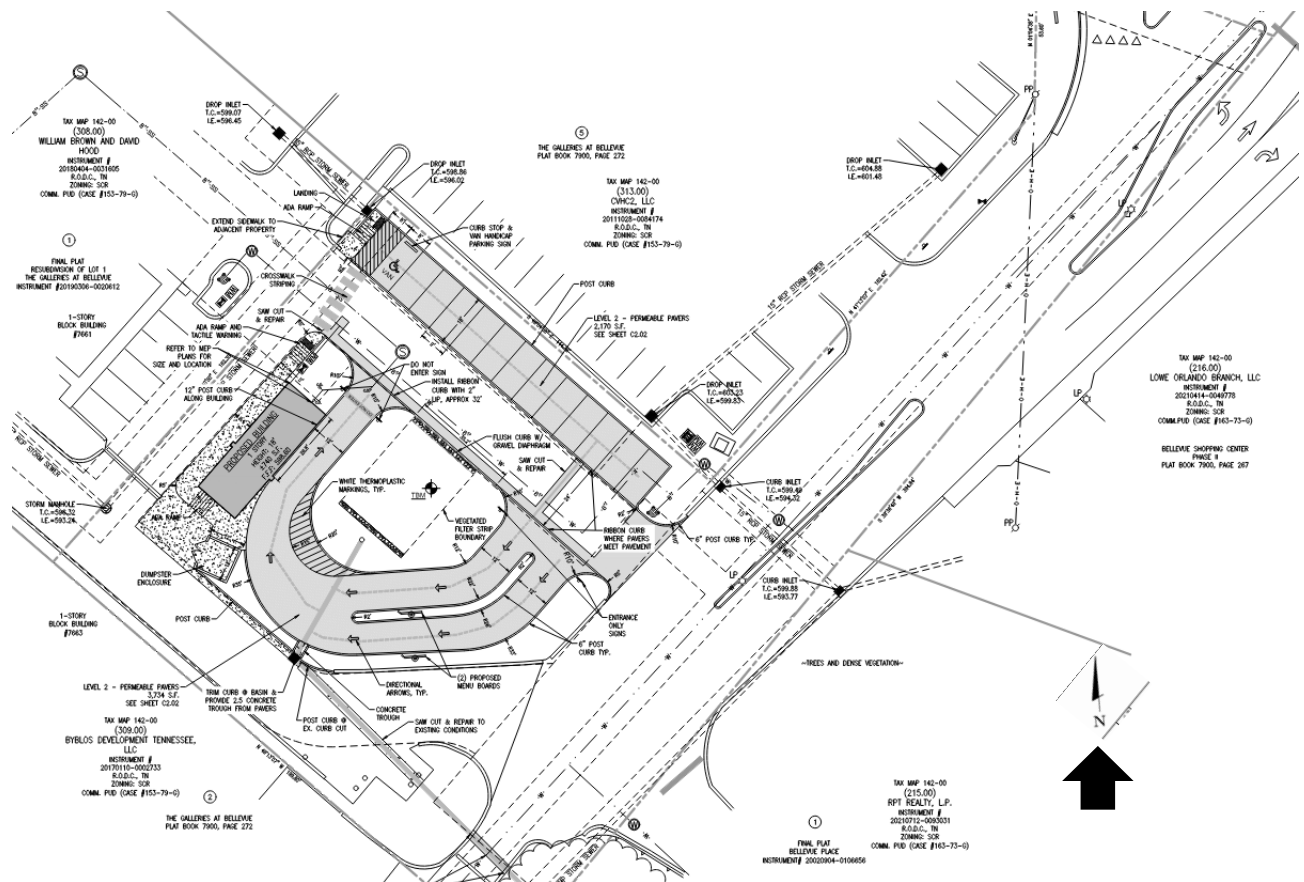
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of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

SITE CONTEXT AND PLAN DETAILS

The approximately 0.99-acre site consists of one parcel. The site is located on the south side of Highway 70 South. Metro Council approved the Galleries at Bellevue Planned Unit Development (PUD) in 1979 for approximately 225,000 square feet of retail and commercial uses for the larger PUD area that includes this site. Approximately 180,000 square feet of retail and restaurant uses have been constructed within the PUD. The original plan for this portion of the PUD was never built, and it has been revised numerous times. The most recent revision, approved by the Planning Commission in 2018, proposed 2,200 square feet of retail use on this site. The development approved in the 2018 plan was also never constructed and the parcel remains vacant except for an access drive and surface parking lot.



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Proposed Site Plan



Metro Planning Commission Meeting of 10/23/2025

Site Plan

The current request is to revise the preliminary PUD plan and for final site plan approval to permit a 740-square foot drive-through restaurant use. For PUDs, permitted uses are those permitted by the approved PUD plan and the base zoning which, in this case is Shopping Center Regional (SCR), which permits restaurant uses. The proposed building is located toward the western edge of the site, adjacent to a drive aisle that provides internal circulation within the site and to the adjacent PUD properties. The plan identifies 13 parking spaces, including an Americans with Disabilities Act (ADA)-accessible space, arranged in a single row along the east side of the building, across from a drive aisle. Site access is from a drive aisle extending to Highway 70 South that is part of the parcel but includes a joint access easement for surrounding properties. Pedestrian access to Highway 70 South and the nearest bus stop is provided by a crosswalk and sidewalk landing in the northwestern corner of the site, which provides the beginnings of an accessible pedestrian pathway out of the site and to Highway 70 South. Tree preservation and new plantings are incorporated into the final site plan, with a mix of canopy and understory trees and ornamental shrubs. Evergreen plantings are used along the edge of the site to screen the view of the parking area. The landscape plan meets tree density and interior planting requirements.

ANALYSIS

The Planning Commission may approve changes to an approved PUD without Council approval. Section 17.40.120.G of the Zoning Code specifies what types of changes to a PUD must be approved by Council.

- G. Status of Earlier Planned Unit Developments (PUDs). The following provisions shall apply to a planned unit development (PUD) approved under the authority of a previous Zoning Code and remaining a part of the official zoning map upon the enactment of this title.
1. The planned unit development (PUD) shall be recognized by this title according to the master development plan and its associated conditions specified in the PUD ordinance last approved by the metropolitan council prior to the effective date of the ordinance codified in this title.
 2. The planning commission may consider and approve minor modifications to a previously approved planned unit development subject to the following limitations. All other modifications shall be considered by the planning commission as an amendment to the previously approved planned unit development and shall be referred back to the council for approval according to the procedures of Section [17.40.120\(A\)\(5\)](#). That portion of a planned unit development master plan being amended by the council shall adhere to all provisions of this code:
 - a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
 - b. The boundary of the planned unit development overlay district is not expanded;



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- c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);
- d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;
- e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;
- f. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;
- g. There is no change from a PUD approved exclusively for single-family units to another residential structure type;
- h. The total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council;
- i. If originally limited to office activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- j. If originally limited to office, retail and other general commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to include industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- k. If originally limited to commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- l. In the determination of the commission, the nature of the change will have no greater adverse impact on those environmentally sensitive features



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identified in [Chapter 17.28](#) of this code than would have occurred had the development proceeded in conformance with the previous approval.

- m. In the judgment of the commission, the planned unit development or portion thereof to be modified does not meet the criteria for inactivity of Section 17.40.120.H.4.a.

3. Application of Code Standards.

- a. Where modifications to a previously approved planned unit development are deemed to be minor, as determined under subsection (G)(2)(a) through (k) of this section, the parking and loading standards of [Chapter 17.20](#), and the landscaping standards of [Chapter 17.24](#) shall apply to all new development commencing under building permits issued after the effective date the ordinance codified in this chapter. All other chapters shall be applicable to the extent not inconsistent with the terms and conditions of the previously approved planned unit development.
- b. Where modifications to a previously approved planned unit development are not deemed to be minor, as determined under subsection (G)(2)(a) through (k) of this section, all chapters of this code shall be applicable. Notwithstanding the foregoing, when legislation modifying the planned unit development is approved by the metropolitan council that expressly includes provisions that are not consistent with the chapters of this code, such express provisions shall govern however, the removal of any building, fire and life safety codes adopted by the metropolitan government shall be prohibited.

The proposed plan shifts the location of the building and parking areas, covering much of the site in drive-through aisles. These layout changes necessitate Planning Commission approval of the plan as a revision. Otherwise, staff finds the proposed plan is consistent with the Council approved plan. This request does not expand the boundary of the PUD and maintains the original classification of the PUD as commercial. No new access points are proposed. The 740 square feet of floor area proposed with this plan is a reduction in floor area from the currently approved plan and does not increase the total floor area more than ten percent beyond the floor area last approved by Metro Council for the PUD. The proposal is consistent with the concept of the PUD, and no changes are being proposed that conflict with the Council approved plan.

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve with conditions

- See SWGR 2025031611.

WATER SERVICES RECOMMENDATION

Not applicable

- Harpeth Valley Water and Sewer Utility District.



Metro Planning Commission Meeting of 10/23/2025

HARPETH VALLEY UTILITY DISTRICT

Approve

NASHVILLE DOT ROADS RECOMMENDATION

Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. Any proposed public roadway sections, ramps, sidewalks, curb & gutter, etc., shall be designed and called out per NDOT detail standards.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility work in public ROW.
- There shall be no earthen retaining walls installed or tied back into the public ROW. Earthen retaining walls, 4 ft. or greater in height, off the public ROW, should be cast-in-place concrete and will require a stamped wall design by a licensed CIVIL engineer.
- There should be no vertical obstructions in new public sidewalks and the removal, or relocation, of utilities will be required to accommodate new public sidewalks. Otherwise, provide minimum 5 ft. of clear travel around sidewalk obstructions.

NASHVILLE DOT TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Comply with code requirements.
- Provide clear signage for entrance only and exit only for the drive through.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
3. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.



SEE NEXT PAGE



Metro Planning Commission Meeting of 10/23/2025



61-77P-005

201 GIFFORD PLACE PUD (AMENDMENT)

Map 022, Parcel(s) 162

01, Joelton

01 (Joy Kimbrough)



Metro Planning Commission Meeting of 10/23/2025

Item #24

Project Name

Council District

School District

Requested by

Planned Unit Development 61-77P-005

201 Gifford Place PUD (Amendment)

01 - Kimbrough

01 - Taylor

Tune, Entrekin & White, PC, applicant; Joelton Investments 27 GP, owner.

Staff Reviewer

Marton

Staff Recommendation

Approve.

APPLICANT REQUEST

Amend a portion of a Planned Unit Development.

PUD Amendment

A request to amend a portion of a Planned Unit Development Overlay District to permit 116 multi-family residential units on property located at 201 Gifford Place, located at the corner of Gifford Place and Whites Creek Pike, zoned Commercial Service (CS) and within a Planned Unit Development Overlay District (3.11 acres).

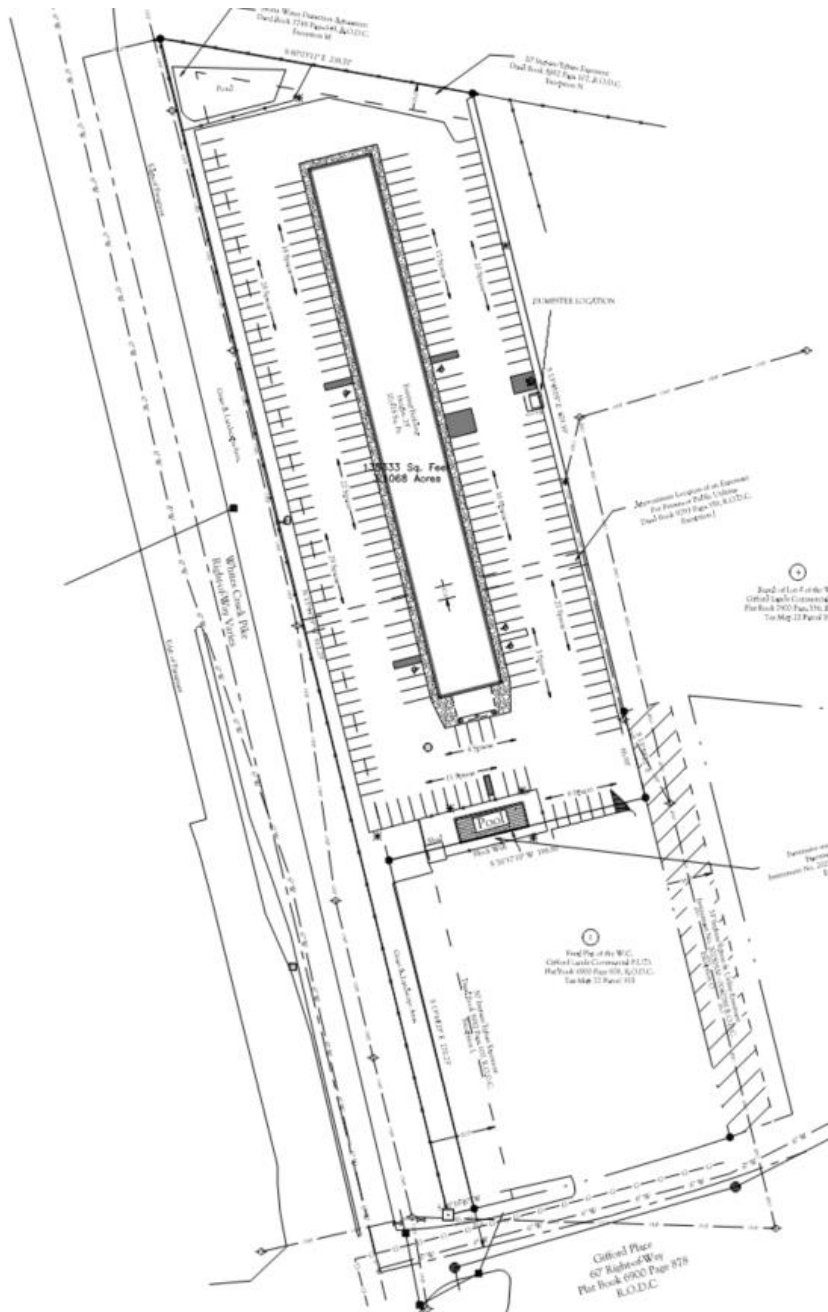
Existing Zoning

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

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

JOELTON COMMUNITY PLAN

T2 Rural Neighborhood Center (T2 NC) is intended to maintain, enhance, and create rural neighborhood centers that fit in with rural character and provide consumer goods and services for surrounding rural communities. T2 NC areas are small-scale pedestrian friendly areas generally located at intersections. They contain commercial, mixed use, residential, and institutional uses.



Proposed Plan



Metro Planning Commission Meeting of 10/23/2025

Plan Details

The preliminary Planned Unit Development (PUD), which includes other properties beyond the subject property, was first approved by the Metro Council in 1977 (Case No. 61-77P) for 2,400 square feet of Convenience Sales and Service, 1,804 square feet of Food Service, 91,025 square feet of Transient Habitation (motel), and 1,950 square feet of Automotive Servicing (97,179 square feet total). A total of 393 parking spaces were required. The PUD has since been built out and is operating with existing access from Gifford Place. The PUD was amended in 1996 to add a bowling alley, skating rink, and campground and also amended in 2000 to increase the overall square footage. The PUD was most recently amended in 2016 to add a boarding house (residential use) on a neighboring property at 220 Gifford Place and included an associated rezone to RM20. In 2020, a rezoning and PUD cancellation applications for the entire PUD were reviewed by Planning Staff and the Planning Commission. The Planning Commission ultimately recommended disapproval to both the rezoning request and the PUD cancellation.

The proposed PUD amendment would allow multi-family residential use within the existing motel building on the property located at 201 Gifford Place. The current motel building on the site was approved for 117 rooms. The proposed amendment seeks to convert the existing rooms and allow for 116 multi-family residential units for permanent residential use. The plan proposes no change to the existing parking on the site and will provide 201 parking spaces. The site is currently accessed via shared private drives off of Gifford Place and will retain that access with the amendment.

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

ANALYSIS

The property is located within the T2 Rural Neighborhood Center (T2 NC) policy area. T2 NC policy is intended to maintain, enhance and create rural neighborhood services that fit with rural character and provide consumer goods and services for surrounding rural communities. According to T2 NC policy, these areas can contain a mix of commercial, mixed use, residential, and institutional uses. In rural centers the policy states, “small concentration of commercial uses are the primary uses, complemented by limited concentration of residential.” With the proposed amendment, the larger PUD would remain largely commercial but would allow for the conversion of motel rooms to residential units on this portion of the PUD. Residential units would be located in the existing building on the site and therefore the existing building form and site layout would remain largely the same.

The larger PUD site has developed with commercial, office and boarding house uses, consistent with the approved PUD, however the proposed plan seeks to increase the number of residential units in the PUD and therefore an amendment is required. The T2 NC policy is supportive of lower-intensity mixed use and residential uses at appropriate locations, and the amendment provides an opportunity for long term residential units within the PUD. While other Rural Neighborhood policy areas often favor low density residential and agricultural uses, the Rural Neighborhood Center policy may support smaller concentrations of lower intensity commercial, mixed use, institutional, and some multi-family residential uses intended to serve rural areas. The inclusion of multi-family residential units in the amendment is proposed by converting hotel rooms to units in a building form



Metro Planning Commission Meeting of 10/23/2025

that already exists. The subject property's location is also approximate to existing road infrastructure, neighborhood services and has access to transit. The subject site is located within a five-minute walk to a bus stop on WeGo Route 89 and is also a short distance from Interstate 24. Additionally, the underlying zoning for the site is CS which permits multi-family residential uses with conditions, therefore the existing underlying zoning is not required to change for the proposed request.

Overall, staff finds that amending the PUD will give the subject property the opportunity to develop in a manner consistent with the existing zoning and T2 NC policy.

Since the site plan proposes an increase in the total number of residential dwelling units originally authorized by the enacting ordinance, this proposal is classified as an amendment to the currently approved plan and requires Council approval. The Planning Commission may approve changes to an approved PUD without Council approval if they do not go beyond the standards outlined below in Section 17.40.120.G of the Zoning Code, which specifies what types of changes to a PUD must be approved by Council.

G. Status of Earlier Planned Unit Developments (PUDs) The following provisions shall apply to a planned unit development (PUD) approved under the authority of a previous Zoning Code and remaining a part of the official zoning map upon the enactment of this title.

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



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

Section 17.40.120.G.2.f states that if there is an increase in the total number of residential dwelling units originally authorized by the enacting ordinance, the increase classifies the application as an amendment. The proposed plan seeks to increase the number of residential units on the property to allow for 116 units and therefore the request must be referred back to Metro Council for approval as a PUD amendment.

FIRE RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Concept Plan 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



Metro Planning Commission Meeting of 10/23/2025

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. Any proposed roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT detail standards. Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov). Site access for the multi-family development shall be through the existing 35 ft. shared ingress/egress. At final, submit stamped, civil site plans for NDOT review. Comply w/ NDOT traffic comments/conditions of approval.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- NDOT has reviewed and approved the submitted MMTA waiver. However, the applicant has agreed to restriping the stop bars and at a minimum 50' of the approach on Gifford Place to the intersection of Whites Creek Pike.
- At final submit engineered stamped site plan drawings.
- The applicant's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

Maximum Uses in Existing Zoning District: PUD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Hotel (310)	-	-	117 Rooms	894	53	61

Maximum Uses in Existing Zoning District: PUD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	-	-	116 units	630	39	51



Metro Planning Commission Meeting of 10/23/2025

Traffic changes between maximum: PUD and PUD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-264	-14	-10

STAFF RECOMMENDATION

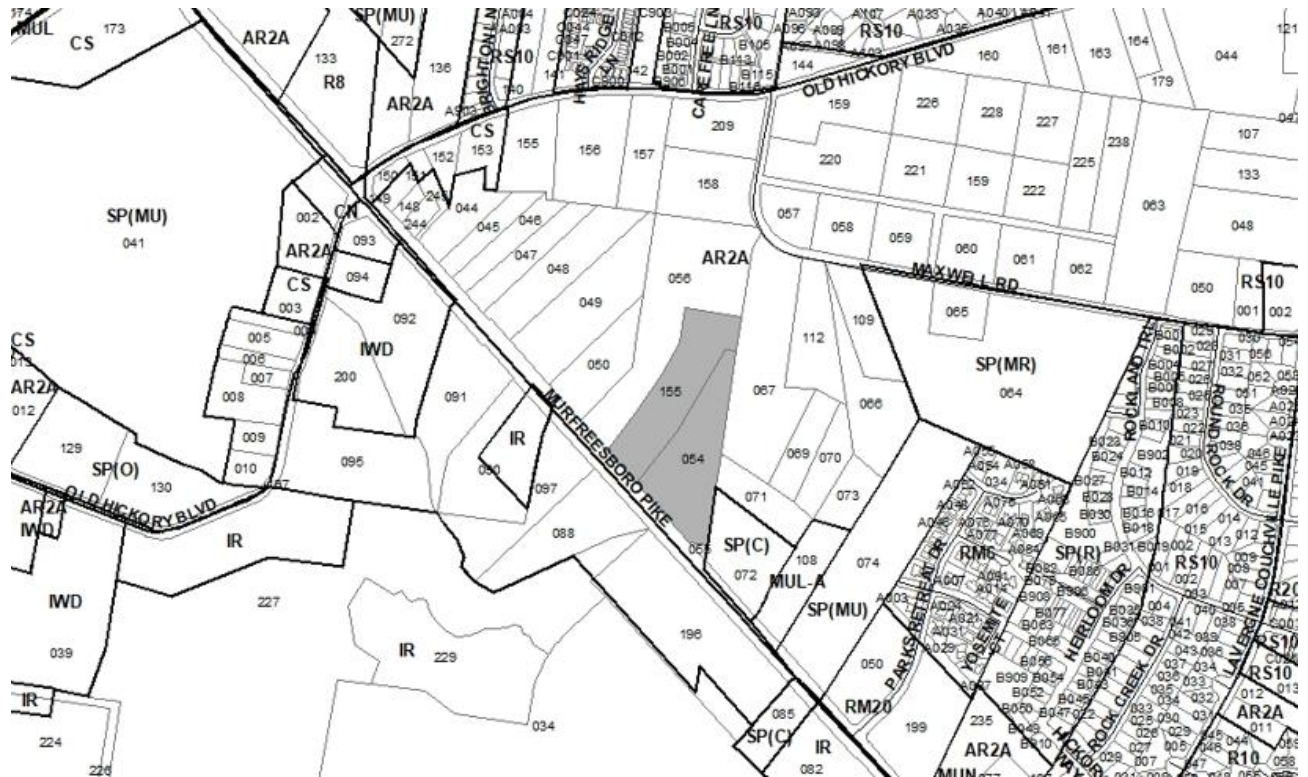
Staff recommends approval with conditions.

CONDITIONS

1. Permitted uses shall be limited to 116 multi-family residential units within the existing building. Short term rental property, owner occupied and short-term rental property, not-owner occupied, shall be prohibited within the entire development.
2. Comply with all conditions and requirements of Metro Reviewing Agencies.
3. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
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. Prior to any additional development applications for this property, and prior to or with final PUD plan application, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.



Metro Planning Commission Meeting of 10/23/2025



2025Z-033PR-001

Map 175, Parcel 054, 155
13, Antioch – Priest Lake
08 (Deonté Harrell)



Metro Planning Commission Meeting of 10/23/2025

Item #25

Council District

School District

Requested by

Zone Change 2025Z-033PR-001

08 – Harrell

06 – Mayes

Dale & Associates, applicant; Mortie Dickens and The Louise Cooper, The TN Real Estate Trust, owners.

Staff Reviewer

Chen

Staff Recommendation

Approve.

APPLICANT REQUEST

Rezone from AR2a to RM15-A-NS.

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Multi-Family Residential-Alternative-No Short Term Rental (RM15-A-NS) zoning for properties located at 4046 and 4060 Murfreesboro Pike, approximately 399 feet southwest of Maxwell Road, and within the Murfreesboro Pike Urban Design Overlay (10.12 acres).

Existing Zoning

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

Multi-Family Residential-Alternative-No Short Term Rental (RM15-A-NS) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre and is designed to create walkable neighborhoods through appropriate building placement and bulk standards. *Based on acreage alone, RM15-A-NS would permit a maximum of 152 units. The -NS designation prohibits Short-Term Rental Property–Owner Occupied and Short-Term Rental Property–Not Owner Occupied uses from the district.*

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



Metro Planning Commission Meeting of 10/23/2025

ANTIOCH – PRIEST LAKE COMMUNITY PLAN

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

ANALYSIS

The subject site consists of two parcels totaling 10.12 acres, located on the north side of Murfreesboro Pike. The properties have been zoned Agricultural/Residential (AR2a) since 1974 and are developed with single-family uses. Surrounding properties are zoned AR2a, Mixed-Use Limited Alternative (MUL-A), (Specific Plans) SP, and Multi-Family (RM20) on the east side of Murfreesboro Pike, while surrounding land uses are single-family residential, commercial, and multi-family. On the west side of the street, properties include industrial and mixed-use zoning with scattered nonresidential uses. Access to the site would be taken from Murfreesboro Pike, which is classified as an Arterial Boulevard in the Major and Collector Street Plan (MCSP), and the frontage is approximately 635 feet. The MCSP identifies a future collector road traversing the site that is anticipated to be realigned and reclassified through the Multimodal Mobility Master Plan (3MP) update. Coordination with Metro Planning and NDOT will be necessary at the time of development to ensure consistency with the updated roadway network.

The site is within the T3 Suburban Mixed Use Corridor policy area. The T3 CM policy is intended to encourage higher density housing types with higher density residential and mixed-use developments along corridors. The proposed zoning designation of RM15-A-NS permits a density of approximately 15 units per acre which is within the range of densities that are supported by the T3 CM policy. The Alternative (-A) component of the requested zoning district requires a higher standard of development including guidance on building design, orientation, and guidelines for parking to be located to the side or rear of buildings. The -NS would prohibit owner-occupied and non-owner occupied short-term rentals. Future development would be reviewed against the Murfreesboro Pike UDO standards, which provide guidance on architectural standards, parking and access standards, landscape, and signage, all of which are intended to improve the appearance of development along the arterial. Overall, staff finds that the rezoning request is consistent with the T3 CM policy and Murfreesboro Pike Urban Design Overlay.

FIRE MARSHAL RECOMMENDATION

Approve



Metro Planning Commission Meeting of 10/23/2025

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two- Family Residential* (210)	10.12	0.5 F	6 U	78	9	7

*Based on two-family lots

Maximum Uses in Proposed Zoning District: **RM15-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)	10.12	15 D	152 U	827	51	66

Traffic changes between maximum: **AR2a and RM15-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+749	+42	+59

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP district: 23 Elementary 16 Middle 14 High

The proposed RM15-A-NS zoning district is anticipated to generate 50 more students than what would be generated under the current AR2a zoning district. Students would attend Mt. View Elementary School, John F. Kennedy Middle School, and Antioch High School. Mt. View Elementary is identified as exceedingly over capacity, John F. Kennedy Middle School is identified as under capacity, and Antioch High School is over capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Approve.



Metro Planning Commission Meeting of 10/23/2025



2025Z-081PR-001

Map 096-09, Parcel(s) 073

14, Donelson - Hermitage - Old Hickory

15 (Jeff Gregg)



Metro Planning Commission Meeting of 10/23/2025

Item #26

Council District

School District

Requested by

Zone Change 2025Z-081PR-001

15 – Gregg

04 – Nabaa-McKinney

James Protich, applicant; Charityhouse, LLC, owner.

Staff Reviewer

Chen

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from OL to MUL-A-NS.

Zone Change

A request to rezone from Office Limited (OL) to Mixed-Use Limited-Alternative-No STRP (MUL-A-NS) zoning for property located at 408 Donelson Pike, approximately 140 feet south of Lakeland Drive (0.67 acres).

Existing Zoning

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

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.*

DONELSON/HERMITAGE/OLD HICKORY COMMUNITY PLAN

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

ANALYSIS

The application consists of one parcel totaling 0.67 acres, located at 408 Donelson Pike, approximately 140 feet south of Lakeland Drive. The property has been zoned Office Limited (OL) since 2007. The site is currently developed with a single-family house. To the north is an existing church, to the south is a bank, and to the west is a parking lot associated with the bank. The surrounding area includes commercial, religious, and single-family uses. The site has frontage on Donelson Pike, which is classified as an Arterial-Boulevard in the Major and Collector Street Plan (MCSP).



Metro Planning Commission Meeting of 10/23/2025

The application proposes to rezone the property from Office Limited (OL) to Mixed-Use Limited-Alternative-No STRP (MUL-A-NS). The proposed zoning is intended for a moderate-intensity mixture of residential and nonresidential uses, including retail, restaurant, and office uses. The Alternative (-A) component of the requested zoning district requires a higher standard of development including guidance on building design, orientation, and guidelines for parking to be located to the side or rear of buildings. The -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 surrounding nonresidential uses, combined with the site's location on a corridor, create a unique context that differs from nearby residential neighborhoods. The MUL-A-NS zoning 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 property is located within the T3 Suburban Mixed Use Corridor (T3 CM) policy area. The T3 CM policy is appropriate for this location because the site lies along a major suburban corridor that is already characterized by a mix of commercial and residential uses, with access to transit and supporting infrastructure. The policy envisions continued reinvestment along corridors like this one by encouraging higher-density residential and mixed-use development that improves walkability and supports nearby businesses. The policy supports neighborhood-serving commercial uses integrated with residential development to provide daily needs within walking distance and to foster an active, multimodal corridor environment.

Although the site is adjacent to properties within the Suburban Neighborhood Maintenance (T3 NM) policy area to the west, the subject site's frontage on Donelson Pike, an arterial boulevard, and its adjacency to existing nonresidential uses along the corridor, would make this site appropriate for some additional intensity. The T3 NM area immediately abutting the site is unique in that an OL-zoned property wraps around the western edge, developed with a parking lot that provides a natural buffer between the site and adjacent residential uses. In addition, the nearby church further establishes a transition in scale and intensity between corridor-oriented uses and surrounding neighborhoods. The proposed MUL-A-NS provides a compatible transition between corridor-oriented uses and surrounding residential areas. 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 its location on an arterial corridor and alignment with the T3 CM policy, the proposed MUL-A-NS zoning is appropriate. It will allow for a mix of uses at a neighborhood-serving scale, ensure urban design quality through the Alternative standards, and reinforce the walkable, multimodal character envisioned by the policy guidance.

FIRE RECOMMENDATION

Approve



Metro Planning Commission Meeting of 10/23/2025

Maximum Uses in Existing Zoning District: OL

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.67	0.75	21,888 SF	826	21	83

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	0.33	1.0 F	14 U	75	5	7

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)	0.16	1.0 F	6,969 SF	263	6	27

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)	0.16	1.0 F	6,969 SF	782	69	68

Traffic changes between maximum: OL 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
-	-	-	-	+294	+59	+19

METRO SCHOOL BOARD REPORT

The proposed MUL-A-NS zoning includes a mix of uses which could vary and an assumption of school impact at this point is premature. Students would attend McGavock Elementary School, Two Rivers Middle School, and McGavock High School. McGavock Elementary School is identified as overcapacity. Two Rivers Middle School is identified as exceedingly under capacity and McGavock High School is identified as overcapacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 10/23/2025



2025Z-086PR-001

Map 080-04, Parcel(s) 088

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Joy Kimbrough)



Metro Planning Commission Meeting of 10/23/2025

Item #27

Council District

School District

Requested by

Zone Change 2025Z-086PR-001

01 – Kimbrough

01 – Taylor

Dale and Associates, applicant; Jean Marie Watson, 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) zoning for property located at 1703 River Drive, approximately 275 feet east of Hydes Ferry Road (0.6 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 two single-family lots. 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 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 two duplex lots, resulting in a possible total of four 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.*

BORDEAUX—WHITES CREEK—HAYNES TRINITY 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.



Metro Planning Commission Meeting of 10/23/2025

ANALYSIS

The subject property consists of one parcel totaling 0.6 acres located at 1703 River Drive, approximately 275 feet east of Hydes Ferry Road. This property has been zoned Single Family residential (RS10) since 1998. The property was previously zoned One and Two-family residential (R10) since 1974. The site has been developed with a single-family residential use. The subject property has frontage along River Drive, which is a local street. The surrounding parcels are zoned R10, RS10, and Specific Plan (SP). The surrounding land uses are mix of single-family and two-family residential with some vacant lots. The SP to the north includes a plan for 14 multi-family residential units.

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 requested R10 zoning district would permit the future subdivision of this property, which could potentially allow two duplex lots for a total of up to four units. An increase in density, such as the one proposed in this request, is appropriate given that the site is situated in an evolving policy area. The site is located approximately a quarter mile from County Hospital Road, which is classified as an Arterial Boulevard in the Major and Collector Street Plan (MCSP), and where two WeGo bus stops are located. Several surrounding parcels were rezoned for higher densities between 2022 and 2025. A majority of these properties were rezoned from RS10 to R10, although there are some SPs. The T3 NE policy supports changes in housing type and increased density within the policy area. It also intends to provide housing variety by considering and responding to the existing context.

The proposed R10 zoning district will permit additional density into the neighborhood in a manner that preserves the suburban character of the neighborhood. It represents a modest increase in intensity, consistent with the surrounding context. Therefore, 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)	0.6	4.35 F	2 U	28	7	2

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)	0.6	6.02 F	4 U	54	8	5

*Based on two-family lots



Metro Planning Commission Meeting of 10/23/2025

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
-	-	-	-	+26	+1	+3

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 Cumberland Elementary School, Haynes Middle school, and Whites Creek High School. Cumberland Elementary School is identified at capacity. Haynes Middle School and Whites Creek High school are identified as exceedingly under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 10/23/2025



2025Z-087PR-001

Map 069-16, Parcel(s) 121, 210

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Joy Kimbrough)



Metro Planning Commission Meeting of 10/23/2025

Item #28

Council District

School District

Requested by

Zone Change 2025Z-087PR-001

01 – Kimbrough

01 – Taylor

Proverbs Build Homes LLC, 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 the properties located at 1905 and 1907 Ashton Avenue, approximately 337 feet south of John Mallette Drive (0.48 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 two single-family lots. 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 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 two duplex lots, resulting in a possible total of four 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.*

BORDEAUX—WHITES CREEK—HAYNES TRINITY 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.



Metro Planning Commission Meeting of 10/23/2025

ANALYSIS

The application consists of two parcels totaling 0.48 acres located at 1905 and 1907 Ashton Avenue, approximately 337 feet south of John Mallette Drive. The subject parcels are currently vacant and have been zoned Single Family Residential (RS10) since 1998. The land uses of the surrounding properties are predominantly single family and two-family residential with some vacant lots. The subject properties have frontage along Ashton Avenue, which is a local street. The surrounding parcels are zoned R10, and RS10. The surrounding land uses are mix of single-family, one and two-family residential with vacant lots.

The application proposes to rezone the properties from Single Family Residential (RS10) to One and Two-Family Residential (R10). The requested R10 zoning district could potentially allow two duplex lots for a total of up to four units. The properties are 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 zoning allows for one or two-family residential uses, which would increase housing choice in the area. Several surrounding parcels have recently been rezoned with higher densities. A majority of these zoning changes were from RS10 to R10. The subject properties are located quarter mile from Clarksville Pike, which is classified as an Arterial Boulevard in Major and Collector Street Plan (MCSP), where several WeGo bus stops are located. The subject properties are located approximately two blocks away from Cumberland High School. The proposed R10 zoning is appropriate given the site's proximity to a busy arterial, and a high school. T3 NE policy supports changes in housing type and increased density within the policy area. It also intends to provide housing variety by considering and responding to the existing context.

The proposed R10 zoning district will permit additional density in the neighborhood in a manner that preserves the suburban character of the neighborhood. It represents a modest increase in intensity, consistent with the surrounding context and goals of the policy. Therefore, 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)	0.48	4.35 F	2 U	28	7	2



Metro Planning Commission Meeting of 10/23/2025

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)	0.48	6.43 F	4 U	54	8	5

*Based on two-family lots

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
-	-	-	-	+26	+1	+3

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 Cumberland Elementary School, Haynes Middle school, and Whites Creek High School. Cumberland Elementary School is identified at capacity. Haynes Middle School and Whites Creek High school are identified as exceedingly under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 10/23/2025



2025Z-088PR-001

Map 069-16, Parcel(s) 113

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Joy Kimbrough)



Metro Planning Commission Meeting of 10/23/2025

Item #29

Council District

School District

Requested by

Zone Change 2025Z-088PR-001

01 – Kimbrough

01 – Taylor

Andrea Hutchinson, applicant; Tom and Andrea Hutchinson and Jason Parizek, owners.

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 1812 Elizabeth Road, approximately 385 feet south of John Mallette Drive (0.46 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 two single-family lots. 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 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 two duplex lots, resulting in a possible total of four 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.*

BORDEAUX—WHITES CREEK—HAYNES TRINITY 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.



Metro Planning Commission Meeting of 10/23/2025

ANALYSIS

The subject site consists of one parcel totaling 0.46 acres located at 1812 Elizabeth Road, approximately 385 feet south of John Mallette Drive. The site has been developed with a single-family use, zoned RS10 since 1998. The property was previously zoned One and Two-family residential (R10). The subject site has frontage along Elizabeth Road which is a local street. The surrounding parcels are zoned R10, RS10, and Specific Plan (SP). The surrounding land uses are a mix of single-family, one and two-family residential with vacant lots and SP. The SP to the west includes a plan for 28 multi-family residential units.

The application proposes to rezone the property from Single Family Residential (RS10) to One and Two-Family Residential (R10). The requested R10 zoning district would potentially allow two duplex lots for a total of up to four units. 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 zoning allows for one or two-family residential uses, which would increase housing choice in the area. Several surrounding parcels have recently been rezoned with higher densities. A majority of these zoning changes were from RS10 to R10. The subject property is located a quarter mile from Clarksville Pike, which is classified as an Arterial Boulevard in the Major and Collector Street Plan (MCSP), where several WeGo bus stops are located. The subject property is located approximately three blocks away from Cumberland High School. The proposed R10 zoning is appropriate given the site's proximity to a busy arterial, a high school, and multi-family development. T3 NE policy supports changes in housing type and increased density within the policy area. It also intends to provide housing variety by considering and responding to the existing context.

The proposed R10 zoning district will permit additional density in the neighborhood in a manner that preserves the suburban character of the neighborhood. It represents a modest increase in intensity, consistent with the surrounding context and goals of the policy. Therefore, 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)	0.48	4.35 F	2 U	28	7	2



Metro Planning Commission Meeting of 10/23/2025

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)	0.48	6.25 F	4 U	54	8	5

*Based on two-family lots

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
-	-	-	-	+26	+1	+3

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 Cumberland Elementary School, Haynes Middle school, and Whites Creek High School. Cumberland Elementary School is identified at capacity. Haynes Middle School and Whites Creek High school are identified as exceedingly under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 10/23/2025



2025Z-090PR-001

Map 070-16, Parcel(s) 019

Map 071-13, Parcel(s) 013, 019

08, North Nashville

02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 10/23/2025

Item #30

Council District

School District

Requested by

Zone Change 2025Z-090PR-001

02 – Toombs

05 – Fayne

Centric Architecture, applicant; BPAZ Holdings 6, LLC, owner.

Staff Reviewer

Chen

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from IWD to MUG-NS.

Zone Change

A request to rezone from Industrial Warehousing/Distribution (IWD) to Mixed-Use General - No STRP (MUG-NS) zoning for properties located at 220, 230, and 240 Great Circle Road, located approximately 428 feet north of Vantage Way (15.07 acres).

Existing Zoning

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

Proposed Zoning

Mixed-Use General - No STRP (MUG-NS) is intended for a moderately high intensity mixture of residential, retail, and office uses. *The -NS designation prohibits Short Term Rental Property – Owner Occupied and Short Term Rental Property – Not-Owner Occupied uses from the district.*

NORTH NASHVILLE COMMUNITY PLAN

D Employment Center (D EC) is intended to enhance and create concentrations of employment that are often in a campus-like setting. A mixture of office and commercial uses are present but are not necessarily vertically mixed. Light industrial uses may also be present in appropriate locations with careful attention paid to building form, site design, and operational performance standards to ensure compatibility with other uses in and adjacent to the D EC area. Secondary and supportive uses such as convenience retail, restaurants, and services for the employees and medium- to high-density residential are also present.

ANALYSIS

The application consists of three parcels totaling 15.07 acres, located at 220, 230, and 240 Great Circle Road, located approximately 428 feet north of Vantage Way. The properties have been zoned IWD since 1998. The subject sites are developed as business centers. The surrounding uses include medical office, office, terminal/distribution warehouse, and multi-family residential. The surrounding zoning includes MUG-NS, MUG (Mixed-Use General), MUL (Mixed-Use Limited), OG (Office General) and IWD. The site has frontage along Great Circle Road, classified as a local street in the Major and Collector Street Plan (MCSP).



Metro Planning Commission Meeting of 10/23/2025

The application proposes to rezone the properties from Industrial Warehousing/Distribution (IWD) to Mixed-Use General - No STRP (MUG-NS). The proposed zoning district allows for commercial uses, as well as residential. The -NS designation prohibits both owner-occupied and non-owner-occupied short-term rental properties from the district.

The property is located within the District Employment Center policy which is intended to enhance and create concentrations of employment that are often in a campus-like setting. A mixture of office and commercial uses are the primary uses in the policy area while retail, restaurants, services and medium- to high-density residential are also appropriate as secondary uses. The MUG-NS zoning district allows for a variety of uses consistent with the D EC policy's guidance by encouraging concentrations of employment, with secondary and supportive commercial activity and housing opportunities.

The subject site is over 15 acres, which positions it for coordinated redevelopment at a scale appropriate for the D EC policy. Large sites are expected to be designed with attention to form, connectivity, and operational standards. Rezoning to MUG-NS will provide opportunities for redevelopment with a broader range of uses compatible with the policy. Several properties surrounding the subject site have been rezoned to Mixed Use General (MUG) in recent years. The property immediately south was rezoned to MUG in 2023, the property immediately north was rezoned to MUG in 2017, and multiple properties immediately to the west were rezoned to MUG in 2021 and 2023. Given the existing development pattern in the area, the proposed MUG-NS district introduces a mixture of uses at an appropriate scale and is consistent with the character of the surrounding employment context.

There is a balance that must be struck in Employment Centers between employment and supporting residential, and it is critical to ensure that the balance is not tipping too heavily to residential uses. MUG-NS allows for retail, restaurants, and residential uses which are complementary and supportive of the primary function of a D-EC policy area to provide intense concentrations of jobs. The rezoning aligns with the land use goals of the D EC policy by reinforcing the area as an employment center while permitting supportive housing and services.

FIRE RECOMMENDATION

Approve

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)	15.07	0.8 F	525,159 SF	875	90	100



Metro Planning Commission Meeting of 10/23/2025

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	7.53	3.0 F	328 U	1,786	110	139

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	3.76	3.0 F	491,356 SF	18,549	462	1,872

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	3.76	3.0 F	491,356 SF	55,120	4,884	4,800

Traffic changes between maximum: IWD and MUG-A-NS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+74,580	+5,366	+6,711

METRO SCHOOL BOARD REPORT

The proposed MUG-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 Jones Paideia Elementary Magnet School, John Early Middle School, and Pearl-Cohn High School. Jones Paideia Elementary Magnet School is identified under capacity, and John Early Middle School and Pearl-Cohn High School are 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 10/23/2025



2025Z-092PR-001

Map 119-01, Parcel(s) 457

11, South Nashville

16 (Ginny Welsch)



Metro Planning Commission Meeting of 10/23/2025

Item #31

Council District

School District

Requested by

Zone Change 2025Z-092PR-001

16 – Welsch

07 – Player

Kurt Goebel, applicant; Kurt and Ellen Goebel, owner.

Staff Reviewer

Dhital

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential Alternative (R6-A) for property located at 308 Peachtree Street, approximately 212 feet west of Burbank Avenue (0.26 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 8.71 dwelling units per acre. *Based on acreage alone, RS5 would permit a maximum of two single-family lots. This does not account for compliance with the Metro Subdivision Regulations.*

Proposed Zoning

One and Two-Family Residential (R6-Alternative) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.26 dwelling units per acre, including 25 percent duplex lots, and is designed to create walkable neighborhoods through appropriate building placement and bulk standards. *Based on acreage alone, R6-A would permit a maximum of one lot with one duplex lot for a total of two units. This does not account for compliance with the Metro Subdivision Regulations.*

SOUTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The subject property consists of one parcel totaling 0.26 acres located at 308 Peachtree Street, approximately 212 feet west of Burbank Avenue. This property has been zoned Single-Family residential (RS5) since 2004. The property was previously zoned One and Two-Family Residential (R6). The property is located within the Urban Zoning Overlay (UZO). The site has been developed with single-family residential use, with an improved alley, Alley #1860, along the rear of the parcel. The surrounding land uses are predominantly single-family residential and one-and two-family



Metro Planning Commission Meeting of 10/23/2025

residential, zoned RS5 and R6-A. The property has frontage along Peachtree Street, which is a local street. The existing structure on the property is Eligible to be listed in the National Register of Historic Designated Properties (NRE).

The property is located within the Urban Neighborhood Maintenance (T4 NM) policy area, which is intended to create moderate to high-density residential development patterns, building forms/types, setbacks, and building rhythms along the street. There are already one- and two-family uses established in this area, which align with the policy to provide moderate levels of density. The subject site is located approximately one quarter mile from Nolensville Pike, where two WeGo bus stops are located. The property is also located less than a quarter mile from Foster Avenue, which is classified as an Arterial Boulevard in the Major and Collector Street Plan (MCSP).

The subject site is identified as a neighborhood in the Nashville Next Plan. The Nashville Next Plan recognizes that neighborhoods serve as the backbone of the community by providing homes for residents at all stages of life, situated near corridors, centers, and open spaces. These policies promote a carefully integrated, well-designed mix of housing types that reflect both the existing and envisioned character of the neighborhood. The subject site's proximity to the Nolensville Pike corridor supports the Nashville Next objectives, making it suitable for appropriately-scaled residential growth that aligns with the community plan.

The proposed zone change to R6-A aligns with policy goals by maintaining the existing residential character, while accommodating new growth. The proposed Alternative (-A) standards would ensure that future development on the site has an urban form, consistent with policy guidance. There is an improved alley to the rear of the site that would be required to be utilized for access to the site to meet the Alternative (-A) standards. Staff recommends approval of the requested rezoning.

FIRE RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: RS5

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

Maximum Uses in Proposed Zoning District: R6-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two- Family Residential* (210)	0.26	11.1 F	2 U	28	7	2

*Based on two-family lots



Metro Planning Commission Meeting of 10/23/2025

Traffic changes between maximum: RS5 and R6-A

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

METRO SCHOOL BOARD REPORT

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

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

The proposed zoning is not expected to generate any additional students than the existing RS5 zoning district. Students would attend John B. Whitsitt Elementary School, Cameron College Preparatory, and Glencliff High School. John B. Whitsitt Elementary School is identified as overcapacity. Cameron College Preparatory is identified as under capacity. Glencliff High school is identified 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.