

# Metropolitan Planning Commission



Staff Reports

**August 14, 2025**



## Metro Planning Commission Meeting of 08/14/2025

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



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**NO SKETCH**



## Metro Planning Commission Meeting of 08/14/2025

### Item #1

#### Project Name

Council Bill No.

Council District

School District

Requested by

### Text Amendment 2025Z-005TX-001

#### Beer and Cigarette Markets

BL2025-908

Countywide

Countywide

Councilmember Emily Benedict

### Deferrals

This item was deferred at the July 24, 2025, Planning Commission meeting. A public hearing was held and closed on July 24, 2025.

### MPC Rules and Procedures

This item was deferred to the August 14, 2025, Metropolitan Planning Commission meeting after the public hearing was closed and the four-week deferral requirement per section VIII.D of the Rules and Procedures of the Metropolitan Planning Commission was suspended.

### Staff Reviewer

Shane

### Staff Recommendation

*Approve a substitute ordinance.*

## APPLICANT REQUEST

Amend the Zoning Code regarding beer and cigarette market uses.

## PROPOSED AMENDMENTS TO TITLE 17

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

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

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

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



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

### I. Beer and Cigarette Market.

#### 1. Location.

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

## **BACKGROUND**

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

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

## **ANALYSIS**

The bill as filed prohibits any new beer and cigarette market from being located less than one thousand three hundred twenty (1,320) linear feet from another such use, with no more than one such use being located upon a single parcel. It further prohibits such uses from being located on a parcel that is less than one hundred feet from a parcel that contains a residential dwelling unit,



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religious institution, school or its playground, a park, or a licensed day care home or center or its playground, with this provision not applying within the Core Frame (CF), Core Frame-No Short Term Rental (CF-NS), or Downtown Code (DTC) zoning districts. Other provisions within the bill make reference to the regulations governing businesses selling alcoholic beverages found in Section 7.08.090 of the code and to new signage and lighting design standards proposed for this use.

Staff is recommending approval of a substitute that exempts CF, CF-NS, and DTC zoning districts from the requirement that beer and cigarette markets be located more than 1,320 linear feet from another such use. Following the first Planning Commission hearing, staff received feedback from the councilmember representing the downtown area with a concern that the 1,320-foot distance requirement would not apply within the DTC zoning districts. The proposed substitute text amendment removed the CF and DTC zoning districts from the distance requirement. In the DTC zoning district this was due to the T6 land use policy which supports a higher density and concentration of all uses due to the volume of residents and visitors in the area and with the limited area and denser parcel configuration of the area zoned DTC, the distance requirement may be too restrictive. Planning staff is looking at balancing a prohibition on uses with an overconcentration of uses. If the buffer is too great, it may result in no additional parcels being available for the use and further entrenching non-conforming land uses. At the same time, staff understands the intent of a buffer for trying to prevent an overconcentration of these uses. If at council, an amendment is filed to remove the exemption for CF and DTC zoning districts from I.1.a. of the substitute and add in a new distance requirement not to exceed 1,320 feet, Planning staff would not consider this action as making a disapproved bill. Staff would recommend that the distance be reduced from 1,320 feet due to the smaller parcel configuration in the DTC area and the intent of the policy to provide all uses at a higher concentration. Staff would recommend that any changes that are made to the distance requirement for the DTC zoning district also be applied to the CF zoning district as they tend to geographically be applied to similar areas and to not create a third distance requirement for this use. All provisions of the bill related to signage and lighting would still apply to beer and cigarette market uses in the DTC and CF zoned properties. The substitute also removes the distance requirement on beer and cigarette markets from being located on a parcel that is less than one hundred feet from a parcel that contains a residential dwelling unit as it would be too restrictive.

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

- Requiring beer and cigarette markets within the CF, CF-NS, and DTC zoning districts to be located more than 1,320 linear feet from another such use is difficult in an area with the intensity of population and uses found downtown. As outlined above, staff finds that such a distance requirement in the urban core may be overly restrictive.
- Additionally, the 100-foot separation requirement from residential dwelling units is inconsistent with how the code addresses other uses that may impact residential properties.



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For example, the zoning code currently requires minimum spacing distances between automobile repair shops, pawn shops, and alternative financial services establishments. The distance in each of these cases that such uses must maintain from other instances of the same use is also specified as one thousand three hundred twenty (1,320) linear feet. However, automobile repair, pawn shops, and alternative financial services are not subject to a 100-foot buffer from residential properties, despite their potential for external impacts. Staff finds that this distance requirement is inconsistent with other parts of the code.

- The majority of commercial corridors within Metro Nashville feature commercially zoned property backing up directly to residential neighborhoods. Even when alleys are present, the distance rarely is greater than one hundred feet. From a land use policy standpoint, this is where retail services are, generally, intended to be located. Based on a visual survey and mapping of beer and cigarette markets along Gallatin Pike, leaving the one-hundred-foot separation requirement from residential uses within the bill would leave no remaining sites available for this use between Five Points and Briley Parkway. Removing this distance requirement would most likely allow several additional future sites. If the intent of the bill is to effectively prohibit new beer and cigarette markets on most commercial corridors, the lack of legislative findings could raise legal concerns. Without a stated basis, such a restriction may be perceived as arbitrary or discriminatory.
- In extreme cases, a de facto ban could raise the risk of state-level preemption, particularly if it is viewed as unfairly targeting a legally operating business type.
- Aligning the conditions of the bill with other comparable uses would improve internal consistency in the zoning code and reduce exposure to legal or procedural challenges.

Separately, state law requires establishments licensed to sell certain hemp products to be located more than 1,000 feet from a K-12 private school, public school, or charter school—TCA 43-27-206(b)(3)(A). This is more restrictive than the regulations proposed with this text amendment regarding distance to a school or its playground. Also, beer permit holders are already subject to a 100-foot buffer from “a place of worship, a school or its playground, a park, a licensed day care center or nursery school or their playgrounds, or a dwelling for one or two families” per Section 7.08.090 of the Code. However, this section in Title 7 provides for many exceptions. Beer and cigarette markets would no longer be able to take advantage of those exceptions, as the proposed ordinance does not allow the exceptions. While beer permit holders for non-beer and cigarette market establishments are a separate group and would be unaffected by the proposed amendment, confusion could occur around beer and cigarette markets being subject to more restrictive standards than other beer-related uses. These considerations do not invalidate the inferred purpose of the bill but are worth raising.

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

### **ZONING ADMINISTRATOR RECOMMENDATION**

No exception taken.

### **FISCAL IMPACT RECOMMENDATION**

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



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### COUNCIL

The proposed amendment passed first reading at the July 1, 2025, Council meeting. Second reading and public hearing is scheduled for September 2, 2025.

### MPC RULES AND PROCEDURES/TEXT AMENDMENT REVIEW PROCESS

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

Following a public hearing at the July 24, 2025, meeting, this item was deferred to the August 14, 2025, Planning Commission meeting after a suspension of the rules and procedures that require a four-week deferral. At the July 24, 2025, MPC meeting, no members of the public spoke on this amendment, and the Commission asked clarifying questions of staff.

### STAFF RECOMMENDATION

*Approve a substitute ordinance.*

### SUBSTITUTE ORDINANCE NO. BL2025-908

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

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

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

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	Beer and cigarette market		PC	PC	PC						PC	PC	PC	PC	PC	PC	<u>PC</u>	PC	PC	PC	PC	PC	P	P	P



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- #### 3. Lighting.
- Lighting placed around the perimeter of a window, door, or other opening, either internal or external to the structure, that creates illumination that is plainly visible from the exterior of the structure shall be prohibited.

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

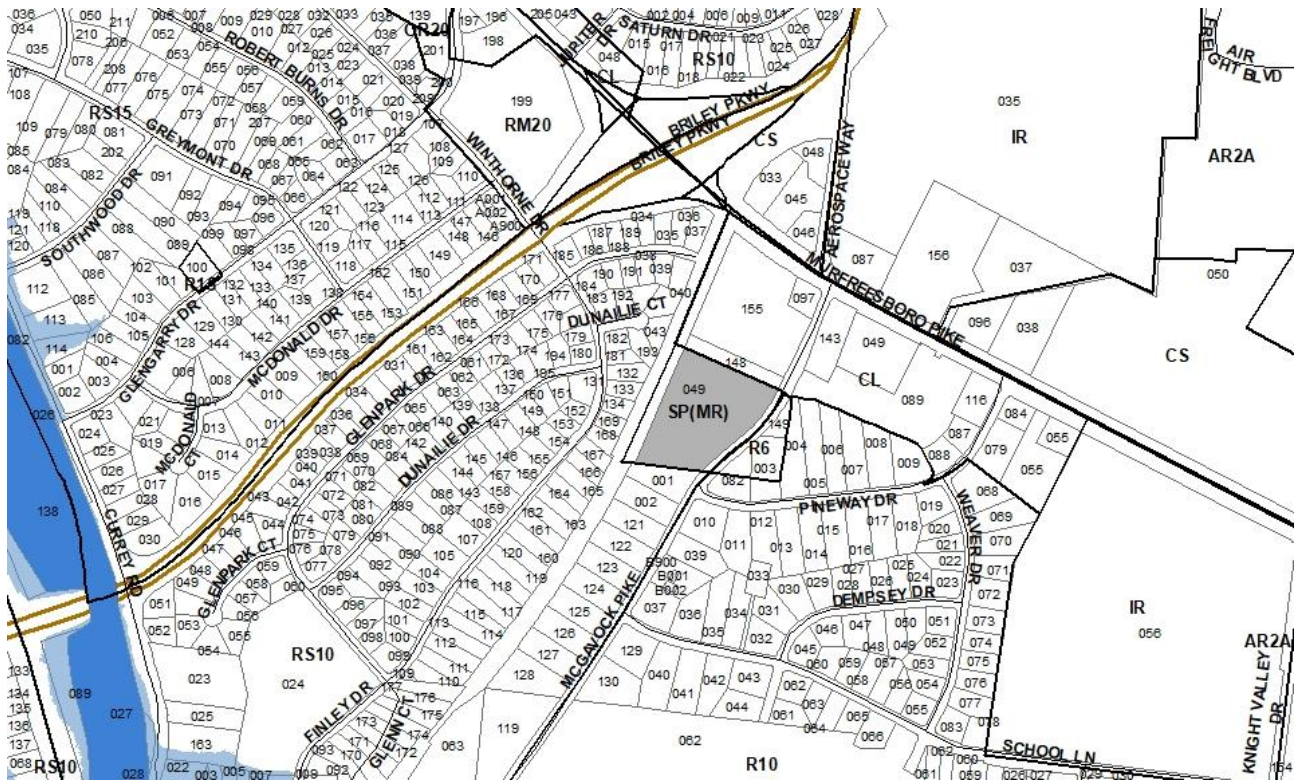
Section 4. This Ordinance shall take effect upon publication of above said notice announcing such change in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.



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**2018SP-020-002**

**3325 MCGAVOCK PIKE (AMENDMENT)**

Map 120, Parcel(s) 049

13, Antioch – Priest Lake

13 (Russ Bradford)



## Metro Planning Commission Meeting of 08/14/2025

<b>Item #2</b>	<b>Specific Plan 2018SP-020-002</b>
<b>Project Name</b>	<b>3325 McGavock Pike (Amendment)</b>
<b>Council District</b>	13 – Bradford
<b>School District</b>	07 – Player
<b>Requested by</b>	Fulmer Lucas Engineering, applicant; Hessel Properties, GP, owner.
<b>Deferrals</b>	This item was deferred at the June 26, 2025, and July 24, 2025, Planning Commission meetings. No public hearing was held.
<b>Staff Reviewer</b>	Shane
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

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### APPLICANT REQUEST Amend a Specific Plan.

#### SP Amendment

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

#### **Existing Zoning**

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

#### **ANTIOCH-PRIEST LAKE COMMUNITY PLAN**

T3 Suburban Neighborhood Maintenance (T3 NM) is intended to maintain the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T3 NM areas have an established development pattern consisting of low- to moderate-density residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle, and vehicular connectivity.

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





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### SITE CONTEXT

This is a request to amend the McGavock Pike Property Specific Plan (SP), located on the western side of McGavock Pike, approximately 550 feet south of its intersection with Murfreesboro Pike. The surrounding context includes an office building with a large surface parking lot, zoned Commercial Limited (CL) and within the District Office Concentration (D-OC) policy; single-family and duplex uses to the east across McGavock Pike, zoned One and Two-Family Residential (R6 and R10) and within the T3 Neighborhood Maintenance (T3 NM) policy, (one of these parcels is vacant, and none of them front McGavock Pike); and single-family homes to the west and south, zoned R10 and also within the T3 NM policy. A railroad ROW separates the subject property from those to the west.

### HISTORY AND REQUEST DETAILS

The SP that is currently in place (2018SP-020-001) was adopted by Metro Council (BL2018-1121) in April 2018, after a recommendation of approval was provided by the Planning Commission at its February 22, 2018, meeting. The approved SP includes a 6.01-acre development permitting 37 detached and attached multi-family residential units accessed along new private drives.

The proposed amendment seeks to increase the unit count entitlement from 37 to 71 multi-family residential units (an increase of 34 units) and convert the externally facing units to attached two-unit clusters and all interior units to stacked flats. The private drives will remain private and provide the same circulation concept, with the exception of the removal of the private alley on the northern side.

#### Site Plan

The amendment proposes 14 attached multi-family residential units (in two-unit clusters) facing the eastern and southern property lines. The rears of these units and the fronts of the interior units, which consist of six three-story stacked flats buildings (containing 57 units), will be accessed by a private drive network intersecting with McGavock Pike near the northeastern corner of the site. The general private drive layout remains mostly unchanged, with the exception of the removal of the private alley in the northern portion of the site and the addition of several small parking areas accessed off the main internal loop drive. Parallel parking is also located along the private drive between the northernmost stacked flats buildings. Railroad right-of-way (ROW) exists all along the western property boundary, preventing any stub-outs or future connectivity in that direction. The southern portion of the site contains the Finley Branch stream and its associated buffers. The stormwater mitigation area is also proposed for this vicinity because of its lower elevation. North of the site is an office building and its surface parking lot.

Sidewalk improvements consistent with Major and Collector Street Plan standards along the site frontage on McGavock Pike are shown on the plan. The internal private sidewalk system connects all units to the public sidewalk system. Nashville Department of Transportation (NDOT) conditions include assessing the feasibility of continuing the sidewalk along McGavock Pike north to the first driveway of the adjacent office property.

Maximum height as listed on the plan is 40 feet for the stacked flats buildings and 35 feet for the two-unit buildings. No maximum height in stories is listed on the plans, but the renderings graphically show three stories for the stacked flats buildings and two stories for the attached two-



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unit buildings. It is a condition of approval that height be limited to three stories in 38 feet for stacked flats buildings and two stories in 30 feet for the attached two-units buildings.

Architectural standards are provided and include requirements for glazing, raised foundations, and porch depths. All units orient to either public streets or pedestrian-scaled private drives. Parking is provided via parallel parking spaces, by head-in surface parking, and by garages. Usable open space is provided in the center of the site. The fallback zoning is Multi-Family Residential (RM15), and so landscape buffer yards as required by Code are shown along all property lines that require them.

### ANALYSIS

This amendment proposes to provide additional housing choices within an area that consists primarily of single-family residential development and some two-family residential uses. This development proposes attached two-family units and stacked flats multi-family residential units consistent with the site's role as an infill property and as a transition area from the more intense District Office Concentration (D OC) policy directly to the north and the T3 Suburban Maintenance (T3 NM) policy to the west, south, and east. A stream and a large area of existing trees will serve as a landscape buffer along the southern site boundary, separating the site from the closest adjacent developed area of a lower intensity (the majority of the single-family parcels directly across McGavock Pike to the east are vacant).

The T3 NM policy provides guidance for "infill" sites, such as this property. The policy explains that infill sites are properties that are currently "vacant, underutilized, or in a nonresidential use that could redevelop." The guidance for these sites suggests that a broader mix of housing types than the rest of the policy area may be supported. With these sites, however, there is a greater need for intentionality in providing appropriate design that transitions in building type, massing, and orientation in order to blend new development into the surrounding neighborhood. The subject site along McGavock Pike is larger than surrounding residential properties and minimally developed. Opportunities for infill redevelopment are appropriate here if designed well to fit within the context of the neighborhood. The SP proposal accomplishes this by providing a broader mix of housing types (attached units and stacked flats) while transitioning to blocks of two units along the exterior-facing property lines. These units are similar in massing, spacing, and size to the units fronting McGavock in the originally approved SP.

The stacked flats units present within the interior of the development are limited by the plan to 3 stories in 40 feet (with a condition below requiring that to be reduced to 38 feet). To the west, these buildings are buffered from the surrounding T3 NM area with its established single-family neighborhood by a railroad, and the required parking for this more intense use is dispersed in small parking areas throughout the site and mostly hidden from public view from McGavock Pike. This allows these stacked flats buildings to orient to the pedestrian realm, with only a few parallel parking spaces along the main internal private drive.

The plan introduces a new housing type into this area of T3 NM policy, and the site's unique location between a large office building and parking lot, a railroad, and a creek sufficiently buffer it from the nearby neighborhoods and enable it to more sensitively implement the policy guidance on infill sites. Additionally, the design of the site, from its transitions to its pedestrian-oriented layout



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and scale, meet the objectives of the T3 NM policy while providing more housing than the originally approved multi-family residential SP.

### **WEGO PUBLIC TRANSIT RECOMMENDATION**

#### **Approve with conditions**

- WeGo supports NDOT requests for a feasibility analysis prior to Final SP about improving pedestrian connectivity between the site boundary and the bus stops at the intersection of Murfreesboro Pike and McGavock Pike.
- If no contribution towards provision of those pedestrian facilities is made at Final SP, WeGo may request contributions to the provision of that connectivity or to transit related to the site improvements and proportionate to the development at Final SP.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve**

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

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

### **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 public access point (ramps, drives) should meet AASHTO stopping sight distance requirements.
- Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc., shall be designed and called out per NDOT standard details.
- There shall be no earthen retaining walls installed in the public ROW. Provide TDOT spec. guardrail and/or NDOT-approved handrail where necessary along ROW. There shall be no earthen wall tie-back supports encroaching into the public ROW.
- There shall be no vertical obstructions in new public sidewalks and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement ([solidwastereview@nashville.gov](mailto: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.

### **NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- At Final SP, the applicant shall continue to coordinate with NDOT on the feasibility of a sidewalk extension, within the existing public ROW, from the northern property line to the neighboring property's (3301 McGavock Pike) nearest access point, approximately 125 feet. This will require additional survey data to determine the available ROW and, due to the



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existing grade, a short retaining structure (knee-wall) will also be required. The exact dimensions of the sidewalk will be determined based on the new survey data. If the construction of the sidewalk is determined to be feasible, within the existing ROW, then the applicant shall install the sidewalk extension.

- Modifications/relocation of the existing guardrail to align with current TDOT standards for pedestrian traffic will be required for the bridge culvert along the developments frontage. Further coordination with NDOT will be required at Final SP.
- A stamped sight distance exhibit for the proposed access point, per AASHTO standards, shall be submitted at Final SP.
- 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.
- If the sidewalk extension is not feasible, alternative improvements or a contribution may be required.

### WATER SERVICES RECOMMENDATION

#### Approve with conditions

- Approved as a Preliminary SP only. Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final SP approval. The approved construction plans must match the Final Site Plan/SP plans. A Capacity Study must take place and the required capacity reserved by confirmation of capacity fee payment prior to Final Site Plan/SP approval. (Water & Sewer Capacity Fee Permit Nos. T2024105427 & T2024105431). Unless and until 100% of capacity charge has been paid, no water/sewer capacity is guaranteed.

Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	5.89	-	37 U	200	13	17

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	5.89	-	71 U	385	24	31

Traffic changes between maximum: SP and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+34	+185	+11	+14



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### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing SP-MR district: 6 Elementary 4 Middle 3 High**

**Projected student generation proposed SP-MR district: 11 Elementary 7 Middle 6 High**

The proposed SP-MR zoning is expected to generate 11 more students than the existing SP-MR zoning district. Students would attend Glengarry Elementary School, Wright Middle School, and Glencliff High School. Glengarry Elementary School and Glencliff High School are identified as being at capacity while Wright 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 71 multi-family residential units. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited.
2. On the corrected copy, change maximum height for the stacked flats buildings to 38 feet and maximum height for the two-unit buildings to 30 feet.
3. Height shall be limited to three stories for stacked flats buildings and two stories for two-unit buildings.
4. The sidewalk along McGavock Pike may be required to continue to the north, with the final length to be determined with the final site plan. Further coordination with NDOT prior to the submittal of the final site plan is required.
5. 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.
6. No signage is approved with this application. Sign permits must be obtained from Codes at the time of building permit review.
7. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
8. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
9. No master permit/HPR shall be recorded prior to final SP approval.
10. Final plat may be required prior to permitting.
11. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
12. Comply with all conditions and requirements of Metro reviewing agencies.
13. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.



## **Metro Planning Commission Meeting of 08/14/2025**

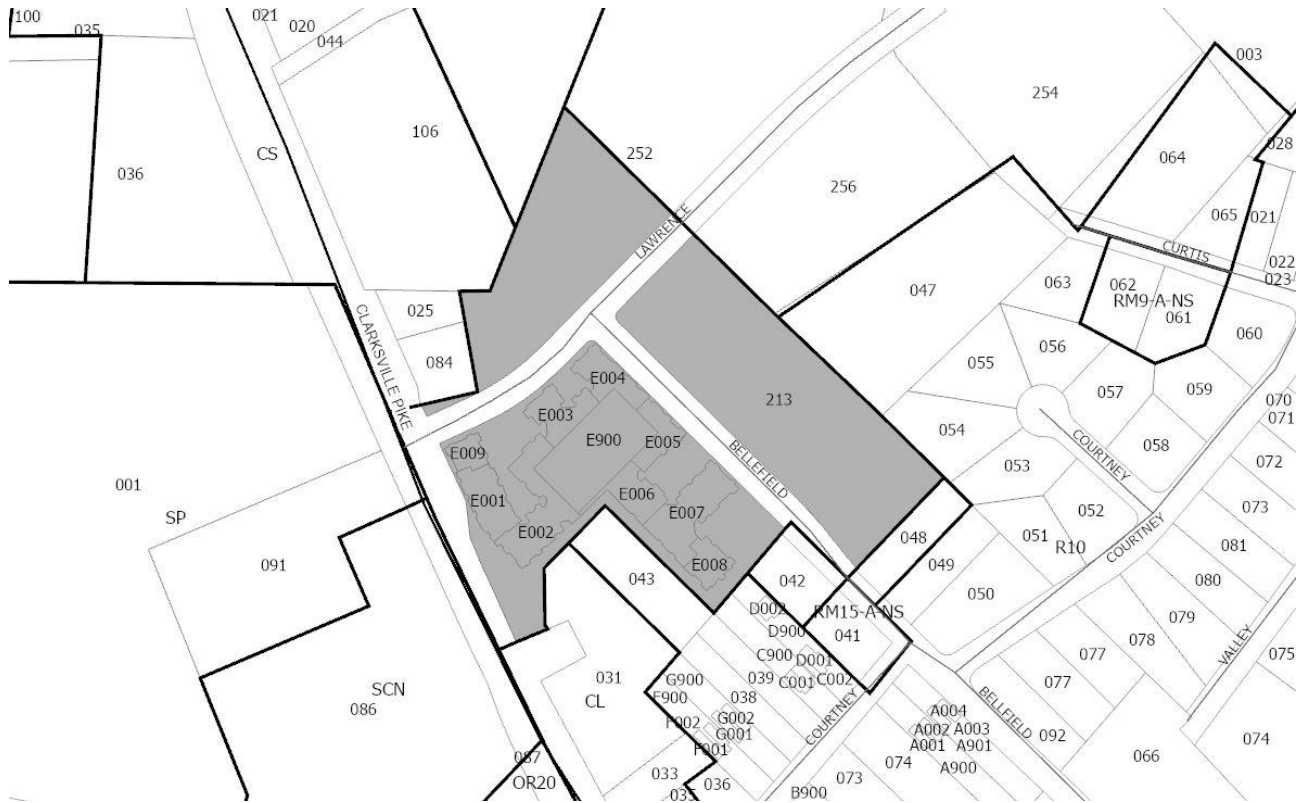
14. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
15. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee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



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 08/14/2025



### 2019SP-066-005

#### CLARKSVILLE PIKE MIXED USE SP (AMENDMENT)

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

Map 069, Portion of Parcel(s) 252

03, Bordeaux - Whites Creek - Haynes Trinity

02 (Kyonzté Toombs)



## Metro Planning Commission Meeting of 08/14/2025

### Item #3

#### Project Name

#### Council District

#### School District

#### Requested by

### Specific Plan 2019SP-066-005

#### Clarksville Pike Mixed Use SP (Amendment)

02 - Toombs

01 – Taylor

Catalyst Design Group, applicant; Woodbine Community Organization (WCO) Inc, MDHA, Clarksville Pike, LLC, and O.I.C. WCO Clarksville Pike Condominium, owners.

#### Deferrals

This item was deferred at the July 24, 2025, Planning Commission meeting. No public hearing was held.

#### Staff Reviewer

Shane

#### Staff Recommendation

*Approve with conditions and disapprove without all conditions.*

---

### APPLICANT REQUEST

**Amend the Clarksville Pike Mixed Use Specific Plan to change the layout and reduce the unit count.**

#### SP Amendment

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

#### **Existing Zoning**

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

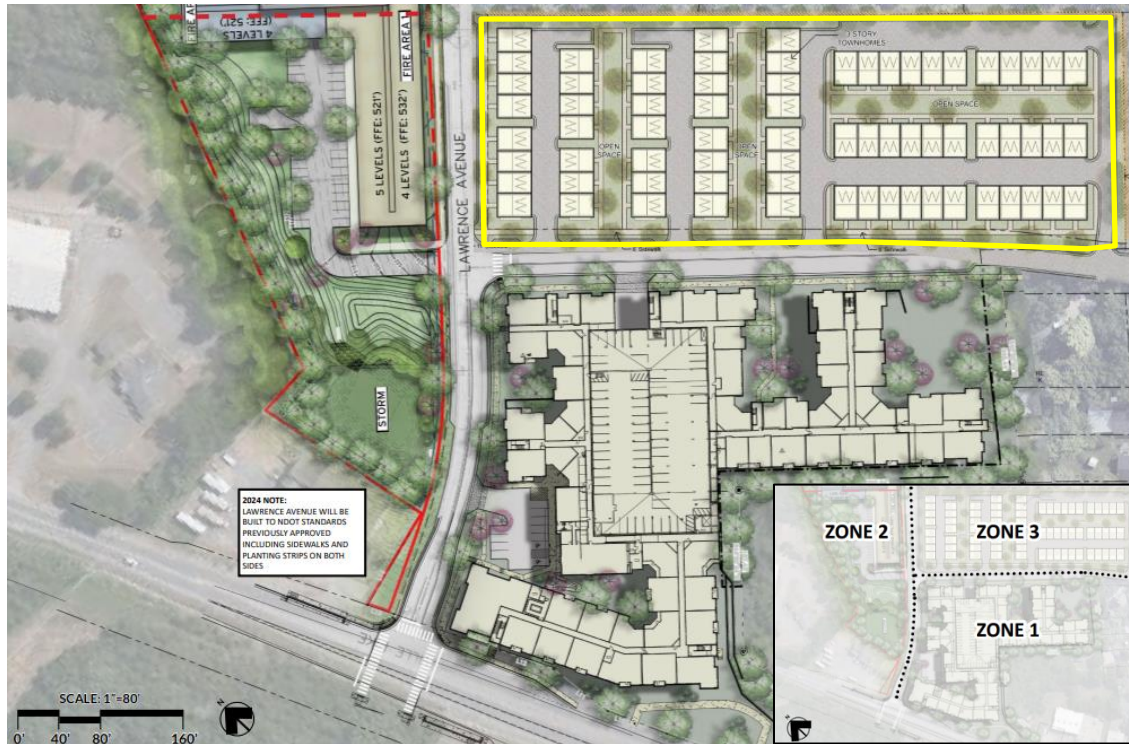
### **BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN**

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

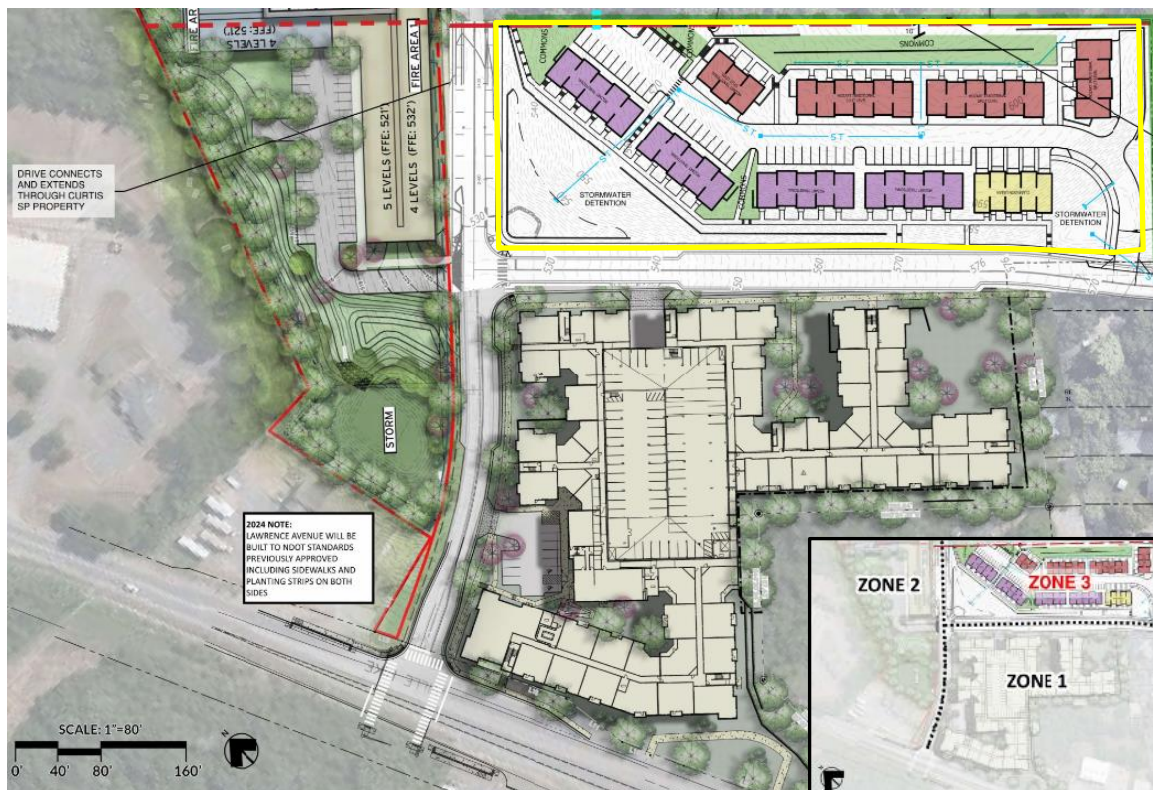
T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy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



## Metro Planning Commission Meeting of 08/14/2025



**Currently Approved Preliminary SP (Zone 3 outlined in yellow)**



**Proposed Amendment (Zone 3 outlined in yellow)**



## Metro Planning Commission Meeting of 08/14/2025

different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

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

### CASE HISTORY

This mixed-use Specific Plan (SP) (Clarksville Pike SP) was recommended for approval at the October 24, 2019, Planning Commission meeting. The bill (BL2020-124) passed third reading at Council on February 18, 2020. The plan includes a maximum of 500 multi-family residential units, and a maximum of 100,000 square feet of non-residential uses, split into three zones (Zones 1 and 2 permit non-residential uses while Zone 3 permits only residential units). Zone 1, the closest to Clarksville Pike, is undergoing permitting. Zone 2, encompassing the area northwest of the proposed new Lawrence Avenue (which intersects with Clarksville Pike), was approved for a mixed-use structure containing a maximum height of five stories within 75 feet and a multi-family structure with a maximum height of four stories within 75 feet. A maximum of 200 multi-family units was approved for this zone. This zone was revised with Case No. 2019SP-066-003 at the July 25, 2024, Planning Commission meeting to remove the five-story mixed use building and increase the height of the multifamily structure to five stories. Zone 3, in the eastern corner, was originally approved for 75 townhomes and was not changed with the July 2024 revision.

To the north is a multi-family residential SP (Curtis Property SP) that was recommended for approval at the October 14, 2021, Planning Commission meeting (Case No. 2021SP-041-001). The bill (BL2021-983) passed third reading at Council on December 21, 2021. It is approved with a maximum of 300 multi-family residential units, split into three zones and three housing types. Zone 1, the closest to Clarksville Pike, includes townhomes and stacked flats (with a maximum of 200 multi-family units possible). This zone was modified with Case No. 2021SP-041-002, approved at the July 25, 2024, Planning Commission meeting, that removed townhome units and replaced them with stacked flats units. One final site plan was subsequently submitted and approved for Zone 2 of the Clarksville Pike SP with 68 units and Zone 1 of the Curtis Property SP (Case No. 2019SP-066-004) with 173 units, allowing the two SPs to become a coordinated development.

### PLAN DETAILS

The SP amendment proposes entitlement changes to the SP as a whole and layout changes to Zone 3 of the approved plan:

- Where Zone 3 previously approved 75 units, 44 units are now proposed. With this change, the overall unit entitlement is reduced by 31 units from 500 to 469. This is because 31 additional units are being requested for the SP to the north under Case No. 2021SP-041-003.



## Metro Planning Commission Meeting of 08/14/2025

- The original design concept of Zone 3, with smaller blocks of only garage-parked units running southwest-northeast and oriented inwardly, has been modified such that more units will face Bellefield Avenue to the southwest, with surface parking to their rear. Another row of garage-parked townhomes will front open space to the northeast.
- The private drives are shown as extending north into the Curtis Street SP, with Zone 3 and the remaining zones of the Curtis Street SP intended as one coordinated development.
- No changes to the permitted nonresidential square footage are proposed with this amendment.

### ANALYSIS

Planning staff has reviewed this application (along with the adjacent Curtis Property application 2021SP-041-003) as amendments to the approved preliminary plans. The two amendments seek to reduce units within the Clarksville Pike SP and correspondingly increase units within the Curtis Street SP and to change the internal circulation concepts and mix of units possible within each SP, with the goal of permitting Zone 3 of the Clarksville Pike SP and the remaining zones of the Curtis Street SP as one coordinated development.

Zone 3 of the Clarksville Pike SP is within the T3 Suburban Neighborhood Evolving (T3 NE) policy area. The changes to the internal circulation and design concept of Zone 3 of the Clarksville Pike SP remain compatible with the goals of this policy area, which include creating and enhancing suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. More surface parking is proposed with this layout, but its impacts are mitigated by being located behind buildings. The new layout responds to the topography of the site, which is heavily sloped. A retaining wall is shown some distance from the corner of Lawrence Avenue and Bellefield Avenue which will allow portions of the elevated topography of Zone 3 to be retained. (A condition requires public-facing retaining walls to be screened.) Units will look out over the corner of this intersection, addressing it visually in a more direct way than the currently approved layout, which shows units at street level at this corner only addressing Lawrence Avenue. Finally, the private drive connections north into the Curtis Street SP will tie this emerging neighborhood together more organically, thus enhancing connectivity in line with the policy guidance.

The proposed changes meet the T3 NE policy and do not deviate from the intent of the currently approved Preliminary SP. All previous conditions of approval remain in place.

### FIRE MARSHAL RECOMMENDATION

#### Approve

- 7/2/2025 revised plan.

### STORMWATER RECOMMENDATION

#### Approve with conditions

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



## Metro Planning Commission Meeting of 08/14/2025

### WATER SERVICES RECOMMENDATION

#### Approve with conditions

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

### NASHVILLE DOT ROADS RECOMMENDATION

#### Approve with conditions

- Comply with all previous traffic and road approval conditions from 2019SP-066-001. Confirm need for secondary access into Zone 3 with fire. Submit fire truck access/turning exhibit for zone 3.

### NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Comply with all previous traffic conditions associated with this case (2019SP-066-001), if not already constructed by the applicant or through the Clarksville Pike TDOT widening project.
- The applicant shall coordinate with NDOT's Traffic Demand Management Coordinator to develop TDM strategy/plan for the future residents of this development prior to U&O.
- The applicant's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (221)	11.23	-	500 U	2,723	166	208

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)	11.23	-	469 U	2,554	155	195

Traffic changes between maximum: SP and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-31	-169	-11	-13



## Metro Planning Commission Meeting of 08/14/2025

### METRO SCHOOL BOARD REPORT

**Projected student generation existing SP-MU district: 113 Elementary 60 Middle 49 High**  
**Projected student generation proposed SP-MU district: 106 Elementary 56 Middle 46 High**

The proposed SP-MU zoning is expected to generate 14 fewer students than the existing SP-MU zoning. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. Cumberland Elementary School is identified as being at capacity while Haynes Middle School and Whites Creek High School were 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 for the overall development shall be limited to a maximum of 469 multi-family residential units and 100,000 square feet of non-residential uses as permitted by the MUL-A zoning district. MUL-A uses shall be limited to Zone 1. Short term rental property-owner occupied and short term rental property-not-owner occupied shall be prohibited.
2. Permitted uses in Zone 3 shall be limited to a maximum of 44 multi-family residential units. Short term rental property-owner occupied and short term rental property-not-owner occupied shall be prohibited.
3. Zone 3 of this SP and the remaining zones of the Curtis Property SP (2021SP-041-003) to the north will be reviewed as one final site plan.
4. All applicable previous bill (BL2020-124) conditions remain in place for this SP.
5. All retaining walls that face a public right-of-way shall feature landscape screening. Coordinate with Planning at final site plan stage to ensure proper heights and coverage. Elevations may be required.
6. 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.
7. No signage is being approved with this application. Sign permits must be obtained from Codes at the time of building permit review.
8. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
9. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
10. No master permit/HPR shall be recorded prior to final SP approval.
11. Final plat may be required prior to permitting.
12. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
13. Comply with all conditions and requirements of Metro reviewing agencies.
14. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of



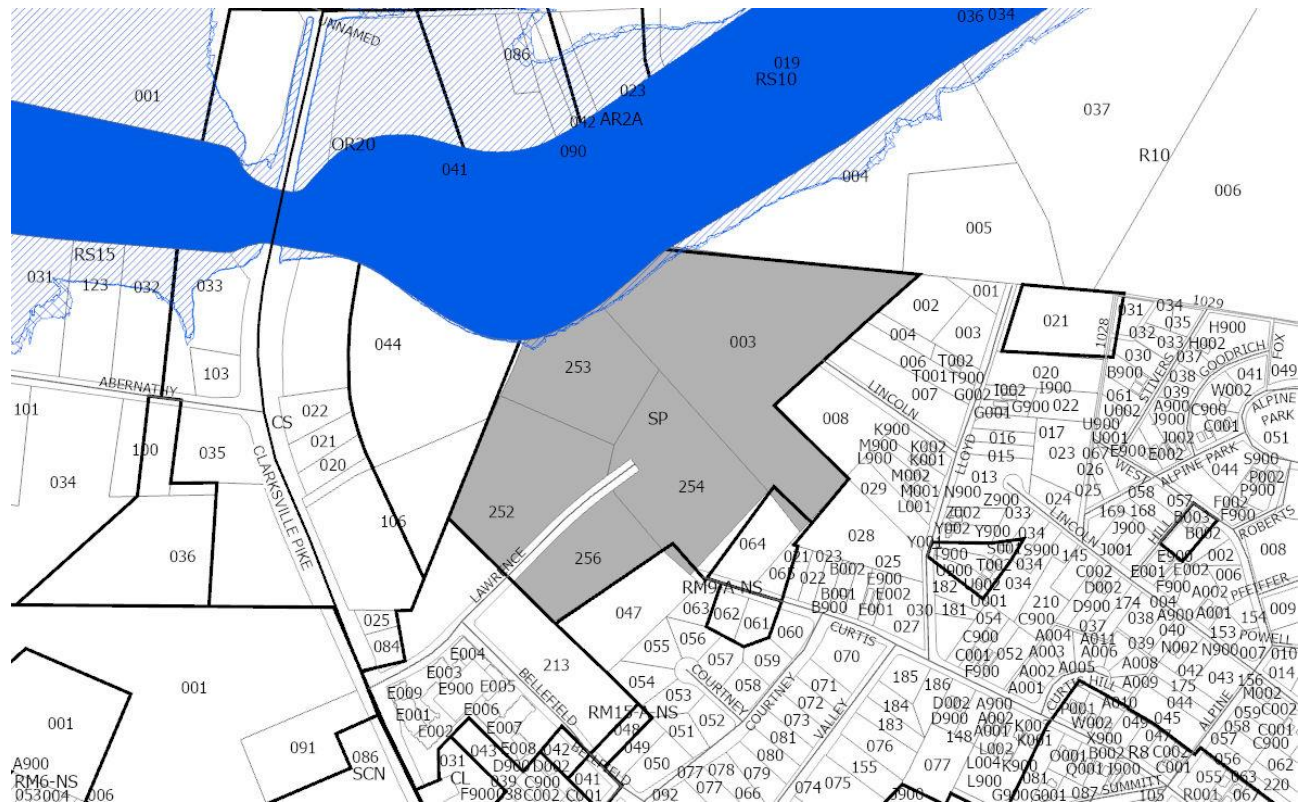
## **Metro Planning Commission Meeting of 08/14/2025**

the MUL-A Zoning district for Zones 1 and 2 and the RM20 Zoning district for Zone 3 as of the date of the applicable request or application. Uses are limited as described in the Council 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. 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.



## Metro Planning Commission Meeting of 08/14/2025



### **2021SP-041-003**

**CURTIS PROPERTY SP (AMENDMENT)**

Map 069, Part of Parcel(s) 252

Map 069, Parcel(s) 253, 254, 256

Map 069-08, Parcel(s) 003

03, Bordeaux – Whites Creek – Haynes Trinity  
02 (Kyonzté Toombs)



## Metro Planning Commission Meeting of 08/14/2025

<b>Item #4</b>	<b>Specific Plan 2021SP-041-003</b>
<b>Project Name</b>	<b>Curtis Property SP (Amendment)</b>
<b>Council District</b>	02 – Toombs
<b>School District</b>	01 – Taylor
<b>Requested by</b>	Catalyst Design Group, applicant; Curtis Street Development LLC and Woodbine Community Organization (WCO) Inc, owners.
<b>Deferrals</b>	This item was deferred at the July 24, 2025, Planning Commission meeting. No public hearing was held.
<b>Staff Reviewer</b>	Shane
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

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### APPLICANT REQUEST

**Amend the Curtis Street Specific Plan to increase the unit count and change the layout.**

#### SP Amendment

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

#### **Existing Zoning**

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

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

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.

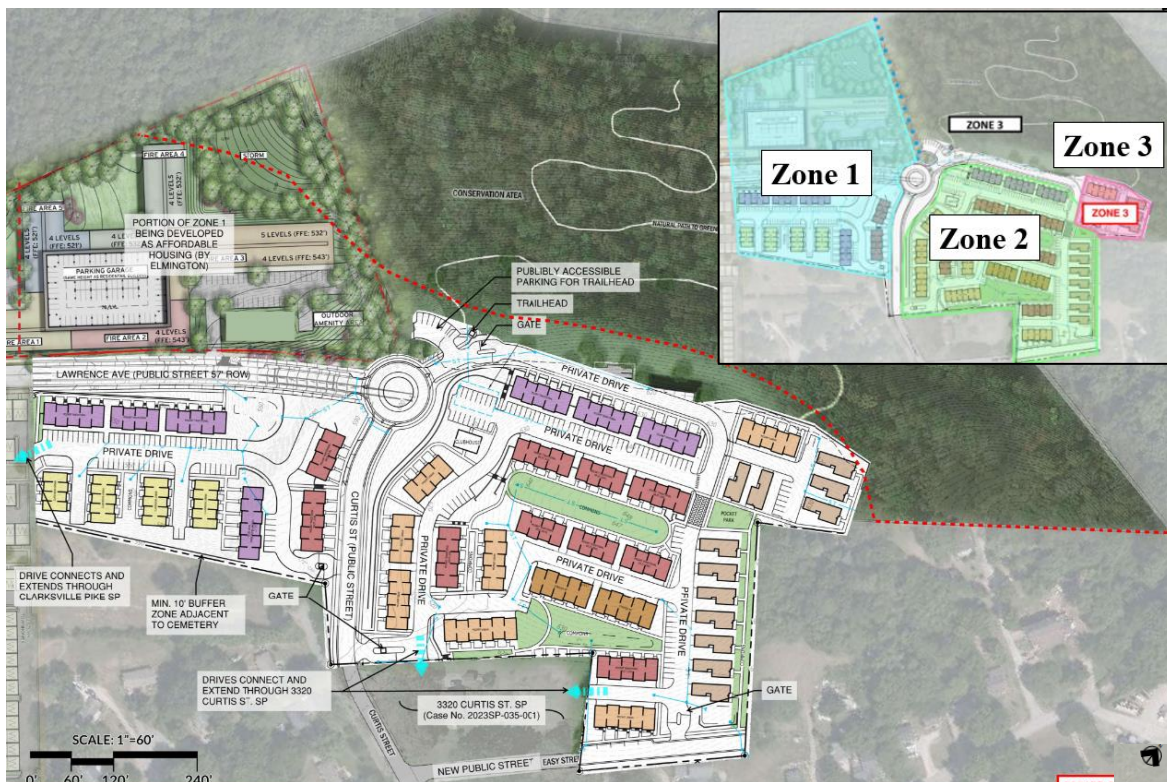
T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy 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,



## Metro Planning Commission Meeting of 08/14/2025



Currently Approved SP with zones





## Metro Planning Commission Meeting of 08/14/2025

### **Proposed Amendment with zones**

and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

### **CASE HISTORY**

This multi-family residential Specific Plan (SP) (Curtis Property SP) was recommended for approval at the October 14, 2021, Planning Commission meeting (2021SP-041-001). The bill (BL2021-983) passed third reading at Council on December 21, 2021. It is approved for a maximum of 300 multi-family residential units, split into three zones and three housing types. Zone 1, the closest to Clarksville Pike, includes townhomes and stacked flats. Zone 2, encompassing most of the buildable interior area, includes townhomes and detached units. Zone 3 also includes townhomes and detached units that back up to steep slopes and largely consists of conservation area.

To the south is a mixed-use SP (Clarksville Pike SP) that was recommended for approval at the October 24, 2019, Planning Commission meeting (Case No. 2019SP-066-001). It is approved for a maximum of 500 multi-family residential units and a maximum of 100,000 square feet of non-residential uses split into three zones. Zone 2, in the northwest corner, includes a maximum of 200 multi-family units. This zone was modified with Case No. 2019SP-066-003 at the July 25, 2024, Planning Commission meeting to remove a five-story mixed use building and increase the height of the multifamily structure to five stories.

Zone 1 of the Curtis Property SP, the closest of its zones to Clarksville Pike, includes townhomes and stacked flats (with a maximum of 200 multi-family units possible). This zone was modified with Case No. 2021SP-041-002, approved at the July 25, 2024, Planning Commission meeting, that removed townhome units and replaced them with stacked flats units. One final site plan was subsequently submitted and approved for Zone 2 of the Clarksville Pike SP and the northern portion of Zone 1 of the Curtis Property SP (Case No. 2019SP-066-004), allowing the two SPs to become a coordinated development.

### **PLAN DETAILS**

The SP amendment proposes changes to the SP as a whole and to each zone:

- The overall unit entitlement increased by 31 units from 300 to 331. This is because 31 units are being removed from the SP to the south under proposed Case No. 2019SP-066-005. Zone 1 is increasing from 200 to 221 units; Zone 2 is staying at 100 units; and Zone 3 is staying at 10 units.
- Some zone boundaries have changed: Zone 2 has expanded to the north to include areas that were previously in Zone 3, and Zone 3 has expanded to the east. The southern half of Zone 1 has been changed, with the row of townhomes fronting Lawrence Avenue remaining but substituting shorter rows of townhomes to the rear organized around open space and extending perpendicularly. The townhomes formerly shown in the northern half of Zone 1, near the stacked flats building, have been removed. Staff is recommending a condition of approval that enhanced landscaping be provided here to screen the parking beyond.



## Metro Planning Commission Meeting of 08/14/2025

- Near the center of the site is a roundabout where formerly there was a T-intersection; the extensions of Lawrence Avenue and Curtis Street meet there. It provides a focal point for the development. A clubhouse is shown bordering this roundabout now.
- The northeastern-most public road has been changed to a private drive, from which the publicly-accessible trailheads for the paths down the hill to the future Whites Creek greenway area will be located. Townhomes with surface and garage parking will be oriented around the drives and open spaces.
- The new layout of Zone 3 shows a slightly deeper encroachment into the conservation area towards the northeast but a somewhat shallower encroachment to the northwest. The total amount of disturbance will remain roughly the same.

### ANALYSIS

Planning staff has reviewed this application (along with the adjacent Clarksville Pike SP application 2019SP-066-005) as amendments to the approved preliminary plans. The two amendments seek to reduce units within the Clarksville Pike SP and correspondingly increase units within the Curtis Street SP and to change the internal circulation concepts and mix of units possible within each SP, with the goal of permitting Zone 3 of the Clarksville Pike SP and the remaining zones of the Curtis Street SP to develop as one coordinated final site plan.

The majority of the Curtis Street SP is within the T3 Suburban Neighborhood Evolving (T3 NE) policy area. The changes to the internal circulation and design concept of the Curtis Street SP remain compatible with the goals of this policy area, which include creating and enhancing suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. The number of townhomes relative to detached multi-family units has increased, with only one row of detached units now present in the northeastern corner of the site. The amount of surface parking is slightly increased with the proposed layout, but its impact is mitigated by being located mostly behind buildings, away from public rights-of-way (ROW).

The proposed new roundabout provides a central focal point for the development and introduces a better organizing principle than the original design. Open spaces as gathering places between units are retained but reorganized. Finally, the new private drive connections south into the Clarksville Pike SP Zone 3 will tie this emerging neighborhood together more organically, thus enhancing connectivity in line with the policy guidance.

The Conservation (CO) policy on the site refers to steep slopes, chiefly those that descend down to Whites Creek in the northern corner of the site. The changes to the layout proposed with the amendment do not disturb any more sensitive areas than the originally approved layout did, though they shift where exactly this disturbance will be. The private trailheads to the planned extension of the Whites Creek Greenway remain publicly accessible with this plan.

The proposed changes meet the T3 NE policy and do not deviate from the intent of the currently approved Preliminary SP. Between this amendment and the amendment to the neighboring SP, no net additional units are being proposed. All previous conditions of approval remain in place.



## **Metro Planning Commission Meeting of 08/14/2025**

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- 7/3/25 - Revised plans. Gates shall comply with fire department access requirements, dimensions, and be equipped with 'Click-2-Enter' operating system. Master building permit to be reviewed prior to approval for construction. - JA

### **WEGO PUBLIC TRANSIT RECOMMENDATION**

#### **Approve**

### **PARKS AND GREENWAYS RECOMMENDATION**

#### **Approve with conditions**

- The Final site plan must clearly delineate the floodway and associated Zone 1 and Zone 2 buffers with the buffer dimensions labeled in compliance with Greenway requirements. The floodway and zones 1 and 2 buffers shall be easily distinguishable linework with hatching and/or shading identified in the plan legend.
- A public "Conservation Greenway Easement" as shown on Instrument Number 20250606-0044666 with metes and bounds must be shown on the final site plan.
- Conservation Greenway Easements must be dedicated and memorialized in a Metro Parks' Conservation Greenway Easement Agreement, which shall include two exhibits: a legal description and a boundary survey of the easement, all of which must be signed by the owner, notarized, submitted to Greenways and approved prior to final site plan approval.
- Conservation Greenway Easement must be recorded with the Davidson County Register of Deed's Office prior to any use and occupancy or issuance of the first Use and Occupancy letter.
- Maintenance within the Greenway Conservation Easement shall be performed by the Applicant until such time as the greenway is built by Metro.
- A Greenway trail, once constructed, shall be open to the public 365 days/year per Metro Parks approved operating hours, except for times of routine maintenance where temporary closure is required for public safety.
- Any future or proposed access from a development into the greenway easement and/or onto a greenway shall be approved by Metro Parks.

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

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



## Metro Planning Commission Meeting of 08/14/2025

### NASHVILLE DOT ROADS RECOMMENDATION

#### Approve with conditions

Road approval conditions and comments w/ amendment:

- Proposed Easy St. cross section: Easy St. cross section shall match 2023SP-035-001 (West adjacent) per ST-251(46' ROW). Remove proposed bulb-in parking and provide additional parking on-site, if required to meet parking counts. Final plat for the proposed Easy St. public road will not be approved until the undedicated, portion of Easy St. connecting to Curtis St. ROW along 2023SP-035-001 has been accepted by NDOT for maintenance. See planning comments/conditions in regards to proposed Easy St. build out and unit U&O approvals.
- Curtis St. ROW: Portions of Curtis St. ROW, not along the proposed site frontage that extend to a future Easy St. intersection shall be improved to a minimum 20 ft. of pavement, per ST-252 paving schedule.

### NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Comply with all previous traffic conditions:
  - At Buena Vista Pike & Curtis St: The SB Curtis Street approach should be widened to provide one ingress and two egress. The egress should be 1 LTL and 1 RTL with 100' storage.
  - At Clarksville Pike & Buena Vista/S Hamilton Road, signal timings should be optimized upon completion of the development.
  - When the phasing of the development permits traffic onto Curtis Street, a minimum of 20' of pavement shall be provided where areas are deficient.
  - When the phasing of the development permits traffic onto Courtney Ave, a minimum of 20' of pavement shall be provided where areas are deficient.
  - TDM: It is recommended that the development provide residents extensive information about area transit service including routes, nearby stops, and schedules. This information may be provided by an informational kiosk, maps, or posters at prominent locations.
  - Parking/storage options are to be provided for bicycle and scooters on-site per metro code requirements. Identify on the final SP plan.
- Parking is to be shown per Metro Code.
- Any increases in density may result in the need for an updated MMTA.
- Comply with NDOT Roads comments. Additional coordination may be required.

Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (221)	31.58	-	300 U	1,633	100	128



## Metro Planning Commission Meeting of 08/14/2025

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)	31.58	-	331 U	1,802	111	140

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+31	+169	+11	+12

### METRO SCHOOL BOARD REPORT

**Projected student generation existing SP-MR district: 68 Elementary 36 Middle 30 High**  
**Projected student generation proposed SP-MR district: 75 Elementary 39 Middle 33 High**

The proposed SP-MR zoning is expected to generate 13 more students than the existing SP-MR zoning. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. Cumberland Elementary School is identified as being at capacity while Haynes Middle School and Whites Creek High School were 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 for the overall development shall be limited to a maximum of 331 multi-family residential units. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited.
2. On the corrected copy, match the Easy Street cross section of the adjacent approved project (Case No. 2023SP-035-001) and show as being constructed along Easy Street within this SP. Update the map exhibit and street cross-section (C) to reflect this. Relocate the five removed on-street parking spaces to a location within the site.
3. On the corrected copy, show a Type B buffer yard along the northern portion of Lawrence Avenue where a row of townhomes was removed. This area shall be used as common open space.
4. This SP and Zone 3 of the Clarksville Pike SP (2019SP-066-003) to the south will be reviewed as one final site plan.
5. The construction of Easy Street from its intersection with Curtis Street to this project's boundaries must be complete before any final plat of this project's portion of Easy Street is approved.
6. No more than 280 units may be permitted without the dedication and acceptance of this development's portion of Easy Street.
7. All applicable previous bill (BL2021-983) conditions remain in place for this SP.



## Metro Planning Commission Meeting of 08/14/2025

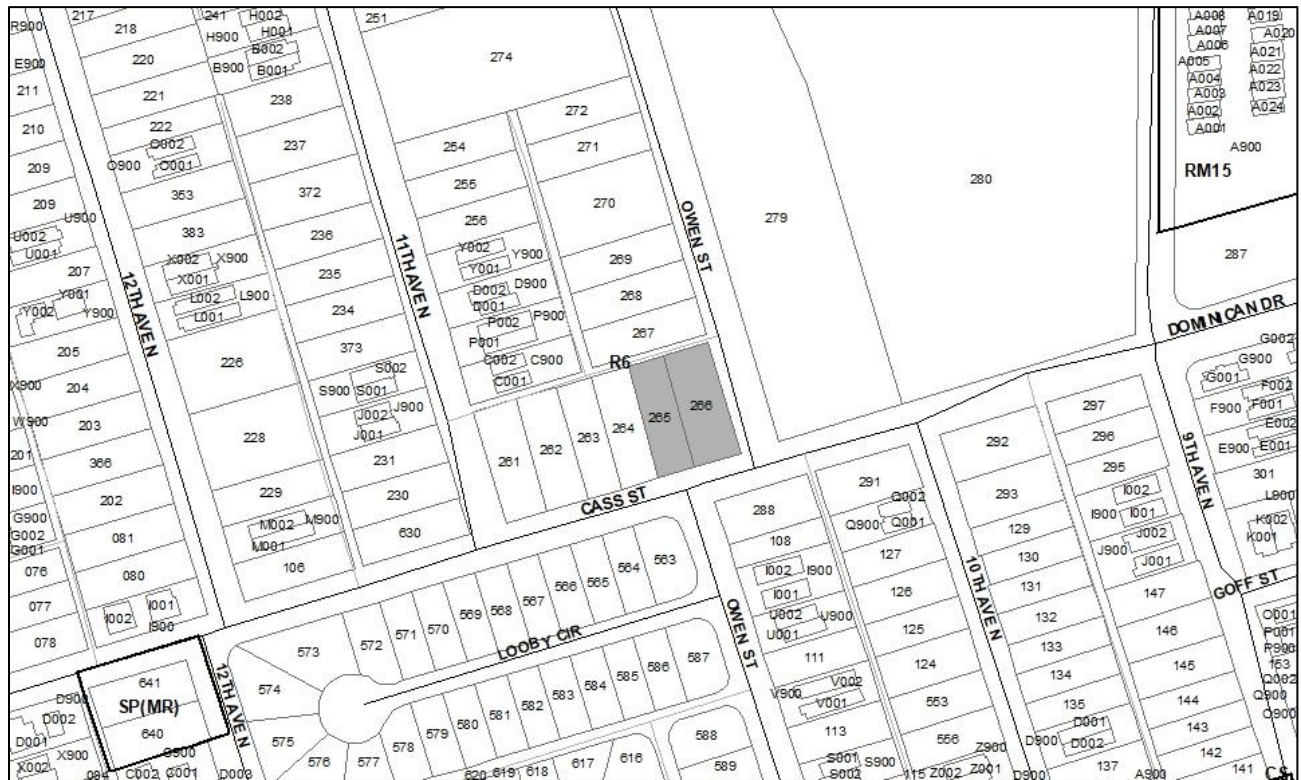
8. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
9. No signage is being approved with this application. Sign permits must be obtained from Codes at the time of building permit review.
10. 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.
11. 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.
12. No master permit/HPR shall be recorded prior to final SP approval.
13. Final plat may be required prior to permitting.
14. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
15. Comply with all conditions and requirements of Metro reviewing agencies.
16. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15 Zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
17. 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.
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.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 08/14/2025



### 2025SP-009-001

1004 & 1104 CASS STREET

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

08, North Nashville

02 (Kyonzté Toombs)



## Metro Planning Commission Meeting of 08/14/2025

**Item #5****Project Name****Council District****School District****Requested by****Specific Plan 2025SP-009-001****1004 & 1104 Cass Street**

02 – Toombs

05 – Buggs

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

**Deferrals**

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

**Staff Reviewer**

Commey

**Staff Recommendation**

*Defer to the August 28, 2025, Planning Commission meeting.*

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**APPLICANT REQUEST**

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

Preliminary SP

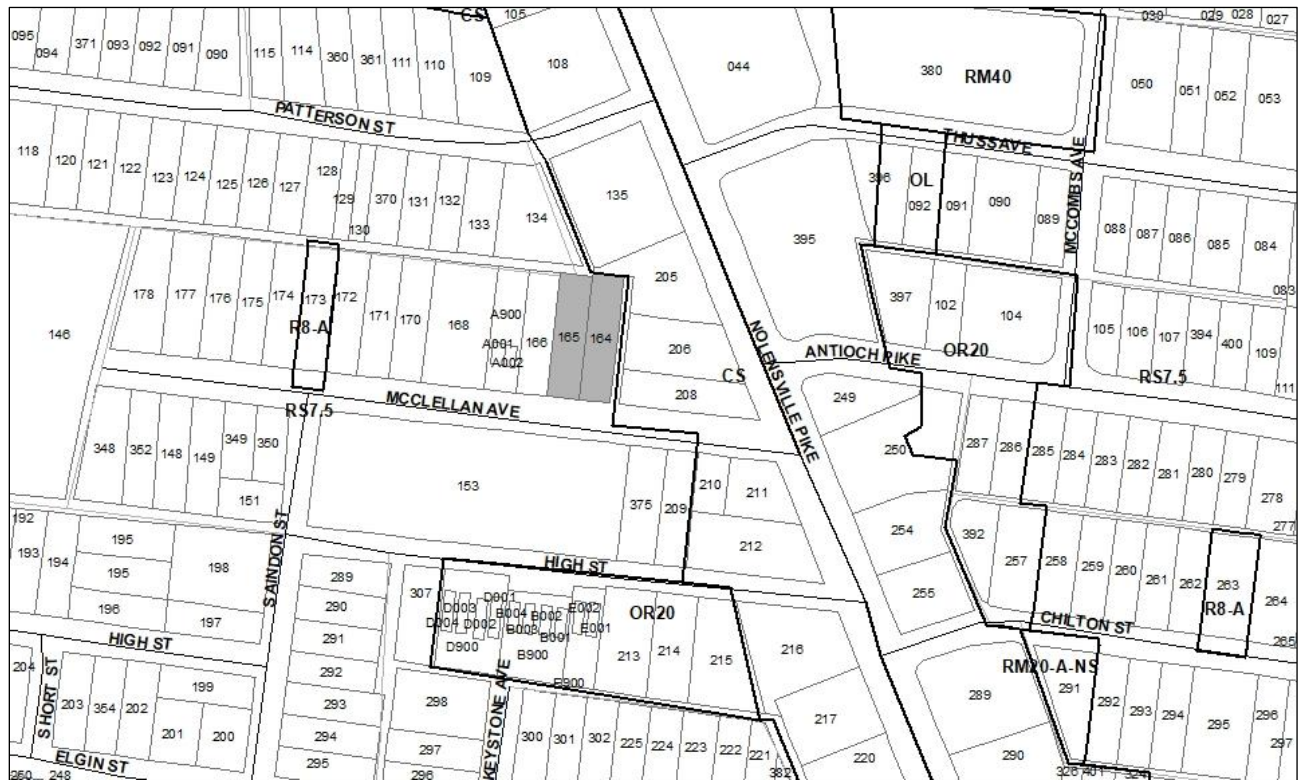
A request to rezone from One and Two-Family Residential (R6) to Specific Plan (SP) zoning for properties located at 1004 and 1104 Cass Street, at the northwest corner of Cass Street and Owen Street, (0.38 acres), to permit eight multi-family residential units.

**STAFF RECOMMENDATION**

Staff recommends deferral to the August 28, 2025, Planning Commission meeting.



## Metro Planning Commission Meeting of 08/14/2025



**2025SP-025-001**

**RADNOR CORNER SP**

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

11, South Nashville

16 (Ginny Welsch)



## Metro Planning Commission Meeting of 08/14/2025

### Item #6

#### Project Name

#### Council District

#### School District

#### Requested by

### Specific Plan 2025SP-025-001

#### Radnor Corner SP

16 – Welsch

07 – Player

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

#### Deferrals

This request was deferred at the April 24, 2025, May 8, 2025, June 12, 2025, June 26, 2025, and July 24, 2025, Planning Commission meetings. A public hearing was held and closed on July 24, 2025.

#### Staff Reviewer

Commeys

#### Staff Recommendation

*Approve with conditions and disapprove without all conditions.*

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### APPLICANT REQUEST

#### Preliminary SP to permit a five multi-family unit residential development.

##### Preliminary SP

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

##### **Existing Zoning**

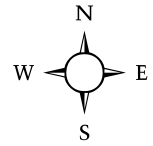
Single-Family Residential (RS7.5) requires a minimum of 7,500 square foot lot and is intended for single-family dwellings at a density of 5.81 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *Based on acreage alone, RS7.5-A would permit a maximum of two units. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

##### **Proposed Zoning**

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

### SOUTH NASHVILLE

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



44



## **Metro Planning Commission Meeting of 08/14/2025**

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

### **CASE HISTORY**

The initial application which requested to rezone from Single-Family Residential (RS7.5) to Specific Plan (SP) zoning to permit five multi-family residential units was deferred at the July 24, 2025, Metro Planning Commission meeting after a public hearing was held, following comments made at the public hearing. The Commission deferred the item at the request of the applicant to allow the applicant to hold a community meeting with the neighbors. Subsequently, a community meeting was held on August 6, 2025, which allowed the applicant the opportunity to clear up confusion regarding the proposed layout and the number of units.

### **SITE**

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

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

### **PLAN DETAILS**

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

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

Sidewalk connections are provided on McClellan Avenue. The plan shows a four-foot planting strip and a five-foot sidewalk width along McClellan Avenue. While there will be a current gap in the sidewalks between the subject property and Nolensville Pike, staff anticipates that in the future if adjacent properties redevelop, a connected sidewalk network may be established. As shown on



## **Metro Planning Commission Meeting of 08/14/2025**

the site layout, a five-foot landscape buffer is proposed along the western property line. Staff has added a condition to increase the landscape buffer along the western property line beginning at the northern boundary of the private drive to provide a denser buffer for the rear units which are oriented to an open space.

### **ANALYSIS**

The subject site contains two single story single family residential units and is located within an Urban Neighborhood Evolving (T4 NE) policy area, along a policy seam with the higher intensity Urban Mixed-Use corridor (T4 CM) to the east. Policy guidance notes T4 NE areas will have higher densities with a broader range and integrated mixture of housing types, providing housing choice, than some surrounding urban neighborhoods. T4 NE policy places a greater emphasis on establishing a more diverse mix of housing and a higher level of connectivity. The proposed SP would permit five multi-family residential units at a density of approximately 11 units an acre, which is within the range of densities supported by the T4 NE policy. The plan proposes a multi-family residential development that would provide additional density and housing options. Due to the proposal to improve the surrounding infrastructure and the alley network, additional density is supported. Without these improvements, it is not likely that additional density would be supported.

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

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

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

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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



## Metro Planning Commission Meeting of 08/14/2025

- Site plans or construction may require changes to meet adopted fire and building codes. Possible issue with dead-end fire apparatus access and lack of turnaround area.
- As configured, site would not meet aerial fire apparatus access requirements if units exceed 30 feet height. Minimum 24 feet alley width would be required.

### STORMWATER RECOMMENDATION

#### Approve with conditions

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

### WATER SERVICES RECOMMENDATION

#### Approve with conditions

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

### NDOT ROADS RECOMMENDATION

#### Approve with conditions

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. Any proposed roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called outed per NDOT detail standards.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- There are to be no vertical obstructions in new public sidewalks. Coordinate w/ utility companies, to have encroaching obstructions relocated to grass/furnishing zones.
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility work in public ROW.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.45	5.81 F	2 U	28	7	2



## Metro Planning Commission Meeting of 08/14/2025

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

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-2	-6	+1

### METRO SCHOOL BOARD REPORT

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

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

The proposed SP-R zoning is expected to generate two additional students than the existing RS7.5 zoning district. Students would attend Glenclyff Elementary School, Wright Middle School, and Glenclyff High School. Glenclyff Elementary School is identified as overcapacity while Wright Middle School is identified as exceedingly under capacity. Glenclyff High School is identified as at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of five multi-family residential units. Short-term rental properties, owner occupied and short-term rental properties, not owner occupied, shall be prohibited.
2. On the corrected copy, update the maximum height to "2 stories in 35 feet."
3. On the corrected copy, revise the 5-foot landscape buffer to a B-3 landscape buffer along the western property line beginning at the northern boundary of the private drive and extending to the northern property line.
4. With the final site plan, units 4 and 5 shall maintain a setback from the western property line similar to the setback as shown on this preliminary plan.
5. With the final site plan, all mechanical units shall be located to the sides or rear of units and be screened with additional landscaping, subject to Planning Staff review.
6. With the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
7. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
8. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.

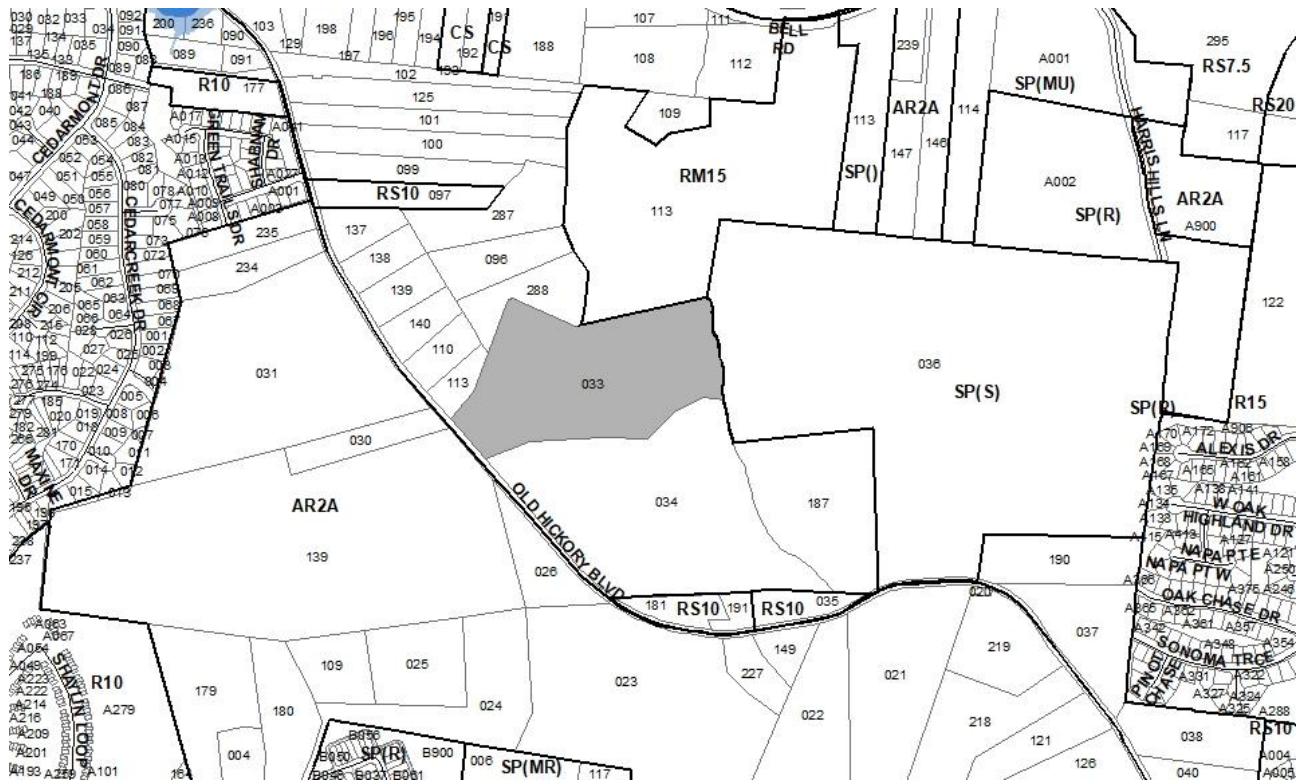


## **Metro Planning Commission Meeting of 08/14/2025**

9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
10. Comply with all conditions and requirements of Metro reviewing agencies.
11. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM15-A-NS, as of the date of the applicable request or application.
12. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
13. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
14. No master permit/HPR shall be recorded prior to final SP approval.
15. Final plat may be required prior to permitting.



## Metro Planning Commission Meeting of 08/14/2025



**2025SP-036-001**

14768 OLD HICKORY BLVD SP

Map 173, Parcel(s) 033

12, Southeast

31 (John Rutherford)



## Metro Planning Commission Meeting of 08/14/2025

**Item #7****Project Name****Council District****School District****Requested by****Specific Plan 2025SP-036-001****14768 Old Hickory Blvd SP**

31 – Rutherford

02 – Elrod

Dale &amp; Associates, applicant; Linda Pratt, owner.

**Deferrals**

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

**Staff Reviewer**

Garland

**Staff Recommendation**

*Defer to the August 28, 2025, Planning Commission meeting.*

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**APPLICANT REQUEST**

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

Preliminary SP

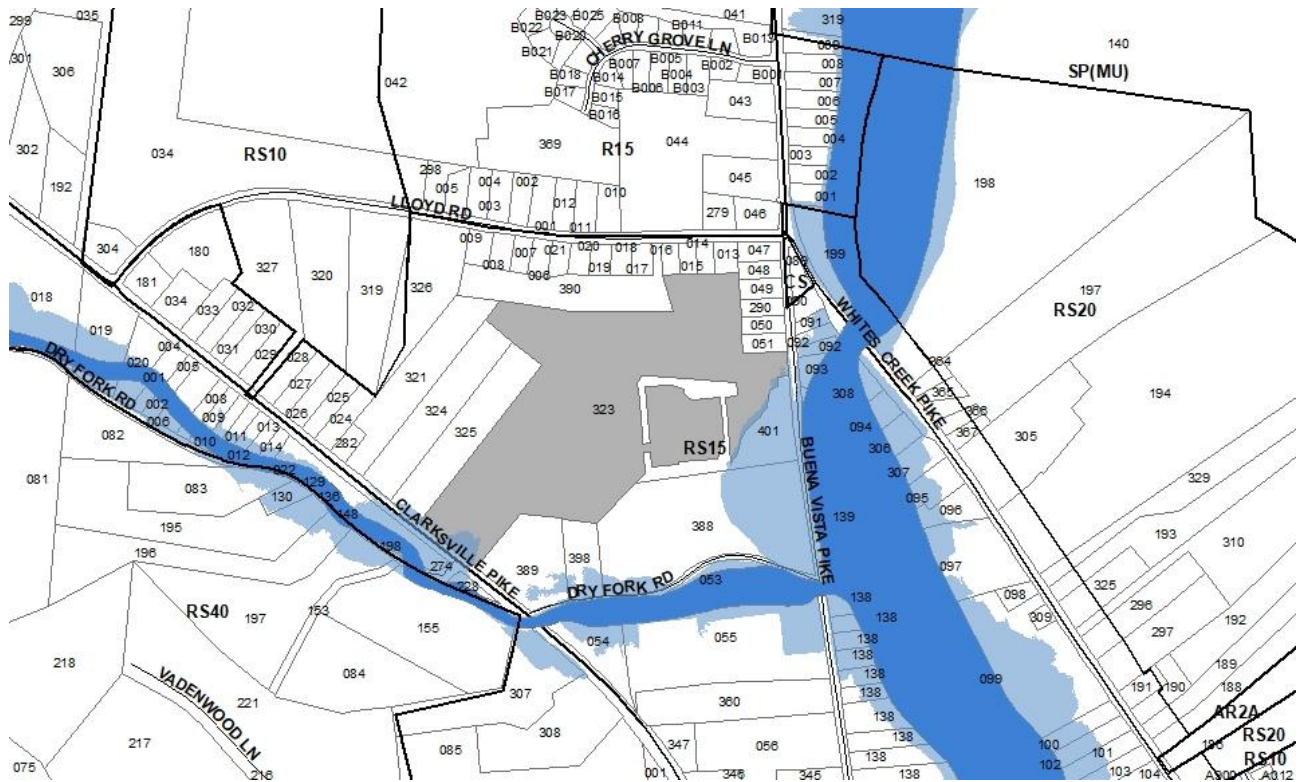
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) for property located at 14768 Old Hickory Blvd., approximately 3,275 feet south of Bell Road. (20.24 acres), to permit 135 multi-family residential units.

**STAFF RECOMMENDATION**

Staff recommends deferral to the August 28, 2025, Planning Commission meeting.



## Metro Planning Commission Meeting of 08/14/2025



**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 08/14/2025

<b>Item #8</b>	<b>Concept Plan 2024S-139-001</b>
<b>Project Name</b>	<b>Shular Clarksville Highway</b>
<b>Council District</b>	01 – Kimbrough
<b>School District</b>	01 – Gentry
<b>Requested by</b>	Fulmer Lucas Engineering, applicant; Shular Tennessee Holding Company, LLC, owner.
<b>Staff Reviewer</b>	Marton
<b>Staff Recommendation</b>	<i>Defer to the August 28, 2025, Planning Commission meeting.</i>

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### 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 August 28, 2025, Planning Commission meeting.



## Metro Planning Commission Meeting of 08/14/2025



**2025S-100-001**  
5025 CHERRYWOOD DRIVE  
Map 147-15, Parcel(s) 049  
12, Southeast  
27 (Robert Nash)



## Metro Planning Commission Meeting of 08/14/2025

<b>Item #9</b>	<b>Final Plat 2025S-100-001</b>
<b>Project Name</b>	<b>5025 Cherrywood Drive</b>
<b>Council District</b>	27 –Nash
<b>School District</b>	02 – Elrod
<b>Requested by</b>	JTA Land Surveying; Eiriny Meshreky, owner.

**Deferrals** This request was deferred at the June 12, 2025, and June 26, 2025, Planning Commission meeting. No public hearing was held.

<b>Staff Reviewer</b>	Commey
<b>Staff Recommendation</b>	<i>Disapprove.</i>

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### 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 5025 Cherrywood Drive, at the northwest corner of Cherrywood Drive and Southcrest Drive, zoned One and Two-family Residential (R10) (0.68 acres),

### SITE DATA AND CONTEXT

**Location:** The site consists of one lot located at the northwest corner of Cherrywood Drive and Southcrest Drive.

**Street Type:** The site has frontage on Cherrywood Drive and Southcrest Drive.

**Approximate Acreage:** 0.64 acres or approximately 27,946 square feet.

**Parcel/Site History:** The site consists of one lot, Lot 98, on the plat of Whispering Hills (Book 2331, Page 155), created in 1969.

**Zoning History:** The property has been zoned R10 since 1974.

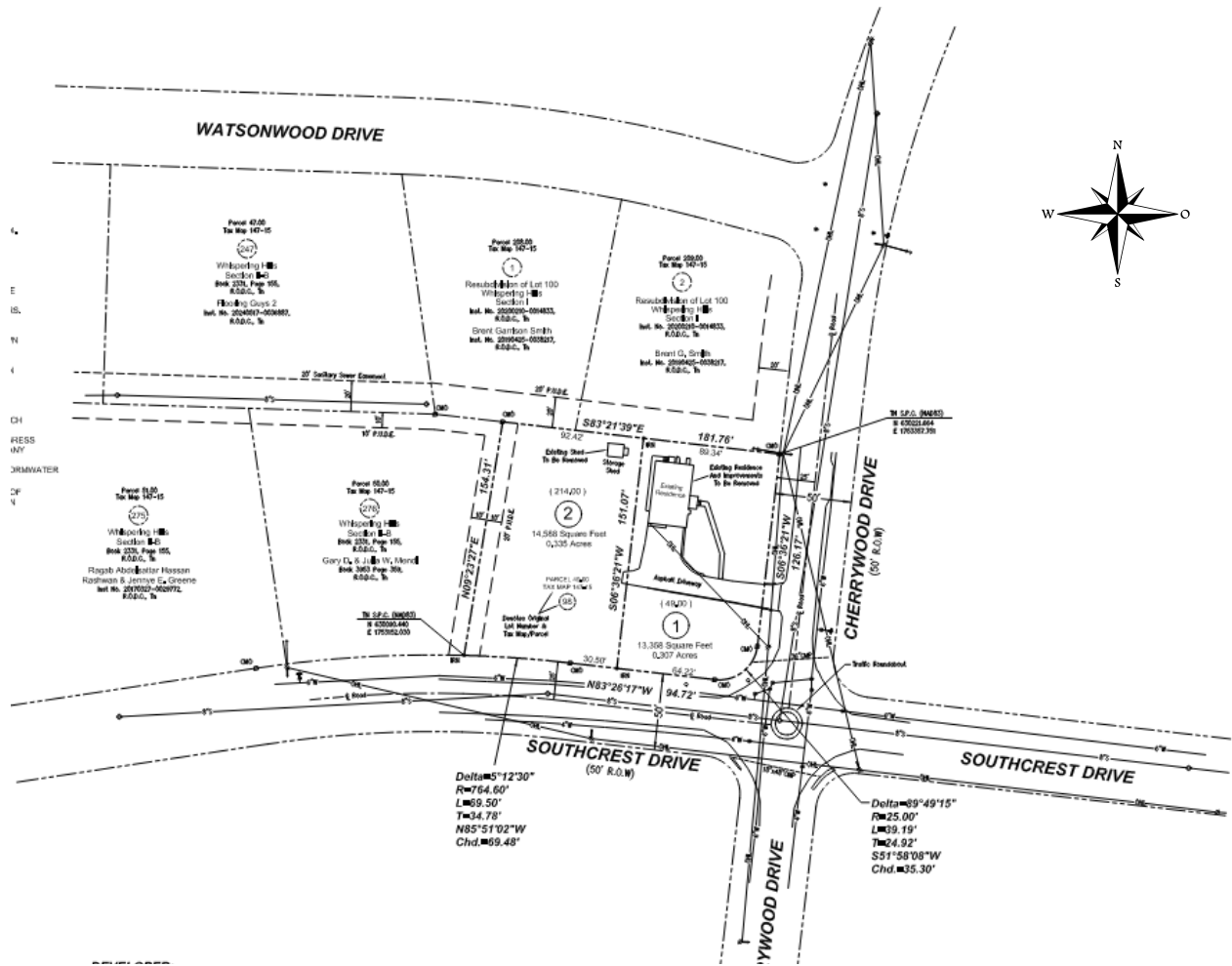
**Existing Land Use:** The subject property contains a single-story residential structure.

#### **Surrounding Land Use and Zoning:**

- North: One and Two family Residential (R10)
- South: One and Two family Residential (R10)
- East: One and Two family Residential (R10)
- West: One and Two family Residential (R10)



# Metro Planning Commission Meeting of 08/14/2025



Proposed Final Plat



## Metro Planning Commission Meeting of 08/14/2025

**Zoning:** Single Family and Two Family Residential (R10)

Min. lot size: 10,000 square feet

Max. building coverage: 0.40

Min. rear setback: 20'

Min. side setback: 5'

Max. height: 3 stories

Min. street setback: Contextual setback per Zoning Code

### PROPOSAL DETAILS

**Number of lots:** 2

**Lot sizes:** Proposed Lot 1 has a lot size of approximately 0.307 acres or 13,358 square feet. The proposed Lot 2 has a lot size of approximately 0.335 acres or 14,588 square feet.

**Access:** Access for Lot 1 will be determined at building permit since it is a corner lot. Proposed Lot 2 will be accessed from Southcrest Drive.

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

### APPLICABLE SUBDIVISION REGULATIONS

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

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

#### 3-1 General Requirements

The proposal meets the requirements of 3-1.

#### 3-2 Monument Requirements

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



## Metro Planning Commission Meeting of 08/14/2025

### 3-3 Suitability of the Land

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

### 3-4 Lot Requirements

The proposed lots comply with the minimum standards of the zoning code. The lots exceed the 10,000 square foot minimum lot size of the R10 zoning district. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of R10 zoning at the time of building permit.

### 3-5 Infill Subdivisions

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

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

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

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

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

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

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

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

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

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

The proposed Lot 1 has frontage on both Cherrywood and Southcrest Drives. The proposed Lot 1 has a frontage width of 126 feet along Cherrywood Drive and 83.5 feet along Southcrest Drive. For the purposes of this evaluation, staff considered the frontage



## Metro Planning Commission Meeting of 08/14/2025

along Southcrest Drive for Lot 1 to be the block face to which units would be oriented, as this is consistent with Metro Codes standards. At the time of building permit, the developer could petition Codes to consider Cherrywood Drive as the frontage. The required frontage per compatibility standards determined by the surrounding parcels along Southcrest Drive is 100 feet. **The proposed Lot 1 does not meet the minimum required frontage requirements.**

The proposed Lot 2 has frontage on Southcrest Drive with a proposed width of 100 feet. Lot 2 meets the compatibility standards for frontage requirement.

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

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

By using the lots along Southcrest Drive, the compatibility standards resulted in a minimum lot size of 21,761 square feet. The proposed Lot 1 has a proposed area of 13,358 square feet. **The proposed lot size does not meet the minimum lot size necessary to meet compatibility standards.**

Lot 2 has a proposed area of 14,588 square feet. **The proposed lot size does not meet the minimum lot size necessary to meet compatibility standards.**

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

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

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

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

The proposed Lot 2 would be oriented to Southcrest Drive, which is consistent with the development pattern to the west along Southcrest Drive. The proposed Lot 1 would be oriented to Southcrest Drive, as Codes determines the shorter of the two frontages to be



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considered the front. The property to the south across Southcrest Drive faces towards Southcrest Drive and not Cherrywood Drive. The proposed orientation is not inconsistent with the surrounding pattern.

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

All agencies have recommended approval or approval with conditions.

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

The proposed Lot 1 does not meet the required frontage, and both of the proposed lots do not meet the requirement for minimum lot size. The Planning Commission may grant an exception to the compatibility criteria by considering a larger area to evaluate general compatibility. The following section discusses the exceptions for frontage and lot size.

**Variances/Exceptions Analysis:** This request requires exceptions from Section 3-5.2 pertaining to lot frontage and lot size.



**Exhibit: Surrounding Parcels**



## Metro Planning Commission Meeting of 08/14/2025

### Lot Frontage

When evaluating a larger area to analyze lot frontage, staff considered the parcels along the adjacent block of Southcrest Drive and Cherrywood Drive to the east and west and north along Valleywood Drive and Watsonwood Drive. The exhibit above shows the parcels that were used in the evaluation. The larger area contains a pattern of lots that have frontages which range between 73 and 253 feet.

North of the proposed lots, the Watsonwood Drive block between Highcrest Drive and Southcrest Drive includes several lots with frontage widths ranging from 80 feet to 181 feet on the northern side of the block as well as several lots with frontage widths from 81 to 224 feet on the southern side.

When considering additional parcels along Southcrest Drive, staff finds that several existing lots on the southern and northern block face contain lots with frontages that range from 78 to 228 feet. While the parcels that were used for compatibility along Southcrest Drive required a slightly wider frontage at 100 feet, the analysis of surrounding parcels indicate that the proposed Lot 1 frontage at 83.5 feet is comparable to the frontage of the other parcels in the surrounding area.

### Lot Size

When evaluating a larger area to analyze lot size, staff considered the same area as outlined above for frontage. The larger area contains a pattern of lots that have sizes which range between 14,286 square feet and 52,668 square feet. Staff finds that the average lot size in the larger area is approximately 20,000 square feet which is larger than the proposed lot sizes of 13,358 square feet and 14,588 square feet for proposed Lot 1 and proposed Lot 2, respectively.

North of the proposed lots, the Watsonwood Drive block between Highcrest Drive and Southcrest Drive includes several lots with sizes ranging from 14,286 to 34,167 square feet. This block contains many existing lots that have developed with two-family land uses and have not subdivided the property.

When considering additional parcels along Southcrest Drive, staff finds that several existing lots on the southern and northern block faces contain lot sizes that range from 16,398 to 52,668 square feet with an average lot size of about 25,000 square feet.

Staff finds that the size of the proposed lots are not comparable to parcels in the larger area and that the proposed subdivision does not provide for harmonious development. Given this information, staff finds the proposed lots to be inconsistent with the larger area and recommends disapproval.

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

Not applicable to this case.

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

Not applicable to this case.



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

**3-5.6 Reasonable Conditions**  
Not applicable to this case.

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

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

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

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

**3-10 Requirements for Dedication, Reservations, or Improvements**  
Both Cherrywood Drive and Southcrest Drive are classified as local roads. The plat does not propose to dedicate any right-of-way as the 50-foot standard right of way for local streets is met.

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

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

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

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



## **Metro Planning Commission Meeting of 08/14/2025**

### **3-15 Public Water Facilities**

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

### **3-16 Sewerage Facilities**

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

### **3-17 Underground Utilities**

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

## **PLANNING STAFF COMMENTS – SUBDIVISION REGULATIONS**

The proposed subdivision meets the general requirements of Chapter 3 in the Subdivision regulations; however it does not meet the requirements for 3-5.2. The proposed plat requires exceptions for lot frontage and size. Staff found that the exception for lot frontage is consistent with the surrounding development pattern only for Lot 2 and the exception to lot size is not consistent with the surrounding development pattern; therefore staff recommends disapproval.

## **POLICY CONSIDERATIONS**

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

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

According to the T3 NM policy, density is secondary to the form of development; however, these areas are meant to be low- to moderate-density. Since T3 NM policy is applied to predominantly developed neighborhoods whose character is intended to be maintained, the appropriate density is determined by the existing character of each individual neighborhood in terms of its mix of housing types, setbacks, spacing between buildings, and block structure. Staff finds that the proposed subdivision maintains the residential land use, meets the minimum standards of the zoning district, and has frontage along an existing local street and is, therefore, largely consistent with T3 NM policy but does not meet the full provisions of the subdivision regulations of being comparable to the larger area.



## **Metro Planning Commission Meeting of 08/14/2025**

### **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**

- Attached is a copy of the above-referenced subdivision (uploaded by Planning on April 30, 2025) on which we recommend approval. These comments apply to Metro Water Services' public water and sewer utility issues only.

#### **STAFF RECOMMENDATION**

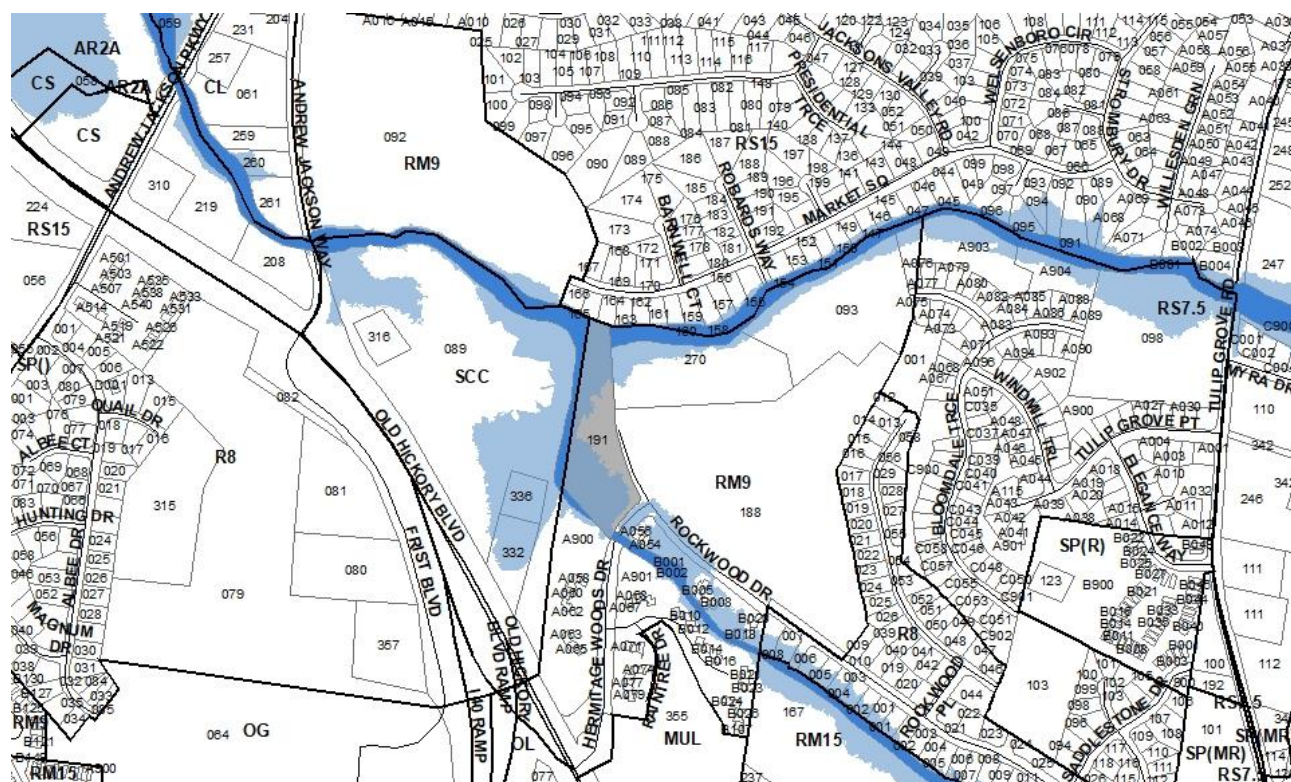
Staff recommends disapproval.

#### **RECOMMENDED ACTION**

Motion to disapprove proposed subdivision Case No. 2025S-100-001 based upon findings that the subdivision does not comply with the applicable standards of the Metro Subdivision Regulations, and other applicable laws, ordinances and resolutions as noted in the staff report.



**SEE NEXT PAGE**



## THIENEMAN TOWNHOMES (AMENDMENT)

Map 086, Parcel(s) 191

## 14, Donelson-Hermitage-Old Hickory

12 (Erin Evans)



## Metro Planning Commission Meeting of 08/14/2025

**Item #10****Project Name****Council District****School District****Requested by****Planned Unit Development 154-73P-001****Thieneman Townhomes (Amendment)**

12 – Evans

04 – Nabaa-McKinney

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

**Deferrals**

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

**Staff Reviewer**

Schenk

**Staff Recommendation**

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

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**APPLICANT REQUEST**

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

**PUD Amendment**

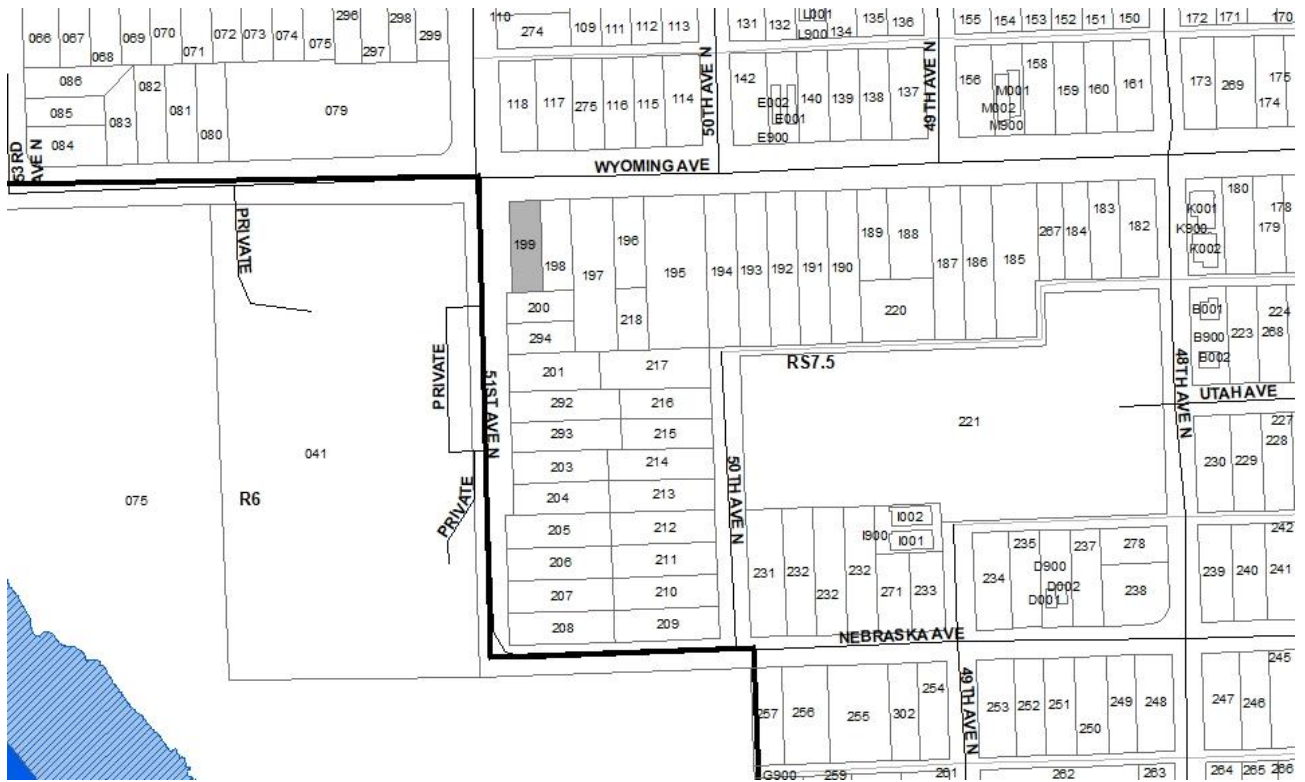
A request to amend a portion of a Planned Unit Development Overlay District on property located at Old Hickory Boulevard (unnumbered), at the southwest corner of Rockwood Drive and Hermitage Woods Drive, zoned Multi-Family Residential (RM9) (3.32 acres), to permit 16 multi-family residential units.

**STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 08/14/2025





## Metro Planning Commission Meeting of 08/14/2025

### Item #11

Council District

School District

Requested by

### Zone Change 2024Z-069PR-001

24 – Gadd

08 – O’Hara Block

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

### Deferrals

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

Staff Reviewer

Konigstein

Staff Recommendation

*Defer indefinitely.*

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### APPLICANT REQUEST

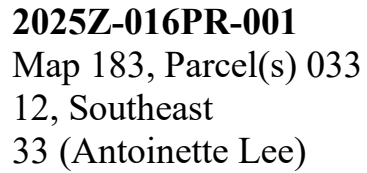
**Zone change from RS7.5 to R6-A.**

#### Zone Change

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

### STAFF RECOMMENDATION

Staff recommends indefinite deferral.





## Metro Planning Commission Meeting of 08/14/2025

**Item #12****Council District****School District****Requested by****Zone Change 2025Z-016PR-001**

33 – Lee

06 – Mayes

TTL, Inc., applicant; David &amp; 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, and July 24, 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 September 11, 2025 Planning Commission meeting.*

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

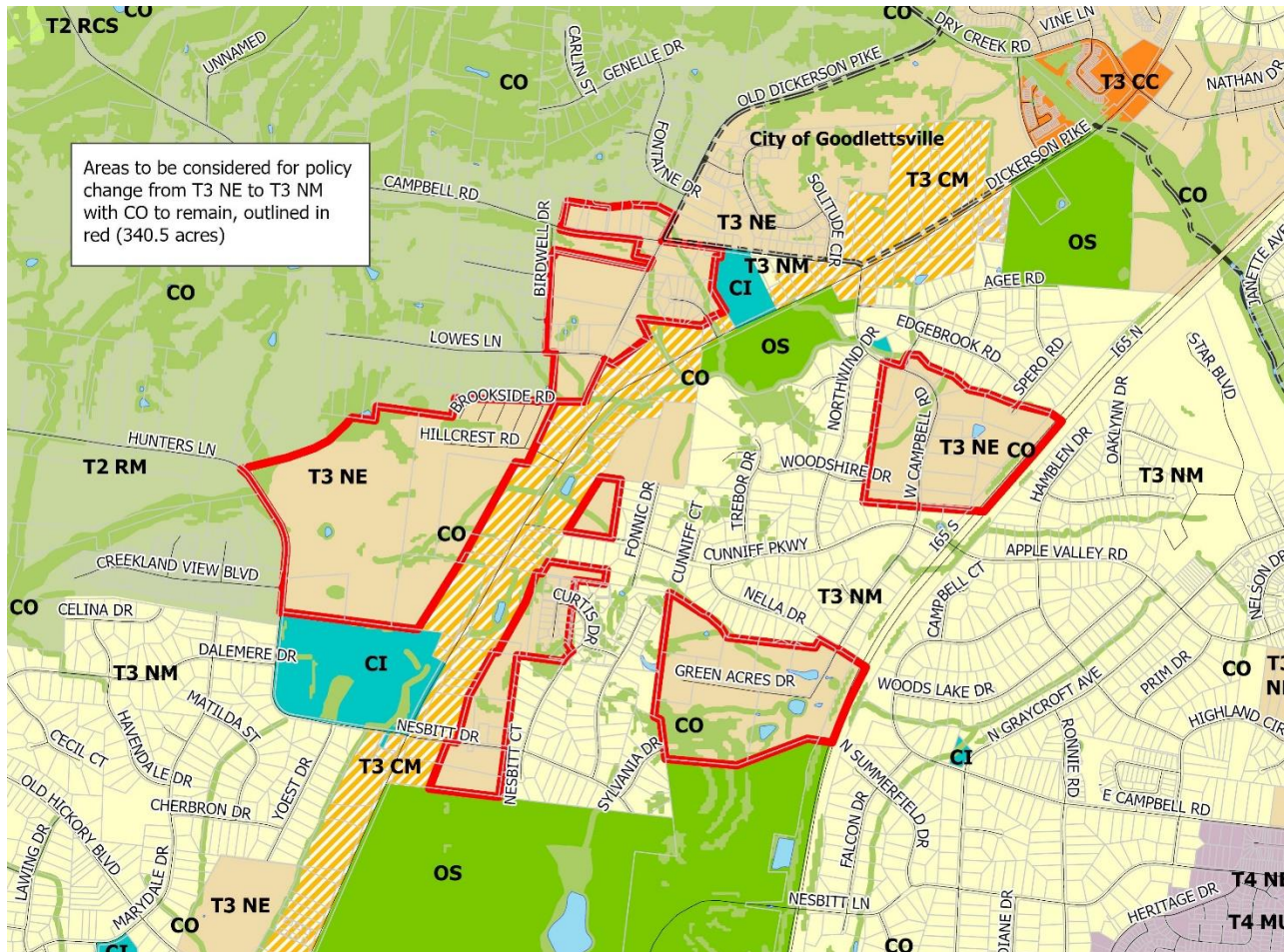
A request to rezone from Agricultural/Residential (AR2A) to Multi-Family Residential - No Short-Term Rental (RM9-NS) zoning for property located at 13302 Old Hickory Boulevard, approximately 1,014 feet west of Twin Oaks Lane (6.3 acres)

**STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 08/14/2025



**2025CP-002-001**

**PARKWOOD – UNION HILL COMMUNITY PLAN AMENDMENT**

Map Various, Parcels Various

02, Parkwood – Union Hill

03 (Jennifer Gamble)

10 (Jennifer Webb)



## Metro Planning Commission Meeting of 08/14/2025

### Item #13 Project Name

### Major Plan Amendment 2025CP-002-001 Parkwood – Union Hill Community Plan Amendment

Council District

03 – Gamble, 10 – Webb

School District

03 – Young

Requested by

Metro Planning Department on behalf of Councilmember  
Jennifer Gamble, applicant; various owners.

Staff Reviewer

Clark

Staff Recommendation

*Approve.*

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### APPLICANT REQUEST

**Amend the Parkwood – Union Hill Community Plan to change the policy.**

#### Major Plan Amendment

A request to amend the Parkwood - Union Hill Community Plan, by changing community character policy from Suburban Neighborhood Evolving (T3 NE) policy to Suburban Neighborhood Maintenance (T3 NM) policy with Conservation (CO) policy to remain, for various properties located along Lowes Lane, Campbell Road, Old Dickerson Pike, Dickerson Pike, Weeping Willow Way, Hunters Lane, Fonnic Drive, Hidden Springs Cove, Curtis Drive, Nesbitt Drive, Sylvania Drive, Green Acres Drive, Nella Drive, Spero Road, and West Campbell Road (340.5 acres).

### PARKWOOD – UNION HILL COMMUNITY PLAN

#### Current Policies

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

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 the subject area, CO policy applies to floodplains and steep slopes. CO policy will remain in place.

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

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



## **Metro Planning Commission Meeting of 08/14/2025**

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

### **BACKGROUND**

At the request of Councilmember Jennifer Gamble, Community Plans staff conducted a policy review for portions of the Parkwood – Union Hill Community Plan area along Lowes Lane, Campbell Road, Old Dickerson Pike, Dickerson Pike, Weeping Willow Way, Hunters Lane, Fonnice Drive, Hidden Springs Cove, Curtis Drive, Nesbitt Drive, Sylvania Drive, Green Acres Drive, Nella Drive, Spero Road, and West Campbell Road. The subject area consists of 340.5 acres spread across multiple noncontiguous groups of parcels.

The subject area is centered around the Dickerson Pike corridor and is guided primarily by Suburban Neighborhood Evolving (T3 NE) policy. Portions of the subject area are guided by Conservation (CO) policy, which applies to floodplains and steep slopes. Creeks, streams, wetlands, and wooded areas are prominent throughout the subject area and the larger surrounding area. The subject area exhibits a suburban development pattern and is used primarily for residential uses. Hilly terrain and woodlands are prominent in portions of the subject area. The City of Goodlettsville lies to the north of the subject area, and Interstate 65 lies to the east. Major civic and institutional uses in the vicinity include Cedar Hill Park and Hunters Lane High School.

Residents in the subject area have expressed concerns to Councilmember Gamble and Community Plans staff that certain aspects of the T3 NE policy do not align with the established character and development pattern of existing neighborhoods in the larger area. (Note that a small portion of the study area extends into Metro Council District 10, represented by Councilmember Jennifer Webb.) Residents contend that new development in the subject area should be compatible with the existing, established neighborhoods in the larger area. In response, Community Plans staff evaluated a potential policy change from T3 NE to Suburban Neighborhood Maintenance (T3 NM) and determined that T3 NM policy could support and preserve the existing community context. The CO policy remains in effect.

### **COMMUNITY PARTICIPATION**

This policy amendment is considered a major amendment to the Parkwood – Union Hill Community Plan. It is not associated with a specific development or rezoning proposal. The request was made by Councilmember Gamble, who consulted with area residents prior to initiating the application. As part of the policy review, the Planning Department determined that the amendment required a community meeting. Notices were mailed to property owners within a 1,300-foot buffer of the amendment area, and details of the community meeting were made readily available on the Planning Department's webpage.

On Monday, July 21, 2025, Community Plans staff conducted the community meeting at Parkway Baptist Church, located at 505 Cunniff Parkway. Approximately 110 people attended, including Councilmember Gamble, Community Plans staff, and members of the public. Community Plans staff discussed the proposed policy amendment and took questions afterwards. Discussion mainly



## **Metro Planning Commission Meeting of 08/14/2025**

focused on the characteristics of TE NE and T3 NM policies, how the policies are applied and differ from one another, and next steps in the community plan amendment process. Most attendees expressed strong support for changing the T3 NE policy to T3 NM policy for the subject area. Attendees who were in favor of keeping the T3 NE policy for the subject area asked that their properties be removed from the amendment request; staff subsequently worked with Councilmember Gamble to adjust the amendment request accordingly. Following the community meeting, Community Plans staff continued to receive comments from the public with most of them in support of changing from T3 NE policy to T3 NM policy.

### **ANALYSIS**

Planning staff analyzed the subject area to evaluate the appropriateness of both the existing Suburban Neighborhood Evolving (T3 NE) policy and the proposed Suburban Neighborhood Maintenance (T3 NM) policy. The analysis noted that the existing T3 NE policy areas are largely non-contiguous and interspersed among the existing and more widely applied T3 NM policy. The analysis also included a review of parcel-level data such as lot size, configuration, and development patterns, as well as an evaluation of recent policy and zoning trends within and around the subject area. This review helped determine whether the proposed policy change could align with the existing character and context of the larger area. Staff also confirmed that this portion of Dickerson Pike is neither on a Choose How You Move (CHYM) transit All Access Corridor nor the Frequent Network. Staff concluded that the requested T3 NM policy could be an effective policy for the subject area.

### **Growth & Preservation Concept Map**

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

As illustrated in the following image, the subject area is situated primarily within a Neighborhood area. It is bordered by: Green Network and Neighborhood areas to the north; Neighborhood areas to the east across Interstate 65; Neighborhood and Open Space Anchor areas to the south; and Green Network to the west. Additionally, there are scattered Green Network areas within the subject area.



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**Growth and Preservation Concept Map**

▲ North

Neighborhood areas are intended to support a mix of housing types and existing neighborhood character along with smaller-scale civic and employment uses and neighborhood centers. These areas vary in form—rural, suburban, urban, or downtown—depending on their location and existing development patterns. Most of the subject area is designated as Neighborhood on the Growth and Preservation Concept Map.

The Green Network represents natural and rural areas that contribute valuable environmental functions and recreational opportunities. These areas provide resources such as water and farmland, deliver ecological services such as air purification and stormwater management, support wildlife habitats, and offer spaces for outdoor recreation. The Green Network also encompasses sensitive features such as creeks, sloped terrains, and wetland areas, which are unsuitable for development due to environmental and safety risks. A significant portion of the Parkwood – Union Hill Community Plan area is categorized as Green Network. Green Network is especially prominent to the immediate west of the subject area.

The requested policy change from T3 NE to T3 NM would not alter the subject area's Neighborhood designation on the Growth and Preservation Concept Map. T3 NM continues to



## Metro Planning Commission Meeting of 08/14/2025

support the vision for the area to remain classified as a Neighborhood, reinforcing the goal of maintaining the area's suburban character and development pattern.

### **Community Character Policy Application**

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

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

The Suburban (T3) community character policies support a variety of development types and aim to reinforce and enhance the existing patterns of established neighborhoods. T3 remains appropriate for the subject area. The current policy of T3 NE was applied to the subject area in anticipation of a growing suburban development pattern and more flexibility in avoiding sensitive natural features with development. Residents have expressed strong support for changing the policy to ensure that future residential densities, housing types, and other development characteristics are consistent with established neighborhoods.

Per the Community Character Manual, a T3 NE policy area is intended to create and enhance suburban neighborhoods with the best qualities of classic suburban areas—such as walkability, greater housing choices, improved street connectivity, and more creative, innovative, and environmentally sensitive development techniques. T3 NM policy is designed to maintain the general character of suburban neighborhoods as reflected in their existing development patterns, building forms, and land use. This focus on maintenance is consistent with the vision expressed by both Councilmember Gamble and residents, who wish to preserve the larger area's established suburban character.

Many of the parcels included in the subject area are currently undeveloped or underdeveloped and could be developed or redeveloped in the future. Residents contend that any new growth should fit the existing character—including lot sizes and density—of existing neighborhoods in the larger area. It is important to note that even with a policy change to T3 NM, growth is likely to still occur through rezonings and subdivisions, especially with many portions of the subject area being adjacent to the Dickerson Pike corridor which is anticipated to continue growing.

Dickerson Pike connects this area with many areas of Nashville and Goodlettsville and provides services and a mix of uses. The city of Goodlettsville is adjacent to the northern portion of the subject area with additional residential uses. On the west side of Dickerson Pike, portions of the subject area are adjacent to the T2 Rural Transect and larger areas of contiguous sensitive natural features.



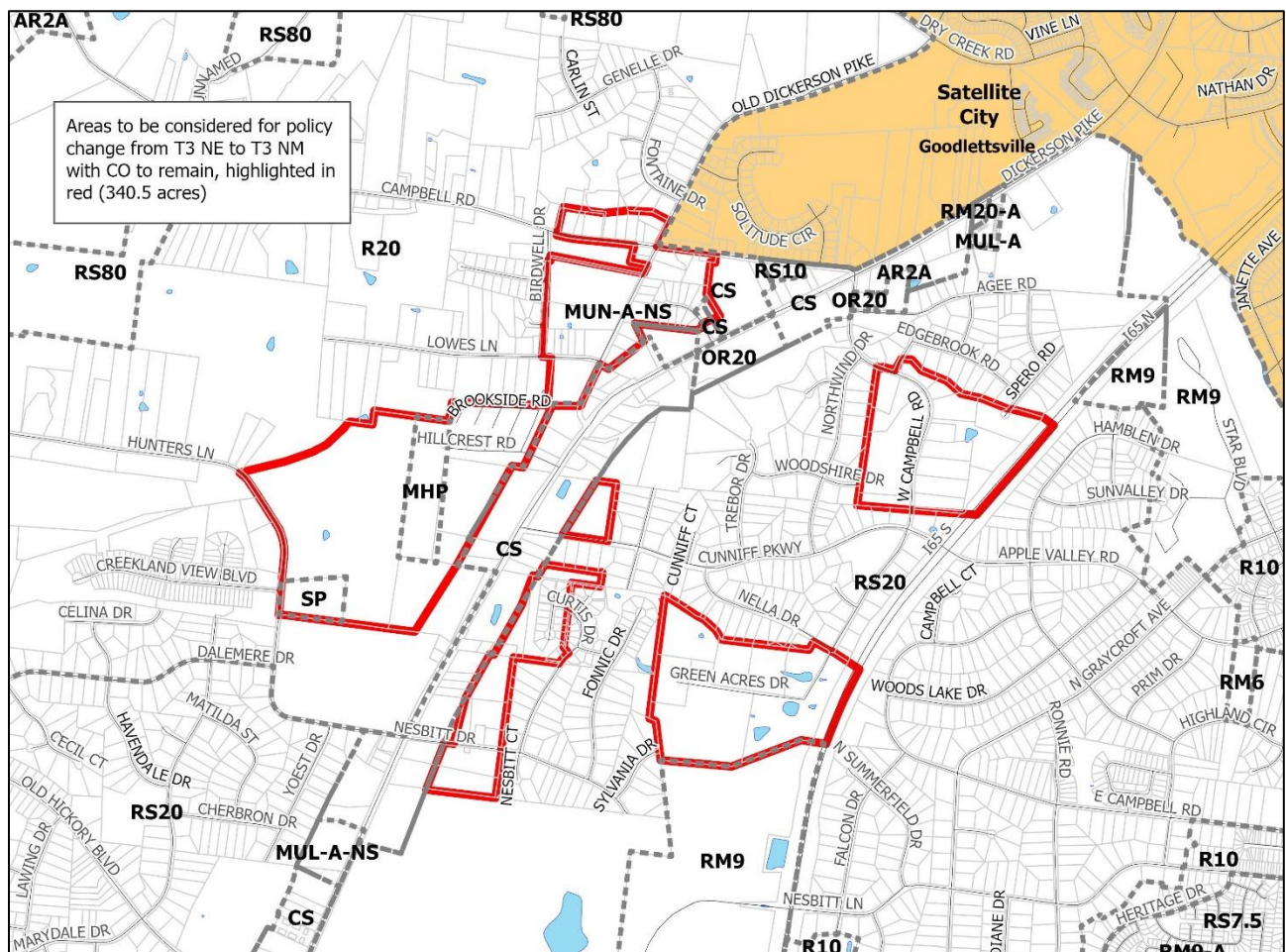


## Metro Planning Commission Meeting of 08/14/2025

### Current Land Uses and Zoning

Single-family residential is the primary use in and around the subject area—particularly away from the Dickerson Pike corridor. Additional land uses surrounding the subject area include civic, commercial, institutional, medical, two-family residential, industrial, and park. Nonresidential uses are mostly confined to locations along Dickerson Pike.

The subject area is predominantly zoned residential (R20) on the west side of Dickerson Pike and residential (RS20) on the east of Dickerson Pike. Commercial (CS) zoning is prominent along Dickerson Pike itself. Other zoning districts within and adjacent to the subject area include Agriculture (AR2a), Mixed-Use (MUN-A-NS), Mobile Home Park (MHP), Office/Residential (OR20), and Specific Plan (SP) districts. The land uses and zoning districts supported by T3 NM policy are compatible with the subject area's existing residential land uses and zoning districts. The map below shows current zoning for the subject area and surrounding properties.



### Current Zoning



### Mobility and Connectivity

T3 NE areas are typically undeveloped, underdeveloped, or suitable for substantial infill and redevelopment. These areas are anticipated to develop in suburban residential patterns, but with



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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.

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

In both policy areas, connectivity is a key factor for improving livability and supporting transportation choices. Currently, sidewalks exist in residential areas along Curtis Court, Curtis Drive, Fonnice Drive, and Hidden Springs Drive. However, gaps in the sidewalk network limit links between residential neighborhoods and major streets such as Dickerson Pike. Sidewalks are mostly absent along Dickerson Pike.

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

- Dickerson Pike, classified as an arterial boulevard and
- Campbell Road, Cunniff Parkway, Hunters Lane, and Old Dickerson Pike, classified as collector avenues.

The subject area is residential, and local streets form the primary vehicular framework as seen in the areas located east between Dickerson Pike and Interstate 65. They serve neighborhood traffic and provide adequate connections to nearby residential areas along with Cunniff Parkway and Dickerson Pike. Pedestrian connectivity is limited. Addressing these limitations through new or extended sidewalks, greenways, and multi-use paths—particularly to link existing local streets, public open spaces, and collector streets—would enhance access and circulation.

The subject area does not have direct access to public transit. The nearest WeGo service line is Route 79 along Dickerson Pike; this route terminates at Old Hickory Boulevard, approximately one-half mile south of the southernmost portion of the subject area.

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

### Analysis Summary

Areas surrounding the subject area have grown into stable, well-established suburban neighborhoods with a variety of lot sizes. Residents of the larger area have expressed a clear desire to preserve this existing character. T3 NM policy is specifically intended to support neighborhoods where the existing form and use are expected to remain stable over time, aligning with both resident input and current conditions. T3 NM still allows for growth to occur, especially in areas adjacent to the corridor. The subject area is moderately connected by a local street network; however, pedestrian connectivity is highly limited and public transit is generally absent. CO policy, which recognizes environmentally sensitive areas within the subject area, remains in place. The CO policy



## **Metro Planning Commission Meeting of 08/14/2025**

highlights the importance of preserving the area's natural features that are not conducive to redevelopment.

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

### **STAFF RECOMMENDATION**

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



**NO SKETCH**



## Metro Planning Commission Meeting of 08/14/2025

### Item #14

#### Project Name

Council Bill No.

Council District

School District

Requested by

### Text Amendment 2025Z-007TX-001

#### Title 17 Violation Notifications

BL2025-949

Countywide

Countywide

Councilmember Jeff Eslick

Staff Reviewer

Shane

Staff Recommendation

*Approve.*

---

### APPLICANT REQUEST

Amend the Zoning Code regarding Title 17 violation notifications.

### PROPOSED AMENDMENTS TO TITLE 17

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

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

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

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

### BACKGROUND

The Metro Codes Department currently has the power to forgo the abatement period and move directly to a warrant for violations of Title 16 regulations. The Zoning Administrator is requesting a text amendment to Title 17 to allow for the same enforcement powers the Codes Department currently holds over Title 16.

### ANALYSIS

In the past, some property owners who have been found violating the provisions of Title 17 have incurred the same zoning violation repeatedly or have failed to correct the same violation after multiple notifications. This text amendment would allow the Zoning Administrator to move directly to legal proceedings rather than to continuously send abatement letters notifying the property owner of recurring or uncorrected violations. This will enable the zoning administrator and associated staff to take court action more quickly and efficiently in order to uphold the regulations of the zoning ordinance.



## **Metro Planning Commission Meeting of 08/14/2025**

The owner, persons, or entities in violation will receive an additional notice when a court action is instituted, through service of process.

### **ZONING ADMINISTRATOR RECOMMENDATION**

No exception taken.

### **FISCAL IMPACT RECOMMENDATION**

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

### **COUNCIL**

The proposed amendment passed first reading at the July 15, 2025, Council meeting. Second reading and public hearing is scheduled for August 19, 2025.

### **MPC RULES AND PROCEDURES/TEXT AMENDMENT REVIEW PROCESS**

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

The Planning Commission public hearing is scheduled for August 14, 2025. Following the standard process, this item would then need to be deferred to the September 11, 2025, Planning Commission meeting for consideration. In this case, staff recommends suspending that rule for the deferral of two meetings and have a one meeting deferral with the second hearing of this item on August 28, 2025, given the housekeeping nature of this text amendment, and given that staff has had time to adequately review the case and does not have issues with the scope of the request.

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### **STAFF RECOMMENDATION**

*Staff recommends approval of the bill as filed.*

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## Metro Planning Commission Meeting of 08/14/2025

### ORDINANCE NO. BL2025-949

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

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

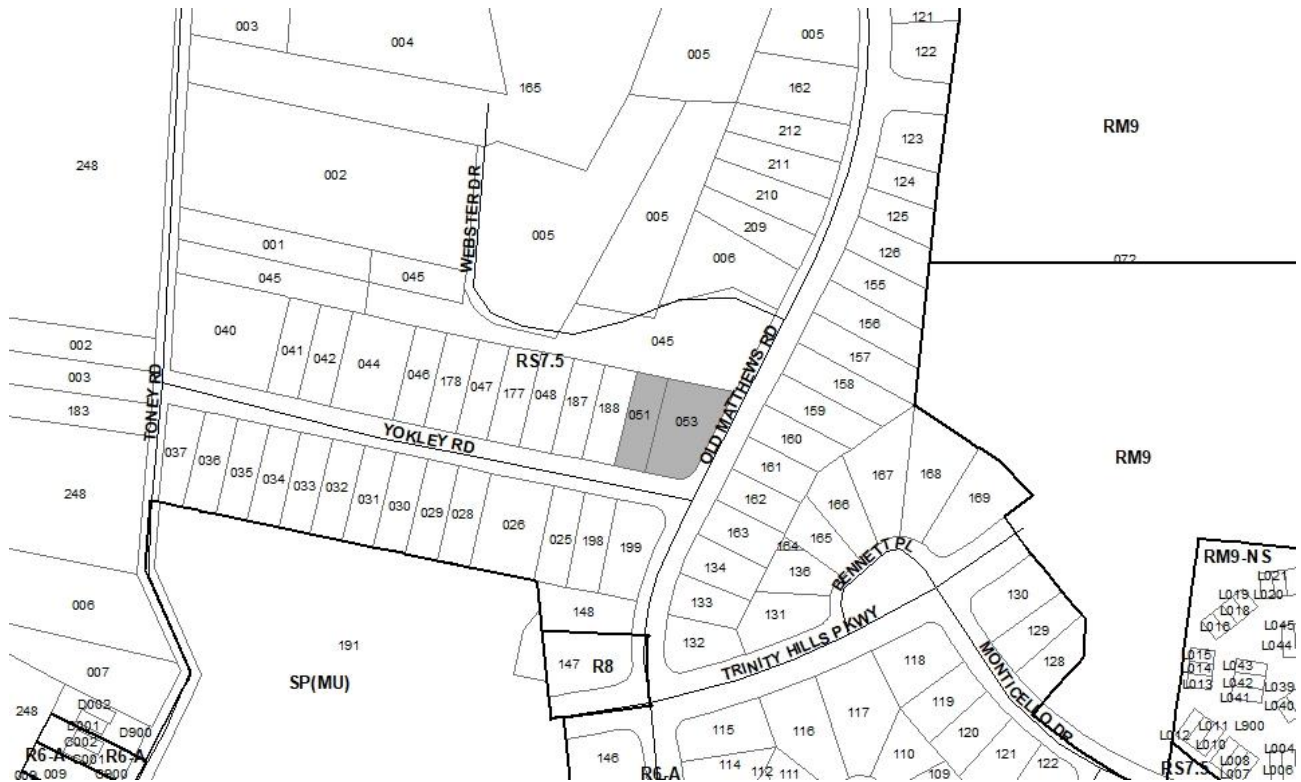
Section 1. That section 17.40.600 of the Metropolitan Code of Laws is amended by adding the following language to the end of the current ordinance.

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

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



## Metro Planning Commission Meeting of 08/14/2025



### 2025SP-035-001

501 & 505 YOKLEY ROAD

Map 071-01, Parcel(s) 051, 053

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyonzté Toombs)



## Metro Planning Commission Meeting of 08/14/2025

### Item #15

#### Project Name

#### Council District

#### School District

#### Requested by

### Specific Plan 2025SP-035-001

#### 501 & 505 Yokley Road

02 – Toombs

01 – Taylor

Windward Advisors, LLC, applicant; Ronald & Carlene Revocable Living Trust, owners.

#### Staff Reviewer

Marton

#### Staff Recommendation

*Approve with conditions and disapprove without all conditions.*

---

### APPLICANT REQUEST

#### Preliminary SP to permit four multi-family residential units.

#### Preliminary SP

A request to rezone from Single Family Residential (RS7.5) to Specific Plan (SP) zoning for properties located at 501 and 505 Yokley Road, at the western corner of Old Matthews Road and Yokley Road, to permit two two-family residential units (0.47 acres).

#### **Existing Zoning**

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

#### **Proposed Zoning**

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

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

T3 Suburban Neighborhood Maintenance (T3 NM) is intended to maintain the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T3 NM areas have an established development pattern consisting of low- to moderate-density residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle, and vehicular connectivity.



# Metro Planning Commission Meeting of 08/14/2025



Proposed SP



## **Metro Planning Commission Meeting of 08/14/2025**

### **SITE CONTEXT**

The subject site consists of two parcels, totaling 0.47 acres, located at the northwest corner of Old Matthews Road and Yokley Road. The site has frontage onto both streets. Yokley Road is a local street, and Old Matthews Road is identified as a Collector Avenue in the Major and Collector Street Plan (MCSP). The properties have been zoned RS7.5 since 1998 and were previously zoned R8. The property at 505 Yokley Road currently includes a single-family home while the property at 501 Yokley Road is vacant. Surrounding properties are zoned Single Family Residential (RS7.5), One and Two-Family Residential (R8), and Specific Plan (SP), while surrounding land uses are primarily single-family residential, one and two-family residential and vacant land. The nearby SP, known as North Lights Block 3, is currently permitted for 72 multi-family residential units and 10 single-family lots.

### **PLAN DETAILS**

The proposed SP would permit a multi-family residential development with a maximum of four units. Units are shown in the form of two duplexes that orient to Yokley Road. A shared driveway between the two duplex buildings provide access from Yokley Road and lead to parking areas that are provided in the rear. Each unit will have one rear loaded garage parking space while the remainder of the parking will be surface spaces. The maximum building heights are proposed as two stories in 35 feet. Along Old Matthews Road, the plan will provide the MCSP right-of way requirement and along Yokley Road the plan will provide the local street standard right-of-way and the associated streetscape improvements. Short term rental property, owner occupied, and non-owner occupied are prohibited throughout the entire development.

### **ANALYSIS**

The site is within the T3 Suburban Neighborhood Maintenance (T3NM) policy area which is intended to maintain the general character of developed suburban residential neighborhoods. The SP proposes four units in the form of two duplex buildings at a density of approximately 8.51 units an acre. The T3 NM policy is generally supportive of low- to moderate-density residential development and recommends allowing for additional residential uses in proximity to transit and locations along a higher classification street. The site is located approximately 130 feet from a bus stop on WeGo Route 41, which is within a five-minute walking distance. The T3 NM policy is also supportive of housing infill on properties with vacant and underutilized land. As it exists today, more than half of the subject site is currently vacant, making it an appropriate location for a moderate increase in intensity. Additionally, the plan meets the design principles for building form and site design as it limits building height to two stories in 35 feet, provides a duplex building form with pitched roofs to match the predominant roof style of the area, and orients the units to Yokley Road, blending the new development into the surrounding neighborhood.

Overall, staff finds that the plan is consistent with the goals and general design standards of the T3 NM policy and meets the goals of NashvilleNext to provide a diverse mix of housing types near transit. For these reasons, staff recommends approval.

### **FIRE MARSHAL RECOMMENDATION**

**Approve**



## Metro Planning Commission Meeting of 08/14/2025

### 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.
- Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- There are to be no vertical obstructions in new public sidewalks.
- Coordinate w/ planning on MCSP frontage requirements. Provide half-section, per ST-252 along Yokely frontage.

### TRAFFIC & PARKING RECOMMENDATION

#### Approve with conditions

- Continue the sidewalks along the property frontage for a full sidewalk connection to Old Matthews Road.
- Parking shall be provided per code.

### 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 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.
- (Water & Sewer Capacity Fee Permit No's. T2024105974 & T2024105978). Unless and until 100% of capacity charge has been paid, no water/sewer capacity is guaranteed.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.47	-	2 U	28	7	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	0.47	-	4 U	20	1	2



## Metro Planning Commission Meeting of 08/14/2025

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
-	-	-	+2 U	-8	-6	+0

### METRO SCHOOL BOARD REPORT

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

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

### METRO SCHOOL BOARD REPORT

The proposed SP zoning is expected to generate one more student than the existing RS7.5 district. Students would attend Alex Green Elementary School, Brick Church Middle School, and Whites Creek High School. Alex Green Elementary School is identified as exceedingly overcapacity, while Brick Church Middle School is identified as exceedingly under capacity and Whites Creek High School is identified as exceedingly under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to two two-family residential units. Short term rental property, owner occupied and short-term rental property, not owner occupied, shall be prohibited within the entire development.
2. On the corrected copy, update the purpose note to remove references to combining the parcels at 501 & 505 Yokley Road. Consolidation of these properties will require a separate application.
3. On the corrected copy, remove “RM9 Maximum” from the heading on Page 5 and remove the maximum density column. Update the maximum units allowed column to four units.
4. With the final site plan, parking spaces at the rear of the units shall not block rear loaded garage entrances.
5. With the final site plan, provide a pedestrian connection from the side door of the unit closest to Old Matthews Road to the public sidewalk along Old Matthews Road.
6. A 10’ B Type Landscape Buffer shall be required along the western property line.
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 the RM9 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.



## **Metro Planning Commission Meeting of 08/14/2025**

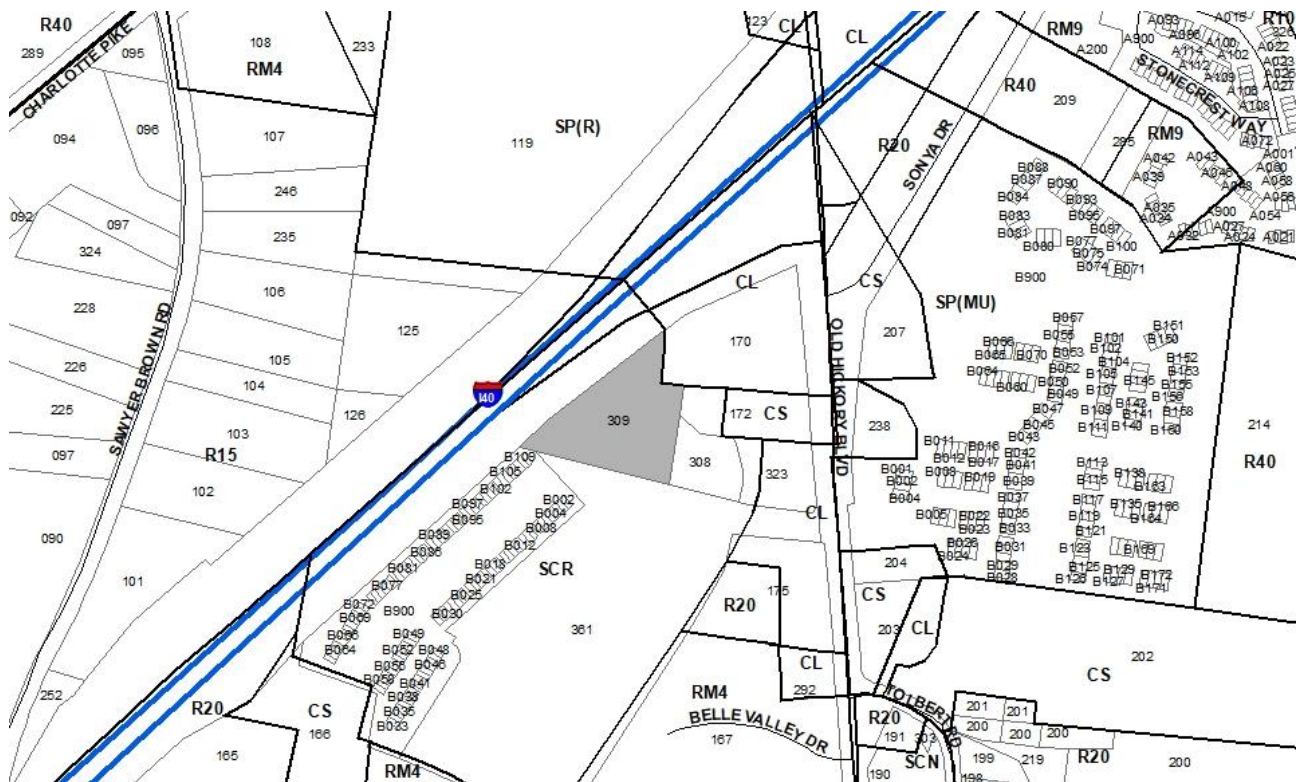
12. The final site plan shall label all internal driveways as “Private Driveways.” A note shall be added to the final site plan that the driveways shall be maintained by the Property Owners’ Association.
13. No master permit/HPR shall be recorded prior to final SP approval.
14. Final plat may be required 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.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 08/14/2025



**2025SP-039-001**

621 OLD HICKORY BLVD SP

Map 114, Parcel(s) 309

06, Bellevue

22 (Sheri Weiner)



## Metro Planning Commission Meeting of 08/14/2025

### Item #16a

#### Project Name

#### Associated Case

#### Council District

#### School District

#### Requested by

### Specific Plan 2025SP-039-001

#### 621 Old Hickory Blvd. SP

#### 88P-040-005

22 – Weiner

09 – Taylor

Wedgewood Avenue, applicant; Afsoon Elmore and Marjan and Davar Vafaie, owners.

#### Staff Reviewer

Schenk

#### Staff Recommendation

*Approve with conditions and disapprove without all conditions.*

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### APPLICANT REQUEST

#### Preliminary SP to permit self-service storage use.

#### Preliminary SP

A request to rezone from Shopping Center Regional (SCR) to Specific Plan (SP) zoning for property located at 621 Old Hickory Boulevard, approximately 600 feet southwest from Sonya Drive (2.70 acres), within a Planned Unit Development District, to permit self-service storage uses (See associated case 88P-040-005).

#### **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.

#### **Proposed Zoning**

Specific Plan-Commercial (SP-C) 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 commercial uses.*

### **BELLEVUE 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.



## Metro Planning Commission Meeting of 08/14/2025



**Proposed Preliminary SP**



## Metro Planning Commission Meeting of 08/14/2025

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

### **SITE CONTEXT AND PLAN DETAILS**

The site consists of a single parcel, approximately 2.7 acres in size, with frontage on Interstate 40. The parcel does not have road frontage but is served via an existing private drive connecting to Old Hickory Boulevard. The site has been zoned SCR since 1998 and has been within a Commercial PUD overlay since 1988. Since 1996, the site has been approved for a commercial amusement use, including a miniature golf course and go cart racing track. The surrounding parcels are zoned Commercial Limited (CL), Commercial Service (CS), and Shopping Center Regional (SCR) and have developed with multi-family residential, automobile convenience, hotel, and restaurant uses.

The site plan consists of a large self-service storage building, identified as a conditioned building, located at the northwestern portion of the site along Interstate 40, and several unconditioned self-service storage buildings located along the southern and eastern sides of the property for a maximum total square footage of 150,000 square feet of self-service storage uses. Vehicular access to the site would be from a single driveway along the existing private drive. Along this private drive, the site would be screened by a masonry wall and landscaping. The plan includes architectural standards, including standards for building materials and glazing. The building would also be limited in height to three stories and 45 feet, and a conceptual elevation is also included with the plan.

### **ANALYSIS**

The proposed SP is located within the T3 Suburban Mixed Use Corridor (T3 CM) policy and Conservation (CO) policy areas. The T3 CM policy intends to enhance suburban mixed use corridors by encouraging a greater mixture of higher density residential and commercial uses. The Conservation (CO) policy on the site is limited to an area of slopes in the far northwest corner and along the eastern property boundary, both of which were created during the development of the interstate and other portions of the PUD.

The proposed self-storage use is compatible with the T3 CM policy, by providing a complementary use to surrounding properties which have developed with a mixture of multi-family residential, retail, restaurant, and hotel uses. The proposal's bulk standards, including shallow setbacks and a maximum height of three stories and 45 feet are consistent with the policy guidance as well as the existing development pattern of surrounding parcels, which have developed with two-, three-, and four-story buildings. The site's location, adjacent to Interstate 40 and within close proximity to the Interstate 40 and Old Hickory Boulevard interchange would support a higher intensity commercial use. Additionally, the parcel is located off of a private drive and behind existing commercial uses along Old Hickory Boulevard, which would provide an appropriate transition from the interstate to a commercial corridor. The proposal is also consistent with the Conservation policy areas on the site as it avoids areas of steep slopes. Due to these factors, and as the proposed plan is consistent with



## Metro Planning Commission Meeting of 08/14/2025

both the T3 CM and CO policies, Staff recommends approval with conditions and disapproval without all conditions.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

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

### STORMWATER RECOMMENDATION

#### Approve

### WATER SERVICES RECOMMENDATION

#### Not applicable-Harpeth Valley Utility District

### HARPETH VALLEY UTILITY DISTRICT

#### Availability of service letter provided

### NASHVILLE DOT RECOMMENDATION

#### Approve with conditions

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- Any proposed public roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called outed 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](mailto:solidwastereview@nashville.gov)).

### TRAFFIC & PARKING RECOMMENDATION

#### Approve with conditions

- Waiver has been approved

Maximum Uses in Existing Zoning District: SCR

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	2.70	1 F	117,612 SF	4,440	111	448

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
Self-Storage (151)	2.70	3 F	352,836 SF	533	35	60



## Metro Planning Commission Meeting of 08/14/2025

Traffic changes between maximum: SCR and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-3,907	-76	-388

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 150,000 square feet of self-service storage uses.
2. On the corrected copy, update the proposed use to self-service storage.
3. On the corrected copy, under landscaping standards, for Note 12, update street tree requirement to require street trees at a minimum spacing of 30 feet along private drive.
4. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
5. The storage units designated as unconditioned on the preliminary SP shall be no taller than the masonry wall on the preliminary plan. With the submittal of the final site plan, elevations meeting this height requirement shall be provided.
6. Comply with all conditions and requirements of Metro reviewing agencies.
7. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
8. No master permit/HPR shall be recorded prior to final SP approval.
9. Final plat may be required prior to permitting.
10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the MUL-NS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
11. 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 owner.
12. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
13. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



## **Metro Planning Commission Meeting of 08/14/2025**

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



**SEE NEXT PAGE**





## Metro Planning Commission Meeting of 08/14/2025

### Item #16b

#### Project Name

#### Associated Case

#### Council District

#### School District

#### Requested by

### Planned Unit Development 88P-040-005

#### Sam's Club PUD (Cancelation)

#### 2025SP-039-001

22 – Weiner

09 – Taylor

Wedgewood Avenue, applicant; Afsoon Elmore and Marjan and Davar Vafaie, owners.

#### Staff Reviewer

Schenk

#### Staff Recommendation

*Approve if the associated SP is approved and disapprove if the associated SP is not approved.*

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### APPLICANT REQUEST

#### Cancel a portion of a Planned Unit Development.

#### PUD Cancelation

A request to cancel a Planned Unit Development Overlay District on property located at 621 Old Hickory Boulevard, approximately 600 feet southwest of Sonya Drive (2.70 acres), zoned Shopping Center Regional (SCR) (See associated case 2025SP-039-001).

#### **Existing Zoning**

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

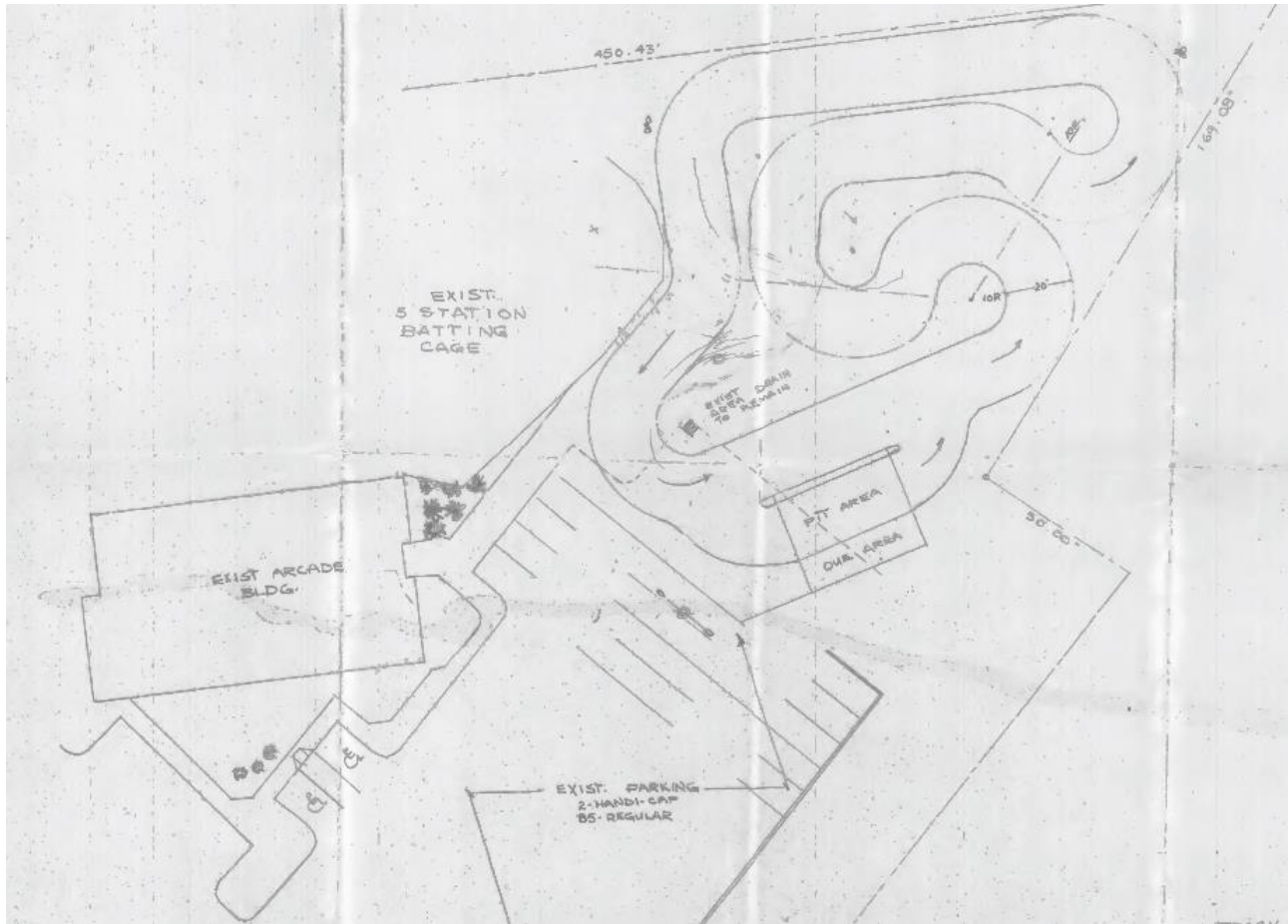
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of 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.

#### **BELLEVUE 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.



## Metro Planning Commission Meeting of 08/14/2025



### Approved PUD Plan

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.

### PLANNED UNIT DEVELOPMENT OVERLAY HISTORY

The site has been located within a PUD since 1988. The PUD allows for a broad range of commercial uses, including retail, restaurant, and hotel uses. When the PUD was approved, it initially covered a significantly larger area, that included a Sam's Club store on the parcel to the south of this site. In 1996, a PUD revision and final was approved for this site to allow for a miniature golf course and go cart track. In 2019, the PUD was canceled for the portion of the site with the Sam's Club store, leaving this parcel and three other adjacent parcels remaining within the PUD. The other parcels have developed with commercial uses including restaurant and hotel uses.



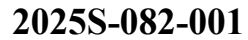
## **Metro Planning Commission Meeting of 08/14/2025**

### **ANALYSIS**

This application is associated with a preliminary SP proposal, case number 2025SP-039-001. The proposed SP would allow for a self-service storage use. The site is located within the T3 Suburban Mixed Use Corridor (T3 CM) which intends to encourage a greater mix of uses. The proposed self-service storage use is compatible with the T3 CM policy, by providing a complementary use to surrounding properties which have developed with a mixture of multi-family residential, retail, restaurant, and hotel uses. Additionally, the site's location, adjacent to Interstate 40 and within close proximity to the Interstate 40 and Old Hickory Boulevard interchange would support a self-service storage use. Since staff finds that the proposed SP is consistent with the land use policy, and the PUD cancellation is necessary for the proposed SP, staff recommends approval of the PUD cancellation.

### **STAFF RECOMMENDATION**

Staff recommendation is to approve if the associated SP is approved and disapprove if the associated SP is not approved.



7865 OLD CHARLOTTE PIKE

Map 113, part of Parcel(s) 089

06, Bellevue

35 (Jason Spain)



## Metro Planning Commission Meeting of 08/14/2025

**Item #17****Project Name****Council District****School District****Requested by****Final Plat 2025S-082-001****7865 Old Charlotte Pike**

35 – Spain

09 – Tylor

Jesse Walker Engineering, applicant; Teddy Richardson, John Richardson &amp; William Richardson, owners.

**Staff Reviewer**

Welch

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

---

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

A request for final plat approval to create one lot on a portion of property located at 7865 Old Charlotte Pike, approximately 1,903 feet east of Fire Tower Road, zoned One and Two-Family Residential (R80) (approximately 2.49 of 7.7 acres).

**SITE DATA AND CONTEXT**

**Location:** The site consists of one parcel located on the south side of Old Charlotte Pike, east of Buffalo Road.

**Street Type:** The site has frontage on Old Charlotte Pike, a collector street, with an existing frontage of 645 feet.

**Approximate Acreage:** 7.7 acres, or approximately 339,338 square feet.

**Parcel/Site History:** 7865 Old Charlotte Pike was created by deed in 1990.

**Zoning History:** The parcel has been zoned One and Two-Family Residential (R80) since 1998.

**Existing land use and configuration:** The parcel is currently developed with a single-family residence and detached garage. The existing structures are identified to be retained on the proposed lot.

**Surrounding land use and zoning:**

- North: Single-Family Residential (R80)
- South: Single-Family Residential (R80)
- East: Single-Family Residential (R80)
- West: Specific Plan (SP)





## Metro Planning Commission Meeting of 08/14/2025

### PROPOSAL DETAILS

**Number of Lots:** 1

**Lot size:** Lot 1 is 2.49 acres (108,449 square feet).

**Access:** Access to the lot is provided by Old Charlotte Pike.

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

### APPLICABLE SUBDIVISION REGULATIONS

Volume III of NashvilleNext, the General Plan for Nashville and Davidson County, contains the Community Character Manual (CCM) which establishes land use policies for all properties across the County. The land use policies established in 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.

### 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.



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### 4-2.3 Development Footprint

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

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

### 4-2.4 Building Placement

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

Lot 1 is developed with a single-family residential use, and the residence and garage structures are identified to be retained. A building envelope has been identified on the lot outside of the conservation features.

### 4-2.5 Rural Character Design

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

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

a. *Building Setback along existing public streets.*

Does not comply. The building setbacks are required to be varied, and a minimum setback line is required to be platted when the average setback of abutting parcels is more than the minimum required street setback established by the zoning. Where the minimum required street setback is less than the average of the street setback of the two parcels abutting either side of the lot proposed to be subdivided, a minimum building setback line shall be included on the proposed lots at the average setback of the abutting parcels. The average front setback of the abutting parcels is approximately 447 feet, which is not in line with the anticipated contextual setback per Zoning. However, the existing residence is to be retained on the site. The existing structure on Lot 1 is approximately 93 feet from Old Charlotte Pike, which is less than the required 447-foot building setback. *A variance is required and will be discussed below.*

b. *Lot Depth along existing public streets.*

Does not comply. The minimum depth for lots along existing public streets shall be the building setback required by Sec 4-2.5(a) plus 300 feet. This provision



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requires a 747-foot lot depth. As proposed, the depth of Lot 1 is approximately 369 feet, which is less than the required depth. *A variance is required and will be discussed below.*

c. *Lot size along existing public streets.*

Does not comply. A compatibility analysis was conducted per this requirement based on the surrounding parcels. The minimum lot size is to be either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than the smallest of the surrounding parcels, whichever is greater. The result of the analysis is that the minimum lot size required is approximately 4.99 acres or 217,386 square feet. The area of Lot 1 is proposed to be 2.49 acres, or 108,449 square feet, which does not meet the 4.99-acre minimum lot size. *A variance is required and will be discussed below.*

d. *Lot frontage abutting existing public streets.*

Does comply. A compatibility analysis was conducted per this requirement based on the surround parcels. The result of the analysis is that the minimum lot frontage along Old Charlotte Pike required is 229 feet. The frontage of Lot 1 is proposed to be approximately 446 feet and therefore meets this requirement.

e. *Street lights.*

Not applicable for this case.

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.a. for minimum building setback, 4-2.5.a.1.b. for minimum lot depth, and 4-2.5.a.1.c. for minimum lot size.

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.



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3. Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship for the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations were carried out.
4. The variance shall not in any manner vary from the provisions of the adopted General Plan, including its constituent elements, the Major Street Plan, or the Zoning Code for Metropolitan Nashville and Davidson County (Zoning Code).

### **Variance Analysis**

#### Variance Request-Minimum Building Setback

Section 4-2.5.a.1.a. requires the minimum front setback to be the average setback of the abutting parcels. The average front setback of the abutting parcels is approximately 447 feet, which would be the anticipated minimum front setback based on the contextual requirements in the zoning code. The existing setback for the primary structure on Lot 1 is 93 feet. The existing structures are identified to be retained, and a building envelope has been identified outside of the steep slopes, which are located around the existing structures. Complying with the minimum required setback would require the building envelope shift to the rear, resulting in additional disturbance to the sensitive features. By considering a reduced setback, the building area avoids these areas of steep slopes. Staff finds that a variance for minimum building setback would not conflict with the intent of the Rural Subdivision Regulations and meets all the requirements for the Commission to grant a variance.

#### Variance Request-Minimum Lot Depth

Section 4-2.5.a.1.b. requires the minimum lot depth to be the building setback required by Sec 4-2.5(a) plus 300 feet. The proposed lot depth for Lot 1 is 369 feet, which is less than the 747 feet required. When considering the lot depth pattern in the broader area along the same block as Old Charlotte Pike, several existing parcels have lot depths less than 747 feet, including four neighboring parcels, which have lot depths of 260 feet, 89 feet, 135 feet, and 84 feet. While the proposed lot depth would be less than what is required for the average, when considering the neighboring parcels on each side of the proposed lot, Staff finds that a variance for minimum lot depth would not conflict with the intent of the Rural Subdivision Regulations and meets all the requirements for the Commission to grant a variance.

#### Variance Request-Minimum Lot Size

Section 4-2.5.a.1.c. requires the minimum lot size along existing public streets be equal to or greater than 70% of the average size of surrounding parcels or equal to or greater than the smallest, whichever is greater. In this case, the minimum required lot size for both lots is approximately 4.99 acres. As proposed, the size of Lot 1 is approximately 2.49 acres. When considering the lot size pattern of the broader area along the same block as Old Charlotte Pike, a couple of existing parcels have lot sizes similar or less than the 2.49 acres as proposed for this lot. Existing parcels in the broader area vary in size with several parcels ranging from under an acre to 3.15 acres, including a parcel that is 0.76 acres. When evaluating the neighboring parcels, the proposed lot would still be larger than most of the adjacent parcels. Additionally, the average lot size is distorted due to two of the neighboring parcels used in the analysis having a parcel size of over 14 and 18 acres. If these parcels were removed from the analysis, the average lot size would be approximately 2.50 acres, which proposed Lot 1 would be close to meeting. Staff finds that a variance for minimum lot size



## **Metro Planning Commission Meeting of 08/14/2025**

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

### **POLICY CONSIDERATIONS**

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

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to the property is T2 RM (Rural Maintenance) and CO (Conservation). 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. The Conservation policy intends to preserve environmentally sensitive land features through protection and remediation. The conservation features exists on the majority of the site as slopes over 15 percent.

### **COMMENTS FROM OTHER REVIEWING AGENCIES**

#### **FIRE MARSHAL RECOMMENDATION**

**Approve**

#### **STORMWATER RECOMMENDATION**

**Approve**

#### **NASHVILLE DOT RECOMMENDATION**

**Approve**

#### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve with Conditions**

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

#### **WATER SERVICES RECOMMENDATION**

**Not applicable**

- Served by Harpeth Valley Utility District.



## **Metro Planning Commission Meeting of 08/14/2025**

### **HARPETH VALLEY UTILITY DISTRICT**

- A copy of the plat has been signed and dated by Harpeth Valley Utility District.

### **METRO HEALTH RECOMMENDATION**

**Approve**

### **STAFF RECOMMENDATION**

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

### **RECOMMENDED ACTION**

Motion to approve proposed subdivision Case No. 2025S-082-001 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.
3. The mylar shall be approved and signed by the Metro Health Department prior to recording.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 08/14/2025



**2025S-111-001**

**STEVEN CRAWFORD SUBDIVISION**

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

02, Parkwood-Union Hill

10 (Jennifer Webb)



## Metro Planning Commission Meeting of 08/14/2025

**Item #18****Project Name****Council District****School District****Requested by****Final Plat 2025S-111-001****Steven Crawford Subdivision**

10 – Webb

03 – Young

Anthony T. Bollinger, R.L.S, applicant; Steven and Lauren Crawford, owners.

**Staff Reviewer**

Schenk

**Staff Recommendation***Defer to the August 28, 2025, Planning Commission meeting.*

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

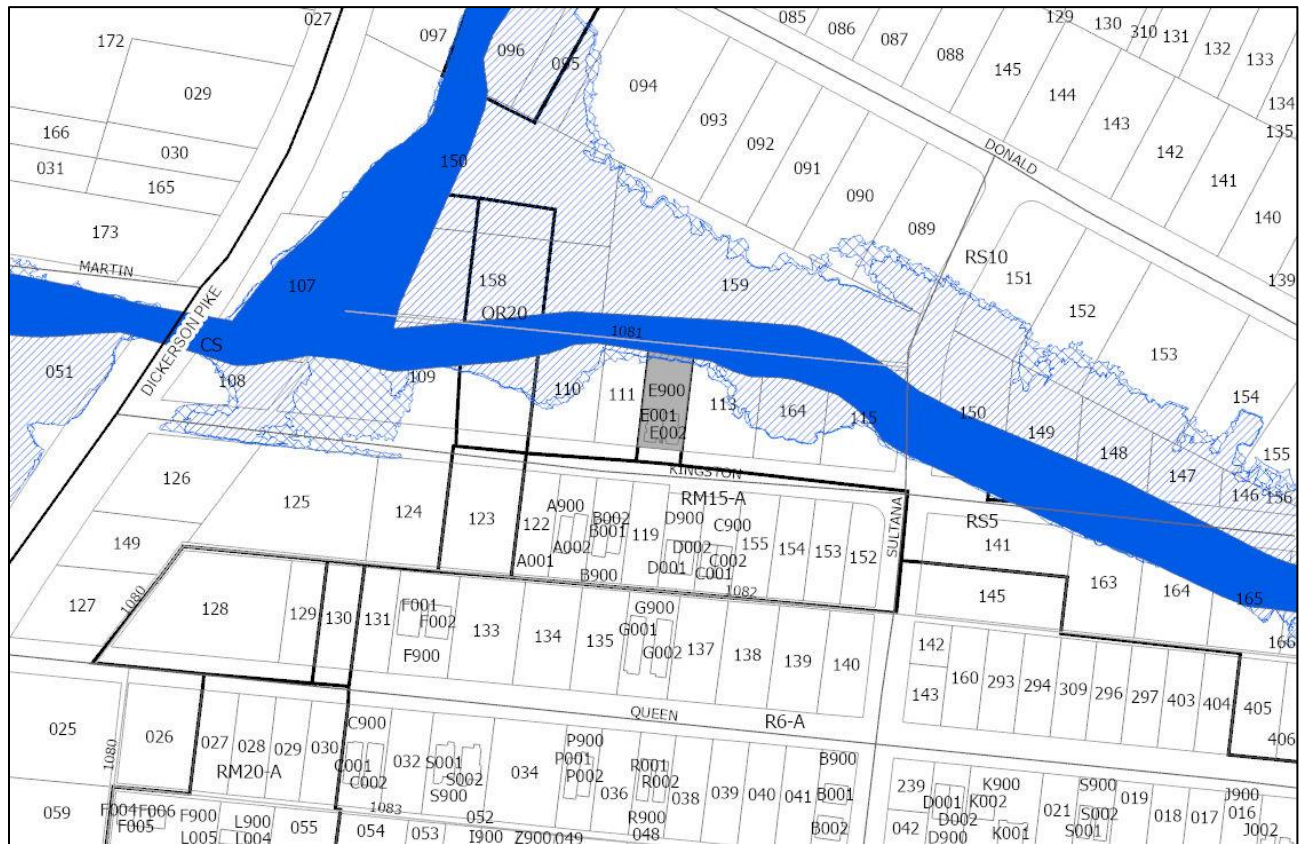
A request for final plat approval to create one lot on a portion of properties located at 3250 Freeman Hollow Road and Freeman Hollow Road (unnumbered), approximately 1,100 feet north of Freeman Hollow Court, zoned Agricultural/Residential (AR2a) (2.0 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the August 28, 2025, Planning Commission meeting.



## Metro Planning Commission Meeting of 08/14/2025



**2025S-117-001**

125 KINGSTON ST

Map 071-03-0-E, Parcel(s) 001-002, 900

05, East Nashville

05 (Sean Parker)



## Metro Planning Commission Meeting of 08/14/2025

**Item #19****Project Name****Council District****School District****Requested by****Final Plat 2025S-117-001****125 Kingston St**

05 – Parker

01 – Taylor

Clint Elliott Survey, applicant; O.I.C. Townhomes at 125 Kingston Street and Urban Dwell Homes, GP, owners.

**Staff Reviewer**

Commeey

**Staff Recommendation**

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

---

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

A request for final plat approval to create one lot on the properties located at 125 A, B & C Kingston Street, approximately 290 feet west of Sultana Avenue, zoned One and Two family Residential-Alternative (R6-A) (0.19 acres).

**SITE DATA AND CONTEXT**

**Location:** The site consists of one lot located along the north side of Kingston Street.

**Street Type:** The site has frontage on Kingston Street, a local street.

**Approximate Acreage:** 0.19 acres or approximately 8,397 square feet.

**Parcel/Site History:** The property was originally platted as Lot No. 171 and the westerly 10 feet of Lot No. 170 of J. B. Haynie's Oriental Plan of Lots in 1892 (Book 161, Pages 26 and 27). It was created by deed into its current configuration as part of a Horizontal Property Regime (HPR). Due to the date of the consolidation, Metro Codes has indicated that this property is limited to single family residential land uses only.

**Zoning History:** The property has been zoned One and Two family Residential-Alternative (R6-A) since 2022. Prior to 2022, the property was zoned Commercial Services (CS).

**Existing Land Use:** The subject property is vacant.

**Surrounding Land Use and Zoning:**

- North: Single Family Residential/RS10
- South: Multi-Family Residential-Alternative/ RM15-A
- East: Single Family Residential/ RS5
- West: Single Family Residential/ RS5





## Metro Planning Commission Meeting of 08/14/2025

### **Zoning:** One and Two Family Residential-Alternative (R6-A)

Min. lot size: 6,000 square feet

Max. building coverage: 0.50

Min. rear setback: 20 feet

Min. side setback: 5 feet

Max. height: 3 stories

Min. street setback: Contextual Setback per Code

### **PROPOSAL DETAILS**

**Number of lots:** 1

**Lot sizes:** The proposed lot has a lot size of approximately 0.192 acres (8,397 square feet).

**Access:** The proposed lot will be accessed from Kingston Street. There is an existing drive between the proposed lot and the adjacent parcel (Map 071-03, Parcel 111) to the west. Any future access conditions based on redevelopment of the subject property will be determined at the time of building permit.

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

### **APPLICABLE SUBDIVISION REGULATIONS**

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

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

### **3-1 General Requirements**

The proposal meets the requirements of 3-1.



## Metro Planning Commission Meeting of 08/14/2025

### 3-2 Monument Requirements

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

### 3-3 Suitability of the Land

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

### 3-4 Lot Requirements

The proposed lots complies with the minimum standards of the zoning code. The lot exceeds the minimum lot size of the R6-A zoning district. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of R6-A zoning at the time of building permit. The proposed lot will be accessed from Kingston Street.

### 3-5 Infill Subdivisions

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

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

g. *All minimum standards of the zoning code are met.*

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

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

Complies. The proposed lot has frontage along a public street.

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

The T4 NM policy that applies to the site does not specifically identify an appropriate density; however, the policy supports the underlying R6-A zoning district and its prescribed density.

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



## Metro Planning Commission Meeting of 08/14/2025

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

The proposed lot has a frontage width of 60 feet along Kingston Street. The required frontage per the compatibility standards for surrounding parcels along Kingston Street is 61.60 feet.

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

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

The proposed lot has an area of 8,397 square feet. The required lot size per compatibility standards for surrounding parcels is 8,571 square feet.

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

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

Based on the preliminary calculations, both the codes required contextual setback and the setback required by this section would be the same and therefore a setback is not included on the plat. The setback will be determined by Codes with a building permit application.

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

The proposed lot is oriented to Kingston Street which is in keeping with the lot orientation of the surrounding parcels.

*k. The current standards of all reviewing agencies are met.*

All agencies have recommended approval or approval with conditions.

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



## Metro Planning Commission Meeting of 08/14/2025

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

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

### **Variances/Exceptions Analysis**

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

#### Lot Frontage

The proposed lot frontage of 60 feet is slightly below the minimum required frontage of 61 feet. However, this deviation is minimal and not anticipated to result in any noticeable impact. Typically lot frontage is a feature that is perceptible from the street, however, a foot will be negligible. Additionally, the adjacent parcel (Map 071-03, Parcel 111) to the west of the subject site features a frontage width of 60 feet, demonstrating that the proposed frontage is consistent with the existing development pattern and remains compatible with the surrounding context.

#### Lot Size

The proposed lot size of 8,397 square feet is slightly below the minimum lot size of 8,571 square feet required by the compatibility standards for surrounding parcels. The adjacent lot (Map 071-03, Parcel 111) to the west, which has a lot size of 8,327 square feet is lower than the proposed lot, indicating that the proposed lot is comparable in size and consistent with the existing development pattern. The proposed deviation in the lot size is 174 feet which is not a significant deviation from the required lot size.

Staff finds that the proposed lot has frontage and size comparable to parcels in the surrounding area and is not substantially different from the required amounts determined by compatibility, and that the proposed subdivision can provide for harmonious development. Given this information, staff finds the proposed lot to be consistent with the larger area and that an exception to compatibility requirements would be appropriate.

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

Not applicable to this case.



## Metro Planning Commission Meeting of 08/14/2025

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

Not applicable to this case.

### 3-5.5 *Infill Subdivision Frontage*

Not applicable to this case.

### 3-5.6 *Reasonable Conditions*

Not applicable to this case.

### 3-6 **Blocks**

Not applicable. No new blocks are being created.

### 3-7 **Improvements**

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

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

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

### 3-9 **Requirements for Streets**

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

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

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

### 3-11 **Inspections During Construction**

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

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

Not applicable. No new streets are proposed.

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

Not applicable. No private streets are proposed.

### 3-14 **Drainage and Storm Sewers**

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



## **Metro Planning Commission Meeting of 08/14/2025**

### **3-15 Public Water Facilities**

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

### **3-16 Sewerage Facilities**

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

### **3-17 Underground Utilities**

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

### **PLANNING STAFF COMMENTS – SUBDIVISION REGULATIONS**

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

### **POLICY CONSIDERATIONS**

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

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

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



## **Metro Planning Commission Meeting of 08/14/2025**

### **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 with Conditions**

- Attached is a copy of the above-referenced subdivision (uploaded by planning on July 21, 2025) on which we recommend approval. The W&S Capacity fees must be paid prior to service connections.

#### **STAFF RECOMMENDATION**

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

#### **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.
3. On the corrected copy, identify the lot as a critical lot. A star symbol shall be used to identify critical lots on the face of the concept plan, final site plan, and final plat. Please add critical lot designation by identifying the critical lots with an asterisk (\*) on the face of the plat and add the following note in the Notes section: “\* Denotes Critical Lots. Prior to the issuance of any building permit for a lot designated as a critical lot, a critical lot plan shall be submitted to the Metro Planning Department in conformance with Appendix B of the Metro Subdivision Regulations.”
4. On the corrected copy, update the ownership certificate with the certificate A.3 in the subdivision regulations.
5. Provide documentation for O.I.C. TOWNHOMES AT 125 KINGSTON STREET and URBAN DWELL HOMES, GP which shows that an individual is authorized on behalf of the company.
6. On the corrected copy, provide the correct owner names in the ownership certificate.



## **Metro Planning Commission Meeting of 08/14/2025**

### **RECOMMENDED ACTION**

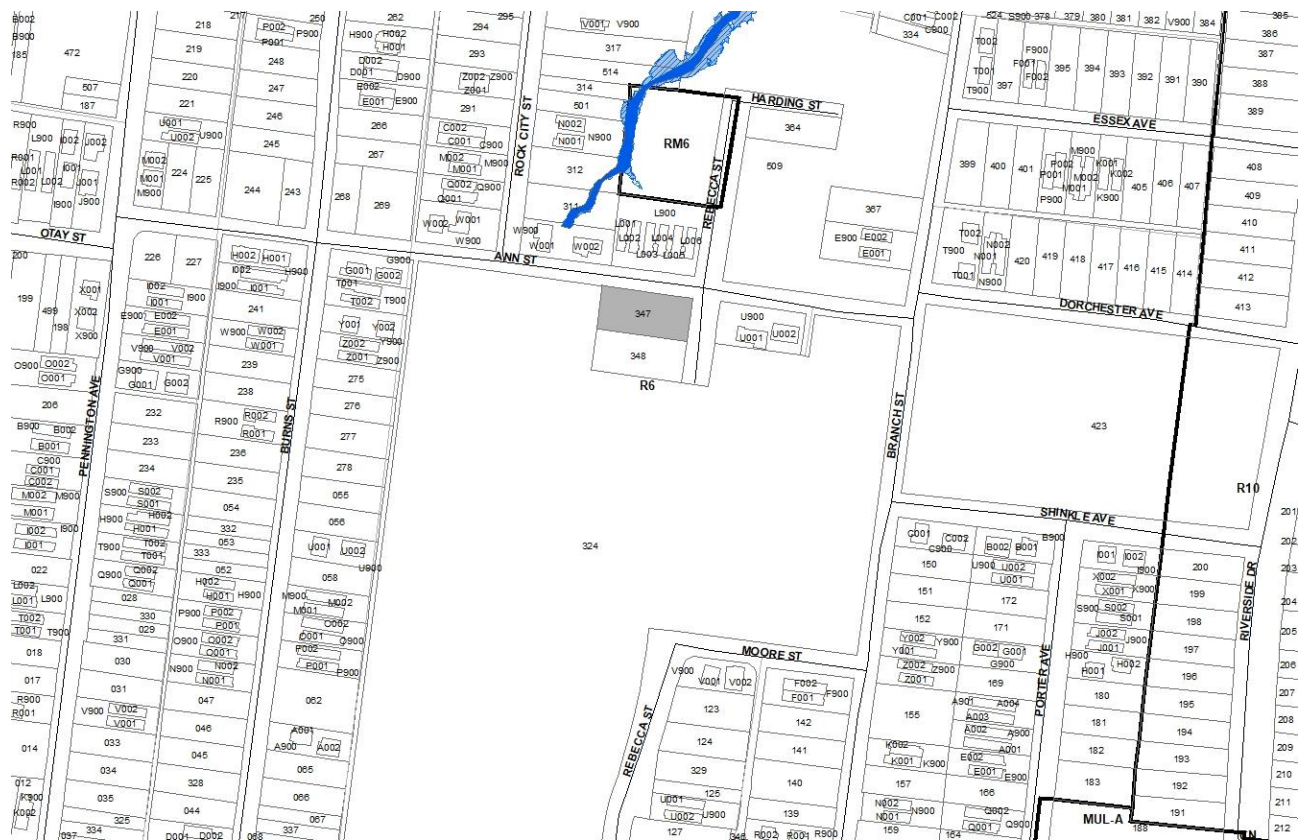
Motion to approve proposed subdivision Case No. 2025S-117-001 with conditions including an exception to Section 3-5.2.d.1 for lot frontage and Section 3-5.2.d.2 for lot size based upon findings that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all the staff recommended conditions.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 08/14/2025



**2025S-123-001**

**REBECCA STREET SUBDIVISION**

Map 072-11, Parcel(s) 347

05, East Nashville

07 (Emily Benedict)



## Metro Planning Commission Meeting of 08/14/2025

**Item #20****Project Name****Council District****School District****Requested by****Final Plat 2025S-123-001****Rebecca Street Subdivision**

07 – Benedict

03 – Young

Gregory E. Daniels, applicant; First Baptist Church of South Inglewood, owner.

**Staff Reviewer**

Garland

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

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

A request for final plat approval to create two lots on properties located at 311 Rebecca Street, approximately 387 feet west of Branch Street, zoned One and Two-Family Residential (R6) (0.28 acres).

**SITE DATA AND CONTEXT**

**Location:** The site consists of one parcel located at the southwest corner of the intersection of Ann Street and Rebecca Street.

**Street Type:** The site has frontage on Ann Street and Rebecca Street, both of which are local streets.

**Approximate Acreage:** 0.28 acres or approximately 12,407 square feet.

**Parcel/Site History:** This site consists of two lots which were originally platted in 1948 as Lots 17 and 18, on the Moor's Subdivision of Lot No. 10 of the Maxey Lands (Book 57, Page 109).

**Zoning History:** The property has been zoned One and Two-Family Residential (R6) since 1974.

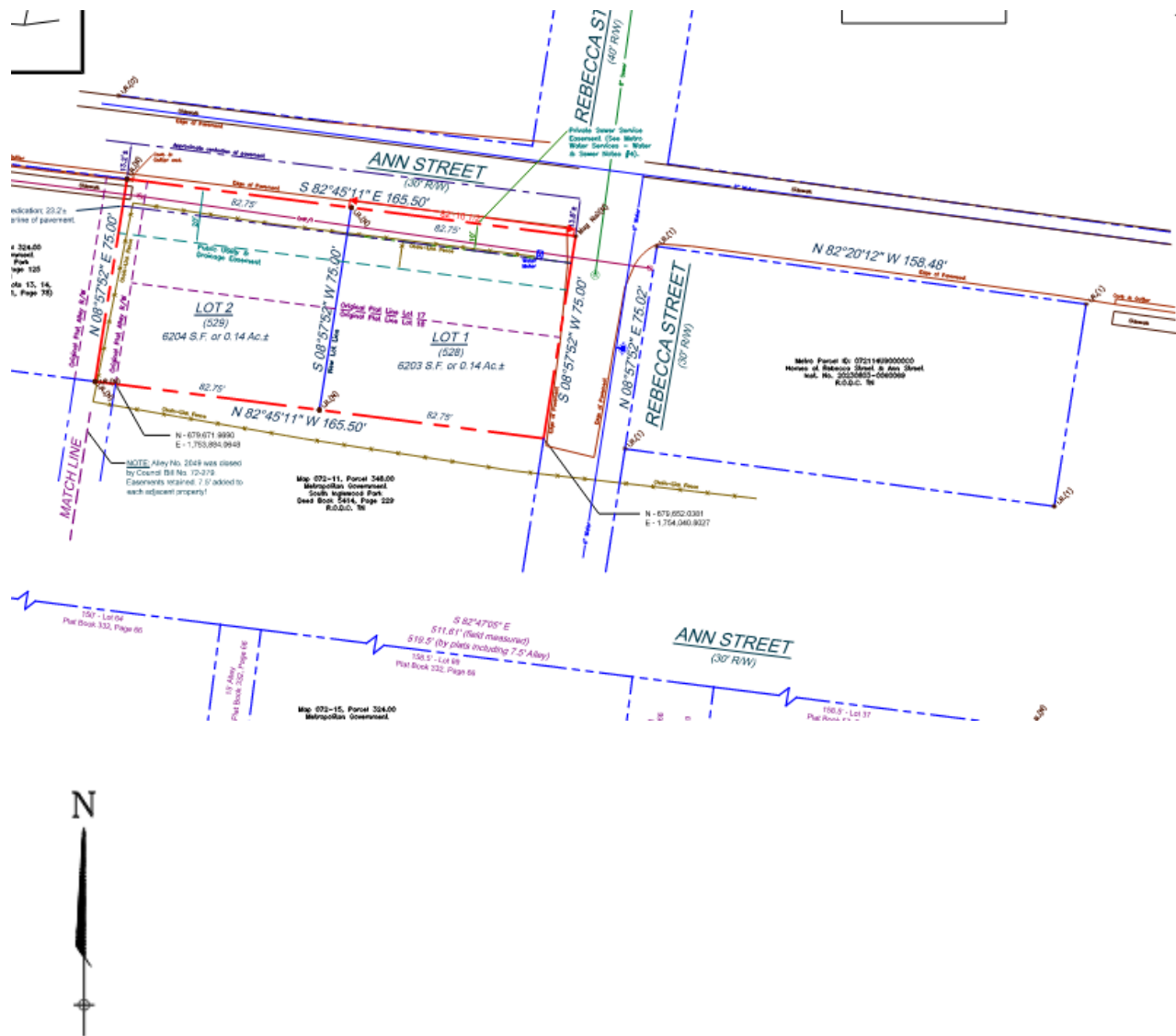
**Existing land use and configuration:** The property is currently vacant.

**Surrounding Land Use and Zoning:**

- North: One and Two-Family Residential/R6, Multi-Family/RM6
- South: One and Two-Family Residential/R6 (South Inglewood Park)
- East: One and Two-Family Residential/ R6, R10 (Inglewood Magnet Elementary School)
- West: One and Two-Family Residential/R6



# Metro Planning Commission Meeting of 08/14/2025



Proposed Final Plat



## Metro Planning Commission Meeting of 08/14/2025

### **Zoning:** One and Two-Family Residential (R6)

Min. lot size: 6,000 square feet

Max. building coverage: 0.50

Min. rear setback: 20 feet

Min. side setback: 5 feet

Max. height: 3 stories

Min. street setback: Contextual per Zoning Code

### **PROPOSAL DETAILS**

#### **Number of lots:** 2

**Lot sizes:** Proposed Lot 1 is approximately 0.14 acres, or 6,203 square feet before right-of-way dedication. After right-of-way dedication the proposed lot is 5,376 square feet. The proposed Lot 2 is approximately 0.14 acres or 6,204 square feet before right-of-way dedication. After right-of-way dedication the proposed lot size is 5,376 square feet.

**Access:** The final access point will be determined at building permit. The proposed Lot 2 has frontage along Ann Street. The proposed Lot 1 has frontage along Ann Street and Rebecca Street. This portion of Rebecca Street is unimproved right-of-way, and in order to use this portion of right-of-way, it is likely that improvements to the roadway would be needed.

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

### **APPLICABLE SUBDIVISION REGULATIONS**

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

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

#### **3-1 General Requirements**

The proposal meets the requirements of 3-1.



## Metro Planning Commission Meeting of 08/14/2025

### 3-2 Monument Requirements

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

### 3-3 Suitability of the Land

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

### 3-4 Lot Requirements

The proposed lots comply with the minimum standards of the Zoning Code. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of R6 zoning at the time of building permit. All proposed lots are 6,000 square feet or greater prior to right-of-way dedication. The proposed Lot 1 has frontage on Ann Street and Rebecca Street, both of which are public streets. The proposed Lot 2 has frontage along Ann Street.

### 3-5 Infill Subdivisions

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

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

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

Complies. All lots meet the minimum standards of the zoning code.

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

Complies. Lot 1 is a corner lot and has frontage on Ann Street and Rebecca Street. Lot 2 has frontage on Ann Street.

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

The T4 NM policy that applies to the site does not specifically identify an appropriate density; however, the policy supports the underlying R6 zoning district and its prescribed density.



## Metro Planning Commission Meeting of 08/14/2025

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

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

The proposed Lot 1 and Lot 2 have 82.75 feet of frontage along Ann Street. The proposed Lot 2 has 82.75 feet of frontage along Rebecca Street. The block face is formed by Rebecca Street to the east and Burns Street to the west. The proposed lots do not have surrounding parcels with which to compare. Per Section 3-5.2, in cases where there are no surrounding parcels, the Planning Commission may grant an exception to the compatibility requirement by considering a larger area to evaluate general compatibility. More information is provided in the Variance/Exceptions Analysis section below.

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

The proposed Lot 1 is 6,203 square feet and proposed Lot 2 is 6,204 square feet prior to right-of-way dedication. The proposed lots do not have surrounding parcels with which to compare. As previously noted, per Section 3-5.2, when there are no surrounding parcels, the Planning Commission may grant an exception to the compatibility requirement by considering a larger area to evaluate general compatibility. More information is provided in the Variance/Exceptions Analysis section below.

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

As there are no surrounding parcels per the definition, staff will not require a building setback to be placed on the plat Preliminary conversations with Metro Codes indicated that the contextual setback based on the adjacent property to the east would be used in the setback determination for this property. The final setback will be determined by Codes with any future building permit application.

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

The proposed lot 1 is a corner lot with the front property line facing Rebecca Street. Due to the unimproved right-of-way on Rebecca Street, staff consider Ann Street to be the front. Lot 2 is orientated towards Ann Street.

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

All agencies have recommended approval or approval with conditions.



## Metro Planning Commission Meeting of 08/14/2025

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

In this case, there are no surrounding parcels with which to compare the proposed plat. The initial compatibility analysis identified no properties along Rebecca Street on the same block face with which to compare. Where surrounding parcels do not exist, the Planning Commission may grant an exception to the compatibility criteria by considering a larger area to evaluate general compatibility. Section 3-5.2.f. above states that if the compatibility requirements are not met, the Planning Commission may consider other factors including the development pattern of the area.

### **Variances/Exceptions Analysis**

In cases where surrounding parcels do not exist, Section 3-5.2. of the Subdivision Regulations allows the Planning Commission to grant exceptions to compatibility requirements by considering a larger area to evaluate general compatibility.

While this block has no other parcels to be considered as surrounding parcels, there are other parcels to the north, east, and on the west side of Rebecca Street that can be used in the consideration of a larger area to evaluate general compatibility.

### **Lot Frontage**

Lots 1 and 2 have no surrounding lots per the definition in the Subdivision Regulations. The block face is formed by Rebecca Street right-of-way to the east and Burns Street to the west. This block contains the subject parcel, a parcel developed with a school (07215032400), and one additional parcel located at the intersection of Burns Street and Rebecca Street (072112G90000CO). The subdivision regulations state that parcels used for institutional uses can be excluded from the compatibility criteria, therefore the school parcel was not used in this analysis. The parcel at the corner of Burns Street and Rebecca Street is oriented towards Burns Street, and therefore was not used in the compatibility criteria. Planning staff recommends the Planning Commission consider the lots on the north side of Ann Street and to the west along Ann Street, in evaluating a larger area for general compatibility. Parcel 072112G90000CO directly across the street from the subject site is an existing parcel with three underlying lots with frontages of 50 feet each. While this parcel is currently developed with an HPR, there are underlying lots that have determined the density and built form along the street. Parcels along Ann Street to the west have frontages that range from 50



## Metro Planning Commission Meeting of 08/14/2025

feet to 75 feet. The proposed frontages of Lot 1 and Lot 2 are 82.75 feet. The proposed frontages are consistent with other properties in the broader area.

### Lot Size

As outlined above, Lots 1 and 2 have no surrounding lots per the Subdivision Regulations definition of surrounding parcels. Planning staff recommends that the Planning Commission consider the lots oriented to Ann Street for evaluating a larger area for general compatibility. The lots (07211024300 and 07211024400) at the northwest corner of Ann Street and Burns Street have been subdivided in a similar pattern to the subject property. The smaller of the two parcels is just over 6,000 square feet. Additionally, the corner property at the southeast intersection of Ann Street and Pennington Avenue (07211022700 and 07211022600) was subdivided in a similar pattern, creating two lots that are 6,000 square feet in size.

The proposed Lot 1 and Lot 2 have areas of 6,203 square feet, respectively, and meet the minimum lot size for the zoning district (6,000 square feet) before the right-of-way dedication. The proposed lot 1 and 2 are consistent with the lot sizes of other nearby lots oriented towards Ann Street. As there is a pattern of smaller lots in this area orientated towards Ann Street. Staff finds that the requested exception to lot size is appropriate as there are surrounding parcels in the larger area with similarly sized lots.

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

Not applicable to this case.

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

Not applicable to this case.

*3-5.5 Infill Subdivision Frontage*

Not applicable to this case.

*3-5.6 Reasonable Conditions*

Not applicable to this case.

### **3-6 Blocks**

Not applicable. No new blocks are being created.

### **3-7 Improvements**

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

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

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



## **Metro Planning Commission Meeting of 08/14/2025**

### **3-9 Requirements for Streets**

Not applicable. No new streets are proposed.

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

The existing right-of-way for Ann Street is 30 feet. A proposed 10 foot right-of-way dedication is shown along Ann Street.

### **3-11 Inspections During Construction**

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

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

Not applicable. No new streets are proposed.

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

Not applicable. No private streets are proposed.

### **3-14 Drainage and Storm Sewers**

Not applicable. No new drainage and storm sewers are proposed.

### **3-15 Public Water Facilities**

Metro water services has approved with conditions.

### **3-16 Sewerage Facilities**

Metro water services has approved with conditions including a revision to the private sanitary sewer line easement. A condition of approval is that the plat will need to be revised to show the revised easement.

### **3-17 Underground Utilities**

There are no new utilities proposed.

## **PLANNING STAFF COMMENTS**

With the exception of the compatibility criteria, the proposed subdivision meets the standards of the Metro Subdivision Regulations and Metro Zoning Code. Future development will be required to meet the standards of the Metro Zoning Code regarding setbacks, building heights, etc.

## **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.



## **Metro Planning Commission Meeting of 08/14/2025**

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 T4 Urban Neighborhood Maintenance. The intent of T4 NM is 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. The proposed subdivision maintains the general characteristics of the T3 NM policy.

### **COMMENTS FROM OTHER REVIEWING AGENCIES**

#### **FIRE MARSHAL RECOMMENDATION**

**Approve**

#### **STORMWATER RECOMMENDATION**

**Approve**

#### **NASHVILLE DOT RECOMMENDATION**

**Approve**

#### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

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

#### **WATER SERVICES RECOMMENDATION**

**Approve with conditions.**

- Attached is a copy of the above-referenced subdivision (uploaded by planning on August 5, 2025) on which we recommend approval. The W&S Capacity fees must be paid prior to service connections.

#### **STAFF RECOMMENDATION**

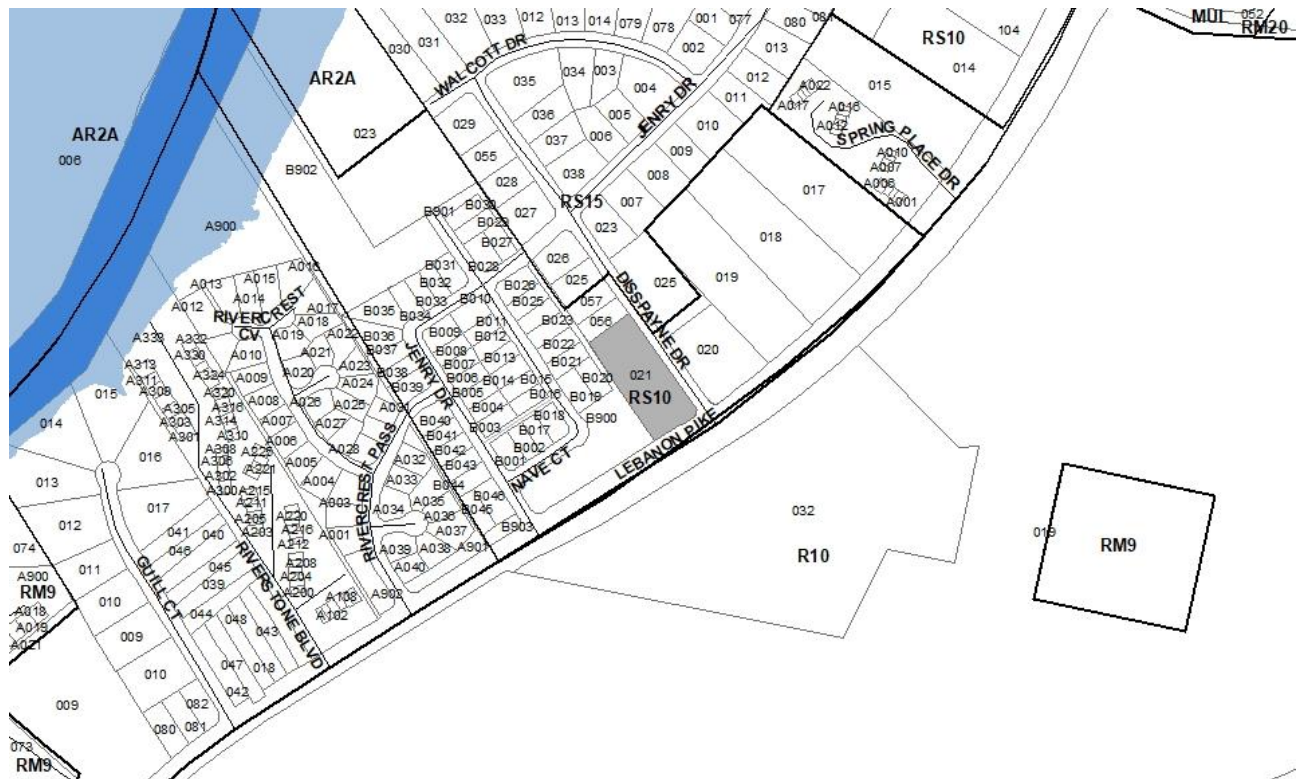
**Approve with conditions including exceptions to Section 3-5.2.**

#### **CONDITIONS**

1. A corrected copy of the plat shall be provided to include a modified note 16 on the plat, "Property is zoned R6 and within the Urban Zoning Overlay (UZO)."
2. A corrected copy of the plat incorporating the revised Private Sanitary Service Line Easement as shown on the markup provided by Metro Water Services dated 8-1-2025.
3. A corrected copy of the plat showing the right-of-way dedication from the centerline of the existing right-of-way (not the centerline of the pavement) along Ann Street shall be provided. A minimum half right-of-way of 23 feet is to be met.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.



## Metro Planning Commission Meeting of 08/14/2025



**2025S-135-001**

**3004 LEBANON PIKE SUBDIVISION**

Map 085-15, Parcel(s) 021

14, Donelson-Hermitage-Old Hickory

14 (Jordan Huffman)



## Metro Planning Commission Meeting of 08/14/2025

### Item #21

#### Project Name

#### Council District

#### School District

#### Requested by

### Concept Plan 2025S-135-001

#### 3004 Lebanon Pike Subdivision

14 – Huffman

04 – Nabaa-McKinney

Wamble and Associates, PLLC, applicant; Luciano Scala, owner.

#### Staff Reviewer

Konigstein

#### Staff Recommendation

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

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### APPLICANT REQUEST

**Request for concept plan approval to create three lots.**

#### Concept Plan

A request for concept plan approval to create three lots on property located at 3004 Lebanon Pike, at the corner of Disspayne Drive and Lebanon Pike, zoned Single Family Residential (RS10) (1.37 acres).

### SITE DATA AND CONTEXT

**Location:** The property is located at the northwest corner of Lebanon Pike and Disspayne Drive.

**Street type:** The property has frontage on Lebanon Pike, which is classified as an Arterial Boulevard in the Major and Collector Street Plan (MCSP). New lots will front onto Disspayne Drive, which is a local street.

**Approximate Acreage:** 1.37 acres or approximately 59,630 square feet.

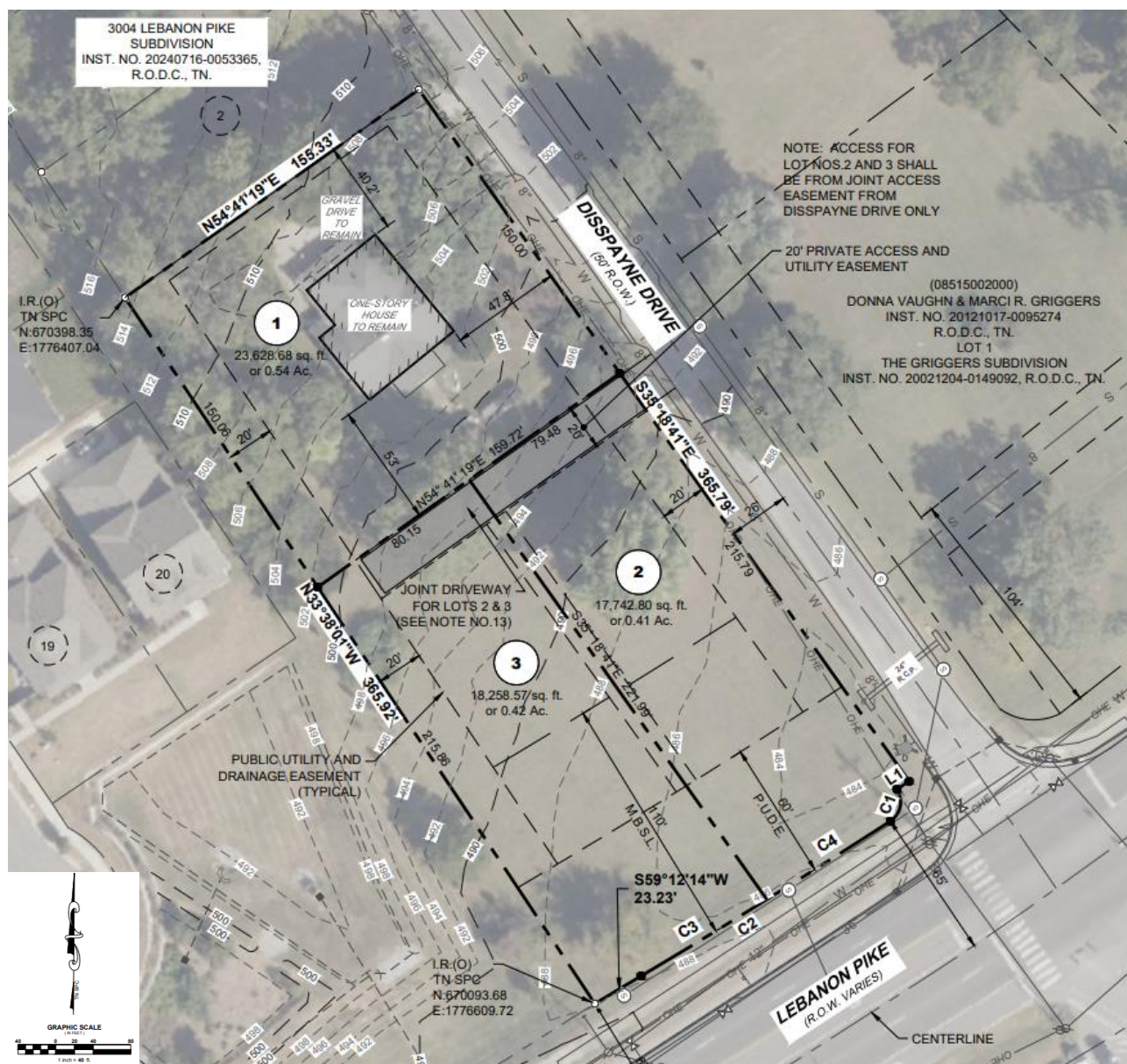
**Parcel/Site History:** The property was created in 1958 by deed. The property was included in an approved five lot concept plan (2023S-034-001) which included the two lots to the north. The final plat for this concept plan created the subject parcel as Lot 1 in a 2024 plat (Instrument 20240716-0053365).

**Zoning History:** The property has been zoned RS10, Single Family Residential, since 1998.

**Existing land use:** The site has a single-family residential use.

#### **Surrounding land use and zoning:**

- North: Single-Family Residential (RS15)
- South: Recreation center (R10)
- East: Single-Family Residential (RS10)
- West: Single-Family Residential (RS10)





## Metro Planning Commission Meeting of 08/14/2025

**Lot sizes:** Proposed Lot 1 is 23,628 square feet or 0.54 acres, Lot 2 is approximately 17,742 square feet or 0.41 acres and Lot 3 is approximately 18,248 square feet or 0.42 acres.

**Access:** All lots have driveway access on Disspayne Drive. Lots 2 and 3 share a drive off Disspayne Drive, however, they are oriented toward Lebanon Pike.

**Subdivision Variances or Exceptions Requested:** Exception to Section 3-5.2 for compatibility standards for Lots 2 and 3 is required.

### APPLICABLE SUBDIVISION REGULATIONS

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

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

#### 3-1 General Requirements

The proposal meets the requirements of 3-1.

#### 3-2 Monument Requirements

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

#### 3-3 Suitability of the Land

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

#### 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 RS10 zoning at the time of building permit. All proposed lots are greater than 10,000 square feet.



## Metro Planning Commission Meeting of 08/14/2025

### 3-5 Infill Subdivisions

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

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

*m. All minimum standards of the zoning code are met.*

Complies. All lots meet the minimum standards of the zoning code.

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

Complies. Lot 1 has frontage on Disspayne Drive while Lots 2 and 3 have frontage on Lebanon Pike.

*o. The resulting density of lots does not exceed the prescribed densities of the policies for the area.*

Complies. RS10 requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 4.36 dwelling units per acre.

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

*1. Lot frontage is either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater.*

Lot 1 complies with a proposed frontage of 150 feet when a minimum of 76 feet is required along Disspayne Drive. Proposed Lots 2 and 3 do not have surrounding parcels with which to compare. Per Section 3-5.2, in cases where there are no surrounding parcels, the Planning Commission may grant an exception to the compatibility requirement by considering a larger area to evaluate general compatibility. More information is provided in the Variance/Exceptions Analysis section below.

*2. Lot size is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than the smallest surrounding lot, whichever is greater.*

Lot 1 complies with lot size requirements. The minimum required lot size for Lot 1 is approximately 0.28 acres or 12,160 square feet. Proposed Lots 2 and 3 do not have any parcels to compare with as they are oriented toward Lebanon Pike and bordered



## Metro Planning Commission Meeting of 08/14/2025

by open space to the west and right-of-way to the east. As previously noted, per Section 3-5.2, when there are no surrounding parcels, the Planning Commission may grant an exception to the compatibility requirement by considering a larger area to evaluate general compatibility. More information is provided in the Variance/Exceptions Analysis section below.

3. *Where the minimum required street setback is less than the average of the street setback of the two parcels abutting either side of the lot proposed to be subdivided, a minimum building setback line shall be included on the proposed lots at the average setback. When one of the abutting parcels is vacant, the next developed parcel shall be used. For a corner lot, both block faces shall be used; and*  
Setbacks will be as per Code for proposed Lot 1, however, the existing structure, which is designated as Worthy of Conservation, is noted to remain. On proposed Lots 2 and 3, a minimum building setback from Lebanon Pike has been shown at 110 feet to provide a transition from the westernmost properties along Lebanon Pike to the adjacent right of way to the east.
4. *Orientation of proposed lots shall be consistent with the surrounding parcels. For a corner lot, both block faces shall be evaluated.*  
Complies. Proposed Lot 1 to the rear is oriented toward Disspayne Drive, consistent with lots further north along Disspayne Drive. Proposed Lots 2 and 3 are oriented toward Lebanon Pike, consistent with lots to the east of Disspayne Drive and continuing the pattern to the west.
- q. *The current standards of all reviewing agencies are met.*  
All agencies have recommended approval or approval with conditions.
- r. *If the proposed subdivision meets subsections a, b, c and e of this section but fails to meet subsection d, the Planning Commission, following a public hearing in accordance with the Planning Commission Rules and Procedures, may consider whether the subdivision can provide for the harmonious development of the community by otherwise meeting the provisions of TCA 13-4-303(a). In considering whether the proposed subdivision meets this threshold, the Commission shall specifically consider the development pattern of the area, any unique geographic, topographic and environmental factors, and other relevant information. The Commission may place reasonable conditions, as outlined in Section 3-5.6, necessary to ensure that the development of the subdivision addresses any particular issues present in an infill subdivision and necessary to achieve the objectives as stated in TCA 13-4-303(a).*

Only Lot 1 is able to meet compatibility standards as Lots 2 and 3 do not have parcels with which to compare to. Section 3-5.2.f. above states that if the compatibility requirements are not met, the Planning Commission may consider other factors including the development pattern of the area.



## **Metro Planning Commission Meeting of 08/14/2025**

In this case, there are no surrounding parcels for Lots 2 and 3 to compare to based on the proposed lot layout. Where surrounding parcels do not exist, the Planning Commission may grant an exception to the compatibility criteria by considering a larger area to evaluate general compatibility.

### **3-6 Blocks**

Not applicable. No new blocks are being created.

### **3-7 Improvements**

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

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

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

### **3-9 Requirements for Streets**

Not applicable. No new streets are proposed.

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

No additional ROW is required.

### **3-11 Inspections During Construction**

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

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

Not applicable. No new streets are proposed.

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

Not applicable to this case. The concept plan does not propose any new private streets.

### **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 found it to comply with all applicable standards of this section. Metro Stormwater recommends approval with conditions.

### **3-15 Public Water Facilities**

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



## **Metro Planning Commission Meeting of 08/14/2025**

### **3-16 Sewerage Facilities**

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

### **3-17 Underground Utilities**

There are no new utilities proposed.

### **Variances/Exceptions Analysis**

In cases where surrounding parcels do not exist, Section 3-5.2. of the Subdivision Regulations allows the Planning Commission to grant exceptions to compatibility requirements by considering a larger area to evaluate general compatibility.

Proposed Lots 2 and 3 have no surrounding lots per the definition in the Subdivision Regulations to compare to given that to the west of these lots is open space that is part of a larger subdivision and to the east is Disspayne Drive right-of-way. The subject site was previously a part of an approved concept plan 2023S-034-001 included five lots all oriented toward Disspayne Drive with an open space between Lebanon Pike and the proposed lots. With the subject concept plan, proposed Lots 2 and 3 provide the opportunity for orientation toward Lebanon Pike similarly to the subdivision to the west and existing lots to the east. A 110-foot setback is shown for the lots on Lebanon Pike to provide an area of transition from the westernmost units in the subdivision to the west to the proposed Lots 2 and 3 on this site. Visually from Lebanon Pike, the units would be setback further between Jenry Drive and Disspayne Drive. To the east of this site, the units are setback even further allowing for this site to serve appropriately as a transition.

### **PLANNING STAFF COMMENTS**

With the exception of the compatibility criteria, the proposed subdivision meets the standards of the Metro Subdivision Regulations and Metro Zoning Code. Future development will be required to meet the standards of the Metro Zoning Code regarding setbacks, building heights, etc.

### **POLICY CONSIDERATIONS**

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

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to this property is T3 Suburban Neighborhood Maintenance. The intent of T3 NM is to maintain the general character of existing urban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. The proposed subdivision maintains the general characteristics of the T3 NM policy.



## **Metro Planning Commission Meeting of 08/14/2025**

### **COMMENTS FROM OTHER REVIEWING AGENCIES**

#### **FIRE MARSHAL RECOMMENDATION**

**Approve**

#### **STORMWATER RECOMMENDATION**

**Approve with conditions**

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

#### **NASHVILLE DOT RECOMMENDATION**

**Approve with conditions**

- Access for Lot 1 is to be brought to current standards. See 13.12 of the metro code of ordinances. Note hard paved surface in 13.12.200

#### **TRAFFIC AND PARKING 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 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.

#### **STAFF RECOMMENDATION**

**Approve with conditions with exceptions to 3-5.2.**

#### **CONDITIONS**

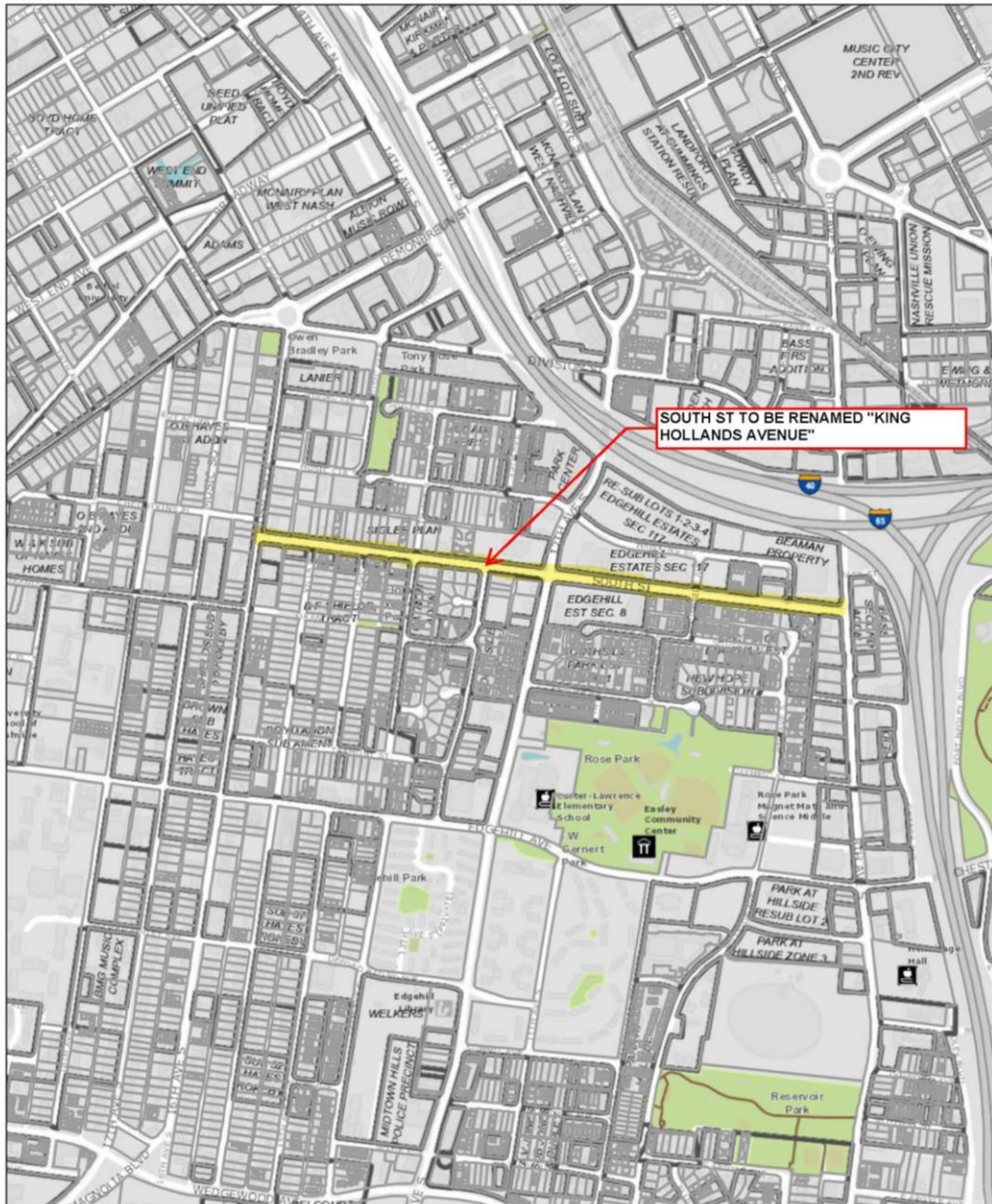
1. Final site plan will follow landscaping and tree density requirements per Metro Zoning Ordinance.
2. Comply with all conditions of Metro Reviewing agencies.
3. Pursuant to 2-2.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.
4. 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.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 08/14/2025



**2025M-003SR-001**  
**SOUTH STREET RENAMING**  
Various Maps, Various Parcels  
17 (Terry Vo)



## Metro Planning Commission Meeting of 08/14/2025

**Item #22****Project Name****Council District****School District****Requested by****Street Renaming 2025M-003SR-001****South Street Renaming**

17 – Vo

05 – Fayne

At Large Councilmember, Zulfat Suara

**Staff Reviewer**

Welch

**Staff Recommendation***Approve and recommend that the Code section applicable to the renaming of streets be evaluated and amended.*

---

**APPLICANT REQUEST****Rename South Street to “King Hollands Avenue”**Street Renaming

A request for the renaming of South Street to “King Hollands Avenue” between Music Square East to 8<sup>th</sup> Avenue South (see sketch for details).

**STREET RENAMING PROCEDURE**

As prescribed in the Metro Code, the Metropolitan Council can change street names through the adoption of an ordinance. The Planning Department is required to notify all property owners on the portion of the street proposed for renaming and to give owners the opportunity to provide written comments in support of or in opposition to the proposed name change. Properties with mailing addresses on the section of roadway to be renamed will continue to receive mail using the old street name for one year after adoption of a renaming ordinance giving residents and businesses time to notify persons and entities they correspond with of the change in address. After consideration of the petition, the Planning Commission and Emergency Communications District Board provides the Council with a recommendation approving or disapproving the proposed change. The Historical Commission reviews the request as to whether there is any historical significance associated with the existing street name. The Historical Commission provides a written report to Council prior to consideration at the second reading.

**APPLICATION INFORMATION**

The application was received June 3, 2025, and notices were sent on June 16, 2025, and August 1, 2025. The application has complied with all street name change procedures and requirements of Metro Code chapter 13.08.015. Although it is not required by Code, or the Planning Commission Rules of Procedure, the Planning Commission has typically held public hearings on street name changes when opposition is received.

**BIOGRAPHICAL INFORMATION**

King Madison Hollands was born in Nashville on November 29, 1941. Mr. Hollands became a leader and participant in the Nashville Student Movement, challenging racial segregation in Nashville.

Mr. Hollands was one of the first fourteen black students to integrate Father Ryan High School in the fall of 1954. He later studied physics at Fisk University, where he met civil rights leaders such



## Metro Planning Commission Meeting of 08/14/2025

as the Rev. James Lawson, Diane Nash, Rep. John Lewis, and Bernard Lafayette. Mr. Hollands was trained in nonviolent protest at the famous Highlander Folk School in Monteagle. While participating in the Nashville Student Movement, he was arrested and jailed for two weeks for participating in a lunch counter sit-in at Woolworth's Department Store in February 1960. Mr. Hollands continued to be an active community leader, helping to found and lead the Nashville Civil Rights Veterans Association to preserve the historical legacy of the Nashville Movement.

Mr. Hollands also sought to preserve African American history in Nashville and vigorously worked to protect and care for the Edgehill neighborhood where he grew up. He was also a presiding officer for Organized Neighbors of Edgehill, whose goal was to provide scholarships and housing and address community needs that made it a safe place to live and work. He also served as a commissioner on the Metro Human Relations Commission.

Mr. Hollands passed away on December 17, 2023, and will be remembered as a civil rights icon who continuously labored to make Nashville and Davidson County a better place to live for all.

### **METRO HISTORICAL COMMISSION RESEARCH**

South Street, which runs from 8<sup>th</sup> Avenue South westerly to Music Square East and is proposed for renaming, was established through two main sections, one east and one west of 12<sup>th</sup> Avenue South. 12<sup>th</sup> Avenue South was formerly known as the Middle Franklin Turnpike and is noted as such on the historic plats referenced below.

The western section, between 12<sup>th</sup> Avenue South and 16<sup>th</sup> Avenue South, appears as "South Street" on the plat for Siegler's Plan, recorded on August 1, 1866, in Chancery Court Plat Book 1, page 4. This plat indicates the division of John Sigler's homeplace between his heirs McCall and Hawkins. On this plat, South Street is 50 feet wide and serves as the southern boundary of the property. Sigler's Plan was also recorded in Plat Book 21, page 118, but the street is not labeled. The plat may pre-date the plan recorded for Chancery Court as we found a reference to Sigler's Plan in the *Daily Nashville Patriot* newspaper of January 29, 1861.

The eastern section, running easterly from 12<sup>th</sup> Avenue South, was known as Bilbo Avenue until 1891, when it was renamed South Street. Bilbo Avenue was the dividing line between Overton's Addition to the south and Bilbo property to the north. T. Dixon Overton's plan of lots was surveyed in July 1867 and recorded in Plat Book 21, page 88. It refers to the road as "Bilbow." The subdivision of the Bilbo property was recorded on October 23, 1874, in Plat Book 21, page 142.

South Street was widened and straightened between 1897 and 1898. Additionally, it was widened again for the Edgehill Estates development. Presumably this is when the boulevard (traffic lanes divided by a median) design was implemented. Additional research is needed to confirm.

### **ANALYSIS**

Planning Staff followed proper procedures for street name changes as identified in Chapter 13.08 of the Metro Code. Property owners were notified of the proposed name change and provided a period of time in which property owners may provide written comments. The Planning Department has received opposition to this request after 165 notices were sent out regarding this street name change.



## **Metro Planning Commission Meeting of 08/14/2025**

request. Street renamings are processed as mandatory referrals which allows all Metro reviewing agencies an opportunity to review and comment. There were no public safety concerns provided by the other reviewing agencies; therefore, we recommend approval.

In addition to staff's recommendation of approval for this case, staff also recommends that Chapter 13.08 of the Metro Code regarding the procedure for street name changes be reviewed and potentially amended. The Planning Commission is required to make a recommendation but there are not typically traditional planning related issues with street name changes. Staff typically makes a recommendation to the Planning Commission based on input from other reviewing agencies. Street name changes are not a land use policy decision, or issue, and there is no guidance within the Code for the basis on which the Planning Commission decision is to be made regarding street name changes. The guiding documents utilized by planning staff are the Zoning Code, Subdivision Regulations, and Nashville Next, none of which provide guidance for street name changes. When new streets are established, the new street names are reviewed, processed, and approved through the Nashville Department of Transportation (NDOT). Additionally, as prescribed by State Law, the powers, duties, and responsibility of the Planning Commission is to review and make recommendations on planning, zoning, and subdivision regulations. Staff recommends that the section of the Code related to street renaming be reevaluated and updated as necessary to clarify responsibilities.

### **FIRE MARSHAL RECOMMENDATION**

**Approved**

### **EMERGENCY COMMUNICATION CENTER RECOMMENDATION**

**Approved**

### **METRO HISTORICAL COMMISSION RECOMMENDATION**

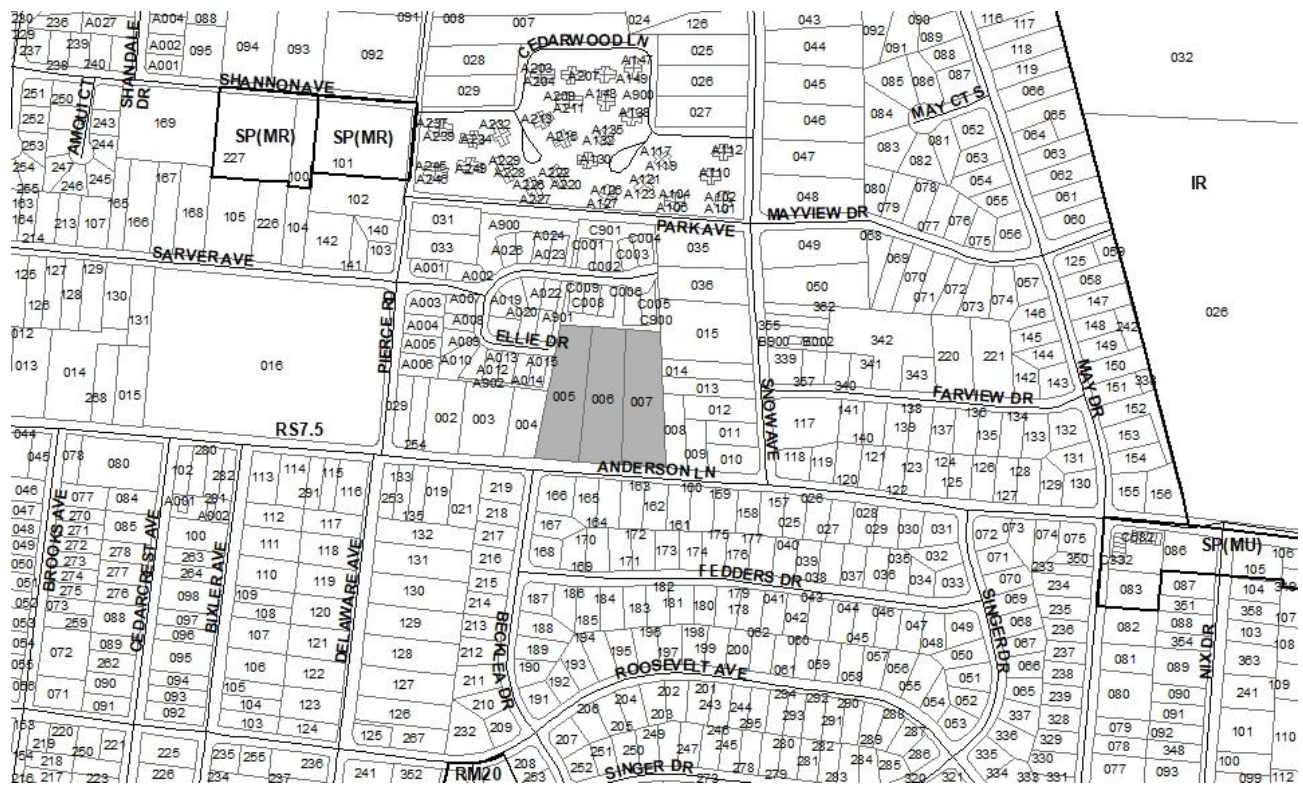
The Historical Commission staff neither approves nor disapproves this request. Per Ordinance No. BL2019-110 (Code Sec. 13.08.015), the Historical Commission staff will submit a report to the Metropolitan Council regarding any historical significance associated with the current/original street name upon filing of the legislation.

### **STAFF RECOMMENDATION**

Planning staff recommends approval of renaming South Street to "King Hollands Avenue" with recommendations for changes to the Metro Code for future street name changes.



## Metro Planning Commission Meeting of 08/14/2025



**2025Z-061PR-001**

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

04, Madison

09 (Tonya Hancock)



## Metro Planning Commission Meeting of 08/14/2025

**Item #23****Council District****School District****Requested by****Zone Change 2025Z-061PR-001**

09 – Hancock

03 – Young

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

**Staff Reviewer**

Commey

**Staff Recommendation***Defer to the August 28, 2025, Planning Commission meeting.*

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

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

**STAFF RECOMMENDATION**

Staff recommends deferral to the August 28, 2025, Planning Commission meeting.



## Metro Planning Commission Meeting of 08/14/2025



**2025Z-063PR-001**

Map 102, Parcel(s) 007

06, Bellevue

35 (Jason Spain)



## Metro Planning Commission Meeting of 08/14/2025

### Item #24

Council District

School District

Requested by

### Zone Change 2025Z-063PR-001

35 - Spain

09 - Tylor

Pete Prosser applicant; Jerry & Deb Ham, owners.

Staff Reviewer

Commey

Staff Recommendation

Approve.

---

### APPLICANT REQUEST

**Zone change from R80 to RM4-NS.**

#### Zone Change

A request to rezone from One and Two Family Residential (R80) to Multi-Family Residential No Short-Term Rental (RM4-NS) zoning for property located at 5778 River Road, approximately 670 feet north of Stella Drive (0.94 acres).

#### **Existing Zoning**

One and Two Family Residential (R80) requires a minimum 80,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 0.54 dwelling units per acre including 25 percent duplex lots. *The existing lot size is 40,964 square feet, which does not meet the minimum lot size for the current zoning. Codes would provide determinations on existing entitlements.*

#### **Proposed Zoning**

Multi-Family Residential No Short-Term Rental (RM4-NS) is intended for single-family, duplex, and multi-family dwellings at a density of four dwelling units per acre. Based on acreage alone, RM4 would permit a maximum of four units. *The -NS designation prohibits Short-Term Rental Property–Owner Occupied and Short-Term Rental Property–Not Owner Occupied uses from the district.*

### **BELLEVUE COMMUNITY PLAN**

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

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



## Metro Planning Commission Meeting of 08/14/2025

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

### ANALYSIS

The application consists of one parcel (Map 102, Parcel 007) totaling 0.94 acres in size. The subject parcel is located approximately 670 feet north of Stella Drive. The subject site currently contains a single story single-family residential unit and has frontage on River Road which is classified as an Arterial Boulevard in the Major and Collector Street Plan (MCSP). The surrounding zoning districts include Multi-family Residential (RM4 and RM15), One and Two Family Residential (R40 and R80), Industrial Warehousing/Distribution (IWD) and Specific Plan Residential (SP-R). The surrounding land uses include one and two family residential, vacant residential land use, and commercial land uses.

The proposed RM4-NS zoning is consistent with the T3 Suburban Neighborhood Evolving (T3 NE) policy at this location. The T3 NE policy focuses on creating and enhancing suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. The T3 NE policy supports allowing for higher density residential uses in relation to transit corridors and centers. The subject parcel is accessed by River Road and is located within 0.3 miles of Charlotte Pike. Both streets are classified as Arterial Boulevards in the MCSP, making it an appropriate location for an increase in intensity. The site is also within a half mile of four WeGo transit stops along Charlotte Pike. The subject site is within a mile of a Suburban Community Center (T3 CC) to the east, which has many commercial uses. The requested density has the potential to support the viability of nearby consumer businesses located in the Community Center policy area.

Although the T3NE policy does not expressly permit the RM4-NS zoning district, staff finds that a lower intensity multi-family district may be appropriate, given the amount of conservation present on the site. The conservation policy is associated with some moderate and steep slopes that are present on the site. However, there is ample space outside of these areas upon which to develop the subject property. Moreover, the RM4-NS zoning district is appropriate in selected areas of natural conservation policy that are environmentally suitable and have access to urban services.

T3-NE areas have an integrated mixture of building types to create housing choices. The proposed development possible under RM4-NS could add to the mixture of building types in this policy area. Moderate to higher density development along the corridor is appropriate, as opposed to increasing density internally in established lower density neighborhoods. The surrounding area also includes many vacant properties which would allow for opportunities for additional residential development, which may result in an area with a mix of residential land uses. The -NS designation restricts short term rental properties from the district which is appropriate to provide long term housing options. Staff finds this zoning district appropriate with the T3NE policy at this location, given the



## Metro Planning Commission Meeting of 08/14/2025

surrounding land uses and intent of the policy to provide additional opportunities for housing and recommends approval.

### FIRE RECOMMENDATION

#### Approve

Maximum Uses in Existing Zoning District: **R80**

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)	0.94	1.06 F	1 U	28	7	2

\*Based on two-family lots

Maximum Uses in Proposed Zoning District: **RM4-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (221)	0.94	4 D	4 U	20	1	2

Traffic changes between maximum: **R80 and RM4-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-8	-6	+0

### METRO SCHOOL BOARD REPORT

**Projected student generation existing R80 districts: 0 Elementary 0 Middle 0 High**

**Projected student generation proposed RM4-NS district: 1 Elementary 0 Middle 0 High**

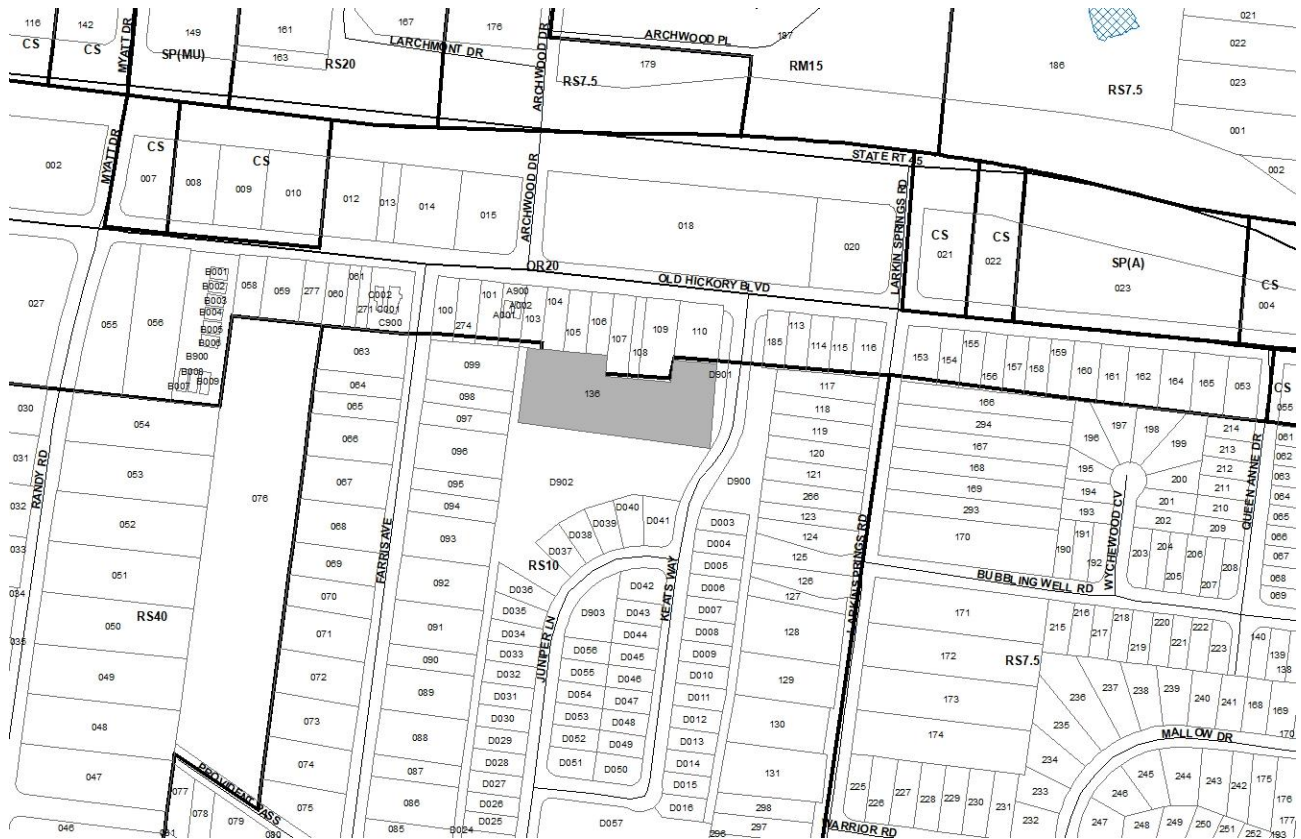
The proposed RM4-NS zoning is expected to generate one additional student than the existing R80 zoning district. Students would attend Gower Elementary School, H.G. Hill Middle School, and James Lawson High School. Gower Elementary School is identified as being over capacity while H.G. Hill Middle School is identified as exceedingly under capacity and James Lawson High School is identified as at capacity. This information is based upon 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval.



## Metro Planning Commission Meeting of 08/14/2025



**2025Z-064PR-001**

Map 043-15, Parcel(s) 136

04, Madison

09 (Tonya Hancock)



## Metro Planning Commission Meeting of 08/14/2025

**Item #25****Council District****School District****Requested by****Zone Change 2025Z-064PR-001**

09 – Hancock

03 – Young

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

**Staff Reviewer**

Marton

**Staff Recommendation***Defer to the August 28, 2025, Planning Commission meeting.*

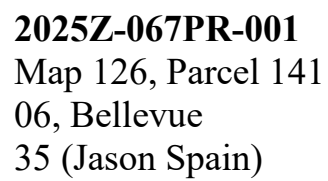
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**APPLICANT REQUEST****Zone change from RS10 to RM9-NS.****Zone Change**

A request to rezone from Single-Family Residential (RS10) to Multi-Family Residential – No Short Term Rental (RM9-NS) for property at Old Hickory Boulevard (unnumbered), approximately 249 feet east of Farris Avenue (1.0 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the August 28, 2025, Planning Commission meeting.





## Metro Planning Commission Meeting of 08/14/2025

### Item #26

Council District

School District

Requested by

### Zone Change 2025Z-067PR-001

35 – Spain

09 – Tylor

Aera Systems, LLC, applicant; William & Shawna Travis, owners.

Staff Reviewer

Marton

Staff Recommendation

Approve.

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### APPLICANT REQUEST

**Zone change from AR2a to RS10.**

#### Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Single-Family Residential (RS10) zoning for the property located at 7934 McCrory Lane, approximately 737 feet north of Beautiful Valley Drive (5 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 two lots with two duplex lots for a 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.*

#### **Proposed Zoning**

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 4.36 dwelling units per acre. *Based on acreage alone, RS10 would permit a maximum of 21 units. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

### **BELLEVUE COMMUNITY PLAN**

T3 Suburban Neighborhood Maintenance (T3 NM) is intended to maintain the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T3 NM areas have an established development pattern consisting of low- to moderate-density residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle, and vehicular connectivity.

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal



## Metro Planning Commission Meeting of 08/14/2025

habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

### ANALYSIS

The application consists of a portion of one parcel (Map 126, Parcel 141) totaling five acres, located east of McCrory Lane. The property has been zoned Agricultural/Residential (AR2a) since 1974 and contains a single home. Surrounding properties are zoned RS10 and AR2a while surrounding uses are primarily single-family residential.

The application proposes to rezone a portion of the property from AR2a to RS10. The property is located within the T3 Suburban Neighborhood Maintenance (T3 NM) and Conservation (CO) policy areas. T3 NM policy intends to maintain the general character of developed suburban neighborhoods. CO policy is associated with steep slopes and floodplain along the northern and western site boundaries. Based on acreage alone, the proposed RS10 district could allow up to twenty-one single-family lots. If subdivided as part of a larger development, the property would likely be subject to the Conservation Development Standards and would be required to limit the development to areas of the site that are outside environmentally sensitive areas. RS10 would create a similar pattern and density to the existing Travis Trace Subdivision and the recently approved Harpeth Overlook subdivision to the south and east. Rezoning the property to RS10 would provide consistent bulk standards with surrounding development and would align the zoning on the property to be more closely aligned with the T3 NM Policy which supports low- to moderate-density residential development.

### FIRE RECOMMENDATION

#### Approve

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)	5	0.8 D	4 U	54	8	5

\*Based on two-family lots

Maximum Uses in Proposed 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)	5	2.94 D	21 U	247	20	22

Traffic changes between maximum: **AR2a and RS10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+17 U	+193	+12	+17



## **Metro Planning Commission Meeting of 08/14/2025**

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing AR2a districts: 0 Elementary 0 Middle 0 High**

**Projected student generation proposed RS10 district: 2 Elementary 2 Middle 2 High**

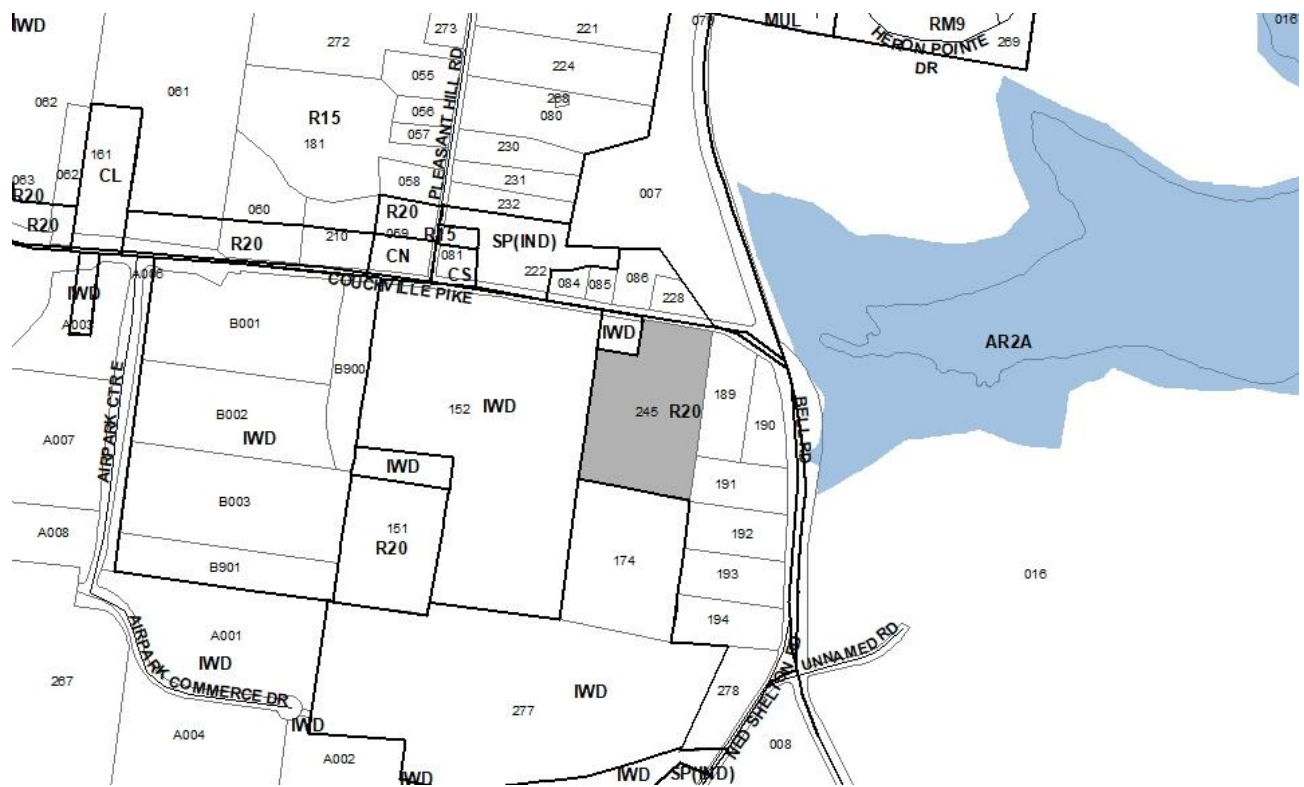
The proposed RS10 zoning is expected to generate six additional students than the existing AR2a zoning. Students would attend Gower Elementary School, H.G. Hill Middle School, and James Lawson High School. Gower Elementary School is identified as overcapacity, H.G. Hill Middle School is identified as exceedingly under capacity and James Lawson High School is identified as at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

Staff recommends approval.



## Metro Planning Commission Meeting of 08/14/2025



**2025Z-070PR-001**

Map 121, Parcel(s) 245

13, Antioch-Priest Lake

13 (Russ Bradford)



## Metro Planning Commission Meeting of 08/14/2025

**Item #27****Council District****School District****Requested by****Zone Change 2025Z-070PR-001**

13 – Bradford

07 – Player

Thomas &amp; Hutton, applicant; Jui-Lien Chou Ho, owner.

**Staff Reviewer**

Garland

**Staff Recommendation***Approve.*

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**APPLICANT REQUEST****Zone change from R20 to IWD.****Zone Change**

A request to rezone from One and Two-Family Residential (R20) to Industrial Warehousing /Distribution (IWD) zoning for properties located at 2791 Couchville Pike, approximately 327 feet west of Bell Road (10.94 acres).

**Existing Zoning**

One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.18 dwelling units per acre including 25 percent duplex lots. *Based on acreage alone, R20 would permit a maximum of 23 lots with five duplex lots for a total of 28 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**

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

**ANTIOCH – PRIEST LAKE COMMUNITY PLAN**

D Industrial (D IN) is intended to maintain, enhance, and create industrial districts in appropriate locations. The policy creates and enhances areas that are dominated by one or more industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Types of uses in D IN areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses. Uses that support the main activity and contribute to the vitality of the D IN are also found.

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.



## Metro Planning Commission Meeting of 08/14/2025

### Supplemental Policy Area (SPA) Couchville Pike Area

Antioch-Priest Lake's T3 Suburban Neighborhood Evolving (T3 NE) Supplemental Policy Area (SPA) 13-T3-NE-01 applies to residential areas in the Couchville Pike Study Area. The subject site is not located within the residential policy areas of the SPA boundaries.

### **ANALYSIS**

The rezoning application is for one parcel approximately 10.94-acres located along the south side of Couchville Pike and on the west side of Bell Road. This property has been zoned R20 since 1974 and currently has a house and a shed on the property. The property is adjacent to parcels zoned Industrial Warehouse/Distribution (IWD), One and Two-Family Residential (R20 & R15), Commercial Service (CS), Commercial Neighborhood (CN), and Specific Plan (SP). The SP (2022SP-025-001) northwest of the site was approved to permit industrial uses. The surrounding land uses are vacant, industrial, commercial, single family residential, and one and two-family residential. The subject site is in the supplemental policy (SPA) 13-T3-NE-01 – Couchville Pike Area. This SPA provides guidance on building types and design principles.

The requested IWD zoning district would permit light industrial and warehouse development uses, which meets the goals of the District Industrial (D IN) policy. The D IN policy intent is to maintain, enhance, and create districts that are dominated by one or more industrial activities. This site also contains Conservation (CO) policy. The CO policy on the site identifies a stream that runs east-west through the southeastern corner of the parcel.

The proposed IWD zoning district permits uses supported by the D IN policy, including non-hazardous manufacturing, distribution centers, and mixed business parks containing compatible industrial and nonindustrial uses. The proposed IWD district at the subject site is consistent with the D IN policy goals and fits in with the surrounding context of other IWD zoned and developed properties. The conservation policy area is only a small portion of this site and would likely not impact the buildable area on the site. For these reasons staff recommends approval.

### **FIRE RECOMMENDATION**

#### **Approve**

Maximum Uses in Existing Zoning District: **R20**

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)	10.94	2.18 F	28 U	322	25	30

\*Based on two-family lots

Maximum Uses in Proposed 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)	10.94	0.8	381,237 SF	648	65	73



## Metro Planning Commission Meeting of 08/14/2025

Traffic changes between maximum: **R20** and **IWD**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+326	+40	+43

### METRO SCHOOL BOARD REPORT

Projected student generation existing **R20** district: **6** Elementary **4** Middle **4** High

Projected student generation proposed **IWD** district: **0** Elementary **0** Middle **0** High

The proposed IWD zoning district is not anticipated to generate any additional students than the existing R20 zoning district. Students would attend Una Elementary School, Margaret Allen Middle School, and Antioch High School. Una Elementary School has been identified as being exceedingly over capacity, Margaret Allen Middle School has been identified as being exceedingly under capacity, and Antioch High School has been identified as being over capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval.