

Metropolitan Planning Commission



Staff Reports

December 11, 2025



Metro Planning Commission Meeting of 12/11/2025

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



SEE NEXT PAGE



Metro Planning Commission Meeting of 12/11/2025

| | |
|-------------------------|--|
| Item #1 | Final Plat 2025S-173-001 |
| Project Name | Carothers Crossing Phase 10, Section 2A |
| Council District | 33 – Lee |
| School District | 02 – Elrod |
| Requested by | Anderson, Delk, Epps & Associates, Inc., applicant; Regent Homes, LLC, owner. |

| | |
|------------------|---|
| Deferrals | This item was deferred at the November 13, 2025, Planning Commission meeting. No public hearing was held. |
|------------------|---|

| | |
|-----------------------------|------------------|
| Staff Reviewer | Konigstein |
| Staff Recommendation | <i>Withdraw.</i> |

APPLICANT REQUEST

Final plat to create 26 residential lots.

Final Plat

A request for final plat approval to create 26 lots on properties located at Milson Lane (unnumbered) and Goswell Drive (unnumbered), north of the intersection of Stoneleigh Lane and Goswell Drive, zoned Mixed Use Limited (MUL) and Multi-family Residential (RM9) (11.41 acres), and within the Carothers Crossing Urban Design Overlay.

STAFF RECOMMENDATION

Staff recommends withdrawal.



Metro Planning Commission Meeting of 12/11/2025



2025Z-075PR-001

Map 075, Parcel(s) 014

14, Donelson-Hermitage-Old Hickory

11 (Jeff Eslick)



Metro Planning Commission Meeting of 12/11/2025

| | |
|-----------------------------|---|
| Item #2 | Zone Change 2025Z-075PR-001 |
| Council District | 11 – Eslick |
| School District | 04 – Nabaa-McKinney |
| Requested by | Dewey Engineering, applicant; Landon Mauck, owner. |
| Deferrals | This item was deferred at the November 13, 2025, Planning Commission meeting. No public hearing was held. |
| Staff Reviewer | Garland |
| Staff Recommendation | <i>Approve.</i> |

APPLICANT REQUEST

Zone change from R10 to CS.

Zone Change

A request to rezone from One and Two-Family Residential (R10) to Commercial Service (CS) zoning for property located at 4206 Hermitage Road, approximately 455 feet north of Lebanon Pike (0.73 acres).

Existing Zoning

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

Proposed Zoning

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

DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN

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

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 12/11/2025

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 rezoning application is for one parcel approximately 0.73-acres located along the west side of Hermitage Road, north of Lebanon Pike. This property has been zoned One and Two-Family Residential (R10) since 1974 and is currently vacant. The property is adjacent to parcels zoned Commercial Service (CS), Commercial Limited (CL), R10, and Office Residential (OR20). The surrounding land uses are office/medical, industrial, commercial, vacant, and residential. The subject site is bordered by a railroad line at the rear of the site, along the western property line.

At the October 23, 2025, Planning Commission hearing the policy on the subject site was changed from Suburban Neighborhood Evolving (T3 NE) policy to Suburban Community Center (T3 CC) policy. The proposed CS zoning district would permit low intensity retail, office, and consumer services, which meets the goals of the Suburban Community Center (T3 CC) policy. The T3 CC policy intent is to create and enhance suburban community centers encouraging their development or redevelopment as intense mixed-use areas that are compatible with the general character of the suburban neighborhoods. The proposed CS district at the subject site is consistent with the T3 CC policy goals and fits in with the surrounding context of other CS zoned and developed properties.

This site also contains a limited area of Conservation (CO) policy. The CO policy on the site identifies a stream along the northern and eastern property boundaries. Metro Stormwater regulations would require buffers and development located outside of the buffer areas. The areas of CO policy are largely located outside of the buildable area on the property and do not substantially impact the buildable area on the property. Given the consistency with T3 CC and CO policies on the property, staff recommends approval.

FIRE RECOMMENDATION

Approve

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Single-Family Residential (210) | 0.73 | 5.72 F | 6 U | 78 | 7 | 3 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Retail (820) | 0.73 | 0.60 F | 19,079 SF | 720 | 18 | 73 |



Metro Planning Commission Meeting of 12/11/2025

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | - | +642 | +11 | +70 |

METRO SCHOOL BOARD REPORT

Projected student generation existing R10 district: 0 Elementary 0 Middle 0 High

Projected student generation proposed CS district: 0 Elementary 0 Middle 0 High

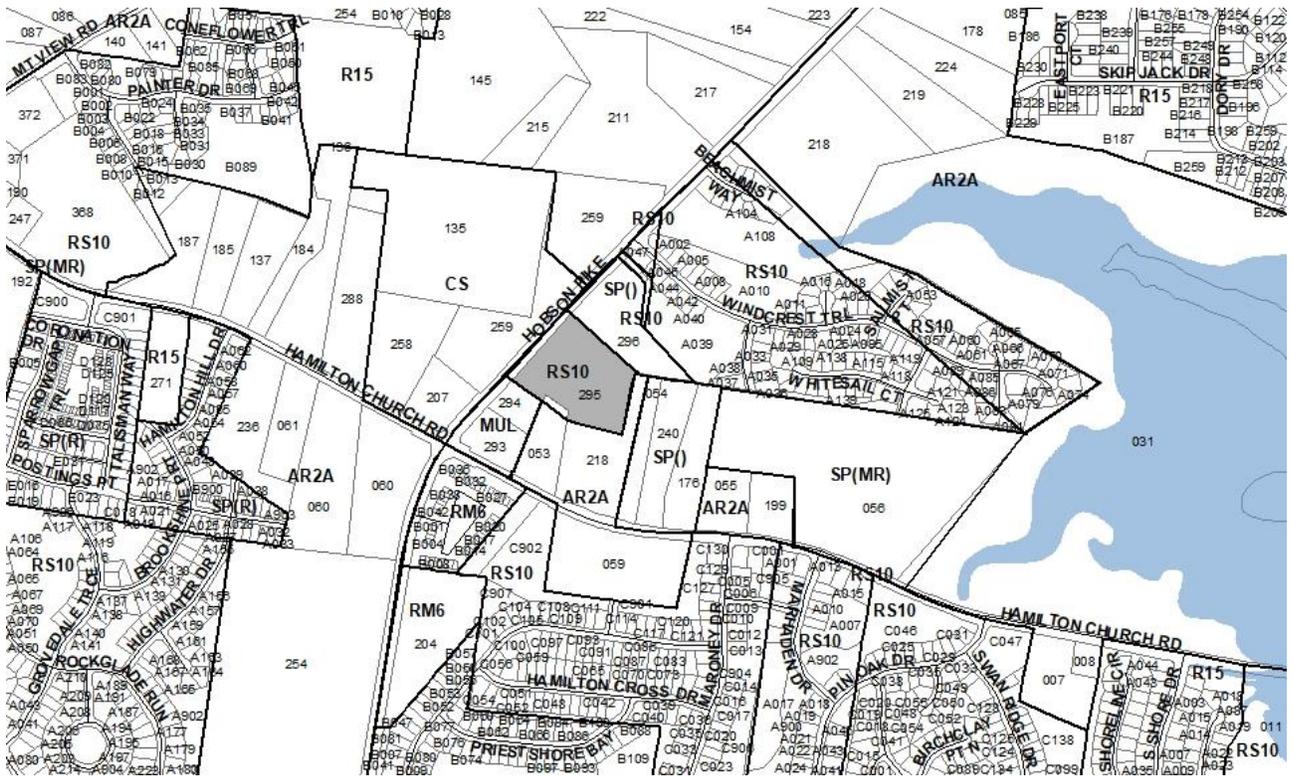
The proposed CS zoning district is not anticipated to generate any additional students than the existing R10 zoning district. Students would attend Andrew Jackson Elementary School, DuPont Hadley Middle School, and McGavock High School. Andrew Jackson Elementary School has been identified as being overcapacity, DuPont Hadley Middle School has been identified as being under capacity, and McGavock High School has been identified as being at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 12/11/2025



2021SP-057-001
MARINA GROVE
Map 164, Parcel(s) 295
13, Antioch – Priest Lake
08 (Deonté Harrell)



Metro Planning Commission Meeting of 12/11/2025

| | |
|-----------------------------|---|
| Item #3 | Specific Plan 2021SP-057-001 |
| Project Name | Marina Grove |
| Council District | 08 – Harrell |
| School District | 06 – Mayes |
| Requested by | Civil Design Consultants, LLC, applicant; FAM Properties, LLC, owner. |
| Staff Reviewer | Marton |
| Staff Recommendation | <i>Approve with conditions and disapprove without all conditions.</i> |

APPLICANT REQUEST

Preliminary SP to permit a mixed-use development.

Preliminary SP

A request to rezone from Single-Family Residential (RS10) to Specific Plan (SP) zoning for property located at Hobson Pike (unnumbered), approximately 460 feet northeast of Hamilton Church Road, to permit a mixed-use development (5.94 acres).

Existing Zoning

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 4.36 dwelling units per acre. *Based on acreage alone, RS10 would permit a maximum of 25 lots. 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-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 a mix of residential and non-residential uses.*

ANTIOCH – PRIEST LAKE COMMUNITY PLAN

T3 Suburban Neighborhood Center (T3 NC) is intended to enhance and create suburban neighborhood centers that serve suburban neighborhoods generally within a five-minute drive. They are pedestrian friendly areas, generally located at intersections of suburban streets that contain commercial, mixed use, residential, and institutional land uses. T3 NC areas are served with well-connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

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



Metro Planning Commission Meeting of 12/11/2025

SITE CONTEXT

The subject site consists of one parcel, totaling 5.94 acres, located on the east side of Hobson Pike and just north of the intersection with Hamilton Church Road. The property has been zoned RS10 since 2000 and is currently vacant. Surrounding properties are zoned Agricultural/Residential (AR2a), Mixed-Use Limited (MUL), Commercial Service (CS) and Specific Plan (SP), while surrounding land uses include single-family residential, strip shopping center, gas station, religious institution and vacant commercial land. The site is accessed via Hobson Pike which is classified as a collector avenue in the Major and Collector Street Plan (MCSP).

PLAN DETAILS

The proposed SP is a mixed-use development that includes three buildings for non-residential uses and 52 multi-family residential units. The three non-residential buildings front Hobson Pike and are combined 16,900 square feet. In the rear, the multi-family residential units are shown in groupings of six and eight attached townhome units and are oriented along private drives and common open spaces. The maximum building height for both the commercial buildings and the attached townhomes is 35 feet across the entire site. Along the site perimeter, a combination of B-3 and C-3 landscape buffers are proposed and internally, a C-3 landscape buffer is provided as a transition from the non-residential portion of the plan. Short term rentals, owner occupied and non-owner occupied, are prohibited throughout the entire development.

ANALYSIS

The site is located within the T3 Suburban Neighborhood Center (T3 NC) and Transition (TR) policies. The western portion of the site fronts Hobson Pike and is within the T3 NC policy area, which supports development of pedestrian-scaled, mixed-use centers that serve surrounding neighborhoods. The proposed SP includes three buildings for non-residential uses, which furthers the policy's goal of providing neighborhood serving commercial uses within a five-minute drive. The eastern third of the site falls within the TR policy area, which encourages middle-density housing types and serves as a buffer between higher intensity uses and lower density neighborhoods. The proposed 52 attached townhome units provide a moderate density residential development option that aligns with the TR policy intent. Both portions of the site share access from Hobson Pike through a private drive and are also connected by an internal sidewalk network which further supports the policy's emphasis on connectivity and consolidated access. Additionally, the plan meets several of the building form and site design guidelines of the T3 NC and TR policies by maintaining a maximum building height of 35 feet, providing landscape buffers to ensure appropriate transitions and visual screening, and orienting buildings to the street, private drives, and common open spaces. Overall, staff finds that the proposed plan meets the goals for both the T3 NC and TR policy areas.

FIRE MARSHAL RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve with conditions



Metro Planning Commission Meeting of 12/11/2025

- Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. The following are general approval comments and conditions;
- All public commercial ramps shall meet code spacing requirements. Any public access point (ramps, drives) should meet AASHTO stopping sight distance requirements.
- All existing ROW frontages should adhere to the Major Collector Street Plan (MCSP) and dedication may be required along existing ROW frontages to accommodate MCSP requirements. Coordinate w/ metro planning on MCSP requirements along existing ROW frontages.
- Per previous condition/comment and a requirement at final, new public sidewalks along frontage shall be along the property line. Any existing utility poles will need to be relocated to grass strip/furnishing zone. Call out and dimension any ROW dedications that are to accommodate ROW frontage requirements.
- In general, with a final: Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT standard ST- details. There shall be no earthen retaining walls installed in the public ROW. Earthen retaining walls, 4 ft. or greater in height, off the public ROW will require a stamped wall design by a licensed CIVIL engineer.
- There should be no vertical obstructions in new public sidewalks and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW. On site plans, call out "mill & overlay extents to be coordinated in field with NDOT inspector".
- Comply w/ NDOT traffic comments/conditions of approval.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Parking must adhere to code. Ensure bedroom count is included in the final site plan for verification.
- In final site Plans, call out centerline of access point to confirm it aligns with the opposing access on Hobson Pike.
- Per the MMTA review, the cross-section of Hobson Pike in the final plan should reflect a three-lane section (one lane in each direction with a center turn lane). Design and striping of this should be in accordance with the standards provided in the Manual on Uniform Traffic Control Devices (MUTCD).
- All existing ROW frontages should adhere to the Major Collector Street Plan (MCSP) and dedication may be required along existing ROW frontages to accommodate MCSP requirements.
- 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.



Metro Planning Commission Meeting of 12/11/2025

STORMWATER RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans. Submittal of an availability study is required before the Final SP can be reviewed. Once this study has been submitted, the applicant will need to address any outstanding issues brought forth by the results of this study. A minimum of 30% W&S Capacity must be paid before issuance of building permits.

Maximum Uses in Existing Zoning District: **RS10**

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Single-Family Residential (210) | 5.94 | 4.35 F | 25 U | 290 | 23 | 27 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|--------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Multi-Family Residential (221) | - | - | 52 U | 282 | 18 | 23 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Office (710) | - | - | 5,633 SF | 65 | 31 | 7 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Retail (820) | - | - | 5,633 SF | 213 | 5 | 21 |



Metro Planning Commission Meeting of 12/11/2025

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Restaurant (932) | - | - | 5,633 SF | 632 | 56 | 55 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | - | +902 | +87 | +79 |

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 district: 5 Elementary 4 Middle 4 High

Projected student generation proposed SP district: 8 Elementary 6 Middle 5 High

METRO SCHOOL BOARD REPORT

The proposed SP is expected to generate six more students than the existing RS10 zoning district. Students would attend Mount View Elementary School, John F. Kennedy Middle School, and Antioch High School. Mount View Elementary School is identified as exceedingly overcapacity, while John F. Kennedy Middle School and Antioch High School are identified as at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to 52 multi-family residential units and all uses of CN with the exception of Beer and Cigarette Market and Bar or Nightclub uses, which shall be prohibited. 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, updated the purpose note to reflect the Permitted Uses condition.
3. On the corrected copy, remove "Retail will not include Bar, Nightclub, Beer and Cigarette Market uses in the SP. All other uses compliant with the CN zone will be permitted" on the cover sheet and replace with, "Non-residential uses shall be limited to all uses of CN with the exception of Beer and Cigarette Market and Bar or Nightclub, which shall be prohibited."
4. On the corrected copy, remove "52 single-family attached homes" on Sheet C1 and replace with "52 multi-family residential units".
5. On the corrected copy, remove the Residential Units Note on the cover sheet.
6. On the corrected copy, add a note on the cover sheet: Glazing for non-residential buildings along street facing facades shall be a minimum of 20 percent.
7. On the corrected copy, add a note to the cover sheet: Landscaping and tree density requirements per Metro Zoning Ordinance.

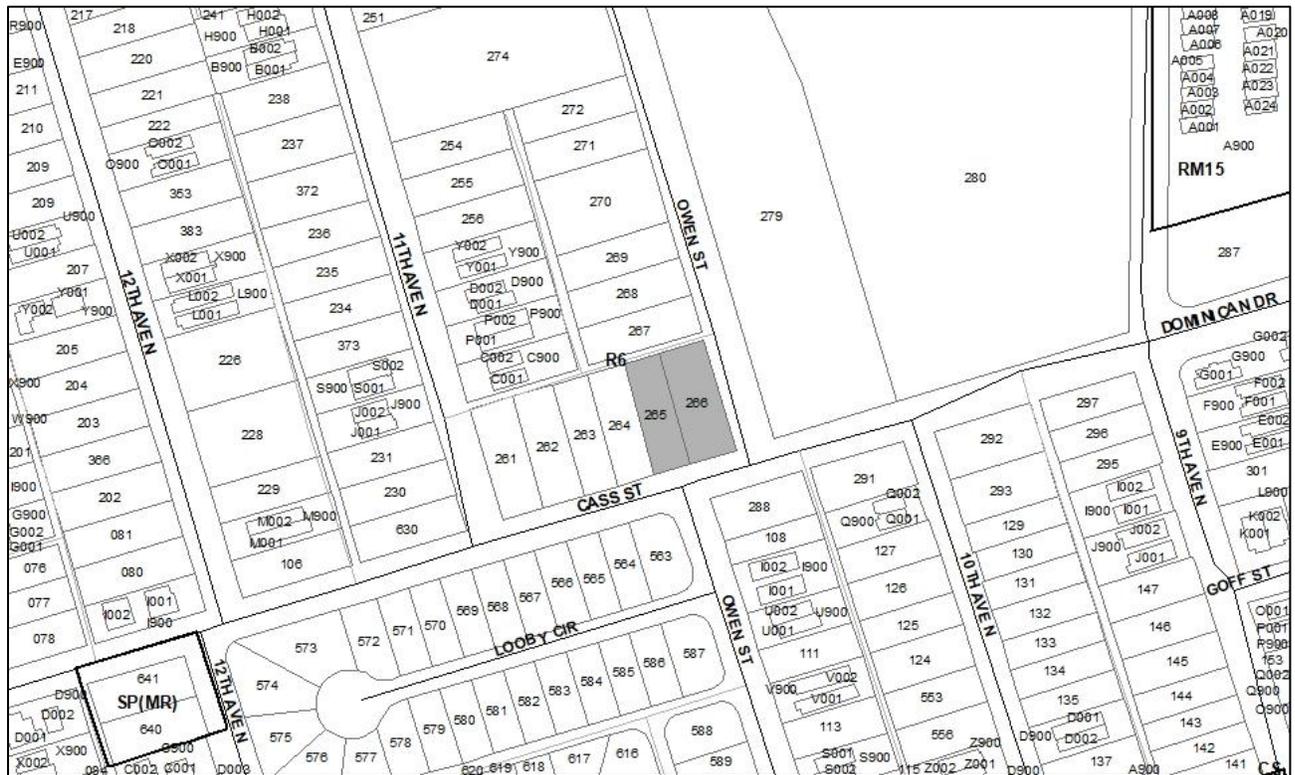


Metro Planning Commission Meeting of 12/11/2025

8. On the corrected copy, remove the tree protection detail on Sheet L1 and replace with the Tree Protection Zone detail per 17.28.065.D.
9. On the corrected copy, update the landscape plan (sheet L1) to identify the C-3 landscape buffer yard along the side and rear yards of the residential portion instead of a B-3 buffer yard, to be consistent with the buffer yards shown on the site plan (sheet C1). Final design of landscape buffer details to be evaluated by staff with the landscape plan included with the final SP.
10. The final site plan shall meet the requirements of the Major and Collector Street Plan along Hobson Pike. Right-of-way dedication areas and road improvement details shall be identified on the final site plan consistent with the MCSP requirements.
11. With the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
12. Comply with all conditions and requirements of Metro Reviewing Agencies.
13. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with the final site plan application.
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 the RM20 zoning district for the residential portion and the CN zoning district for the commercial portion as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
15. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
16. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Property Owners' Association.
17. No master permit/HPR shall be recorded prior to final SP approval.
18. Final plat may be required prior to permitting.
19. 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.
20. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 12/11/2025



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 12/11/2025

| | |
|-----------------------------|---|
| Item #4 | Specific Plan 2025SP-009-001 |
| Project Name | 1004 & 1104 Cass Street |
| Council District | 02 – Toombs |
| School District | 05 – Buggs |
| Requested by | Dale & Associates, applicant; Ludie Lou Holdings, LLC and Charles Carney, owners. |
| Staff Reviewer | Commey |
| Staff Recommendation | <i>Approve with conditions and disapprove without all conditions.</i> |

APPLICANT REQUEST

Preliminary SP to permit eight multi-family residential units.

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.

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.26 dwelling units per acre including 25 percent duplex lots. *Based on acreage alone, R6 would permit a maximum of 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

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 one residential building type.*

NORTH NASHVILLE COMMUNITY PLAN

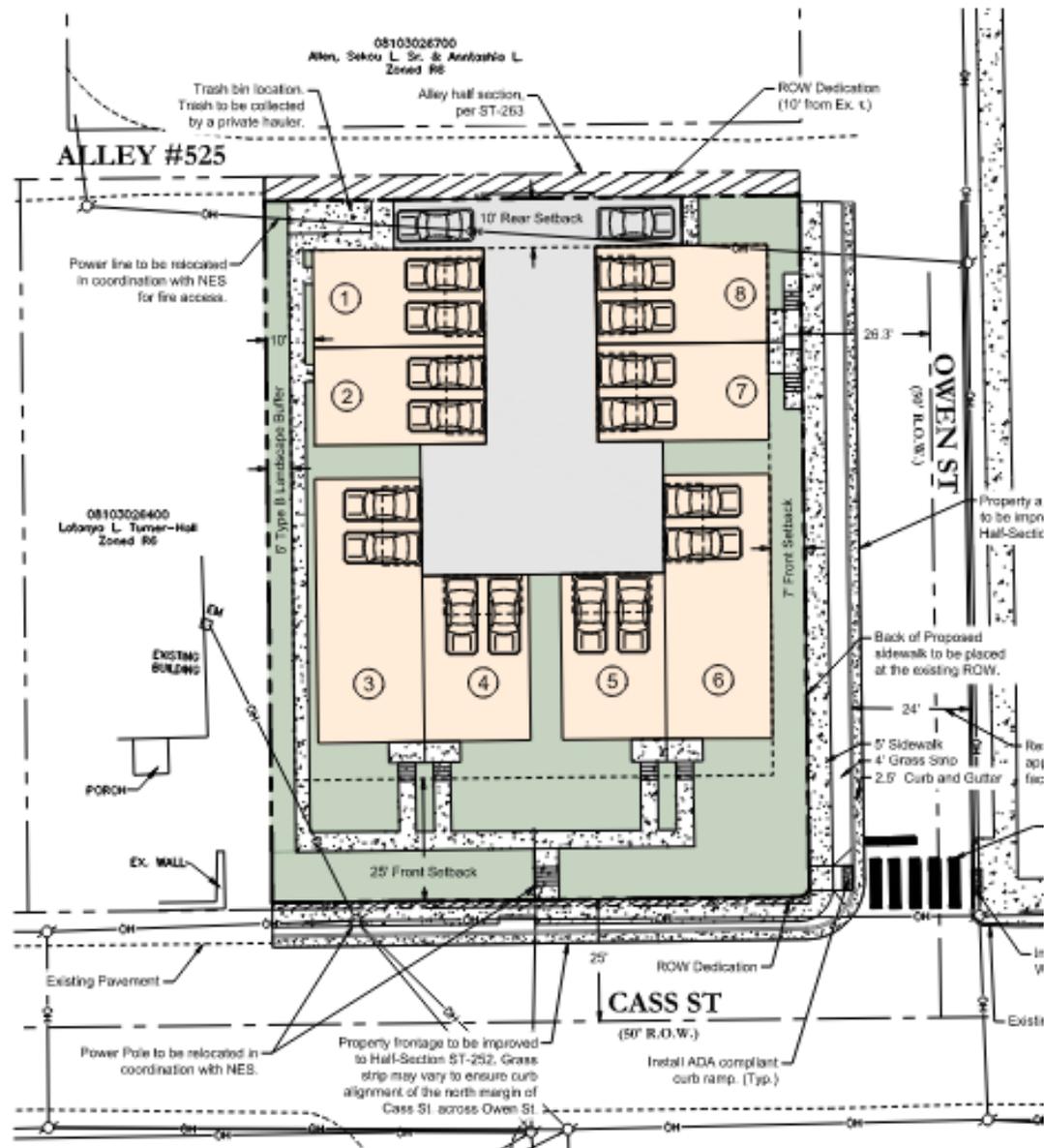
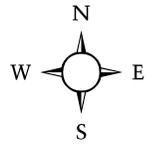
T4 Urban Neighborhood Maintenance (T4 NM) is intended to maintain the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character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

SITE

The approximately 0.38-acre site is comprised of two lots which are vacant. The site is uniquely situated at the northwest corner of Cass Street and Owen Street and has access to an improved alley at the rear. Both streets are classified as local streets. The site is within a half mile of several WeGo transit stops along Cass Street, 10th Avenue and Dominican Drive to the east.



Metro Planning Commission Meeting of 12/11/2025



Proposed Site Plan



Metro Planning Commission Meeting of 12/11/2025

The surrounding zoning districts include One and Two-Family Residential (R6), Multi-Family Residential (RM15), Commercial Services (CS), and Specific Plan (SP). The property to the east is John Early Middle School. Surrounding land uses include one and two residential and educational land uses.

PLAN DETAILS

The plan proposes eight multi-family residential units. All units are proposed in groups of two. Units 1 and 2 are located at the northwest corner of the site and are oriented towards the western property line and alley. Units 3-6 are oriented towards Cass Street while Units 7-8 are oriented towards Owen Street. The proposed units are accessed from Alley #525, which is located at the rear of the property. The proposed units are rear loaded with two car garages.

A primary entrance and a minimum of fifteen percent glazing is required on building facades fronting a street. All units are proposed with a maximum height of two and half stories in 35 feet. All units are proposed with pitched roof forms. Additionally, conceptual elevations are included with the preliminary plan.

Sidewalks are provided on Cass Street and Owen Street. The plan shows a four-foot planting strip and a five-foot sidewalk width along both Cass and Owen Street. As shown on the site layout, a five-foot landscape buffer is proposed along the western property line.

ANALYSIS

The subject site is comprised of two vacant parcels located within the T4 Urban Neighborhood Maintenance (T4 NM) policy area. T4 NM policy areas are characterized by moderate to higher density residential development with an emphasis on a diverse mix of housing types and high levels of connectivity within and around a site. The policy guidance notes that established T4 NM areas may have underutilized or vacant parcels that may be developed with a broader mix of housing types than other parcels in the T4 NM policy area, subject to appropriate design that transitions in building type, massing, and orientation to blend new development into the surrounding neighborhood. Underutilized or vacant parcels may be developed at a slightly greater intensity depending on the site's proximity to transit, location along a higher classification street, and near institutional uses such as a school. The plan proposes a multifamily residential development that would provide additional density near transit. Allowing a multi-family development in close proximity to the school will help provide nearby housing options, increasing walkability and promoting a more sustainable urban setting.

The topography of the site slopes upward from Cass Street, with the highest portion of the site at the northern property line. This results in a substantial grade change across the site. The southern portion of the site along Cass Street is approximately 15 feet lower than the northern portion of the site. Due to the site's upward slope, the northern units (Units 1, 2, 7, and 8) are situated at higher elevations. To better integrate with the topography and reduce the alley units having height taller than the elevations along Cass Street, these units have been designed with a reduced minimum raised foundation of six inches, to minimize the height of the rear units.

The site has frontage on Cass Street and Owen Street and is within 0.1 miles of Dominican Drive and 9th Avenue North to the east. Both streets are classified as arterial boulevards in the Major and



Metro Planning Commission Meeting of 12/11/2025

Collector Street Plan. There is an improved alley along the northern boundary of the site, which can be used to direct traffic off Cass and Owen Streets and limit the site's vehicular access to one point. The site has access to existing mass transit with several WeGo transit stops located along Cass Street, 10th Avenue, and Dominican Drive. The proposed sidewalk along Cass Street will help continue the existing sidewalk connection to the east of the subject site, enhance the pedestrian environment, and continue to provide alternative modes of transportation. When considering the location of the site as a vacant corner lot with proximity to transit and higher classification streets, and the guidance within the T4 NM policy for developing vacant parcels at a slightly greater density, staff finds the proposal to be consistent with policy.

The proposed height of all units, which is two and half stories, is consistent with the policy guidance of one-to-three-story tall buildings. The landscaping buffers provided along the western property boundary is appropriate to minimize the proposed development's visual impact on the adjacent property. Overall, staff finds that the plan meets the goals of the T4 NM policy, and staff recommends approval.

FIRE RECOMMENDATION

Approve with Conditions

- Fire department access roads shall comply with the current adopted fire code at the time of construction.
- Fire Department access roads shall have an unobstructed clear width of 20'.
- Aerial Fire Apparatus access shall be provided for any structure 30 feet or greater in height.
- 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.

WEGO RECOMMENDATION

Approve with Conditions

- Developer shall upgrade the existing Cass St & 10th Ave N westbound bus stop to be an in-lane local service bench type bus stop with appurtenances as shown on this SP and as per latest edition of WeGo Transit Design Guidelines.
- Developer shall coordinate and reach agreement with WeGo Robert.Johnson@Nashville.gov on all WeGo conditions prior to Final SP, and again prior to Building Permit.

STORMWATER RECOMMENDATION

Approve with conditions

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

WATER RECOMMENDATION

Approve with conditions



Metro Planning Commission Meeting of 12/11/2025

- Approved as a Preliminary SP only. Public water and/or sanitary sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval.
- The approved construction plans must match the Final Site Plan/SP plans.
- A minimum of 30% Water and Sanitary Sewer Capacity Fees must be paid before issuance of building permits. Unless and until 100% of Capacity Charge has been paid, No Water/Sanitary Sewer Capacity is guaranteed.

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT.
- Final design and improvements may vary based on actual field conditions.
- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. In general, with the final:
 - Any proposed roadway half-sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called outed per NDOT standard details. There shall be no earthen retaining walls installed in the public ROW.
 - Earthen retaining walls, 4 ft. or greater in height, off the public ROW will require a stamped wall design by a licensed CIVIL engineer.
 - There should be no vertical obstructions in new public sidewalks and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
 - Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
 - Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW. (cont.) On site plans, call out “mill & overlay extents to be coordinated in field with NDOT inspector”. Comply w/ NDOT traffic comments/conditions of approval.

TRAFFIC & PARKING RECOMMENDATION

Approve

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| One and Two-Family Residential* (210) | 0.38 | 12.52 F | 4 U | 54 | 8 | 5 |

*Based on two-family lots

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|------------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Multi-Family Residential 1-2 (220) | 0.38 | - | 8 U | 59 | 4 | 6 |



Metro Planning Commission Meeting of 12/11/2025

Traffic changes between maximum: R6 and SP

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | - | +5 | -4 | +1 |

METRO SCHOOL BOARD REPORT

Projected student generation existing R6 district: 0 Elementary 0 Middle 0 High

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

The proposed SP-R zoning is not expected to generate additional students than the existing R6 zoning district. Students would attend Jones Paideia Elementary Magnet School, John Early Museum Magnet Middle School, and Pearl-Cohn High School. John Early Museum Magnet Middle School, and Pearl-Cohn High School are identified as exceedingly under capacity while Jones Paideia Elementary Magnet School is identified as under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of eight 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, add the following note “Short-term rental properties, owner occupied and short-term rental properties, not owner occupied, shall be prohibited.”
3. On the corrected copy, remove note 11 under Standard SP Notes.
4. With the final site plan, all mechanical units shall be located on the sides or rear of units and be screened with additional landscaping, subject to Planning Staff review.
5. With the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
6. 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.
7. 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.
8. 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.
9. Comply with all conditions and requirements of Metro reviewing agencies.
10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM15-A-NS, as of the date of the applicable request or application.
11. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.



Metro Planning Commission Meeting of 12/11/2025

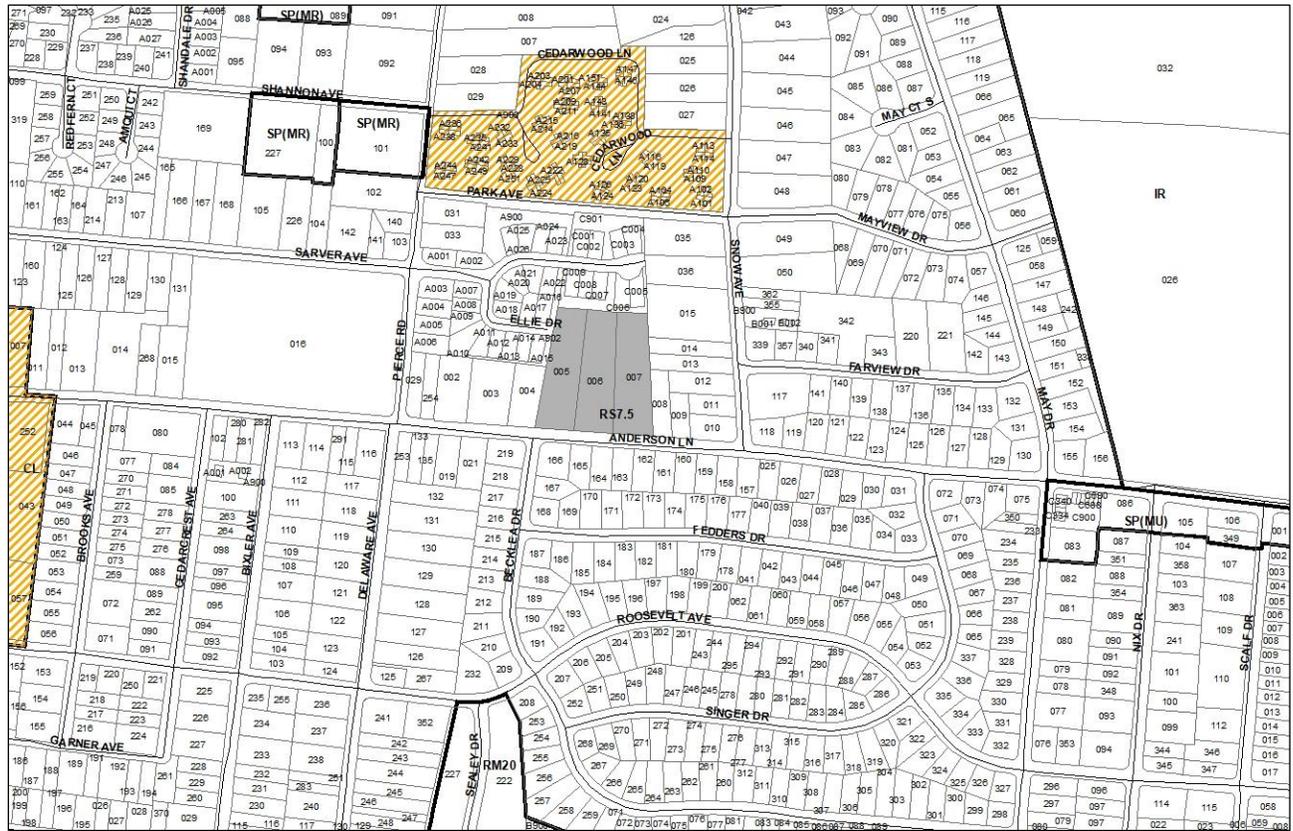
12. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
13. No master permit/HPR shall be recorded prior to final SP approval.
14. Final plat may be required prior to permitting.



SEE NEXT PAGE



Metro Planning Commission Meeting of 12/11/2025



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

515 ANDERSON LANE

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

04, Madison

09 (Tonya Hancock)



Metro Planning Commission Meeting of 12/11/2025

Item #5 **Specific Plan 2025SP-045-001**
(Formerly 2025Z-061PR-001)
Project Name **515 Anderson Lane**
Council District 09 – Hancock
School District 03 –Young
Requested by Dale and Associates, applicant; Belle Meade Title and Escrow, owners.

Deferrals This request was deferred at the October 23, 2025, and November 13, 2025, Planning Commission meetings. No public hearing was held.

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

APPLICANT REQUEST

Preliminary SP to permit 60 multi-family residential units.

Preliminary SP

A request to rezone from Single-Family Residential (RS7.5) to Specific Plan (SP) zoning for the properties located at 515 Anderson Lane and Anderson Lane (unnumbered), approximately 450 feet east of Snow Avenue and approximately 615 feet west of Pierce Road (3.93 acres), to permit 60 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. *Based on acreage alone, RS7.5 would permit a maximum of 22 single-family lots. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

Proposed Zoning

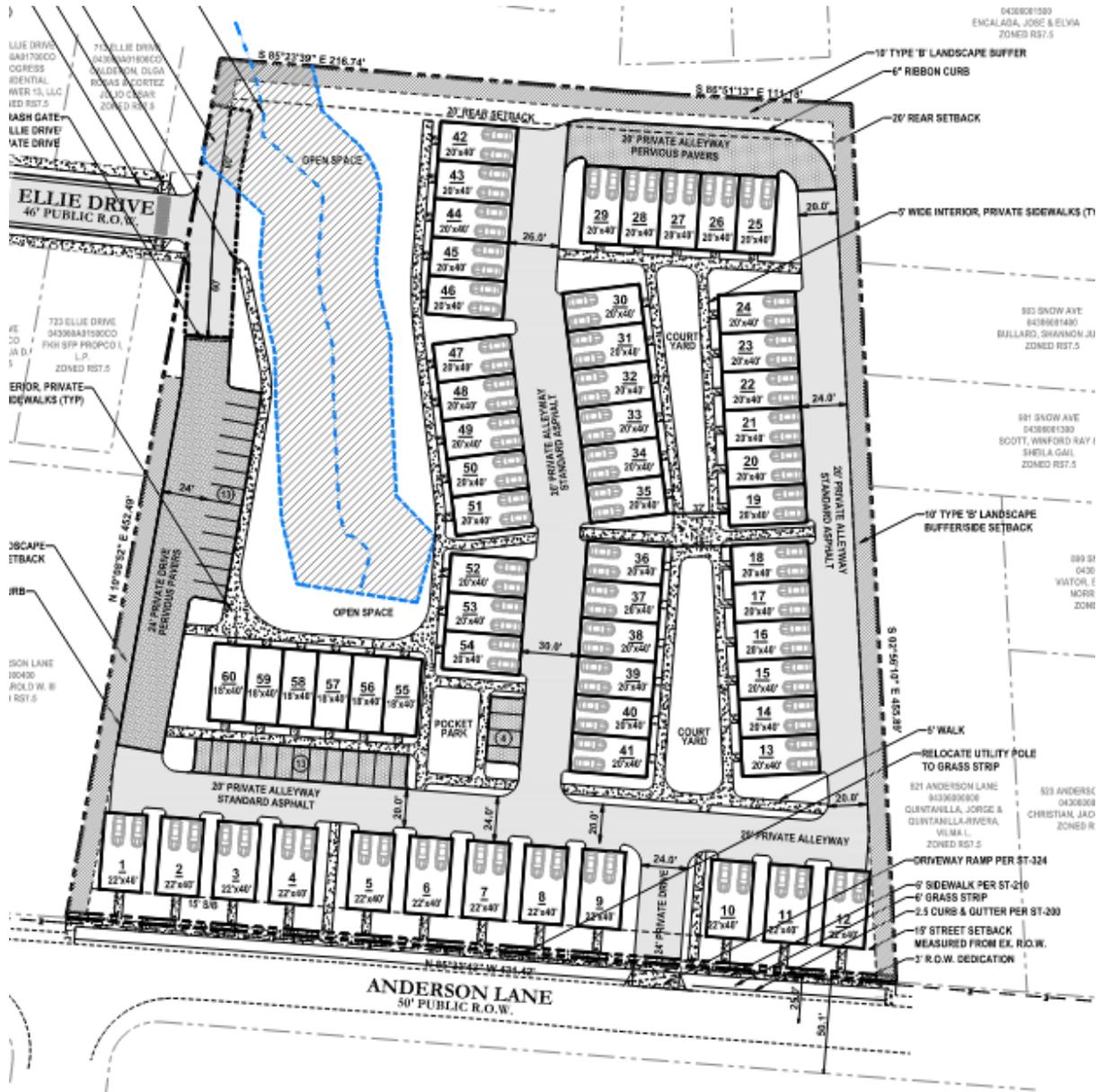
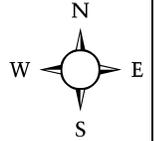
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes only one residential building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

MADISON COMMUNITY PLAN

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



Metro Planning Commission Meeting of 12/11/2025



Proposed SP



Metro Planning Commission Meeting of 12/11/2025

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.

SITE

The subject property consists of three parcels totaling 3.93 acres located on the north side of Anderson Lane. The parcels have frontage on Anderson Lane which is classified as a collector avenue in the Major and Collector Street Plan (MCSP). The properties are vacant and currently zoned Single-Family Residential (RS7.5). Nearby properties are zoned Single-Family Residential (RS7.5) and Specific Plan (SP). Surrounding land uses include primarily single-family residential and civic land uses, with Amqui Elementary School located to the west. There is a stream located at the northwestern corner of the subject property.

PLAN DETAILS

The plan proposes 60 multi-family detached residential units. Units 1 through 12 are oriented towards Anderson Lane and the remaining units are located interior to the site, oriented to a courtyard or open spaces. Units 1 through 54 are rear loaded with two car garages while units 55-60 are surfaced parked. The proposed units share access through a private drive from Anderson Lane. The interior units are proposed with a maximum height of three stories in 32 feet. The units along Anderson Lane are permitted to have three stories in 42 feet with the requirement for a pitched roof form. Architectural standards include a minimum of fifteen percent glazing on building facades fronting a street or an open space and all building facades shall consist of a minimum of 50 percent brick. Staff has added a condition for end units to include architectural features to prevent blank facades which will be evaluated with the elevations provided with the final site plan.

There is a temporary cul-de-sac currently existing at the terminus of Ellie Drive at the northwestern property boundary. The plan proposes to abandon the temporary turnaround and create a permanent terminus with a hammerhead extension located on the subject property where it transitions into a private drive that includes a crash gate for emergency access. The access from Ellie Drive will not be usable for vehicular traffic other than emergency vehicles. The extension of the curb and sidewalks along Ellie Drive (through the existing temporary cul-de-sac) provides a pedestrian connection between the site and the development to the west.

The plan shows a six-foot wide planting strip and a six-foot wide sidewalk width along Anderson Lane, consistent with the MCSP requirements. Sidewalk connections to individual units are provided on the portion of the site on Anderson Lane. As shown on the site plan, a 10-foot Type B landscape buffer is proposed along the side and rear property lines. An open space area is proposed at the northwestern corner of the site at the terminus of Ellie Drive where the stream buffer is located. The landscape buffer is intended to provide a mix of existing trees and new plantings adjacent to lower intensity land uses. Staff has added a condition to provide screening for the units fronting the open space and the hammerhead turn around at the terminus of Ellie Drive.

ANALYSIS

The subject site is vacant and is located within an Urban Neighborhood Evolving (T4 NE) policy area. Policy guidance notes T4 NE areas will have higher densities with a broader range and integrated mixture of housing types, providing housing choice, more than some surrounding urban



Metro Planning Commission Meeting of 12/11/2025

neighborhoods. T4 NE policy places greater emphasis on establishing a more diverse mix of housing and a higher level of connectivity. The proposed SP would permit 60 detached multi-family residential units at a density of approximately 15 units an acre, which is within the range of densities supported by the T4 NE policy. The plan proposes a multifamily residential development that would provide additional density and housing options.

The site has frontage on Anderson Lane, a collector avenue and is within a half mile of Gallatin Pike to the west and Myatt Drive to the east. Both streets are classified as arterial boulevards in the MCSP. The site has access to existing mass transit with three WeGo transit stops located along Anderson Lane and May Drive to the east. The plan provides sidewalk connections along Anderson Lane and internal sidewalks to ensure safe and convenient pedestrian circulation throughout the development. These connections link the residential units to the adjacent public right of way and common open space supporting overall walkability and connectivity within and around the site.

The site is located on a policy seam with the lower intensity T4 Urban Neighborhood Maintenance (T4 NM) to the south. While the site is located in the T4 NE policy, it is adjacent to a T4 NM policy area where the properties have a well-established character in terms of massing and form. The plan incorporates some architectural elements of the existing developed character by proposing to construct building facades with a minimum of 50 percent brick to match the architectural character of the neighborhood.

The proposed height of three stories for all units is consistent with the policy guidance of one-to-three-story tall buildings. Units 42-54 are oriented towards the western property line, with an open space ranging between 80 and 95 feet provided between the units and the western property line. The open space provides separation from adjacent properties. The landscaping buffers provided along the property boundaries is appropriate to minimize the proposed development's visual impact on the existing surrounding neighborhood. The orientation of the internal units to the open space or courtyard is in line with the T4 NE policy goals of orienting buildings to the street, an open space or courtyard.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire department access roads shall comply with the current adopted fire code.
- Minimum 20' unobstructed width is required.
- All-weather driving surface must be capable of supporting fire apparatus weighing minimum 75,000lb.
- Buildings greater than 30' in height shall meet aerial apparatus access requirements. Any building/unit that is unable to meet the aerial apparatus access requirements shall be limited to a maximum of 30' in height.
- Required fire flow shall be determined using NFPA 1 and any local amendment, based on gross square footage of each structure.

STORMWATER RECOMMENDATION

Approve with Conditions



Metro Planning Commission Meeting of 12/11/2025

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

NDOT ROADS RECOMMENDATION

Approve with Conditions

- Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. For final plans w/ new public roads, plans shall include proposed public roadway profiles, curvature, grade, drainage and utility data. Public roadway construction drawings shall comply with NDOT Subdivision Street Design Standards and specifications.
- Any public access point (ramps, drives) and/or intersection should meet AASHTO stopping sight distance requirements. All existing ROW frontages should adhere to the Major Collector Street Plan (MCSP) and dedication may be required along existing ROW frontages to accommodate MCSP requirements. (cont.) Coordinate w/ metro planning on MCSP requirements along existing ROW frontages. For reference, provide call outs on the bldg. permit site plan for MCSP requirements.
- In general, with a final: Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT standard details.
- Submit landscape plan with the final SP and/or building permit plans.
- There shall be no earthen retaining walls installed in the public ROW. There shall be no vertical obstructions in new public sidewalks (or roadways) and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
- Residential and commercial ramps, driveways shall meet metro spacing code.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- 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. (cont.) On bldg. permit site plans, call out "mill & overlay extents to be coordinated in field with NDOT inspector".
- Existing properties affected by the removal of the temporary paved terminus of Ellie Dr. ROW shall have their driveways/sidewalks/curb & gutter built back to the NDOT standard road section; per details ST-200, -210, -251, -322.



Metro Planning Commission Meeting of 12/11/2025

- Comply w/ NDOT traffic comments/conditions of approval. Proposed hammer head at the terminus of Ellie Dr. shall be signed and hatched for 'no parking'. Proposed hammerhead shall be built to the ST-251 paving schedule w/ post curb.

TRAFFIC AND PARKING RECOMMENDATION

Approve with Conditions

- The applicant shall comply with the MCSP requirements along the frontage of Anderson Lane.
- The applicant is to provide a total of 142 parking spaces or 2.3 space/unit for the entire development.
- Comply with NDOT Roads Comments.
- 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: **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) | 3.93 | 8.71 F | 22 U | 258 | 20 | 24 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|--------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Multi-Family Residential (221) | 3.93 | - | 62 U | 336 | 22 | 28 |

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 |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | - | +78 | +2 | +4 |

METRO SCHOOL BOARD REPORT

Projected student generation existing RS7.5 district: 2 Elementary 2 Middle 2 High

Projected student generation proposed SP-R district: 9 Elementary 6 Middle 5 High

The proposed SP is anticipated to generate 14 additional students beyond what is generated under the current RS7.5 zoning. Students would attend Amqui Elementary (K-8), and Hunters Lane High School. Amqui Elementary School is identified as overcapacity, while Hunters Lane High School is identified as being under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.



Metro Planning Commission Meeting of 12/11/2025

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

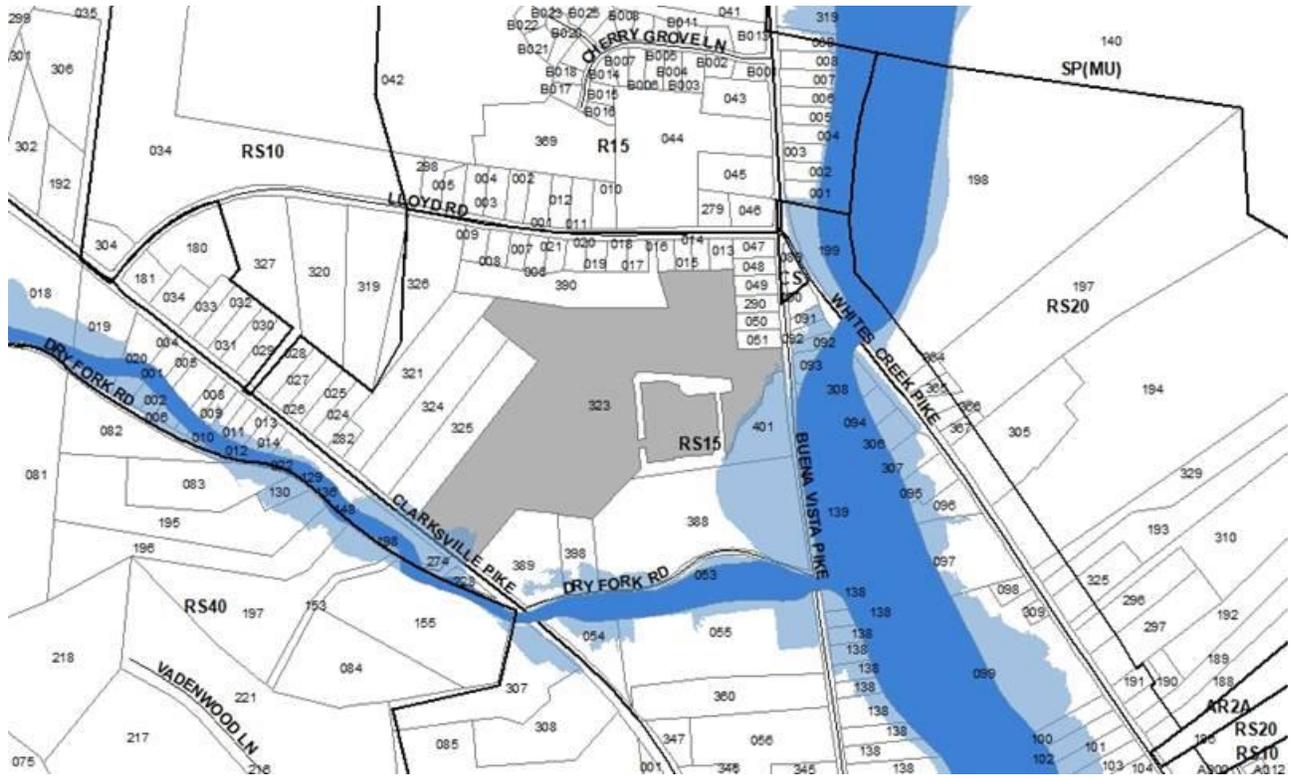
1. Permitted uses shall be limited to a maximum of 60 multi-family residential units. Short-term rental properties, owner occupied and short-term rental properties, not owner occupied, shall be prohibited.
2. With the final site plan, the side facades of all end units shall contain additional glazing or architectural features as to not prevent a blank façade along the interior of the development.
3. With the final site plan, provide a detailed landscaping plan showing screening in front of units 42-53.
4. 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.
5. With the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
6. 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.
7. 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.
8. 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.
9. Comply with all conditions and requirements of Metro reviewing agencies.
10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM15-A-NS, as of the date of the applicable request or application.
11. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
12. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
13. No master permit/HPR shall be recorded prior to final SP approval.
14. Final plat may be required prior to permitting.



SEE NEXT PAGE



Metro Planning Commission Meeting of 12/11/2025



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 12/11/2025

| | |
|-----------------------------|--|
| Item #6 | Concept Plan 2024S-139-001 |
| Project Name | Shular Clarksville Highway |
| Council District | 01 – Kimbrough |
| School District | 01 – Gentry |
| Requested by | Fulmer Lucas Engineering, applicant; Shular Tennessee Holding Company, LLC, owner. |
| Staff Reviewer | Marton |
| Staff Recommendation | <i>Approve with conditions.</i> |

APPLICANT REQUEST

Concept plan to permit 77 residential lots.

Concept Plan

A request for concept plan approval to create 77 lots utilizing the compact development standards 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).

SITE DATA AND CONTEXT

Location: The site is located on the western side of Beuna Vista Pike and the eastern side of Clarksville Pike, just north of Dry Fork Road.

Street Type: The site has frontage onto Clarksville Pike, a scenic arterial boulevard, as well as frontage onto Buena Vista Pike, a collector avenue, as identified in the Major and Collector Street Plan (MCSP). The plan proposes five new local streets, two of which will extend mid-site and intersect with both Clarksville Pike and Buena Vista Pike.

Approximate Acreage: 34.83 acres or 1,517,370 sq. ft.

Parcel/Site History: This site is comprised of one parcel which was created by deed into its current configuration in June of 2025.

Zoning History: The site is zoned Single-Family Residential (RS15). It has been zoned RS15 since 1998. The site is also within the Whites Creek at Lloyd Road Urban Design Overlay district that was applied in 2017.

Existing land use: The property is currently vacant and contains no existing structures.

Surrounding land use and zoning:

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



Metro Planning Commission Meeting of 12/11/2025



- CONCEPT PLAN NOTES:**
1. ANY EXCAVATION, FILL, OR DISTURBANCE OF THE 1 BE DONE IN ACCORDANCE WITH STORMWATER MA NO. 78-40 AND APPROVED BY THE METROPOLITAN
 2. SIZE DRIVEWAY CULVERTS PER THE DESIGN CRITERIA STORMWATER MANUAL, MINIMUM DRIVEWAY CURB LANDSCAPING AND TREE DENSITY REQUIREMENTS
 3. SEE 18-0257 FOR FILL WIDTH REPAIR IF PAVED IN
 4. ANY EXCAVATION, FILL OR DISTURBANCE OF THE 2 BE DONE IN ACCORDANCE WITH STORMWATER MA AND APPROVED BY THE METROPOLITAN DEPARTMENT
 5. THE BUFFER ALONG WATERWAYS WILL BE AN ARJUNG A NATURAL STATE AND IS NOT DISTURBED BY COH ACCORDANCE WITH THE STORMWATER MANUAL
 6. WHERE APPLICABLE, SIZE DRIVEWAY CULVERTS PER THE METRO STORMWATER MANUAL. (MINIMUM IS 15" TYP)

Proposed Concept Plan



Metro Planning Commission Meeting of 12/11/2025

Zoning: Single-Family Residential (RS15)

- Min. lot size: 15,000 sq. ft.
- Min. lot coverage: 0.35
- Max. height: 3 stories
- Min. street setback: 20 feet or contextual per Code
- Min. rear setback for all properties: 20 feet
- Min. side setback for all properties: 10 feet

PROPOSAL DETAILS

This proposal is for a subdivision development under existing zoning entitlements. No rezoning is proposed with this application. This proposal utilizes the by-right Compact Development standards of Section 17.12.080 of the Metro Zoning Code.

Number of lots: 77 single-family lots

Lot sizes: Lots range in size from 7,503 sq. ft. to 22,476 sq. ft.

Access: The lots have frontage onto the newly proposed local streets, and the site draws access from Buena Vista Pike and Clarksville Pike.

Open space: 12.36 acres of open space are proposed. Usable open space comprises 4.69 acres of this total.

Subdivision Variances or Exceptions Requested: None

COMPACT DEVELOPMENT

History

The applicant originally applied for a subdivision with a larger total acreage and subsequently reduced the area of the site through deeding off an unconventional 5-acre property. State law allows for property over a certain size to be deeded and not be subject to subdivision review. An unusual situation has been created by the deeding off of a portion of the property into an unconventionally shaped parcel that is not part of the subdivision. This results in a parcel with frontage and access on Buena Vista Pike that is almost entirely within floodplain, and which wraps around portions of the subject property so that the proposed subdivision is non-contiguous.

Plan Requirements (Section 17.12.080)

The concept plan establishes that compact development is proposed and displays the layout of all lots and common areas. This compact development subdivision proposal includes only single-family lots. The concept plan delineates the alternative lot sizes to be employed and describes the land areas required to satisfy open space requirements.

Minimum Area Required to be Eligible (Section 17.12.080.A)

This property is utilizing the Proximal Option for minimum site area. Property located within 0.25 miles of any MCSP-classified arterial or collector street shall have a minimum site area of no less than five times the minimum lot area for the base zoning district. The site is zoned RS15, which has



Metro Planning Commission Meeting of 12/11/2025

a minimum lot area of 15,000 sq. ft. The minimum area within a proximal option compact development subdivision in the RS15 district is 75,000 sq. ft. The site contains approximately 1,517,370 sq. ft. and exceeds the minimum area requirement to be eligible to utilize the compact development proximal option.

Maximum Lot Yield (Section 17.12.080.B)

The compact development option includes specific standards for calculation of maximum lot yield within a compact development subdivision that ensure that the maximum number of lots does not exceed what is permitted by the existing base zoning. The Zoning Code specifies that the lot yield shall be based on dividing eighty percent of the gross acreage by the minimum lot size of the base zoning district.

The gross area of this site is approximately 34.83 acres or 1,517,370 sq. ft. The minimum lot size of the existing zoning district, RS15, is 15,000 sq. ft.

$$1,517,370 \text{ sq. ft.} \times 0.80 = 1,213,896 \text{ sq. ft. (80\% of the gross site area)}$$
$$1,213,896 \text{ sq. ft.} / 15,000 \text{ sq. ft.} = 80 \text{ lots}$$

Design Flexibility (Section 17.12.080.C)

In order to accomplish the purpose of this section, flexibility in lot sizes may be proposed in exchange for the creation of open space. Lots within a compact development subdivision may reduce in size from the minimum required by the base zoning district an equivalent of two smaller zoning districts. This subject site is zoned RS15, so the application proposes to reduce lot sizes from the 15,000-square foot minimum of the RS15 zoning district to the 7,500-square foot minimum of the RS7.5 zoning district.

A minimum of fifteen percent of the site shall be placed in open space, including a minimum of five percent that is dedicated for usable open space. If additional usable open space is provided beyond the minimum requirement, a subdivision may reduce the minimum lot size by an equivalent percentage beyond the two-zoning district reduction. In no case shall the minimum lot size be reduced below 3,750 square feet. The concept plan proposes a total of 35.5 percent (12.36 acres) of open space, which includes 13.5 percent (4.69 acres) that is identified as useable open space. The plan proposes additional usable open space beyond the minimum five percent; however, no further lot size reductions beyond 7,500 sq. ft. are requested.

The bulk standards of the zoning district which most closely resembles the alternative lot sizes chosen for any given phase of the development shall be employed for that phase of the subdivision. In this case, the standards of the RS7.5 zoning district apply.

A twenty-foot standard B landscape buffer yard as per Chapter 17.24 Article III shall be required along the perimeter of the development when perimeter lots abutting a conventional R/RS subdivision are reduced in size from the minimum lot size required by the base zoning district. There are no proposed lots that abut a conventional subdivision; therefore all lots meet this standard.



Metro Planning Commission Meeting of 12/11/2025

Open Space Standards (Section 17.12.080.D)

The required fifteen percent open space of a compact development may contain usable open space and stormwater features as required and described in this section. A minimum of five percent of a compact subdivision's total area shall be usable open space. One usable feature shall be installed for subdivisions containing between four and ninety-nine total residential units, plus an additional usable feature for every one hundred residential units, or portion thereof, in excess of the first ninety-nine units. Usable features shall not be located in regulatory no-disturb stormwater buffers or floodway as determined by Metro Water Services. Examples of usable open space include paved greenway trails, walking or hiking trails, reflective passive areas, playgrounds, dog parks, etc. These open spaces are to be convenient and accessible to all residents. Usable features may include stormwater mitigation facilities such as bioretention, bioswale, or rain garden, designed as an amenity and provided in conjunction with other usable features mentioned in this section; a stormwater feature alone shall not count as usable open space.

The total amount of proposed open space for the entire site is approximately 12.36 acres or 35.5 percent. The plan proposes three usable open spaces, totaling 4.69 acres, which meets the five percent usable open space minimum requirement of all compact subdivisions ($34.83 \text{ acres} \times 0.05 = 1.74 \text{ acres}$). These open spaces are convenient to all residents of the proposed subdivision (being less than 1,320 feet along an accessible path from each lot). One usable open space feature is required based on the lot count; however, the plan is proposing three. An open space management plan was submitted with the concept plan application. Specific uses for the open space will be decided at final site plan; the plan currently shows unstructured play areas and walking trails. Tree density and street tree planting are required per the zoning code and the applicable regulations of Metro Government. A preliminary landscaping plan was provided with the concept plan which shows the proposed street trees along both new and existing streets.

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 sites within the T3 Suburban transect, the conventional regulations found in Chapter 3 are utilized.

3-1 General Requirements

Staff finds that all standards are met.

3-2 Monument Requirements



Metro Planning Commission Meeting of 12/11/2025

Monuments will be placed on property corners or referenced to property lines consistent with the requirements of the subdivision regulations.

3-3 Suitability of the Land

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

The site contains areas shown on FEMA maps as part of the 100-year floodplain. The plan does not propose lots within these areas. The plan also includes a 50-foot gas line and associated easement that runs north to south on the eastern portion of the site. While the plan does not propose any lots within the easement area, one segment of proposed public road is shown to cross the easement. Staff consulted with Duke Energy/Piedmont to have preliminary discussions regarding the proposed road crossing and there were no issues raised. Further review by the utility company will take place at the time of final site plan.

3-4 Lot Requirements

All proposed lots comply with the minimum lot size of the Zoning Code. Any development proposed on the resulting lots will be required to meet the bulk and landscaping standards of a comparable zoning district which most closely resembles the alternative lot sizes (RS7.5 zoning, in this instance) proposed for any given phase of development at the time of building permit. All proposed lots have frontage on the new public streets.

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.

Not applicable. No lots are proposed fronting on an existing street.

3-6 Blocks

All proposed block lengths meet the distance requirements as established in the subdivision regulations.

3-7 Improvements

Construction plans for any required public or private improvements (stormwater facilities, water and sewer, public roads, etc.) will be reviewed with the final site plan.

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

Sidewalks are required in association with new streets. The proposed subdivision includes five new public streets. The proposed concept plan includes sidewalks along the new streets



Metro Planning Commission Meeting of 12/11/2025

per the local street standard requirements. The plan also indicates sidewalks along Clarksville Pike and Buena Vista Pike consistent with the Major and Collector Street Plan (MCSP) cross section.

3-9 Requirements for Streets

The application proposes five new local streets. One street, shown on the plan as Road B, draws access from Buena Vista Pike and terminates in a cul-de-sac mid-site. Another Street, shown as Road A, draws access from Clarksville Pike and ultimately intersects with Road B. Road C is L-shaped and intersects with Road A. Road D intersects with Road B in the northeast corner of the site and terminates in a cul-de-sac. Road E connects to Road A and terminates in a loop road.

Public street requirements are reviewed by NDOT. NDOT has reviewed the concept plan and found it to be in compliance with the standards of this section subject to several conditions. Those conditions are listed in the recommendations from all agencies section below.

3-10 Requirements for Dedication, Reservations, or Improvements

The existing right-of-way width along Clarksville Pike and Buena Vista Pike is sufficient per the Major and Collector Street Plan requirements.

3-11 Inspections During Construction

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

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

NDOT reviews street names and signage requirements for public roads and has recommended approval with conditions of this concept plan. See comments in the recommendations from all agencies section below.

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. Stormwater recommends approval with conditions.

3-15 Public Water Facilities

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

3-16 Sewerage Facilities

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



Metro Planning Commission Meeting of 12/11/2025

3-17 Underground Utilities

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

PLANNING STAFF COMMENTS

The proposed subdivision meets the standards of the Metro Subdivision Regulations for a major subdivision and the standards of the Metro Zoning Code. Staff recommends approval with conditions.

POLICY CONSIDERATIONS

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

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

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

This site is within a large area of T3 NM policy that transitions to T2 Rural Maintenance (T2 RM) policy to the west. Lots within this area of T3 NM policy, north of Dry Fork Road along Lloyd Road and Buena Vista Pike, that have been previously platted and subdivided, are generally 0.5 acres or greater. The majority of the proposed lots in the subject subdivision are in the 7,500 square feet to 10,000 square foot range, or less than 0.25 acres.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Final design of loop road (Road E) will be further evaluated with the final site plan. Final design is required to meet the minimum requirements for fire department access roadway.

METRO HISTORICAL COMMISSION RECOMMENDATION

Approve



Metro Planning Commission Meeting of 12/11/2025

- Phase I archaeological survey recommended.

STORMWATER RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT ROADS RECOMMENDATION

Approve with conditions

- Subdivision concept plans generally conform to NDOT standards and final road construction drawings must comply with the Subdivision Street Design Standards and Specifications. Any plan resubmittals, addendums, or updates will need a cursory review to ensure overall adherence to previously approved concept plans.

Notes to applicant toward final construction plan submittal

Nashville Department of Transportation Construction Notes

1. All work within the Public right-of-way requires an Excavation Permit from the Nashville Department of Transportation.
2. Proof-rolling of ALL street sub-grades is required in the presence of the Nashville Department of Transportation Inspector, request to be made 24 hours in advance.
3. Stop signs to be 30 inch by 30 inch.
4. Street name signs are to have six inch white letters in Highway Gothic font on a nine inch green aluminum blade, and be mounted vertically staggered. Street name signs shall be assembled using extruded sign blades.
5. All signs to have 3M high intensity retro-reflective coating.
6. All striping within ROW is to be 80 mil thermoplastic striping at the time of acceptance. Paint striping should be used in the interim until final striping has been placed.
7. The development/ contractor shall have a NDOT stamped set of plans on site to be produced upon request during any site visit.

- One way divided loop street to meet NDOT ST-250 spec.
- All public sidewalks along the roadway shall follow the grade of the roadway and shall not be adjusted to meet private sidewalk connections. The adjustments shall be made outside of the ROW.
- Drainage from site shall not flow over the public walk.
- All ped ramps are to be ADA compliant and have detectable tactile dome warning mats.
- Construct new residential concrete driveway ramp per NDOT ST-322 specifications. All driveway requirements within the metro code, in effect at the time of approval, are to be followed. Contractors may make field adjustments within parameters of code and NDOT Department regulations at the discretion of the NDOT field inspector. See code section 13.12.110 and 13.12.200



Metro Planning Commission Meeting of 12/11/2025

- Curb and gutter is the responsibility of the contractor but once in place shall function as designed. C&G installed may be tested to verify positive flow to the storm drain system. Drainage shall not pool in roadways.
- All storm inlet grates located within the public ROW are to be bike friendly. There are to be no storm inlets within any ramps both ped and access for drives. Use JBS 3300-V curb inlet bike friendly grates with 6" hood or an equivalent casting on storm inlets located within the curb and gutter.
- Ensure all boxes, meters, cleanouts, etc. are located behind the public walk and outside of the public ROW.
- Slopes along roadways shall not exceed 3:1.
- Project is in the USD. On construction plan set provide streetlighting per NES Streetlighting Manual and NDOT Streets and Pathways Lighting Manual. Coordination with NDOT street light review NDOTStreetlights@nashville.gov and provide electrical sheets with photometric plan of the ROW.
- Confirm with the USPS post master on requirements of postal deliveries (individual residential, cluster box, commercial delivery, etc.). <https://about.usps.com/handbooks/po632/welcome.htm>. Vehicles must be out of roadway travel lanes when accessing kiosks.
- If not previously completed - Reserve/ Coordinate street naming/ name reservations with the NDOT Addressing Office, Contact: Sara Cain, 615-862-8782.
- At time of final construction plan submittal ensure NDOT approved intersection/ signal modification sheets are included in the submittal.
- At time of final construction plan submittal ensure an offsite improvements sheet (grading, sidewalk, striping, etc) is included in the submittal.
- Comply with NDOT Traffic & Parking comments.

NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- The applicant shall comply with the requirements of the MCSP along all public ROW frontages, as applicable.
- Per review of the submitted MMTA, the applicant is to provide a Northbound right turn lane on Clarksville Pike at the new public street intersection. Given the proximity of the new intersection to the southern Dry Fork Rd intersection, the applicant shall continue to coordinate with NDOT on the dimensions of the storage and taper lengths of the turn lane that are compliant with AASHTO standards.
- The applicant shall continue coordination with NDOT to evaluate the feasibility of implementing additional striping, signage, and/or delineation improvements at the intersection of Whites Creek Pike and Lloyd Road/Buena Vista Pike to enhance geometric alignment and operations.
- The applicant shall install all necessary traffic control signage at new public street intersections within the subdivision, in accordance with the MUTCD.
- 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



Metro Planning Commission Meeting of 12/11/2025

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

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

Staff recommends approval with conditions.

CONDITIONS

1. Comply with the requirements of all Metro Agencies.
2. On the corrected copy, update the Total Useable Open Space Provided to 4.69 acres and Total Opens Space Provided to 12.36 acres in the Open Space Requirements Chart
3. On the corrected copy, add the following note: "The bulk standards and landscaping requirements of a comparable zoning district which most closely resembles the alternative lot sizes proposed for any given phase of development shall be employed for that phase of the subdivision." The final site plan shall demonstrate compliance with this note.
4. Final design details of the loop road (terminus of public road E) shall be evaluated further by NDOT and Fire at the time of final site plan.
5. No grading outside the boundaries of the subject property shall be permitted.
6. Tree protection fencing, and additional protection methods needed to secure erosion control around the entire boundary of the subdivision, such as construction fencing, shall be provided at the time of construction. Details on methods of protection shall be provided at final site plan.
7. Minor changes may be allowed during review of the final based on engineering and construction plans. However, if the amount of open space is reduced from the amount shown on the concept plan, the final site plan shall still require compliance with the Compact Development standards and exceed the open space requirements of 17.12.080.C.
8. 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.
9. Pursuant to 2-2.5.f of the Metro Subdivision Regulations, the approval of a concept plan shall be effective for four years from the date of Planning Commission approval to the recording of the final plat or a phase of the plat as described in Section 2-2.5.g.

RECOMMENDED ACTION

Motion to approve with conditions proposed subdivision Case No. 2024S-139-001 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



Metro Planning Commission Meeting of 12/11/2025

| | |
|-----------------------------|--|
| Item #7 | Final Plat 2025S-145-001 |
| Project Name | Re-Subdivision of Part of Lot 40 Plan of Clifton |
| Council District | 21 – Taylor |
| School District | 05 – Fayne |
| Requested by | Dale & Associates, applicant; Rightway Properties Plus II, LLC, owner. |
| Deferrals | This item was deferred at the September 11, 2025, October 23, 2025, and November 13, 2025, Planning Commission meetings. No public hearing was held. |
| Staff Reviewer | Konigstein |
| Staff Recommendation | <i>Defer to the January 8, 2026, Planning Commission meeting.</i> |

APPLICANT REQUEST

Request for final plat approval to create four lots.

Final Plat

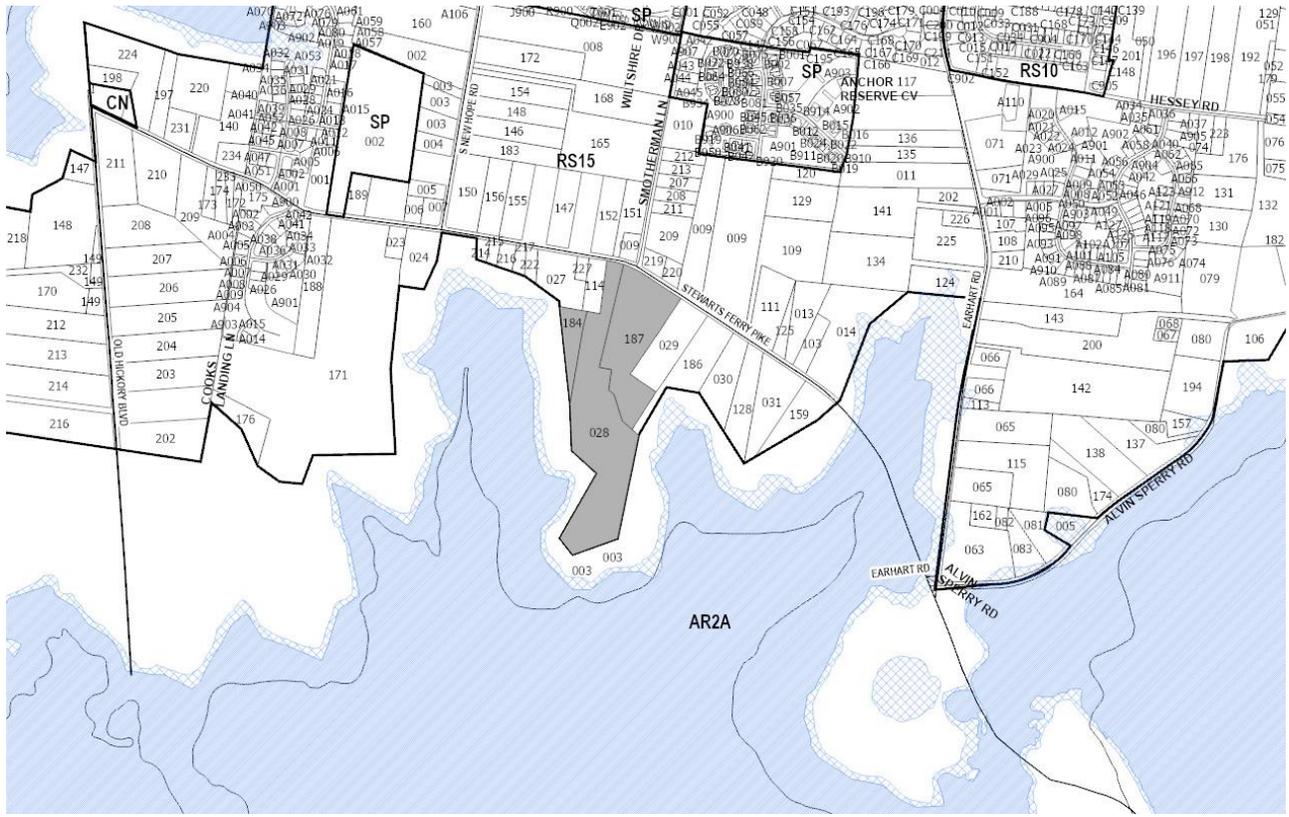
A request for final plat approval to create four lots on property located at 39th Avenue North (unnumbered), approximately 218 feet north of Alameda Street, zoned Single Family Residential (RS7.5) (0.69 acres).

STAFF RECOMMENDED ACTION

Staff recommends deferral to the January 8, 2026, Planning Commission meeting.



Metro Planning Commission Meeting of 12/11/2025



2025S-171-001
STEWARTS FERRY KING PROPERTY
 Map 110, Parcel(s) 028, 184, 187
 14, Donelson – Hermitage – Old Hickory
 12 (Erin Evans)



Metro Planning Commission Meeting of 12/11/2025

Item #8 **Concept Plan 2025S-171-001**
Project Name **Stewarts Ferry King Property**
Council District 12 – Evans
School District 04– Nabaa-McKinney
Requested by Crunk Engineering, LLC, applicant; Kathleen M. King and Don R. King, owners.

Deferrals This item was deferred at the December 11, 2025, Planning Commission meeting. No public hearing was held.

Staff Reviewer Konigstein
Staff Recommendation *Approve with conditions including a variance to Section 3-9.2.i.2.*

APPLICANT REQUEST

Request for concept plan approval to create 33 lots.

Concept plan

A request for concept plan approval to create 33 lots utilizing conservation development standards on property located at 1658 Stewarts Ferry Pike and Stewarts Ferry Pike (unnumbered), at the intersection of Stewarts Ferry Pike and Smotherman Lane, zoned Single-Family Residential (RS15) (31.4 acres).

SITE DATA AND CONTEXT

Location: The site consists of three parcels on the southern side of Stewarts Ferry Pike.

Street Type: The site has frontage on Stewarts Ferry Pike which is classified as a collector avenue in the Major and Collector Street Plan (MCSP). The site plan proposes a new local public street which terminates in a cul-de-sac.

Approximate Acreage: 31.4 acres (1,367,784 square feet).

Parcel/Site History: Parcel 11000018700, the easternmost parcel, was created by deed in 1990. Parcel 11000002800 was created by deed in 1984. Parcel 11000018400, the western parcel, was created by deed in 1985.

Zoning History: The subject property has been zoned Single-Family Residential (RS15) since 1998.

Existing Land Use: Parcel 11000018700 is vacant residential land, 11000002800 has a single-family use, and 11000018400 is vacant residential land.



Metro Planning Commission Meeting of 12/11/2025

Surrounding Land Use and Zoning:

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

Zoning: Single-Family Residential (RS15)

Minimum lot size: 15,000 square feet

Maximum building coverage: 0.35

Minimum rear setback: 20 feet

Minimum side setback: 10 feet

Maximum height: 3 stories

Minimum street setback: 40 feet

PROPOSAL DETAILS

Number of lots: 33 lots.

Lot sizes: The proposed lot sizes vary from 15,000 square feet to 64,876 square feet. The plan utilizes the Conservation Development standards to permit lot size flexibility in exchange for protection of natural areas present on the site. The Conservation Development Standards (17.12.090) allows subdivision to reduce lots in size from the minimum required by the base zoning district by equivalent percentage of the site that is to remain natural open space. The site is 31.4 acres (approximately 1,367,784 square feet), while the plan proposes 6.39 acres (approximately 687,627 square feet) of natural open space to be preserved, resulting in allowable lot size reduction of 20.4 percent. This reduction would result in a minimum lot size of 11,940 square feet. All proposed lots exceed the minimum lot size.

Access: The plan proposes a new north-south public street that will terminate into a cul-de-sac on the southern portion of the site. The street names will need to be reviewed and approved by NDOT prior to approval of the final plat.

Subdivision Variances or Exceptions Requested: An exception to Section 3-6 is required to permit the length of the dead-end street to exceed 1,200 feet.

Conservation Development Standards (17.12.090)

A. Purpose and Intent. Conservation development is a set of standards that shall be utilized in the design of subdivisions as provided in this section. The purpose of these standards is to:

- 1. Preserve unique or sensitive natural resources such as steep slopes; hillsides; streams, wetlands, floodways, and floodplains; problem soils; archaeological resources; and native forests or unique vegetation through the creation of natural open space.*
- 2. Encourage the creation of lots on less environmentally sensitive areas of the site.*
- 3. Provide flexibility in design of subdivisions within existing zoning districts to promote environmental resource protection.*



Metro Planning Commission Meeting of 12/11/2025

B. Applicability. Subdivisions proposed in the R/R-A and RS/RS-A zoning districts that meet both of the following standards shall utilize the provisions of this section.

- 1. Minimum Site Area. The minimum site area of no less than ten times the minimum lot area for the base zoning district as established by Table 17.12.020A. For example, in the R10 district the minimum area for the subdivision would be one hundred thousand square feet. (Ten thousand square feet minimum lot size times ten).
Complies. The site is zoned RS15 which would require a minimum area of 150,000 square feet. The proposed site has a total area (1,367,784 SF) which meets the minimum site area.*
- 2. Minimum Natural Area. A minimum of ten percent of the site contains any, or a combination of, the following:*
 - a. Areas shown on FEMA maps as part of the 100-year floodplain or identified in local studies as confirmed by Metro Stormwater;*
 - b. All perennial and intermittent streams, floodways, and associated buffers, as determined by Metro Stormwater or the State;*
 - c. Areas of natural slopes of twenty percent or greater of at least ten thousand square foot contiguous area;*
 - d. Areas containing problem soils as established by Section 17.28.050; wetlands, as determined by metro stormwater;*
 - e. Known habitat for federally or state listed or proposed rare, threatened, or endangered species;*
 - f. Areas containing a protected Cedar Glade plant species as established by Section 17.28.060;*
 - g. Archaeological or historic sites, cemeteries, and burial grounds; or*
 - h. Protected, heritage and historic and specimen trees, as defined by Section 17.40.450 of the Metro Zoning Code.*

More than 10 percent of the site contains features described in parts d, g, and h. Problem soils are identified on the eastern boundary in the form of wetlands; a cemetery is identified on a northern part of the site; and heritage and historic trees are primarily located on the western half of the site.

C. Maximum Lot Yield. The determination of the maximum lot yield shall be based on assigning twenty percent of the gross acreage of the site to open space and infrastructure. The remaining eighty percent of the gross acreage shall be divided by the minimum lot size of the base zoning district to determine the maximum yield. Yield shall not be based on the minimum lot size as described in Section D Lot Size Flexibility.

The total site area is 31.4 acres. Eighty percent of the gross acreage of the site is 25.12 acres. The maximum lot yield is 72 lots based on a minimum of 15,000 square feet for an RS15 residential lot. A total of 33 lots are proposed, which does not exceed the maximum lot yield.

D. Conservation and Design Flexibility. In order to accomplish the purposes of this section, flexibility in lot sizes may be proposed in exchange for protection of the natural areas present on the site in natural open space according to the following standards:



Metro Planning Commission Meeting of 12/11/2025

The proposal sets aside approximately 20.4 percent of the 31.4-acre site for undisturbed natural area (6.39 acres). The plan does not propose to reduce the lots beyond the minimum lot size of the RS15. However, under this section, based on the area preserved, the minimum lot size could be reduced from 15,000 square feet to 11,940 square feet.

E. Natural Open Space. Open space provided for the purposes of protecting natural areas and in exchange for flexibility of design, as described above, shall be called natural open space and subject to the standards below. These standards are not applicable to common areas or open spaces that may be provided for other purposes.

Natural areas on the site include areas of wetlands, cemeteries and burial grounds, and protected, heritage, historic, and specimen trees. Protected natural open space comprising approximately 6.39 acres (shown as “Conservation Area Undisturbed Open Space” on the plans) is identified on the northeastern, southern, and western portions of the site encompassing a cemetery, wetlands, a wet weather conveyance, and trees.

F. Application Requirements

The submitted application contains all the necessary information for a Conservation Development including a site plan, a site analysis map that identifies natural areas, and a preliminary grading plan that demonstrates the limits of disturbance and overall impacts to natural areas.

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 Evolving (T3 NE) policy. For T3 NE, the conventional regulations found in Chapter 3 are utilized.

3-1 General Requirements

This subdivision is required to meet on standards of Chapter 3. Staff finds that all standards are met.

3-2 Monument Requirements

Does not apply to concept plans. Monuments will be set after final plat approval.



Metro Planning Commission Meeting of 12/11/2025

3-3 Suitability of the Land

The site includes natural areas as defined by the Conservation Development Standards in the zoning code including problem soils and water features. The standards are intended to address the environmental factors and preserve these areas from development. The site is heavily wooded with streams that run from the northeastern corner to the southwestern property edge. The plan does not propose any lots within identified stream buffers. A large portion of trees and their canopy are preserved at the southern and western portion of the site. Based on the areas identified as areas to remain preserved, staff finds that the remaining land is suitable for development consistent with this section.

3-4 Lot Requirements

All lots comply with the minimum standards of the zoning code and the conservation subdivision requirements. Lots are required to have frontage onto a public street or, where permitted, onto a private street, or onto a common open space. Lots that front onto a common open space shall have a pedestrian connection from the front of each residential unit to the sidewalk and shall have vehicular access from an abutting public or private alley, or a shared driveway easement. All proposed lots front onto Stewarts Ferry Pike or the proposed public streets.

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.*

Not applicable to this case as the subject parcel is not within a Neighborhood Maintenance policy area.

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.*

Lots proposed on Stewarts Ferry Pike meet the minimum frontage for T3 NE policy areas.

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.



Metro Planning Commission Meeting of 12/11/2025

3-5.6 *Reasonable Conditions*

Not applicable to this case.

3-6 **Blocks**

A new street is proposed with the concept plan, however a new block network is not established with the creation of a dead end street. Further road details are provided in 3-9 below.

3-7 **Improvements**

Construction plans for any required public or private improvements (stormwater facilities, water and sewer, public roads, etc.) will be reviewed with the final site plan.

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

The proposed subdivision includes a new public north-south street that terminates in a cul-de-sac. Sidewalks are shown along the Stewarts Ferry Pike frontage and on the new public street.

3-9 **Requirements for Streets**

The proposed subdivision includes a new public street. A variance is required to this section and outlined below. NDOT has reviewed and recommended approval with conditions. New public streets are to comply with ASSHTO and the NDOT Subdivision Street Design Standards and Specifications.

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

Right-of-way and easements for this project will be dedicated with final plat.

3-11 **Inspections During Construction**

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

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

NDOT will require the review and approval of streets with the submittal of the final site plan. Street names for new streets will be reviewed at that time.

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. Stormwater recommends approval with conditions.

3-15 **Public Water Facilities**

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



Metro Planning Commission Meeting of 12/11/2025

3-16 Sewerage Facilities

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

3-17 Underground Utilities

Utilities are required to be located underground whenever a new street is proposed. The utility plan will be reviewed in more detail with the submittal of construction plans.

Subdivision Variances or Exceptions Requested: Yes. This request requires a variance from Section 3-9.2.i.2.

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

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

Variance Analysis

A variance from Section 3-9.2.i.2., Turnarounds, is required. From the last loop road on the plan, the length of the street extends approximately 950 feet, exceeding the requirement for a maximum of 750 feet with a turnaround.

The requested variance is not detrimental to the public safety, health, or welfare of the neighborhood. Fire and NDOT have approved the proposed roadway, indicating it can provide for emergency access and meets the requirements of a public roadway. For this site, the preservation of environmental features to meet the standards of the Conservation Regulations was prioritized. Other properties may not have the environmental features including a stream buffer, tree canopy, and cemetery, that would require conservation standards to be used, these features are unique to this property. A longer roadway suits the shape of the parcel, which is long and narrow. Due to the surrounding parcel configuration of the adjacent properties, there are no additional opportunities for road connections as the parcel lengths vary along Stewarts Ferry Pike due to the location of Percy Priest to the south. The requested variance is not in conflict with the guidance of the General Plan or the Zoning Code. A dead-end street is common in the suburban transects. The requested variance



Metro Planning Commission Meeting of 12/11/2025

allows for additional lots to be located on the property while still prioritizing the preservation of the natural features on the property in accordance with the Conservation Development Standards.

PLANNING STAFF COMMENTS – SUBDIVISION REGULATIONS

Staff finds the proposed subdivision consistent with the intent of Chapter 3 of the Subdivision Regulations and the standards of the Metro Zoning Code. Additionally, the Subdivision meets all of the standards of a Conservation Development.

POLICY CONSIDERATIONS

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

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to the entirety of this property is T3 NE (Suburban Neighborhood Evolving). The goal of the T3 NE Policy is to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns. Appropriate land uses in the T3 NE policy include residential, community gardens and open spaces, and institutional uses.

According to the T3 Suburban Neighborhood Evolving policy density is secondary to the form of development; however, these areas are meant to be moderate density with smaller lots and a more diverse mix of housing types than are typically found in T3 Suburban Neighborhood Maintenance areas.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

METRO HISTORIC

- This is a pre-1865 farmstead with at least one cemetery and archaeological potential. As a reminder: state law prohibits ground disturbance within 10 feet of graves (TCA 46-8). Recommend 1) establishing a 10ft buffer line around the cemetery perimeter (greater than 10 ft is highly recommended), to be shown on the development plan; 2) prior to site work, including grading, install construction fence at the buffer line (10 feet or greater) during site work and construction; 3) if not already present, a metal sign, not to exceed 6 square feet, noting the name and date of the cemetery at the cemetery entrance shall be in place prior to the issuance of the first U&O permit; and 4) restoration of the cemetery's rock fence. The development plan submittal shall contain the plan restore the rock fence. Additional coordination with Metro Historic may be required prior to or with the submittal of the development plan. Parties should proceed with caution when conducting any site



Metro Planning Commission Meeting of 12/11/2025

preparation activity near the cemetery. All state cemetery laws regarding human remains shall apply (i.e., stop work if encountered and notify the standard parties).

- The intact nature of the pre-1865 farmstead should be documented with a Phase I archaeological survey that will also confirm if the second cemetery was actually moved. The Phase 1 Study shall be completed and submitted to Metro Historic staff for review prior to the submittal of the development plan.

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

- Subdivision concept plans generally conform to NDOT standards and final road construction drawings must comply with the Subdivision Street Design Standards and Specifications.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Provide appropriate intersection control, striping, and signage per MUTCD (including no outlet, dead end, 25 mph speed limit, etc. on construction plans).
- See roads comments.

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

Staff recommends approval with conditions including a variance to Section 3-9.2.i.2 of the Subdivision Regulations.

CONDITIONS

1. 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.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. The clearing, grading, and disturbance of natural open space shall be prohibited, unless otherwise identified in the concept plan. Minor changes may be allowed during review of the



Metro Planning Commission Meeting of 12/11/2025

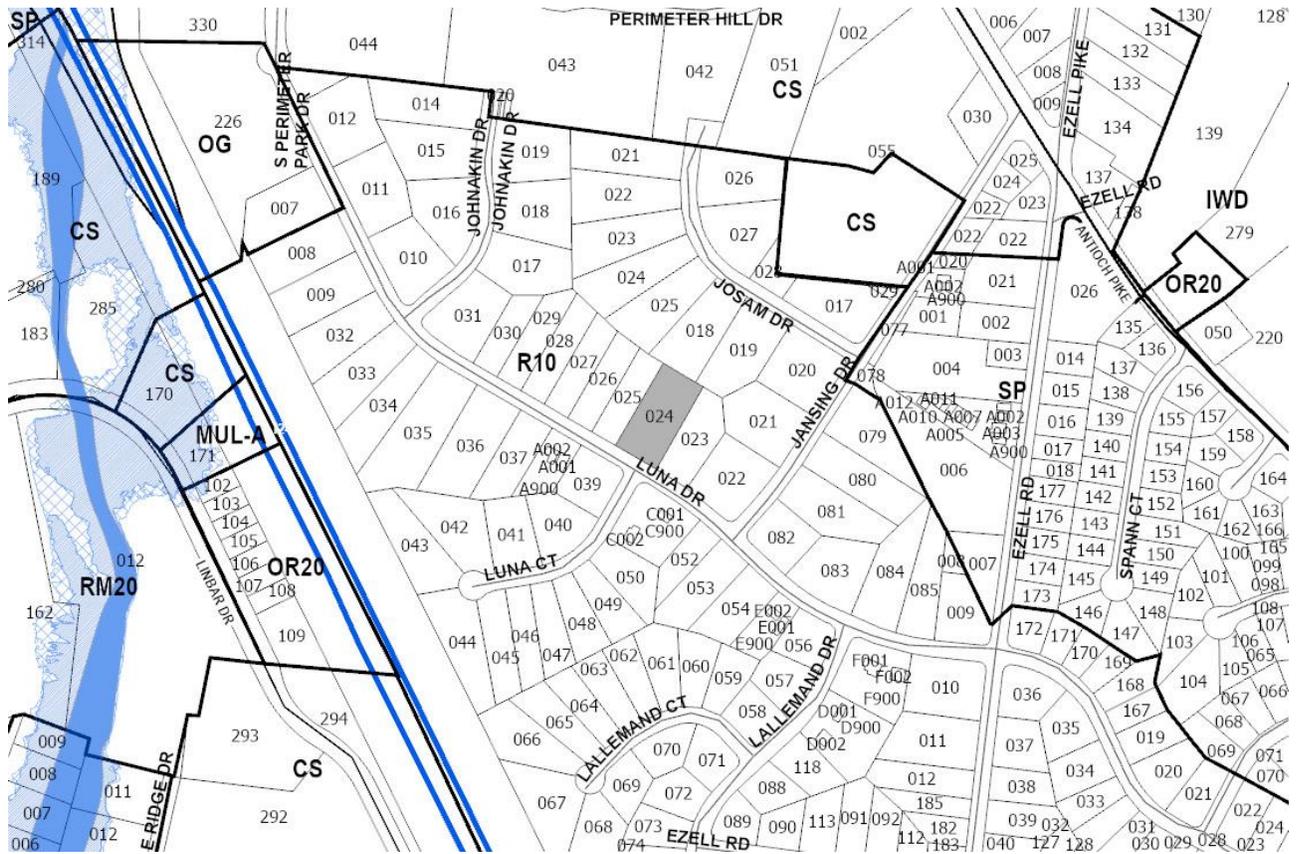
final based on engineering and construction plans. However, if the amount of open space is reduced, the lots may need to increase in size per the requirements of the Conservation Development standards.

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2025S-171-001 with conditions and a variance based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



Metro Planning Commission Meeting of 12/11/2025



2025S-175-001
314 LUNA DRIVE
Map 148-02, Parcel(s) 024
13, Antioch Priest Lake
28 (David Benton)



Metro Planning Commission Meeting of 12/11/2025

| | |
|-----------------------------|---|
| Item #9 | Final Plat 2025S-175-001 |
| Project Name | 314 Luna Drive |
| Council District | 28 – Benton |
| School District | 07 – Player |
| Requested by | JTA Land Surveying, Inc., applicant; Mina Naguib, owner. |
| Deferrals | This item was deferred at the November 13, 2025, Planning Commission meeting. No public hearing was held. |
| Staff Reviewer | Chen |
| Staff Recommendation | <i>Defer to the January 8, 2026, Planning Commission meeting.</i> |

APPLICANT REQUEST

Request for final plat approval to create two lots.

Final Plat

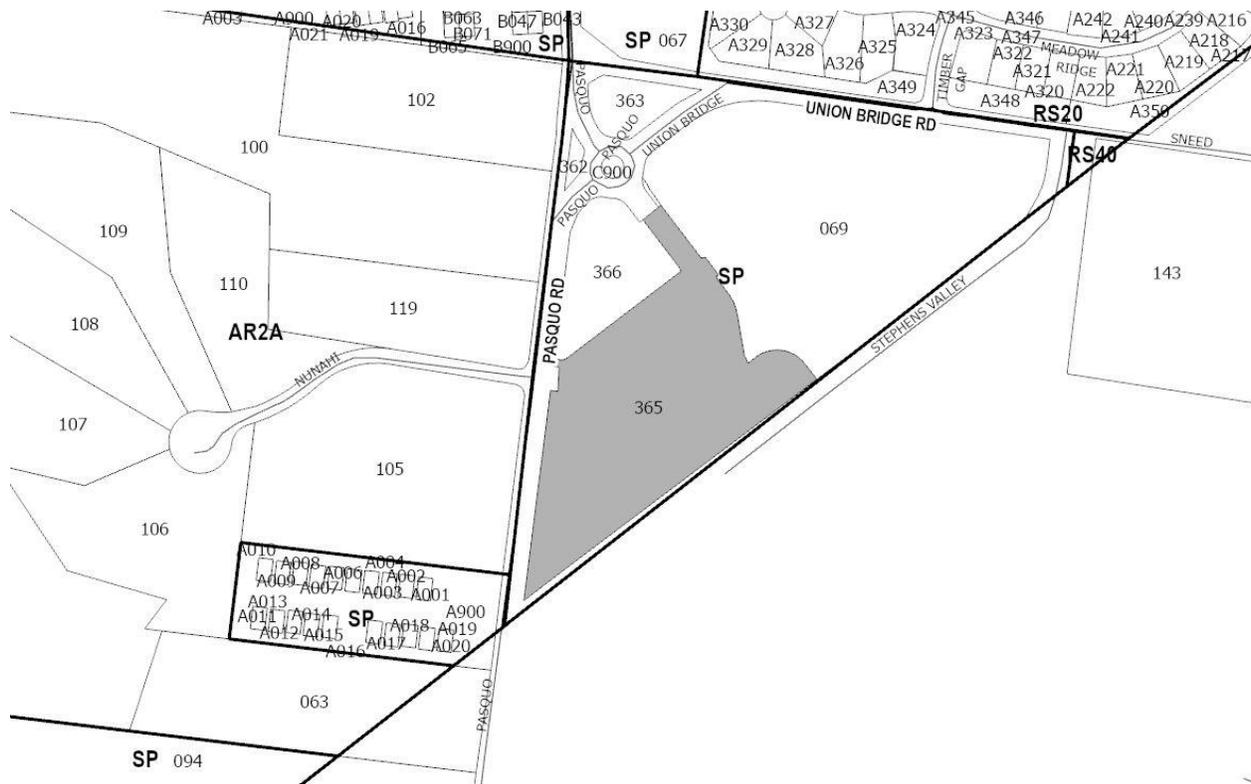
A request for final plat approval to create two lots on property at 314 Luna Drive, at the intersection of Luna Court and Luna Drive, zoned One and Two-Family Residential (R10) (0.93 acres)

STAFF RECOMMENDATION

Staff recommends deferral to the January 8, 2026, Planning Commission meeting.



Metro Planning Commission Meeting of 12/11/2025



2025S-183-001
STEPHENS VALLEY PHASE 1
Map 169, P/O Parcel(s) 365
06, Bellevue
35 (Jason Spain)



Metro Planning Commission Meeting of 12/11/2025

Item #10 **Final Plat 2025S-183-001**
Project Name **Stephens Valley Phase 1**
Council District 35 – Spain
School District 09 – Tylor
Requested by Wilson & Associates, P.C., applicant; Rochford Realty and Construction Company, Inc., owner.

Deferrals This case was deferred from the November 13, 2025, Planning Commission meeting. No public hearing was held.

Staff Reviewer Schenk
Staff Recommendation *Approve with conditions.*

APPLICANT REQUEST

Request for final plat approval to create 65 lots.

Final Plat

A request for final plat approval to create 65 lots on a portion of property located at Pasquo Road (unnumbered), at the intersection of Nunahi Trail and Pasquo Road, zoned Specific Plan (SP) (7.17 acres).

CASE HISTORY

The site is located on a portion of a vacant parcel at the intersection of Nunahi Trail and Pasquo Road. The site has been zoned Specific Plan (SP) since 2015. The preliminary SP plan (concept plan) includes this site and several adjacent parcels and was approved in 2015 and amended in 2022 and 2024. The subsequent amendments to the SP approved 343 multi-family residential units, and a maximum of 103,000 square feet of non-residential uses (Case No. 2015SP-013-005). A final site plan for this phase was approved in 2025 (Case No. 2015SP-013-006). This approved plan includes Phase 1 of SP Area 1 infrastructure and the development footprint. The proposed plat is consistent with both the amended preliminary SP and final site plan.

SITE DATA AND CONTEXT

Location: The site consists of a portion of a single parcel located at the intersection of Nunahi Trail and Pasquo Road.

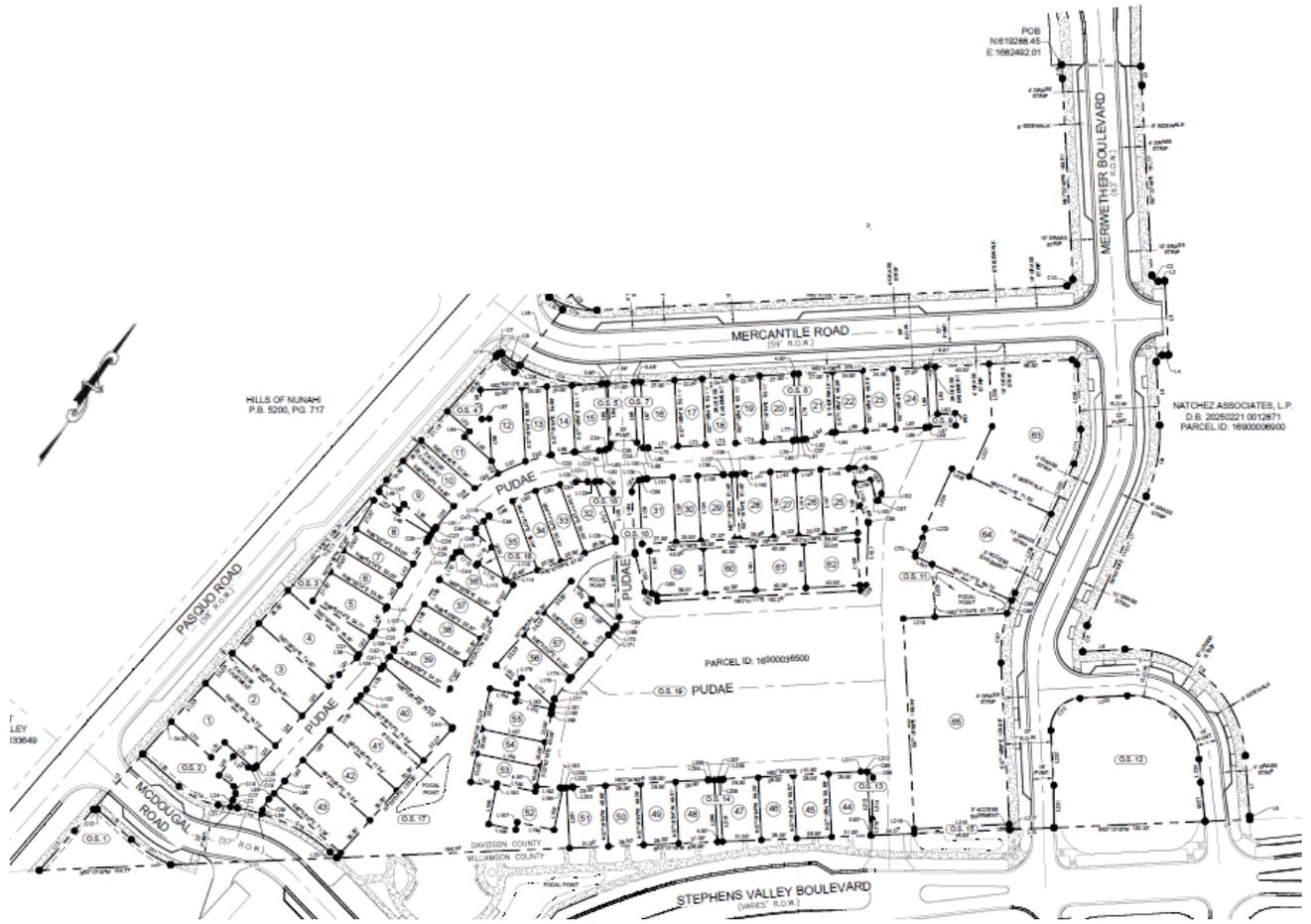
Approximate Acreage: 7.17 acres, or approximately 313,196 square feet.

Number of Lots: 65

Subdivision Variances or Exceptions Requested: None



Metro Planning Commission Meeting of 12/11/2025



Proposed Final Plat



Metro Planning Commission Meeting of 12/11/2025

UPDATED FINAL PLAT RULES AND PROCEDURES

At its March 9, 2023, meeting, the Planning Commission approved an amendment to the Rules and Procedures, following Metro Council adoption of RS2023-2047, reflecting recent changes to TN State law regarding administrative approval of final plats. The amended State law allows staff to approve final plats that create no more than 5 lots, if certain criteria is met, and final plats of up to 25 lots for subdivisions that received preliminary/concept plan approval. Prior to this change, staff was delegated authority to approve final plats that created no more than 2 lots, if certain criteria are met, and all final plats for subdivisions that received preliminary/concept plan approval. The subject site received preliminary approval in 2015 and final site plan approval in 2025. Approval by the MPC is now required because the plat contains more than 25 lots, requiring consideration by the MPC per amended TCA Sections 13-3-402 and 13-4-302 under Public Chapter 994.

APPLICABLE SUBDIVISION REGULATIONS

Staff previously determined that all requirements of the Subdivision Regulations applicable to this site had been met during review of the MPC-approved preliminary/concept plan. The proposed plat is consistent with the MPC-approved preliminary/concept plan and all requirements of Chapter 3.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Bond will be required for public infrastructure prior to recording plat.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

HARPETH VALLEY UTILITY DISTRICT

Letter of availability provided

WATER SERVICES RECOMMENDATION

Not Applicable

- Harpeth Valley Water and Sewer Utility District.

STAFF RECOMMENDATION

Staff recommends approval with conditions.



Metro Planning Commission Meeting of 12/11/2025

CONDITIONS

1. On the corrected copy, remove focal points and on-street parking spaces from the plat.
2. On the corrected copy, provide instrument number for Note 20.
3. On the corrected copy, for all plan sheets, in the title block update the number of lots to be 65.
4. A final site plan for the remainder of Phase 1, Area 1 that includes the vertical components of Phase 1, Area 1, is required prior to building permits. Any changes resulting from the approved final site plan may require replatting of the site.
5. Any changes resulting from adjacent plats currently under review that result in modifications to the boundary of this plat may require replatting of this site.
6. If the final plat will be recorded without first constructing the required public infrastructure improvements (roads, water, and sewer line extensions), then the applicant shall request a bond for those improvements. Submit a completed bond application with a check in the amount of \$750 made payable to the "Metropolitan Government" at least three weeks prior to when the plat will be recorded with the Metro Register of Deeds. The bond review and approval process is subject to receiving estimates from Metro departments and outside utilities for the amount that is required to be bonded. Amounts are calculated after all plat revisions have been made and approved by the Metro agencies. Contact the Bond Desk at 615-862-7202 or bond.desk@nashville.gov.
7. Comply with all conditions and requirements of Metro reviewing agencies.
8. After approval, submit the corrected mylar or vellum copy of the plat reflecting all Conditions of Approval, with name printed under signatures and dates from property owner(s) and surveyor, one paper copy, a CD with the electronic copy of the plat (.dwg) saved on it, and recordation fee, to Planning.
9. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

RECOMMENDED ACTION

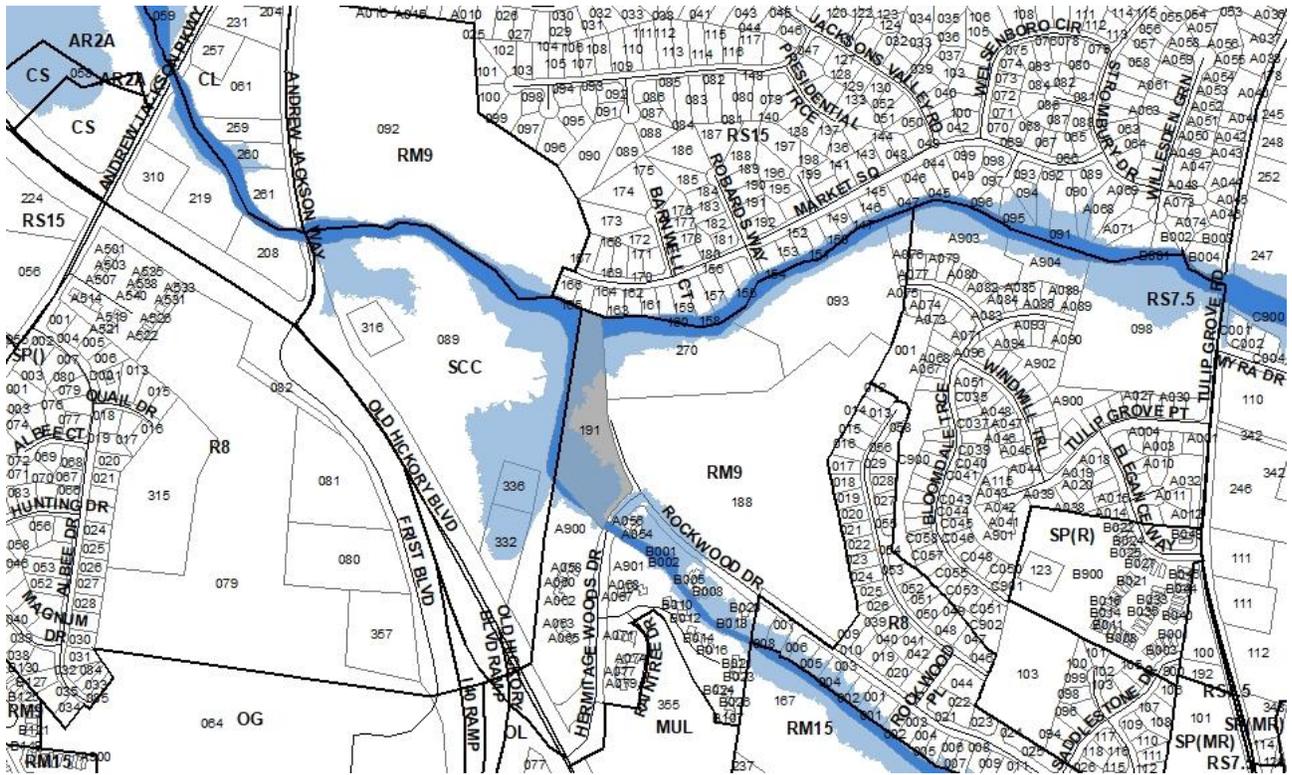
Motion to approve proposed subdivision Case No. 2025S-183-001 with conditions, based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



SEE NEXT PAGE



Metro Planning Commission Meeting of 12/11/2025



154-73P-001
THIENEMAN TOWNHOMES (AMENDMENT)
Map 086, Parcel(s) 191
14, Donelson-Hermitage-Old Hickory
12 (Erin Evans)



Metro Planning Commission Meeting of 12/11/2025

Item #11

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, July 24, 2025, August 28, 2025, September 11, 2025, September 25, 2025, October 23, 2025, and November 13, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Schenk

Staff Recommendation

Defer to the January 8, 2026, Planning Commission meeting.

APPLICANT REQUEST

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

PUD Amendment

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

STAFF RECOMMENDATION

Staff recommends deferral to the January 8, 2026, Planning Commission meeting.



Metro Planning Commission Meeting of 12/11/2025

| | |
|-----------------------------|---|
| Item #12 | Zone Change 2025Z-084PR-001 |
| Council District | 31 – Rutherford |
| School District | 02 –Elrod |
| Requested by | Omeed Noorbakhsh, applicant; Nassim Noorbakhsh, owner. |
| Deferrals | This item was deferred at the November 13, 2025, Planning Commission meeting. No public hearing was held. |
| Staff Reviewer | Chen |
| Staff Recommendation | <i>Disapprove.</i> |

APPLICANT REQUEST

Zone change from RS10 to R10.

Zone Change

A request to rezone from Single-Family Residential (RS10) to One and Two-Family Residential (R10) zoning for property located at 412 Cedarmon Drive, approximately 321 feet southwest of Cedarmon Circle (0.34 acres).

Existing Zoning

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

Proposed Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.36 dwelling units per acre including 25 percent duplex lots. *Based on acreage alone, R10 would permit a maximum of one duplex lot for a total of two units. Metro Codes provides final determinations on duplex eligibility.*

SOUTHEAST COMMUNITY PLAN

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

ANALYSIS

The application consists of one parcel totaling 0.34 acres located at 412 Cedarmon Drive, approximately 321 feet southwest of Cedarmon Circle. The property has been zoned Single-Family Residential (RS10) since 2008 and is developed with a single-family dwelling. The property was included in a large area downzone in 2008 from R10 to RS10. The surrounding area is



Metro Planning Commission Meeting of 12/11/2025

predominantly developed with single-family residential uses and there are scattered duplexes. The property has frontage on Cedarmon Drive, which is classified as a Collector Avenue in the Major and Collector Street Plan (MCSP).

The subject property is located within the T3 Suburban Neighborhood Maintenance (T3 NM) policy area, which is intended to maintain the established suburban residential character. The policy anticipates incremental change primarily through the expansion or replacement of existing homes, with an emphasis on retaining the overall character of the neighborhood. T3 NM areas are generally characterized by suburban neighborhoods with moderate separation between structures and moderate vehicular connectivity. Areas with adequate infrastructure and access may be appropriate for higher density depending on the specific context of the site.

The proposed request to rezone the property from RS10 to R10 would introduce R-zoning into an established RS-zoned area. Although there are existing two-family uses present in the surrounding neighborhood, the majority of these duplexes predate the large-area RS10 rezone (BL2008-192) that was adopted in 2008 and are considered legally nonconforming under the current RS10 zoning. In evaluating the proposed request, staff considered the surrounding context including the site's location within the policy area and access to major corridors, existing or proposed transit, and availability to other forms of connectivity and access, such as alleys.

The property is located about half a mile from Old Hickory Boulevard, an arterial boulevard to the north, and more than half a mile from Nolensville Pike, an arterial boulevard to the west. The site is centrally located within a larger T3 NM policy area, rather than along an arterial corridor or adjacent to a higher intensity policy area. The T3 CC, Suburban Community Center policy, a higher intensity policy, is centered on the Nolensville Pike corridor approximately 900 feet to the west. Cedarmon Drive is a collector avenue, but it lacks sidewalks or bike lanes that would provide for enhanced pedestrian connectivity. There are also no alleys or secondary access options to serve the site. Staff is not aware of any major changes proposed on this portion of Nolensville Pike, although there is transit service on Nolensville Pike that terminates at Old Hickory Boulevard, a walking distance of approximately 1,300 feet from the site.

Based on the policy guidance and the site context, and limited existing or proposed infrastructure improvements, staff finds that the proposed R10 district is not appropriate for this location and recommends disapproval.

FIRE RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: **RS10**

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



Metro Planning Commission Meeting of 12/11/2025

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| One and Two-Family Residential* (210) | 0.34 | 7.29 F | 2 U | 28 | 7 | 2 |

*Based on two-family lots

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

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

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 districts: 0 Elementary 0 Middle 0 High

Projected student generation proposed R10 district: 0 Elementary 0 Middle 0 High

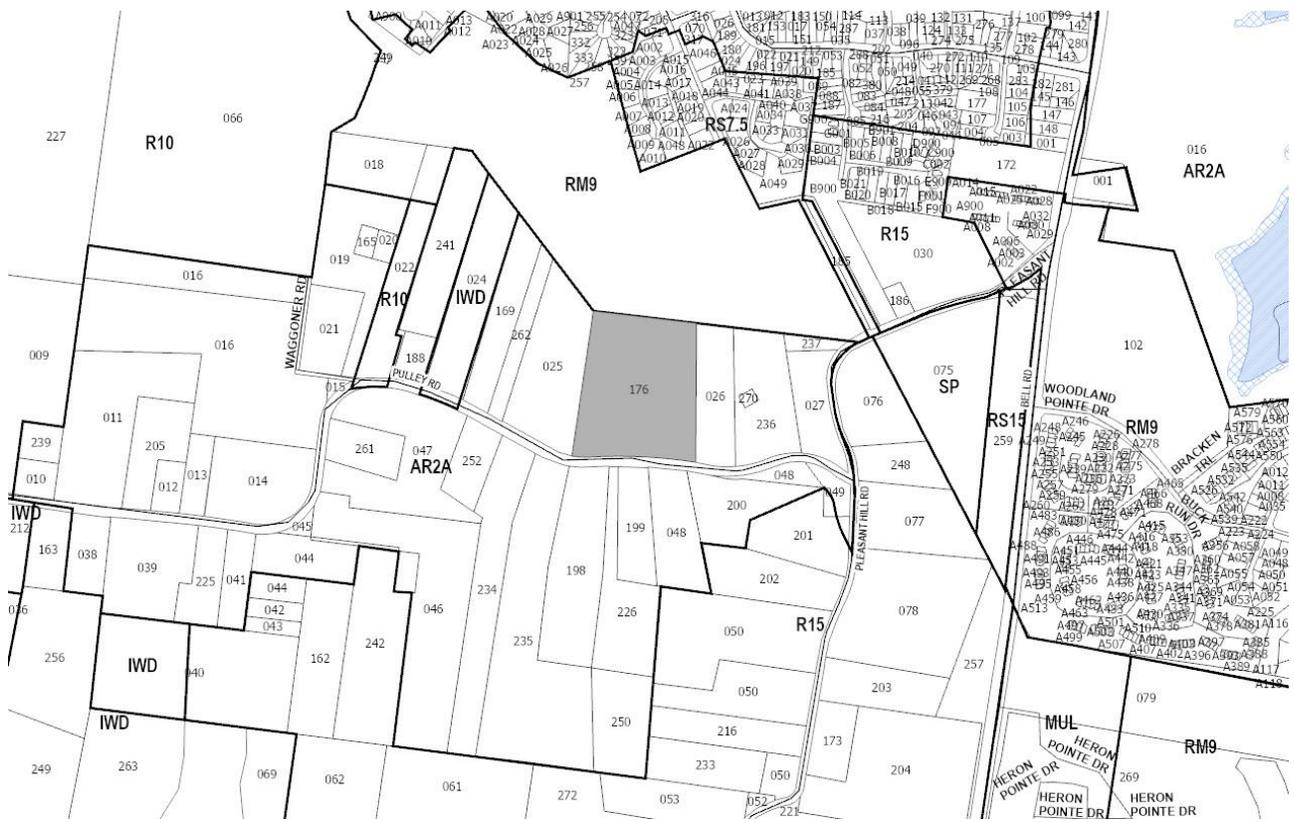
The proposed R10 zoning will not be expected to generate additional students than the existing RS10 zoning. Students would attend Henry C. Maxwell Elementary School, Thurgood Marshall Middle School, and Cane Ridge High School. Henry C. Maxwell Elementary School is identified as overcapacity. Thurgood Marshall Middle School is identified as exceedingly under capacity and Cane Ridge High School is identified as overcapacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends disapproval.



Metro Planning Commission Meeting of 12/11/2025



2025Z-093PR-001
Map 121, Parcel(s) 176
14, Donelson Hermitage Old Hickory
13 (Russ Bradford)



Metro Planning Commission Meeting of 12/11/2025

Item #13
Council District
School District
Requested by

Zone Change 2025Z-093PR-001
13 – Bradford
06 – Mayes
Williams Engineering, Inc., applicant; FED Development, LLC, owner.

Deferrals

This item was deferred from the November 11, 2025, Planning Commission meeting. No public hearing was held.

Staff Reviewer
Staff Recommendation

Chen
Defer indefinitely.

APPLICANT REQUEST

Zone change from AR2a to R20.

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to One and Two-Family Residential (R20) zoning for property located at Pulley Road (unnumbered), approximately 790 feet west of Pleasant Hill Road (10.04 acres).

STAFF RECOMMENDATION

Staff recommends indefinite deferral.



NO SKETCH



Metro Planning Commission Meeting of 12/11/2025

| | |
|-------------------------|--|
| Item #14 | Text Amendment 2025Z-015TX-001 |
| Project Name | Accessory EV Charging Station Use |
| Council Bill No. | BL2025-1116 |
| Council District | Countywide |
| School District | Countywide |
| Requested by | Councilmember Burkley Allen |

Deferral/ MPC Rules and Procedures

This item will need to be deferred to the January 8, 2026, Planning Commission meeting per the MPC Rules and Procedures following a public hearing.

| | |
|-----------------------------|-----------------|
| Staff Reviewer | Konigstein |
| Staff Recommendation | <i>Approve.</i> |

APPLICANT REQUEST

Amend the Zoning Code pertaining to electric vehicle supply equipment.

PROPOSED AMENDMENT TO TITLE 17

The bill, as filed, would amend Title 17 of the Metropolitan Code of Laws to add new sub-definitions under “Electric Vehicle Supply Equipment” and add Electric Vehicle Charging Station as a utility use permitted as an accessory use in all zoning districts.

Title 17 of the Code (Zoning) was recently amended to define Electric Vehicle Charging Facilities (EVCFs) as a standalone land use within Title 17 (BL2025-958). This use would permit the charging of electric vehicles as the primary purpose of EVCFs. Currently, charging stations are permitted as an accessory use in association with a parking area of another use, such as a commercial use. This accessory use arrangement is not currently defined within Title 17. The proposed amendment codifies the Metro Codes department’s current practice of permitting a charging station as an accessory use within the parking area of a principal use and further delineates EV supply equipment (EVSE) with two sub-definitions of EVSE equipment: Level 2 EVSE and Direct Current Fast Charging (DCFC) EVSE.

ANALYSIS

The proposed text amendment defines and regulates "Electric Vehicle Charging Station" (EVCS) as a permitted accessory utility land use within Title 17. The proposal references the recently passed definitions for “Electric Vehicle Charging Facility,” and “Electric Vehicle Supply Equipment”; establishes zoning districts in which EVCS is permitted as accessory to a principal use; and details time of use and screening requirements to mitigate potential impacts near residentially zoned properties.

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



Metro Planning Commission Meeting of 12/11/2025

- Clear use definition: the proposed new sub-definitions of an EVSE provide clarity and predictability by detailing the specific components of each type. Level 2 EVSEs have current outputs of 3kW (kilowatts) to 22kW while DCFC EVSEs have current outputs of 50kW or greater. Typically, DCFC EVSEs are louder and larger than Level 2 EVSEs. This distinction helps avoid unintended land use conflicts and preserves the integrity of zoning categories and their intended character.
- Appropriate zoning and location context: the amendment permits Level 2 EVSEs as a utility accessory use in all zoning districts. The amendment also permits DCFC EVSEs as a utility accessory use in all zoning districts excluding Agricultural/Residential (AR2a), Single-family Residential (RS), and One- and Two-Family Residential (R). By excluding DCFC EVSEs in single-family, one- and two-family residential, and agricultural zoning districts, the primary location of the other zoning districts in which DCFC EVSEs are permitted is along commercial corridors and within employment centers, which aligns with planning policies that encourage the provision of services (such as EV charging) to be located in highly accessible areas. This placement approach ensures that potentially more disruptive EVCSs are integrated into the transportation network where demand is highest while minimizing impacts to lower-intensity residential neighborhoods that are possible with DCFC EVSEs.
- Context-sensitive site standards: the proposed screening, hours of operation and parking requirement standards for EVSEs are appropriately scaled to each type of facility's proximity to residential zoning. Where a DCFC EVSE is within 100 feet of adjacent property zoned AR2a, RS, R, or RM, enhanced screening is required in the form of a C-5 landscape buffer. There is no operational restriction on Level 2 EVSEs. There is no restriction on the use of DCFC EVSEs except within RM zoning districts where operation is limited to the hours of 7 a.m. to 11 p.m. Regarding meeting parking requirements, vehicular stalls with Level 2 EVSEs may count toward a site's parking requirements while vehicular stalls with DCFC EVSEs may not. These performance-based conditions are intended to protect residential character and limit noise and visual impacts.

The proposed text amendment provides a balanced regulatory framework that clarifies and codifies the Metro Codes department's current practice of permitting EVCSs as an accessory use while also enabling the expansion of EV infrastructure in a way that safeguards residential areas and clarifies permissible uses. Staff finds that the amendment is consistent with NashvilleNext and recommends approval.

FISCAL IMPACT RECOMMENDATION

There is no fiscal impact identified with this rezoning.

COUNCIL

The proposed amendment passed first reading at the November 4, 2025, Council meeting and is scheduled for a public hearing on January 20, 2026. Originally, the bill was scheduled for the public hearing in December, however, Council has deferred the Council public hearing to the January 20, 2026, meeting, to receive the Planning Commission's recommendation prior to the public hearing.



Metro Planning Commission Meeting of 12/11/2025

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 December 11, 2025. This item will then need to be deferred to the January 8, 2026, Planning Commission meeting for consideration.

STAFF RECOMMENDATION

Staff recommends approval of the bill as filed.

ORDINANCE NO. BL2025-1116

An ordinance amending Title 17 of the Metropolitan Code of Laws, to add a new “Electric Vehicle Charging Station” use and related definitions and conditions to the Zoning Code (Proposal No. 2025TX-015-001).

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

Section 1. That Section 17.04.060 of the Metropolitan Code is hereby amended by adding the following new “Electric Vehicle Charging Station” definition in alphabetical order:

“Electric Vehicle Charging Station” means a site or facility that is accessory to another principal use and contains one or more vehicle stalls for the charging of electric vehicles (EVs) using electric vehicle supply equipment (EVSE) and associated necessary infrastructure.

Section 2. That Section 17.04.060 of the Metropolitan Code is hereby amended by adding the following new sub-definitions under the “Electric Vehicle Supply Equipment” definition in alphabetical order:

“Level 2 EVSE” means electric vehicle supply equipment (EVSE) that utilizes alternating current and has an output power range of 3kW – 22kW.

“Direct Current Fast Charging (DCFC) EVSE” means electric vehicle supply equipment (EVSE) that utilizes direct current and has an output power range of 50kW or greater.

Section 2. That Section 17.08.030 of the Metropolitan Code is hereby amended by adding "Electric Vehicle Charging Station" as a utility use permitted as an accessory use (A) in all zoning districts.

Section 3. That Chapter 17.16 of the Metropolitan Code is hereby amended by adding the following as a new Section 17.16.305:



Metro Planning Commission Meeting of 12/11/2025

17.16.305 – Utility accessory uses.

(Refer to zoning district land use table)

A. Electric Vehicle Charging Station.

1. Electric Vehicle Charging Stations Containing Only Level 2 EVSEs.
 - a. Permitted Zoning Districts. Electric vehicle charging stations containing only level 2 EVSEs shall be permitted in all zoning districts.
 - b. Location. Electric vehicle charging stations containing only level 2 EVSEs shall be permitted wherever vehicular parking is permitted on the site.
 - c. Parking. Vehicular stalls within an electric vehicle charging station containing only level 2 EVSEs may count towards meeting the site's parking requirements.
 - d. Canopy. If a canopy is provided for the electric vehicle charging station, it shall be no taller than 16 feet in height.
2. Electric Vehicle Charging Stations Containing Direct Current Fast Charging (DCFC) EVSEs.
 - a. Permitted Zoning Districts. Electric vehicle charging stations containing DCFC EVSEs shall be permitted in all zoning districts excluding AR2a, RS, and R zoning districts.
 - b. Location. Electric vehicle charging stations containing DCFC EVSEs and any associated infrastructure may be permitted wherever vehicular parking is permitted on the site, but shall be located a minimum of 20 feet from any adjacent property zoned AR2a, RS, R, or RM.
 - c. Use. There shall be no restriction on the use of electric vehicle charging stations containing DCFC EVSEs, except within RM zoning districts. Within RM zoning districts, use of electric vehicle charging stations containing DCFC EVSEs shall be restricted to residents, guests, and employees of multi-family uses, and operation of DCFC EVSEs shall only be permitted between the hours of 7 a.m. to 11 p.m.
 - d. Parking. Vehicular stalls only utilizing level 2 EVSEs may count towards meeting the site's parking requirements. Vehicular stalls utilizing DCFC EVSEs shall not count towards meeting the site's parking requirements.
 - e. Screening. Electric vehicle charging stations containing DCFC EVSEs and any associated infrastructure that are located within 100 feet of adjacent property zoned AR2a, RS, R, or RM shall be fully screened from the adjacent property by a type C-5 buffer yard as delineated in Figure 17.24.240C. This requirement may be waived by the zoning administrator if the electric vehicle charging station is fully screened from the adjacent property by a principal structure on the site or if otherwise not visible from the adjacent property.
 - e. Canopy. If a canopy is provided for the electric vehicle charging station, it shall be no taller than 16 feet in height.

Section 4. The Metropolitan Clerk is directed to publish a notice announcing such change in a newspaper of general circulation within five days following final passage.

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



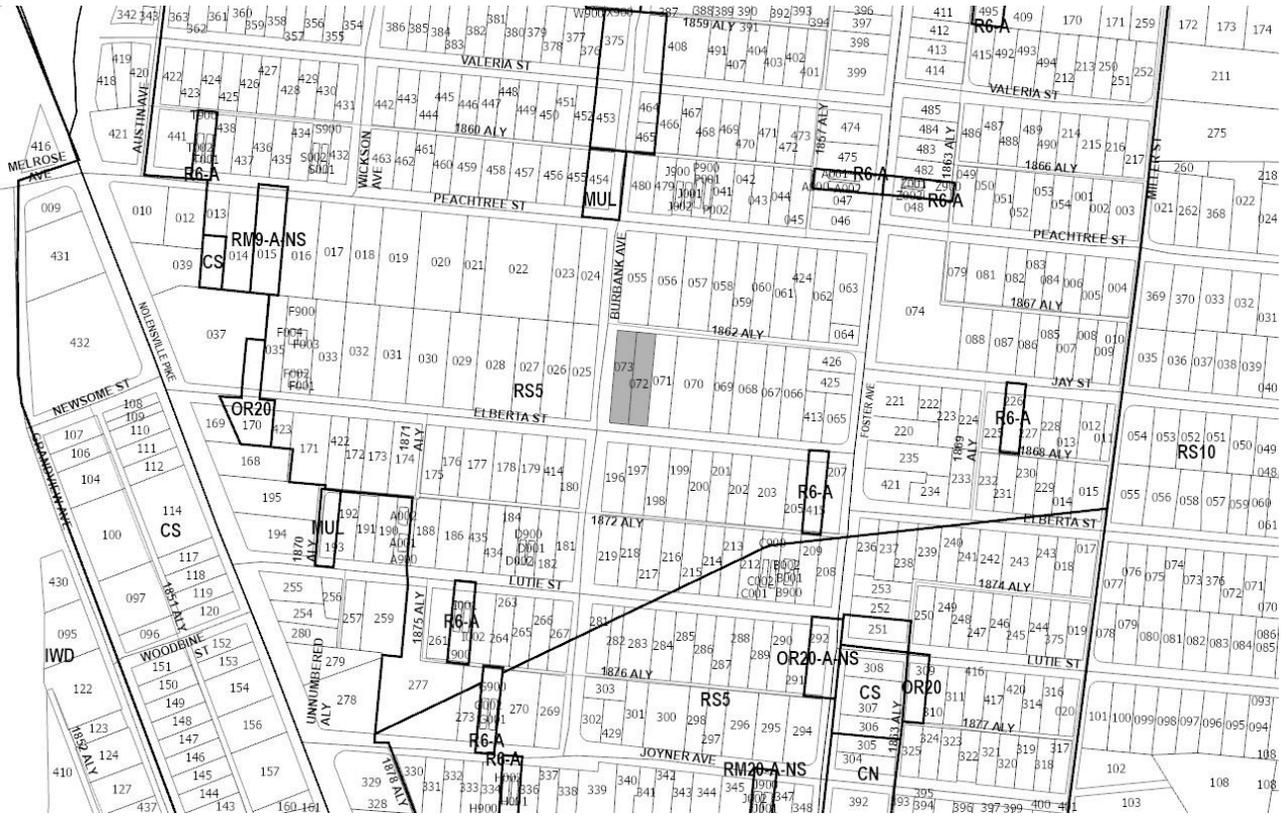
Metro Planning Commission Meeting of 12/11/2025

INTRODUCED BY:

Burkley Allen
Member of Council



Metro Planning Commission Meeting of 12/11/2025



2025SP-049-001
ELBERTA STREET SP
Map 119-05, Parcel(s) 072-073
11, South Nashville
16 (Ginny Welsch)



Metro Planning Commission Meeting of 12/11/2025

Item #15**Specific Plan 2025SP-049-001****Project Name****Elberta Street SP****Council District**

16 – Welsch

School District

07 – Player

Requested by

Dale and Associates, applicant; Nashville Vacation Rentals, LLC, owners.

Staff Reviewer

Konigstein

Staff Recommendation*Approve with conditions and disapprove without all conditions.***APPLICANT REQUEST****Preliminary SP to permit a multi-family residential development.**Preliminary SP

A request to rezone from Single Family Residential (RS5) to Specific Plan (SP) zoning for properties located at 228 and 230 Elberta Street, at the corner of Burbank Avenue and Elberta Street (0.56 acres), to permit five multi-family residential units.

Existing Zoning

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

Proposed Zoning

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 detached residential building types.*

EAST NASHVILLE COMMUNITY PLAN

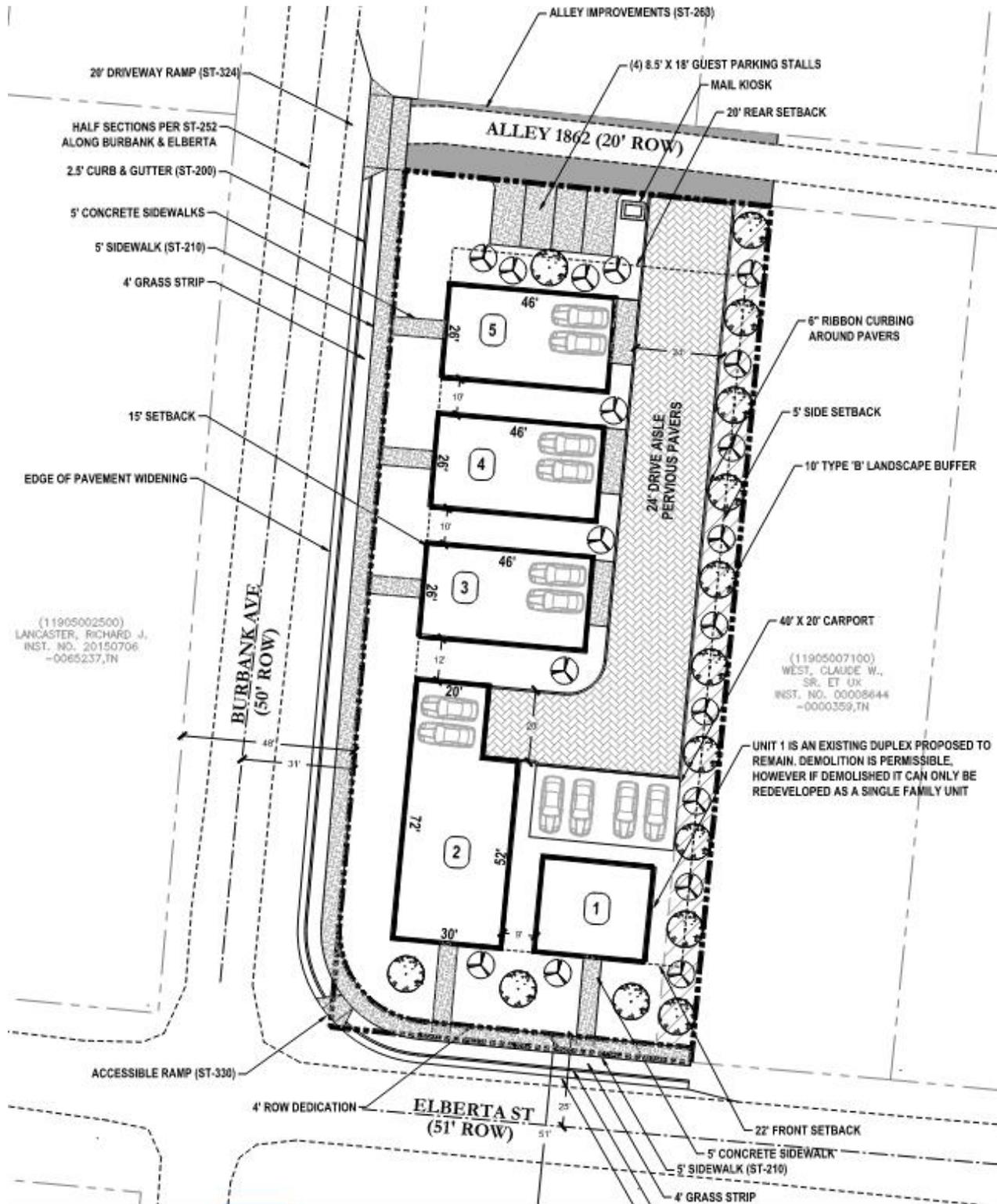
T4 Urban Neighborhood Maintenance (T4 NM) is intended to maintain the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character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

SITE

The approximately 0.56-acre site is comprised of two lots and is located at the northwest corner of Burbank Avenue and Elberta Street. The site contains two structures. One structure has a single-family use while the other has a two-family use. The broader area is predominantly zoned Single-Family Residential (RS5) with other zoning districts including Commercial Neighborhood (CN), One- and Two-Family Residential (R6-A), and Commercial Service (CS). Land uses in the surrounding area include single-family, two-family and commercial.



Metro Planning Commission Meeting of 12/11/2025



Proposed Plan



Metro Planning Commission Meeting of 12/11/2025

PLAN DETAILS

The plan proposes five multi-family units including one duplex unit, for a total of six units. Unit 1 is proposed to remain a duplex unit and be considered legally non-conforming if rezoned. If demolished it can only be reconstructed as one unit. Units 2-5 are proposed to be detached multi-family units. If the existing Unit 1 remains as a duplex, there would be a total of six units on the site. Units 1 and 2 are oriented towards Elberta Street while Units 3, 4, and 5 are oriented toward Burbank Avenue. All units share access through a drive aisle from Alley #1862. Units 2-5 are served with garage parking, four surface parking spots are provided for Unit 1, and four surface parking spots are provided off the alley.

All units are proposed with a maximum height of two stories in 35 feet measured from the average finished grade to the midpoint of the primary roof pitch. A minimum of fifteen percent glazing is required on building facades fronting a street. Character architectural imagery is included to provide an example of the future development.

Sidewalk connections are provided from each structure to either Elberta Street or Burbank Avenue. Both streets are classified as local streets and the plan proposes a five-foot sidewalk and four-foot planting strips along the frontage of the site.

As shown on the site layout, a 22-foot front yard setback on Elberta Street is proposed, aligning the structure proposed on Elberta Street with the structure proposed to remain. A 15-foot front yard setback is proposed along Burbank Avenue, which is comparable to the side setback of the parcel to the north. A 10-foot type B-3 landscape buffer is proposed along the eastern property line.

ANALYSIS

The subject site is located within the Urban Neighborhood Maintenance (T4 NM) policy area. T4 NM policy areas are characterized by moderate to higher density residential development with an emphasis on a diverse mix of housing types and high levels of connectivity within and around a site.

The plan meets the policy goals by providing a layout consistent with the design principles identified in the policy. The proposed height of all units is two stories in 35 feet, which is consistent with the policy guidance of one- to three-story tall buildings. The proposed height is contextually appropriate considering the majority of development in the area is one or two stories tall. Rooflines will be pitched and the character architectural imagery provided reflects more traditional design elements.

The site is located on a corner and has access to an improved alley to the rear. The plan proposing access to be taken from the alley is consistent with the guidance of the policy that consolidated access be utilized where possible. The alley access can support additional density without the need for additional infrastructure.

Both Burbank Avenue and Elberta Street show upgrades to bring the right of way along this site to local street standards including five-foot sidewalks. Pedestrian access points are provided from each unit to the proposed sidewalks. There is also a landscaping buffer proposed along the eastern property boundary which is appropriate to minimize the proposed development's visual impact on the existing surrounding neighborhood.



Metro Planning Commission Meeting of 12/11/2025

The proposed plan would permit five new structures in addition to an existing duplex, which would permit a total of six units. The plan notes Unit 1 is an existing duplex proposed to remain; however, if it is demolished, it can only be redeveloped as a single unit bringing the total number of units on the site to five. If Unit 1 is redeveloped as a single-family unit, it does not permit a sixth structure (unit) to be constructed elsewhere on the property. As proposed, Unit 2 has a larger building footprint reflective of some of the structures in the area. Units 3-5, fronting Burbank Avenue, have smaller building footprints. The structure size differentiation is appropriate as there is not an established development pattern of units fronting Burbank Avenue, whereas along Elberta Street the size of the units along the street is designed to be consistent with the current size of units along the street. Short-term rentals are prohibited, which supports the goal of providing long-term housing options.

The site is located less than half a mile from Nolensville Pike and Foster Avenue, arterial boulevards as identified by the MCSP. Nolensville Pike has access to existing mass transit with a southbound bus stop located just north of the intersection of Newsome Road and Nolensville Pike. The proximity to higher classification streets provides the opportunity for slightly greater density on this site to support existing mass transit.

Staff finds the proposed SP zoning district to be consistent with the guidance provided in the T4 NM policy to provide a moderate level of density while support long-term housing goals.

FIRE MARSHAL RECOMMENDATION

Approve

- Reviewed revised plan 11-03-2025. Plan approved.

HISTORIC RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

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



Metro Planning Commission Meeting of 12/11/2025

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.
- All public street intersections should be provided with stop control and ADA compliant pedestrian access ramps.
- Any public access point (ramps, drives) and/or intersection should meet AASHTO stopping sight distance requirements.
- All existing ROW frontages should adhere to the Major Collector Street Plan (MCSP) and dedication may be required along existing ROW frontages to accommodate MCSP requirements. (cont.)
- Coordinate w/ metro planning on MCSP requirements along existing ROW frontages.
- For reference, provide call outs on the final site plan for MCSP requirements.
- In general, with a final: Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called outed per NDOT standard details.
- Submit landscape plan with the final SP.
- There shall be no earthen retaining walls installed in the public ROW.
- There shall be no vertical obstructions in new public sidewalks (or roadways) and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
- Residential and commercial ramps, driveways shall meet metro spacing code.
- Note: A private hauler may be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- Submit waste/recycle disposal plan with final SP.
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW. (cont.)
- On site plans, call out “mill & overlay extents to be coordinated in field with NDOT inspector”.
- Comply w/ NDOT traffic comments/conditions of approval.

TRAFFIC AND PARKING RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: **RS5**

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Single-Family Residential (210) | 0.55 | 8.71 F | 4 U | 54 | 8 | 5 |

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 1-2 (220) | 0.55 | - | 6 U | 44 | 4 | 5 |



Metro Planning Commission Meeting of 12/11/2025

Traffic changes between maximum: RS5 and SP

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | - | -10 | -4 | +0 |

METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 district: 1 Elementary 0 Middle 0 High

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

The proposed SP-R zoning is expected to generate two additional students than the existing RS5 zoning districts. Students would attend John B. Whitsitt Elementary School, Cameron College Preparatory Middle School, and Glencliff High School. John B. Whitsitt Elementary School is identified as being overcapacity, Cameron College Preparatory Middle School is identified as being exceedingly under capacity and Glencliff High School is identified as being at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of four new multi-family residential units and one existing duplex unit. Short-term rental properties, owner occupied and short-term rental properties, not owner occupied, shall be prohibited.
2. If Unit 1 (the existing duplex) is demolished or destroyed it may only be re-established as a single unit.
3. With the final site plan, the side façade of Unit 2 shall provide architectural elements including additional glazing or other architectural elements to prevent a blank façade along Burbank Avenue.
4. With the final site plan, provide street trees along Burbank Avenue at the rate of one tree per 50 feet of frontage at a minimum.
5. With the final site plan, all mechanical units shall be located on the sides or rear of units and be screened with additional landscaping, subject to Planning Staff review.
6. With the final site plan, parking shall be screened along the western property line to minimize the view of the surface parking from the right-of-way.
7. With the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
8. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
9. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

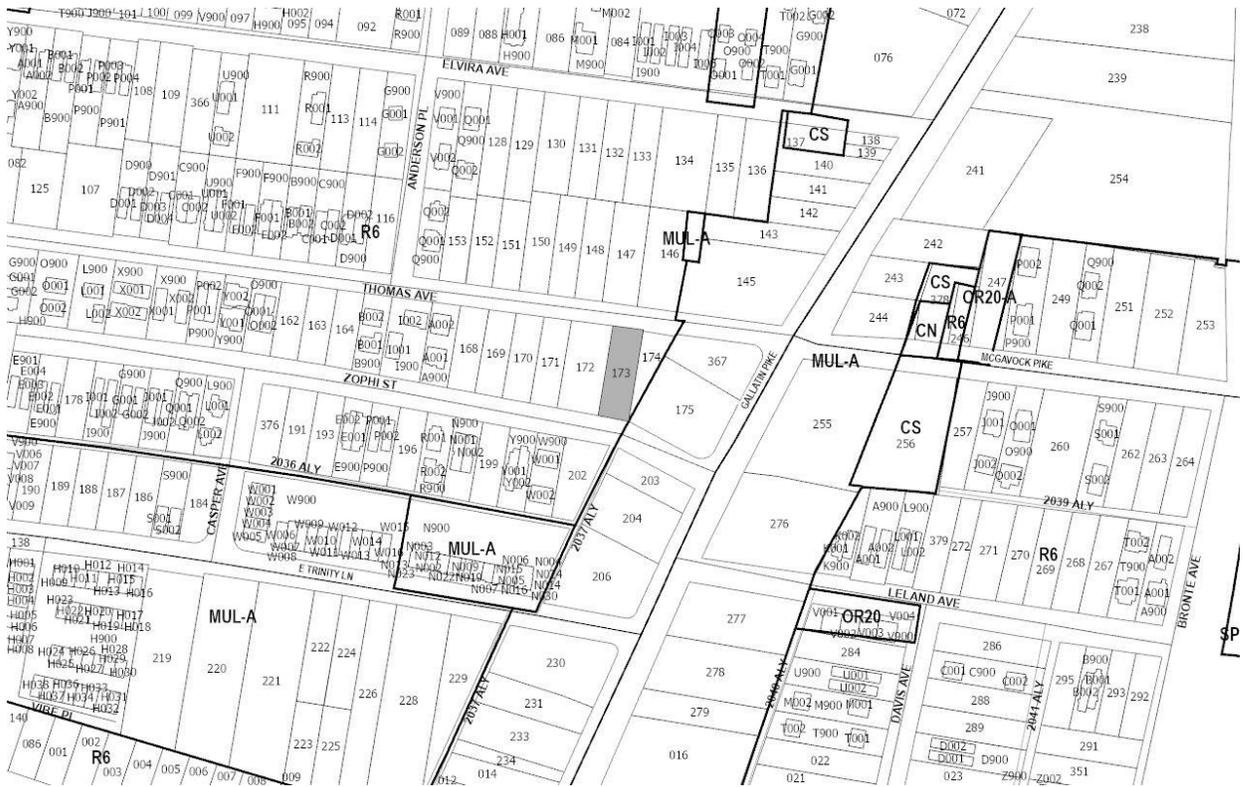


Metro Planning Commission Meeting of 12/11/2025

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



Metro Planning Commission Meeting of 12/11/2025



2023NL-002-002
1085 ZOPHI STREET (AMEND)
Map 072-06, Parcel(s) 173
05, East Nashville
05 (Sean Parker)



Metro Planning Commission Meeting of 12/11/2025

Item #16

Neighborhood Landmark Overlay (Amendment) 2023NL-002-002

Project Name

1085 Zophi Street

Council District

05 – Parker

School District

01 - Taylor

Requested by

Fruition Salon, applicant; Featherfoot, LLC, owner.

Staff Reviewer

Konigstein

Staff Recommendation

Approve with conditions.

APPLICANT REQUEST

Amend a Neighborhood Landmark Overlay District.

Neighborhood Landmark Overlay

A request to amend a Neighborhood Landmark Overlay District on property located at 1085 Zophi Street, approximately 215 feet west of Gallatin Pike, zoned One- and Two-Family Residential (R6) (0.21 acres), within a Neighborhood Landmark Overlay District, to permit personal care services.

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.26 dwelling units per acre including 25 percent duplex lots. *Based on acreage alone, R6 would permit a maximum of one duplex lot for a total of two units. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

Neighborhood Landmark Overlay District (NLOD) is intended to preserve and protect landmark features whose demolition or destruction would constitute an irreplaceable loss to the quality and character of the neighborhood or community.

EAST NASHVILLE COMMUNITY PLAN

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



Metro Planning Commission Meeting of 12/11/2025

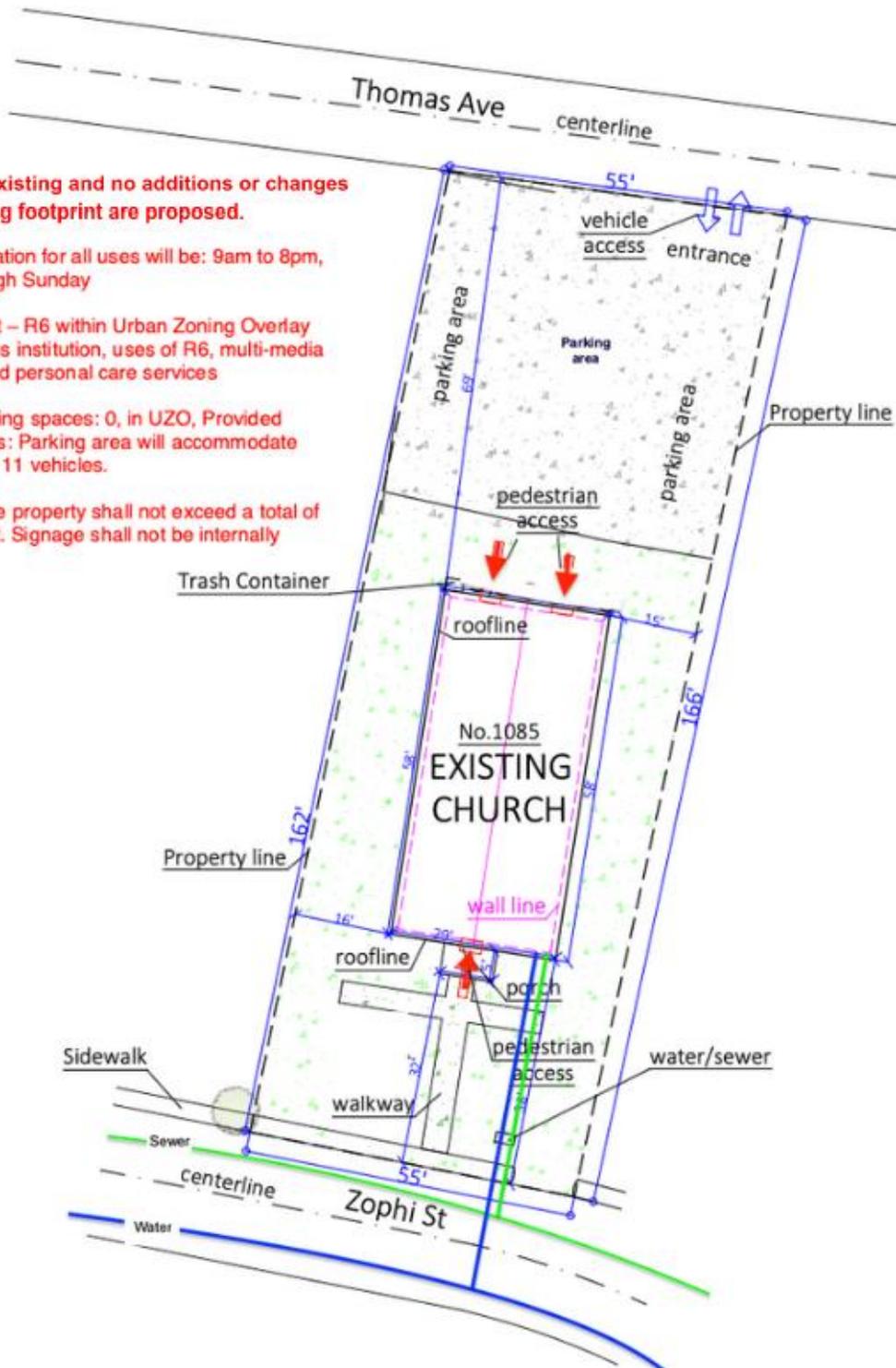
Site plan is existing and no additions or changes to the building footprint are proposed.

Hours of operation for all uses will be: 9am to 8pm, Monday through Sunday

Zoning district – R6 within Urban Zoning Overlay
Uses: Religious institution, uses of R6, multi-media production, and personal care services

Required parking spaces: 0, in UZO, Provided parking spaces: Parking area will accommodate approximately 11 vehicles.

Signage on the property shall not exceed a total of 30 square feet. Signage shall not be internally illuminated.



Site Plan



Metro Planning Commission Meeting of 12/11/2025

Site

The site is located at 1085 Zophi Street and has frontage along Zophi Street and Thomas Avenue. The site is one parcel, approximately 0.21 acres, with an existing church. The church is one story above ground and has a basement.

The approximately 3,030 square foot church was constructed in 1940 and has operated as a church since then. The Neighborhood Landmark Overlay (NL) District was approved in 2024 (2023NL-002-001/BL2024-278). The current NL overlay permits uses of R6, religious institution, and multi-media production. Multi-media production is a land use category which permits facilities for the staging and recording of video or audio productions such as, but not limited to music commercials, programs and motion pictures. This amendment proposes the addition of personal care services to the permitted uses. Personal care services is a land use category which permits establishments that provide services including fitness centers, spas, tanning salons, beauty and barber care, and dry cleaning and laundry services not to include a laundry plant. The proposal includes no alterations to the building footprint. Minimal changes are proposed to the structure's interior.

There is currently space for approximately 11 vehicles to park on site, and no additional parking is proposed. As the property is located within the Urban Zoning Overlay (UZO), no parking is required per the Zoning Code, however, enough is provided to meet the requirements for the use per the Zoning Code requirements outside of the UZO. The lot has frontage along both Zophi Street and Thomas Avenue and vehicular access will continue to only be taken from Thomas Avenue. In discussions with NDOT, it was determined that the paving of the existing gravel parking area was not required. The site plan shows the existing gravel parking area.

Conditions of approval include requirements for vehicular access, signage, and trash and recycling screening.

Analysis

The purpose and intent of the Neighborhood Landmark District (NL) is to preserve and protect features that are important to maintain and enhance neighborhood character by allowing for adaptive reuse of the feature. Applications to establish an NL district follow similar procedures as a rezoning application as the creation of an overlay district is considered an amendment to the Official Zoning Map. The NL District process includes establishment of the NL District and concurrent approval of the proposed development plan. Since an NL District has already been approved for this site, this request to amend the approved uses and approval of the associated development plan are being reviewed. The major changes of this application are the addition of personal care services as a permitted use and modified hours of operation for all uses. The role of the Planning Commission for this application is to consider the criteria to establish a Neighborhood Landmark District and make a recommendation to the Metro Council.

Section 17.40.160.H. of the Metro Zoning Code provides findings for approval for the Planning Commission to consider in the review of a Neighborhood Landmark District. These include:

- a. The feature is a critical component of the neighborhood context and structure
- b. The retention of the feature is necessary to preserve and enhance the character of the neighborhood



Metro Planning Commission Meeting of 12/11/2025

- c. That adaptive reuse, as described in the development plan, will facilitate protection and preservation of the identified feature
- d. That the proposed use(s) in the development plan is compatible with and sensitive to abutting properties and the overall neighborhood fabric and appropriate to preserve and maintain the district.

Staff finds that the proposed development plan meets all the above criteria. The proposal includes no expansion of the building footprint and minimal changes to the building itself. Hours are proposed to be modified from the previously approved 9 am to 6 pm for multimedia production to 9 am to 8 pm, seven days a week for all uses. The proposed uses are limited to the existing structure. The retention of the feature is necessary to preserve the neighborhood character, and the proposed reuse of the building will facilitate its preservation. Without the Neighborhood Landmark designation, the opportunity to preserve and enhance the existing structure is limited.

The proposed uses are sensitive to surrounding properties considering the use will occupy an existing structure and not expand beyond those limits. The proposed uses are also low in intensity and not anticipated to generate heavy traffic. The Neighborhood Landmark overlay is intended to be applied in unique circumstances where there is an opportunity for new land uses to assist with preservation and retainment of existing structures. Staff recommends approval of the amended Neighborhood Landmark District and the proposed Development Plan.

FIRE MARSHALL RECOMMENDATION

Not applicable

NASHVILLE DOT RECOMMENDATION

Approve

TRAFFIC & PARKING RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Permitted uses limited to uses of R6, religious institution, multi-media production, and personal care services.
2. Dumpsters and other trash receptacles for all structures other than single-family and two-family residences shall be screened by an enclosure from public streets and from properties which are zoned or policed for residential use per 17.24.060 of the Metro Zoning Code.

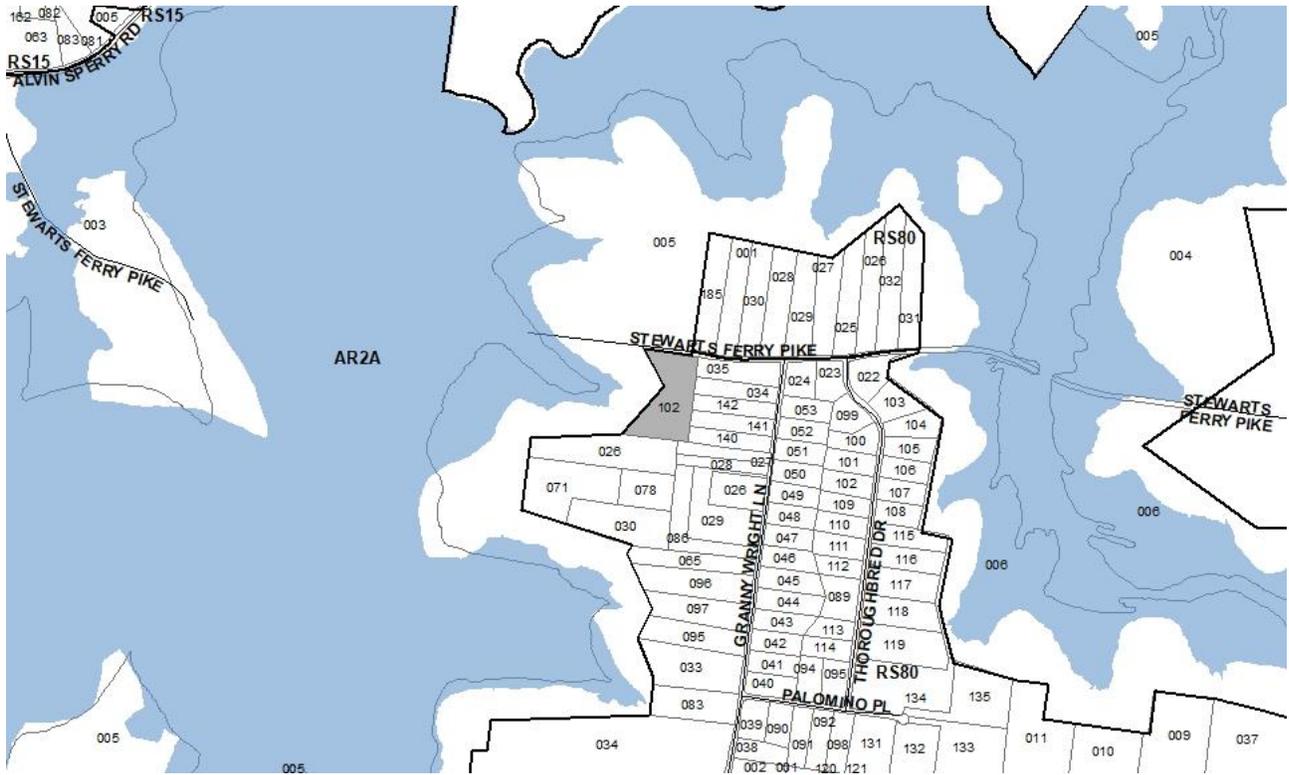


Metro Planning Commission Meeting of 12/11/2025

3. This approval does not include any changes to the exterior of the structure. If any changes are proposed, it may require a new development plan.
4. No vehicular access from Zophi Street is permitted.
5. Signage on the property shall not exceed a total of 30 square feet. Signage shall not be internally illuminated.
6. Any changes to the NL District and/or its associated development plan are subject to the provisions of Section 17.40.160.



Metro Planning Commission Meeting of 12/11/2025



2024S-173-001
HEWITT SUBDIVISION
Map 110, Parcel(s) 102
13, Antioch – Priest Lake
12 (Erin Evans)



Metro Planning Commission Meeting of 12/11/2025

| | |
|-----------------------------|--|
| Item #17 | Final Plat 2024S-173-001 |
| Project Name | Hewitt Subdivision |
| Council District | 12 – Evans |
| School District | 06 – Mayes |
| Requested by | Doyle Elkins Professional Land Surveyor, applicant; Dewey & Calley Hewitt, owners. |
| Staff Reviewer | Marton |
| Staff Recommendation | <i>Approve with conditions, including a variance to Section 4-2.5.a.2.a for lot screening.</i> |

APPLICANT REQUEST

Request for final plat approval to create one lot.

Final Plat

A request for final plat approval to create one lot on property located at 2250 Stewarts Ferry Pike, approximately 758 feet west of Granny Wright Lane, zoned Single-Family Residential (RS80) (7.65 acres).

SITE DATA AND CONTEXT

Location: The site consists of one property located on the south side of Stewarts Ferry Pike.

Street Type: The property has frontage on Stewarts Ferry Pike which is classified as a local street.

Approximate Acreage: 333,170 square feet or 7.65 acres.

Parcel/Site History: The site consists of one property. The property at 2250 Stewarts Ferry Pike was platted as remaining areas in the final plat to create five lots in the Willard Adams Property Subdivision (Instrument no. 201708040079660).

Zoning History: The property has been zoned RS80 since 2009 and was previously zoned R15.

Existing Land Use: The property currently contains a single-family home that is identified to remain.

Surrounding Land Use and Zoning:

- North: Percy Priest Reservoir
- South: Single Family Residential/RS80
- East: Single Family Residential/RS80
- West: Percy Priest Reservoir



Metro Planning Commission Meeting of 12/11/2025

sewer(s) only
 existing site
 raise sewage disposal system (SSDS) are

of area #1 and area #2 s to be held in

d piping and to remain undisturbed in their

background of 11.00' installed on s to be

10' twenty feet (20') feet of the outside

sewerment (MPHD) approval

, it may be necessary to install a pump. If a

is in space, call on

ation has been inspected and approved

registered land surveyor

satisfactorily. The owner remains responsible

and

age areas may void MPHD approval

void date. At that time, the lot would have to

areas and conform to all new policies and

ed to be involved in the septi c system

urpose of installing and maintaining the

lot, the servants and agents to construct,

of the easement. The easement is granted

es not have sanitary sewer supply by a

sewage disposal system

sewed in sch 80 PVC

| EXISTING | NO |
|----------|----|
| YES | NO |

SSDS Easement Line Table

| LINE NO. | LINE TYPE | LINE WIDTH | LINE MATERIAL |
|----------|-----------|------------|---------------|
| 1 | SEWER | 18" | SCH 80 PVC |
| 2 | SEWER | 18" | SCH 80 PVC |
| 3 | SEWER | 18" | SCH 80 PVC |
| 4 | SEWER | 18" | SCH 80 PVC |
| 5 | SEWER | 18" | SCH 80 PVC |
| 6 | SEWER | 18" | SCH 80 PVC |
| 7 | SEWER | 18" | SCH 80 PVC |
| 8 | SEWER | 18" | SCH 80 PVC |
| 9 | SEWER | 18" | SCH 80 PVC |
| 10 | SEWER | 18" | SCH 80 PVC |
| 11 | SEWER | 18" | SCH 80 PVC |
| 12 | SEWER | 18" | SCH 80 PVC |
| 13 | SEWER | 18" | SCH 80 PVC |
| 14 | SEWER | 18" | SCH 80 PVC |
| 15 | SEWER | 18" | SCH 80 PVC |
| 16 | SEWER | 18" | SCH 80 PVC |
| 17 | SEWER | 18" | SCH 80 PVC |
| 18 | SEWER | 18" | SCH 80 PVC |
| 19 | SEWER | 18" | SCH 80 PVC |
| 20 | SEWER | 18" | SCH 80 PVC |
| 21 | SEWER | 18" | SCH 80 PVC |
| 22 | SEWER | 18" | SCH 80 PVC |
| 23 | SEWER | 18" | SCH 80 PVC |
| 24 | SEWER | 18" | SCH 80 PVC |
| 25 | SEWER | 18" | SCH 80 PVC |
| 26 | SEWER | 18" | SCH 80 PVC |
| 27 | SEWER | 18" | SCH 80 PVC |
| 28 | SEWER | 18" | SCH 80 PVC |
| 29 | SEWER | 18" | SCH 80 PVC |
| 30 | SEWER | 18" | SCH 80 PVC |
| 31 | SEWER | 18" | SCH 80 PVC |
| 32 | SEWER | 18" | SCH 80 PVC |
| 33 | SEWER | 18" | SCH 80 PVC |
| 34 | SEWER | 18" | SCH 80 PVC |
| 35 | SEWER | 18" | SCH 80 PVC |
| 36 | SEWER | 18" | SCH 80 PVC |
| 37 | SEWER | 18" | SCH 80 PVC |
| 38 | SEWER | 18" | SCH 80 PVC |
| 39 | SEWER | 18" | SCH 80 PVC |
| 40 | SEWER | 18" | SCH 80 PVC |
| 41 | SEWER | 18" | SCH 80 PVC |
| 42 | SEWER | 18" | SCH 80 PVC |
| 43 | SEWER | 18" | SCH 80 PVC |
| 44 | SEWER | 18" | SCH 80 PVC |
| 45 | SEWER | 18" | SCH 80 PVC |
| 46 | SEWER | 18" | SCH 80 PVC |
| 47 | SEWER | 18" | SCH 80 PVC |
| 48 | SEWER | 18" | SCH 80 PVC |
| 49 | SEWER | 18" | SCH 80 PVC |
| 50 | SEWER | 18" | SCH 80 PVC |
| 51 | SEWER | 18" | SCH 80 PVC |
| 52 | SEWER | 18" | SCH 80 PVC |
| 53 | SEWER | 18" | SCH 80 PVC |
| 54 | SEWER | 18" | SCH 80 PVC |
| 55 | SEWER | 18" | SCH 80 PVC |
| 56 | SEWER | 18" | SCH 80 PVC |
| 57 | SEWER | 18" | SCH 80 PVC |
| 58 | SEWER | 18" | SCH 80 PVC |
| 59 | SEWER | 18" | SCH 80 PVC |
| 60 | SEWER | 18" | SCH 80 PVC |
| 61 | SEWER | 18" | SCH 80 PVC |
| 62 | SEWER | 18" | SCH 80 PVC |
| 63 | SEWER | 18" | SCH 80 PVC |
| 64 | SEWER | 18" | SCH 80 PVC |
| 65 | SEWER | 18" | SCH 80 PVC |
| 66 | SEWER | 18" | SCH 80 PVC |
| 67 | SEWER | 18" | SCH 80 PVC |
| 68 | SEWER | 18" | SCH 80 PVC |
| 69 | SEWER | 18" | SCH 80 PVC |
| 70 | SEWER | 18" | SCH 80 PVC |
| 71 | SEWER | 18" | SCH 80 PVC |
| 72 | SEWER | 18" | SCH 80 PVC |
| 73 | SEWER | 18" | SCH 80 PVC |
| 74 | SEWER | 18" | SCH 80 PVC |
| 75 | SEWER | 18" | SCH 80 PVC |
| 76 | SEWER | 18" | SCH 80 PVC |
| 77 | SEWER | 18" | SCH 80 PVC |
| 78 | SEWER | 18" | SCH 80 PVC |
| 79 | SEWER | 18" | SCH 80 PVC |
| 80 | SEWER | 18" | SCH 80 PVC |
| 81 | SEWER | 18" | SCH 80 PVC |
| 82 | SEWER | 18" | SCH 80 PVC |
| 83 | SEWER | 18" | SCH 80 PVC |
| 84 | SEWER | 18" | SCH 80 PVC |
| 85 | SEWER | 18" | SCH 80 PVC |
| 86 | SEWER | 18" | SCH 80 PVC |
| 87 | SEWER | 18" | SCH 80 PVC |
| 88 | SEWER | 18" | SCH 80 PVC |
| 89 | SEWER | 18" | SCH 80 PVC |
| 90 | SEWER | 18" | SCH 80 PVC |
| 91 | SEWER | 18" | SCH 80 PVC |
| 92 | SEWER | 18" | SCH 80 PVC |
| 93 | SEWER | 18" | SCH 80 PVC |
| 94 | SEWER | 18" | SCH 80 PVC |
| 95 | SEWER | 18" | SCH 80 PVC |
| 96 | SEWER | 18" | SCH 80 PVC |
| 97 | SEWER | 18" | SCH 80 PVC |
| 98 | SEWER | 18" | SCH 80 PVC |
| 99 | SEWER | 18" | SCH 80 PVC |
| 100 | SEWER | 18" | SCH 80 PVC |

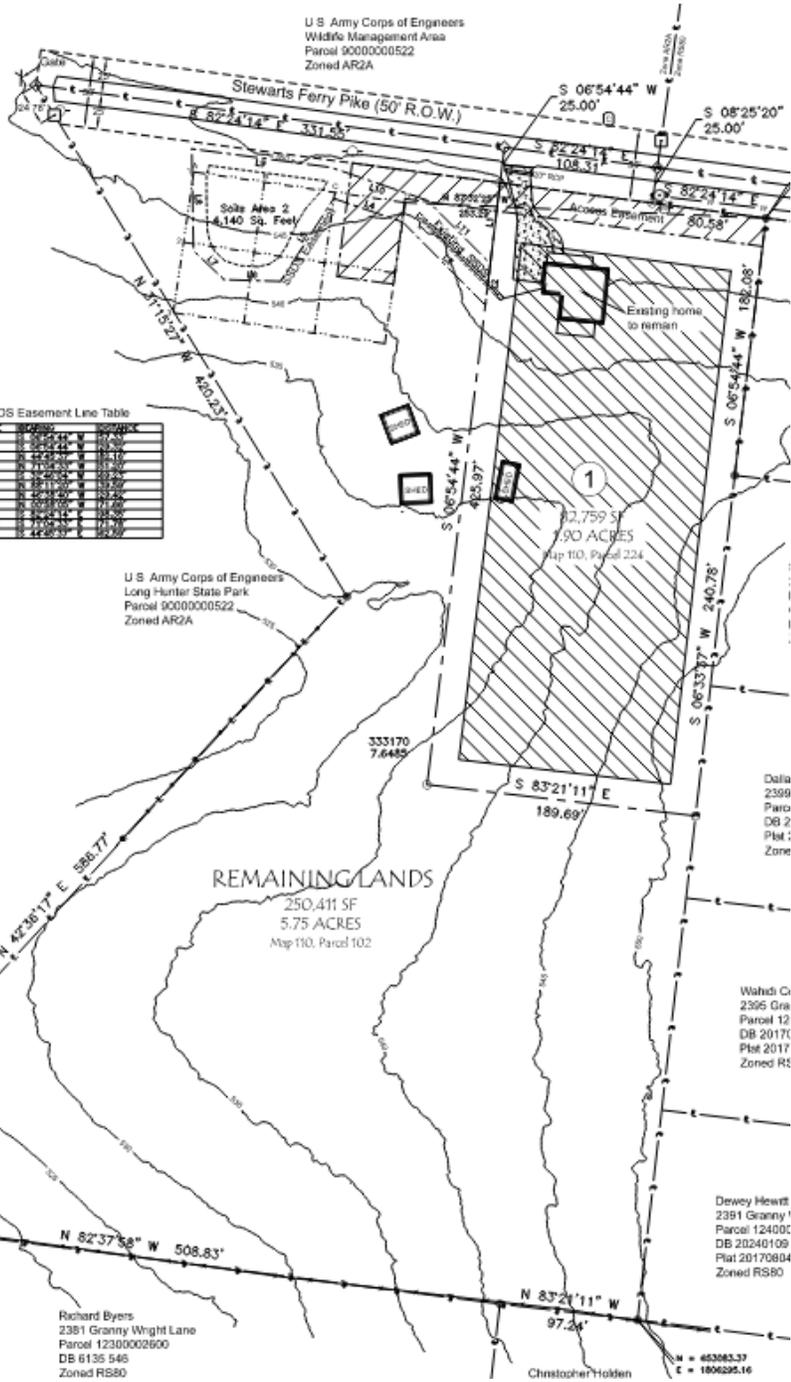
and Davidson County, Tennessee

hereon as evidenced in Book
 y, Tennessee, and adopt the plan of
 dlic ways and easements as noted. No
 (not, altered, or changed so as to
 need by the Metropolitan Planning

hereon shown subdivision plat
 sion of 1:10000- and is true and
 all side lot lines are right angles or radial

and Davidson County, Tennessee

Richard Byers
 2381 Granny Wright Lane
 Parcel 12300002600
 DB 6135 546
 Zoned RS80



Proposed Final Plat



Metro Planning Commission Meeting of 12/11/2025

Zoning: Single-Family Residential (RS80)

Min. lot size: 80,000 square feet

Max. building coverage: 0.20

Min. rear setback: 20'

Min. side setback: 20'

Max. height: 3 stories

Min. street setback: Contextual or 40', per Zoning Code

PROPOSAL DETAILS

Number of lots: 1

Lot sizes: Proposed Lot 1 has a lot size of approximately 82,759 square feet (1.90 acres). The remaining area of the property is identified as “Remaining Lands” and is approximately 5.75 acres.

Access: Lot 1 draws access from Stewarts Ferry Pike (local). The plat includes an access easement along the frontage of Lot 1 to allow for future access to the remaining portion of the property

Subdivision Variances or Exceptions Requested: A variance to Section 4-2.5.a.2.a for lot screening is required for Lot 1.

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 Conservation (CO) and Rural Maintenance (T2 RM) policy. For T2 RM, the Rural Subdivision Regulations found in Chapter 4 are utilized. There are several subdivision options in the Rural Subdivision Regulations. This proposal utilizes the Countryside Character Option – Screened Alternative as described in Section 4-2.5.a.2 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.



Metro Planning Commission Meeting of 12/11/2025

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.

4-2.3 Development Footprint. The remaining land outside of the boundary of the Primary Conservation Land shall be designated as the Development Footprint.

Not applicable.

4-2.4 Building Placement. In subdivisions without new streets or joint access easements, any subdivision application shall note proposed building envelopes. Building envelopes shall not be within areas listed in Section 4-2.1(a) through section 4-2.1(j).

The existing building footprint is shown on the proposed lot and is identified to remain. A building envelope comprising a larger hatched area has been added to the lot on the plat for any future development. The envelope is not located within any areas listed in Section 4-2.1(a) through section 4-2.1(j).

4-2.5 Rural Character Design

1. 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.

Not applicable as there are no surrounding parcels on this block face. When there are no surrounding parcels, the screened alternative shall be used.

2. Screened Alternative – Street frontage utilizing existing vegetative or topographical screening.

a. Lot Screening. Lots shall be designed to minimize visibility from the existing roadway network. Preservation of existing tree stands, existing topography, natural berms, rock outcroppings, and other features that currently provide visual screening shall be prioritized as the preferred means to minimize visibility. The concept plan/final plat shall include a landscape plan stamped by a landscape



Metro Planning Commission Meeting of 12/11/2025

architect indicating the method to minimize the visibility from the adjacent roadway network. The Planning Commission shall determine whether the proposed screening method is sufficient to achieve the purposes of screening the development within a short (2-4 year) period and may require a bond to ensure the protection or completion of this improvement. The building envelopes shall be shown on the concept plan/final plat as a means to evaluate the effectiveness of existing and/or proposed visual screening techniques. All existing or proposed screening areas shall be designated as Conservation Land. The depth of the screened area shall be equal to the farthest building setback of primary structures on the surrounding parcels plus 300 feet. If no surrounding parcels are developed, then the screened area shall be 500 feet from the public right of way.

As the Open Alternative standards cannot apply due to the lack of surrounding parcels on the same block face, the screened alternative applies by default. The Screened Alternative would require an area 500 feet from the public right of way to be screened which the plat does not meet. A variance analysis for lot screening is provided below.

- b. Street lights. Within the USD, street lighting shall be low intensity and shall be projected downward with illumination that shields light from being emitted upwards toward the night sky or on surrounding natural areas. Within the GSD, no private street lights are permitted.

The site is located within the GSD and no street lights are permitted.

- c. Conservation Development. Development through the Countryside (Screened Alternative) Character Option may utilize the provisions of Conservation Development (Section 17.12.090 of the Zoning Code) within the Development Footprint area. Smaller lot sizes may be appropriate with the application of a SP that addresses building height, architecture, landscaping, etc.

Not applicable.

- d. Compact Development. Development through the Countryside (Screened Alternative) Character Option shall not utilize the provisions of Compact Development (Section 17.12.080 of the Zoning Code).

Not applicable.

- e. Use of Lot Screening Areas. Within the area designated for lot screening, areas identified as Prime farmland soils and land in agricultural use may be used for agricultural purposes, if permitted by the base zoning.

Not applicable.



Metro Planning Commission Meeting of 12/11/2025

Subdivision Variances or Exceptions Requested: Yes. The request requires a variance from Section 4-2.5.a.2.a. pertaining to lot screening.

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

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

Variance Analysis

Lot Screening – As there are no surrounding parcels, the Screened Alternative standards would require a screened area of 500 feet from the public right-of-way; however, the plat proposes to retain the existing home on the property, which has some existing landscape screening along the frontage, but is set back approximately 50 feet from the street where the required screening depth of 500 feet could not be realized due to the location of the existing structure. The building envelope that has been identified on the plat for any future development is in line with the setback of the existing home. Regarding building placement and screening on nearby properties, staff found that there is variation in the depth of landscaping with some properties having mature tree vegetation and others having almost no vegetation between the house and the street. Staff also considered that the site is uniquely located at the terminus of Stewarts Ferry Pike and land to the north and west of the property is unlikely to develop in the future as it is owned by the Army Corps of Engineers (Percy Priest Reservoir). Visibility of the site from surrounding residential properties is limited due to the Reservoir.

As the existing structure is indicated to remain on the subject property and its frontage characteristics are similar to those in the surrounding area, and that the building envelope with any future development would maintain the existing screening depth, the proposed lot is harmonious with the properties nearby. Given the unique characteristics of the site as well as the surrounding area, staff also supports waiving the associated lot screening requirements to require a stamped landscape plan for screening or place the area into Conservation Land with the variance due to the minor nature of this one-lot plat.



Metro Planning Commission Meeting of 12/11/2025

As proposed, staff find that the variance from lot screening is consistent with Section 1-11 of the Subdivision Regulations. The granting of the variance will not have any impact on public safety and is not inconsistent with the long-range plan.

PLANNING STAFF COMMENTS – SUBDIVISION REGULATIONS

With the variance for lot screening (4-2.5.a.2.a.), the proposed subdivision 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 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 T2 RM (Rural Maintenance). The goal of the T2 RM Policy is to maintain rural neighborhoods as characterized by their development pattern, varying setbacks, building form, and land uses. 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 T2 RM policy include maintenance of the land in its natural state, small scale agricultural and related accessory uses, residential, institutional uses, and rural subdivisions.

According to the T2 RM policy, density is secondary to the form of development; however, these areas are meant to be one of the lowest densities of development in the county. Density does not generally exceed one dwelling unit per two acres and even lower density is preferred to create or preserve an open, rural environment. Lots with variable and irregular lot widths at the street are appropriate to reflect organic development instead of a conventional subdivision pattern. The property is proposed to develop as a Rural Subdivision, as suggested and recommend by policy. Staff finds that the Rural Subdivision regulations meet the intent of the T2 RM policy.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve



Metro Planning Commission Meeting of 12/11/2025

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

- Water Services has no objection to the plat and confirm they are to be served by Gladeville Utility District for Water and defer to Metro Health Department for Septic Systems.

GLADEVILLE UTILITY DISTRICT

Approve

METRO HEALTH RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval with conditions, including variance for lot screening (4-2.5.a.2.a.).

CONDITIONS

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. On the corrected copy, remove contour lines from the face of the plat.
3. On the corrected copy, add a note that says: "Access shall be limited to the existing driveway and the proposed shared access easement."
4. On the corrected copy, shift the front of the building envelope back, to be in line with the front setback of the existing home.
5. Prior to the recording of the final plat, the mylar shall be approved and signed by the Metro Health Department.
6. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

RECOMMENDED ACTION

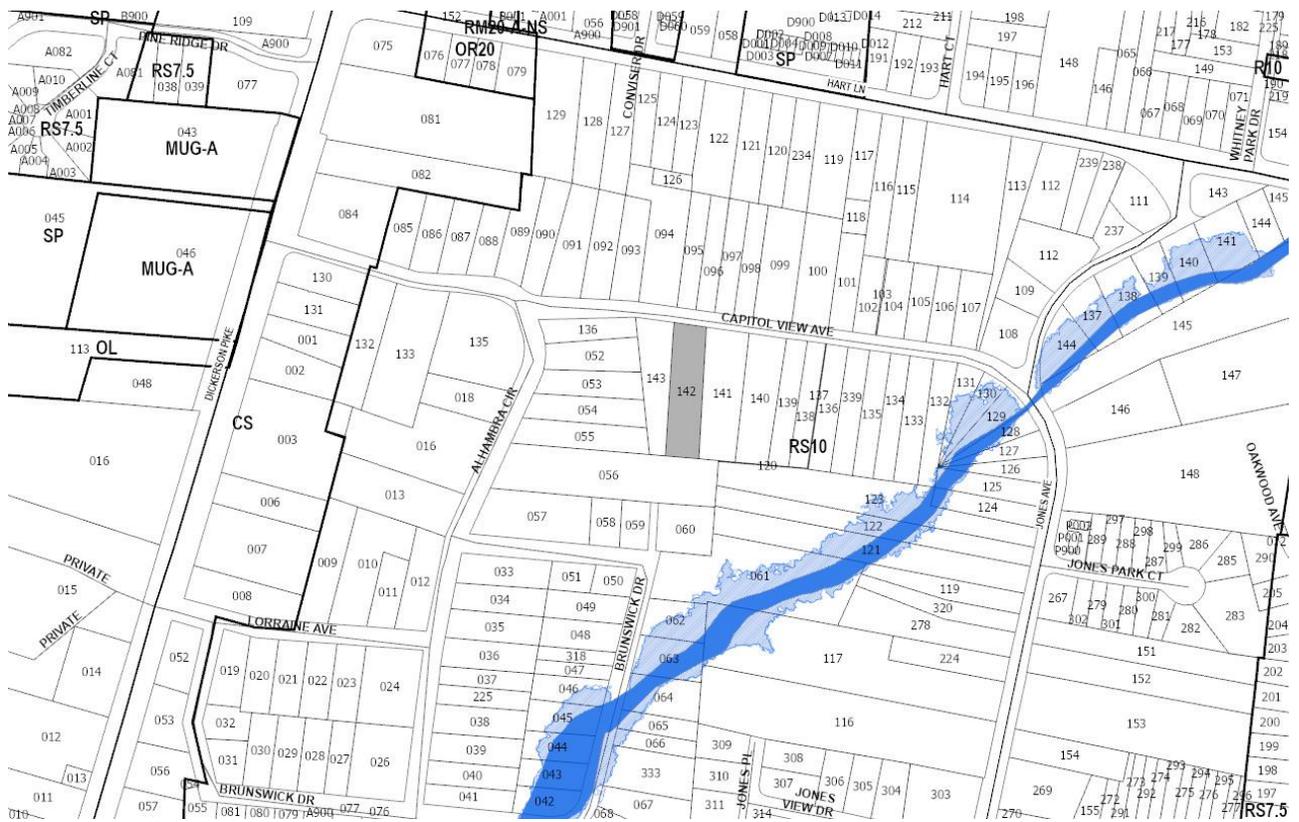
Motion to approve proposed subdivision Case No. 2024S-173-001, including a variance for lot screening (4-2.5.a.2.a.) based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



SEE NEXT PAGE



Metro Planning Commission Meeting of 12/11/2025



2025S-160-001
212 CAPITOL VIEW AVENUE SUBDIVISION
Map 060-16, Parcel(s) 142
05, East Nashville
05 (Sean Parker)



Metro Planning Commission Meeting of 12/11/2025

| | |
|-----------------------------|--|
| Item #18 | Final Plat 2025S-160-001 |
| Project Name | 212 Capitol View Avenue Subdivision |
| Council District | 05 – Parker |
| School District | 01 –Taylor |
| Requested by | Southern Consulting, applicant; Charles Ivey, owner. |
| Staff Reviewer | Garland |
| Staff Recommendation | <i>Approve with conditions, including exceptions to Section 3-5.2 for lot frontage and lot area.</i> |

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 212 Capitol View Avenue, approximately 383 feet east of Alhambra Circle, zoned Single-Family Residential (RS10) (0.68 acres).

SITE DATA AND CONTEXT

Location: The site consists of one parcel located on the south side of Capitol View Avenue and approximately 0.19 miles east of Dickerson Pike.

Street Type: The site has frontage on Capitol View Avenue, which is a local street.

Approximate Acreage: 0.68 acres or approximately 29,668 square feet.

Parcel/Site History: This site consists of one lot which was originally platted as Lot 89 on the Capitol View Subdivision, in 1938 (Book 974, Page 53).

Zoning History: The property has been zoned Single-Family Residential (RS10) since 1998. Prior to this it was zoned One and Two-Family Residential (R10) in 1974.

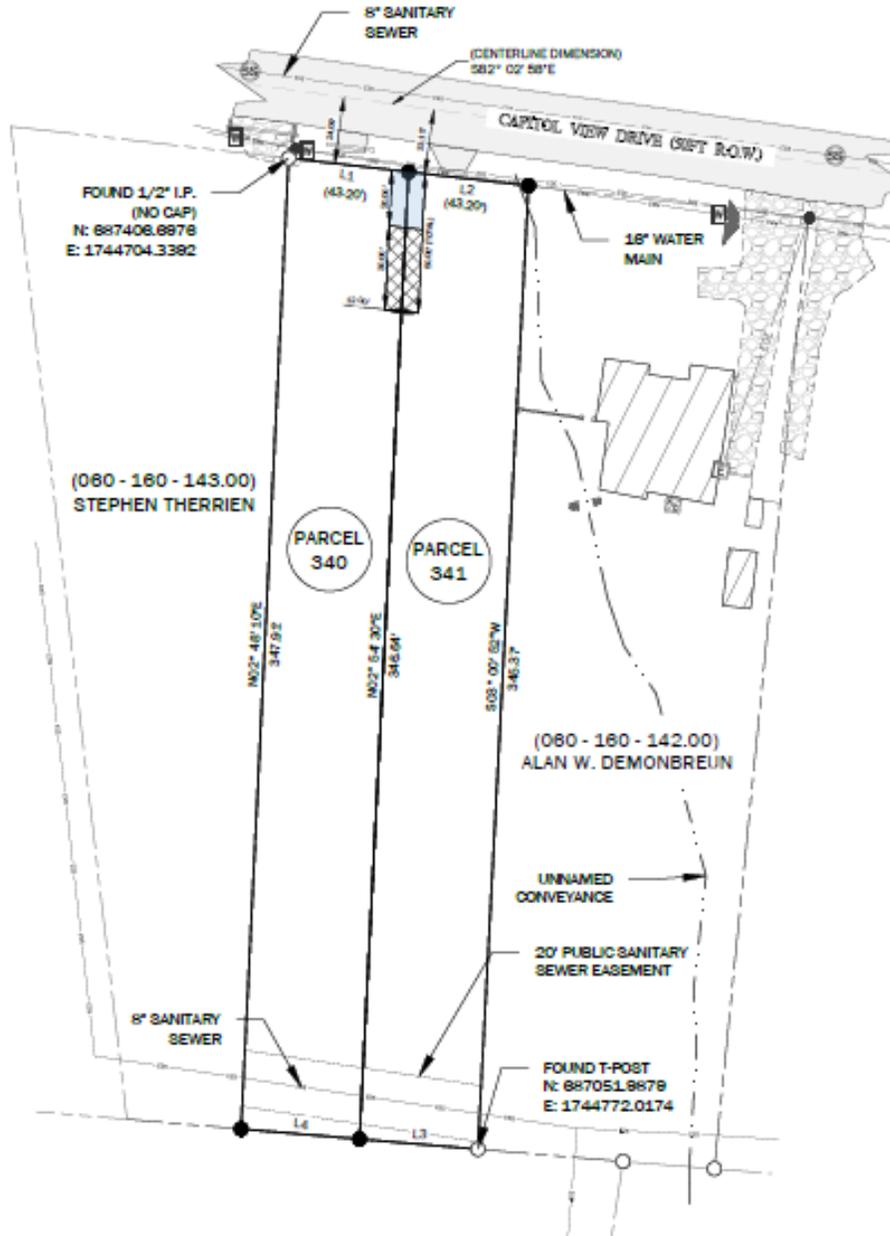
Existing land use and configuration: The property is currently vacant.

Surrounding Land Use and Zoning:

- North: Single-Family Residential/RS10
- South: Single-Family Residential/RS10
- East: Single-Family Residential/ RS10/RS7.5 (Oakwood Park), Specific Plan/SP
- West: Single-Family Residential/RS10, Commercial Service/CS



Metro Planning Commission Meeting of 12/11/2025



Proposed Final Plat



Metro Planning Commission Meeting of 12/11/2025

Zoning: Single-Family Residential (RS10)

Minimum lot size: 10,000 square feet

Maximum building coverage: 0.40

Minimum rear setback: 20 feet

Minimum side setback: 5 feet

Maximum height: 3 stories

Minimum street setback: Contextual per Zoning Code

PROPOSAL DETAILS

Number of lots: 2

Lot sizes: Proposed Lot 1 (Parcel 340 as shown on the plat) is approximately 0.34 acres, or 14,860 square feet and the proposed Lot 2 (Parcel 341 as shown on the plat) is approximately 0.34 acres or 14,807 square feet.

Access: Lots 1 & 2 will be accessed off Capitol View Drive with a shared access easement.

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.

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 12/11/2025

3-3 Suitability of the Land

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

3-4 Lot Requirements

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

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. Both lots have frontage on Capitol View Avenue.

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 RS10 zoning district and its prescribed density.

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

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



Metro Planning Commission Meeting of 12/11/2025

The proposed Lot 1 and Lot 2 each have 43.20 feet of frontage along Capitol View Avenue. The required frontage per compatibility standards along Capitol View Avenue is 53 feet. Per Section 3-5.2, in cases where lots do not meet the required 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 1 is 14,860 square feet and proposed Lot 2 is 14,807 square feet or 0.34 acres. The required lot size per compatibility standards for surrounding parcels is 16,529 square feet or 0.38 acres. As previously noted, 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

New homes will be required to meet the contextual setback standards per the Metro Zoning Code. The contextual setback was calculated at 57 feet and the setback required by these regulations was calculated at 60 feet. As the two numbers are very similar, staff did not require a setback line to be shown on the plat.

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

The proposed lots are oriented towards Capitol View Avenue, which is consistent with the orientation of lots to the north and east along Capitol View Avenue.

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,



Metro Planning Commission Meeting of 12/11/2025

necessary to ensure that the development of the subdivision addresses any particular issues present in an infill subdivision and necessary to achieve the objectives as stated in TCA 13-4-303(a).

Lot 1 and Lot 2 do not meet the compatibility standards for the 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 exception for lot frontages and lot sizes.

VariANCES/Exceptions Analysis

This request requires exceptions from Section 3-5.2. of the Subdivision Regulations, pertaining to lot frontage and lot size.

Lot Frontage

The required lot frontage is 53 feet and the proposed frontages for Lots 1 and 2 are smaller at 43 feet. In the compatibility analysis, staff used the one lot directly to the west of the site for compatibility as that is the end of the block face and the five lots to the east. The remaining parcels to the west are orientated towards Alhambra Circle. The five lots used for compatibility to the east of the subject site have frontages that range from 48 feet to 100 feet. Directly across the street of the subject site are several lots with 50 feet of frontage. Given the range of lot sizes along Capitol View Avenue, there is a pattern of more narrow lots and wider lots. Staff finds with the surrounding parcels that the proposed lots with 43 feet of frontage is consistent within this area. Due to the proposed lots having frontage less than 50 feet they are required to have shared access. A shared access easement is shown on the property.

Lot Size

The required lot size per compatibility standards for surrounding parcels is 16,529 square feet. Lot 1 is proposed to be 14,860 square feet and the proposed Lot 2 is 14,807 square feet. When evaluating the compatibility requirements for lot size, staff considered the same parcels as mentioned in the analysis for lot frontage above. The proposed lots are similar to the existing lots east of the site along Alhambra Circle, where the existing lots are around 15,500 square feet. Further to the east of the subject property, the lots get more narrow while still maintaining the lot depth. These lots range from 15,000 to 16,000 square feet. Given the range of lot sizes along the street, staff finds that the proposed lots at 14,860 square feet and 14,807 square feet can fit in with the character of the lots in the broader area.

Given this information, staff finds the proposed lots to be consistent with the larger area and that an exception to compatibility requirements would be appropriate.

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

Not applicable to this case.



Metro Planning Commission Meeting of 12/11/2025

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. No new streets are proposed.

3-10 Requirements for Dedication, Reservations, or Improvements

Additional ROW will be dedicated to meet the minimum ROW for a local 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.



Metro Planning Commission Meeting of 12/11/2025

3-16 Sewerage Facilities

Metro water services has approved with conditions.

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.

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 T4 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.)



Metro Planning Commission Meeting of 12/11/2025

WATER SERVICES RECOMMENDATION

Approve with conditions

- Attached is a copy of the above-referenced subdivision (uploaded by planning on November 17, 2025) on which we recommend approval. The W&S Capacity fees must be paid prior to service connections.

STAFF RECOMMENDATION

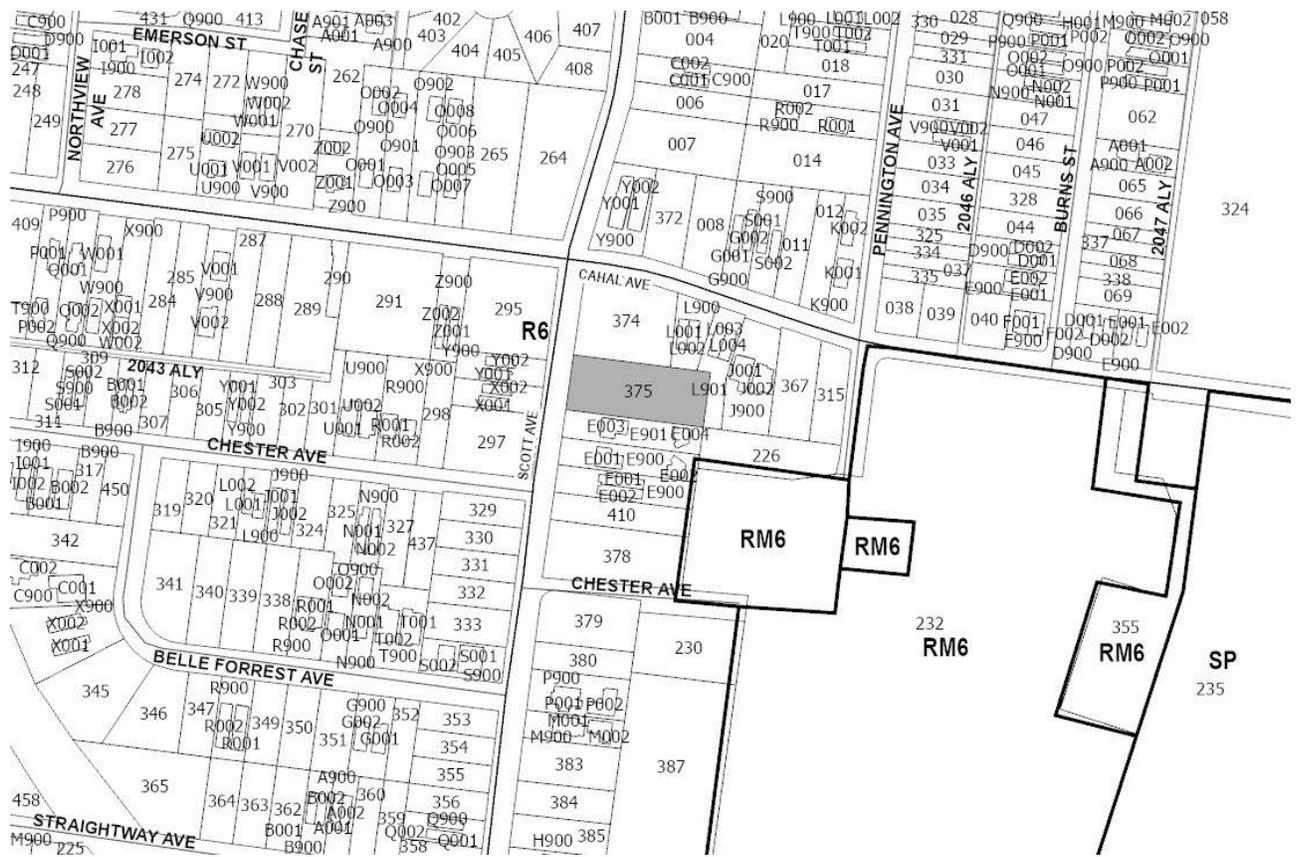
Approve with conditions including exceptions to Section 3-5.2 for lot frontage and lot area.

CONDITIONS

1. On the corrected copy, number the notes on the left side of the plat.
2. On the corrected copy, the purpose note should be #1.
3. On the corrected copy, add lot numbers on the plat.
4. On the corrected copy, the right-of-way needs to meet the half section for a local street, which is 25 feet from the center of the existing right-of-way. Update the plat to dimension the property line from the center of the existing right-of-way, if this distance is under 25 feet, additional right-of-way may be required to meet the local street section. If dedicating right-of-way, update the area of dedicating with hatching and update the area of dedication and lot sizes on the lot size table.
5. Comply with all conditions and requirements of Metro reviewing agencies.
6. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.



Metro Planning Commission Meeting of 12/11/2025



2025S-186-001
 2015 SCOTT AVENUE
 Map 072-14, Parcel(s) 375
 05, East Nashville
 07 (Emily Benedict)



Metro Planning Commission Meeting of 12/11/2025

| | |
|-----------------------------|---|
| Item #19 | Final Plat 2025S-186-001 |
| Project Name | 2015 Scott Avenue |
| Council District | 07 – Benedict |
| School District | 03 – Young |
| Requested by | B2L Land Surveyors, applicant; Ryan Hooper, owner. |
| Staff Reviewer | Chen |
| Staff Recommendation | <i>Approve with conditions, including an exception to Section 3-5.2 for lot frontage.</i> |

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 2015 Scott Avenue, approximately 152 feet from Cahal Avenue, zoned One and Two-Family Residential (R6) (0.58 acres).

SITE DATA AND CONTEXT

Location: The site consists of one property located south of the intersection of Cahal Avenue and Scott Avenue.

Street Type: The site has frontage on Scott Avenue. The Major and Collector Street Plan (MCSP) classifies Scott Avenue as a Collector Avenue.

Approximate Acreage: 0.58 acres or approximately 25,001 square feet.

Parcel/Site History: The site consists of one lot which was originally platted as Lot 11, on the Map of Belle Forest Subdivision, in 1923 (Book 547, Page 22).

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

Existing Land Use: The property currently contains a single-family land use and accessory structures, which are indicated to be demolished prior to the recording of this plat.

Surrounding Land Use and Zoning:

- North: Single Family Residential/R6
- South: Single Family and Two Family Residential/R6
- East: Single Family and Two Family Residential/R6
- West: Single Family and Two Family Residential/R6



Metro Planning Commission Meeting of 12/11/2025

Zoning: One and Two-Family Residential (R6)

Min. lot size: 6,000 square feet

Max. building coverage: 0.50

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 and Lot 2 have lot sizes of approximately 12,500 square feet.

Access: The lots are proposed to be accessed from Scott Avenue. The existing driveway on site will be removed.

Subdivision Variances or Exceptions Requested: An exception is required for the compatibility criteria for Lot 1 and Lot 2, as the lots do not meet the requirement for minimum lot frontage.

APPLICABLE SUBDIVISION REGULATIONS

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

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

3-1 General Requirements

The proposal meets the requirements of 3-1.

3-2 Monument Requirements

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



Metro Planning Commission Meeting of 12/11/2025

3-3 Suitability of the Land

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

3-4 Lot Requirements

Lot 1 and Lot 2 comply with the minimum standards of the zoning code. The lots exceed the 6,000 square foot minimum lot size of the R6 zoning district. 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. Lot 1 and Lot 2 will be accessed by Scott Avenue, a public street.

3-5 Infill Subdivisions

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

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

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

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

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

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

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

The T4 NM policy that applies to the site does not specifically identify an appropriate density; however, the policy supports the underlying R6 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



Metro Planning Commission Meeting of 12/11/2025

Lots 1 and 2 have frontage onto Scott Avenue. The proposed Lot 1 and Lot 2 have a frontage width of 50.08 feet. The required frontage per compatibility standards for surrounding parcels along Scott Avenue is 53.26 feet. **The proposed Lot 1 and Lot 2 do not comply with the minimum frontage requirement.**

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

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

Lot 1 and 2 have a proposed area of 12,500 square feet or 0.29 acres. The required lot size per compatibility standards for surrounding parcels is 12,486 square feet or 0.28 acres. The proposed Lot 1 and Lot 2 do comply with the minimum lot size requirement.

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

Proposed Lot 1 and 2 are oriented to Scott Avenue which is in keeping with the lot orientation of surrounding parcels.

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

All agencies have recommended approval or approval with conditions.

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



Metro Planning Commission Meeting of 12/11/2025

The proposed Lot 1 and Lot 2 do not meet the compatibility requirement for minimum lot frontage. The Planning Commission may grant an exception to the compatibility criteria by considering a larger area to evaluate general compatibility. The following section discusses the exception for lot frontage.

Variations/Exceptions Analysis

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

Lot Frontage

The proposed frontage for Lots 1 and 2 is approximately 50.08 feet. The parcels used for evaluating compatibility include the five adjacent parcels to the south and the one adjacent parcel to the north. The proposed frontage is less than the required amount, per the Subdivision Regulations. Therefore, staff considered a larger area to evaluate compatibility. When evaluating a larger area to analyze the lot frontage, staff considered the remaining parcels on both sides of Scott Avenue, south of the intersection with Cahal Avenue to Straightway Avenue. This analysis comprised 24 parcels, which have an average lot frontage of 62.8 feet. The smallest lot frontage is 50 feet, and the largest lot frontage is 166.7 feet. Over half of the lots evaluated in the larger area had frontages of 50 feet. Therefore, staff finds that the proposed lots are consistent with the larger pattern of the area.



Exhibit: Surrounding Parcels

Staff reviewed the proposed lot frontages in relation to the immediately adjacent parcels along the block face and the parcels directly across the street. The majority of these nearby lots frontage widths that are comparable to the frontages proposed with this subdivision, with only a few outliers that are either wider or narrower. When evaluated under the compatibility requirements and within



Metro Planning Commission Meeting of 12/11/2025

the broader context of this block, the proposed frontages fall within the prevailing development pattern. Based on this analysis, staff find the proposed subdivision to be compatible with the surrounding area and recommend approval..

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

Not applicable to this case.

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

Not applicable to this case.

3-5.5 Infill Subdivision Frontage

Not applicable to this case.

3-5.6 Reasonable Conditions

Not applicable to this case.

3-6 Blocks

Not applicable. No new blocks are being created.

3-7 Improvements

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

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

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

3-9 Requirements for Streets

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

3-10 Requirements for Dedication, Reservations, or Improvements

Scott Avenue is classified by the MCSP as a Collector Avenue. The plat does not propose to dedicate any right-of-way as the standard half right-of-way per the MCSP 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



Metro Planning Commission Meeting of 12/11/2025

Not applicable. No new streets are proposed.

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

Not applicable. No private streets are proposed.

3-14 Drainage and Storm Sewers

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

3-15 Public Water Facilities

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

3-16 Sewerage Facilities

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

3-17 Underground Utilities

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

PLANNING STAFF COMMENTS – 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. Staff found that the exception for lot frontage is consistent with the surrounding development pattern; therefore, staff recommends approval.

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.



Metro Planning Commission Meeting of 12/11/2025

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

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

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 October 8, 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 for lot frontage.

CONDITIONS

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. On the corrected copy, increase the depth of the shared access easement from 15 feet to a minimum of 20 feet. The width will remain at 16 feet.
3. On the correct copy, add the following note: Vehicular access to Lots 1 and 2 shall be limited to the shared access easement as identified on the plat.
4. All existing structures and driveway shall be demolished prior to plat recordation.
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 12/11/2025

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2025S-186-001 with conditions including an exception to Section 3-5.2 for lot frontage based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all the staff recommended conditions.



SEE NEXT PAGE



Metro Planning Commission Meeting of 12/11/2025



2025S-191-001

RE-SUBDIVISION OF PART OF LOTS 14-17 OF BLK EE ON THE REVISED
PLAN OF FAIRVIEW SUBDIVISION

Map 069-04, Parcel(s) 041

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Joy Kimbrough)



Metro Planning Commission Meeting of 12/11/2025

| | |
|-----------------------------|---|
| Item #20 | Final Plat 2025S-191-001 |
| Project Name | Re-Subdivision of Part of Lots 14-17 of Blk EE on the Revised Plan of Fairview Subdivision |
| Council District | 01 – Kimbrough |
| School District | 01 – Taylor |
| Requested by | Clint Elliott Survey, applicant; Urban Capital, LLC, owner. |
| Staff Reviewer | Dhital |
| Staff Recommendation | <i>Approve with conditions, including an exception to Section 3-5.2.d.1 for lot frontage.</i> |

APPLICANT REQUEST

Request for final plat approval to create one lot.

Final Plat

A request to create one lot on property located at 3722 West Hamilton Road (1.20 acres), located approximately 372 feet east of Southview Drive, zoned Single-Family Residential (RS15).

SITE DATA AND CONTEXT

Location: The site consists of one parcel located along West Hamilton Road, east of Southview Drive.

Street Type: The site has frontage on West Hamilton Drive, which is a local street.

Approximate Acreage: 1.20 acres or approximately 52,267 square feet.

Parcel/Site History: This parcel is comprised of portions of Lots 14, 15, 16, and 17 as platted in Block EE on the plat title Revised Map of Fairview Subdivision (Book 1130, Page 54) in 1945. The parcel in its current configuration was created by deed in 1979 (Book 5499, Page 126).

Zoning History: The site has been zoned RS15 since 1998.

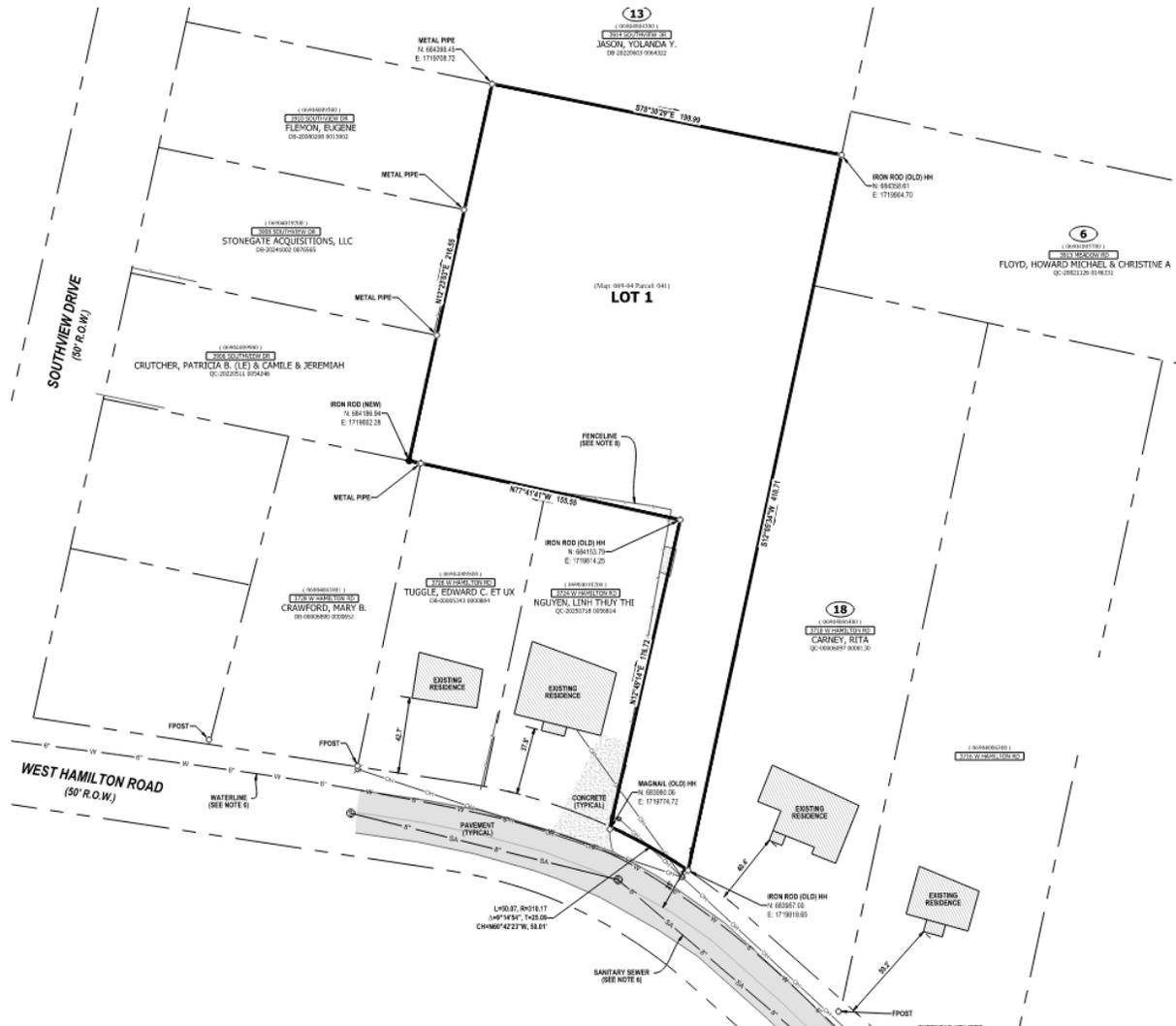
Existing land use and configuration: The parcel is currently vacant.

Surrounding Zoning and Land Use:

- North: RS15/Single Family Residential
- South: RS15/Vacant, Single-Family Residential
- East: RS15/Single Family Residential
- West: RS15/Single Family Residential



Metro Planning Commission Meeting of 12/11/2025



Proposed Final Plat



Metro Planning Commission Meeting of 12/11/2025

Zoning: Single-Family Residential (RS15)

Min. lot size: 15,000 square feet

Max. building coverage: 0.35

Min. rear setback: 20 feet

Min. side setback: 10 feet

Max. height: 3 stories

Min. street setback: Per Zoning Code

PROPOSAL DETAILS

Number of lots: 1

Lot sizes: Proposed Lot 1 is approximately 1.20 acres (52,267 square feet)

Access: Proposed Lot 1 has frontage on West Hamilton Road. Access locations will be determined by NDOT at the time of building permit.

Subdivision Variances or Exceptions Requested: An exception is required for the compatibility criteria as the requirement for minimum frontage is not met.

APPLICABLE SUBDIVISION REGULATIONS

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

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

3-1 General Requirements

The proposal meets the requirements of 3-1.

3-2 Monument Requirements

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



Metro Planning Commission Meeting of 12/11/2025

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 RS15. The proposed lot is greater than 15,000 square feet and has frontage on a public street, West Hamilton Road.

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. Lot meet 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. Lot 1 has frontage on West Hamilton Road, a public street.

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

The T3 NM policy that applies to the site does not specifically identify an appropriate density; however, the policy supports the underlying RS15 zoning district and its prescribed density.

j. *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.*

The proposed lot has frontage on West Hamilton Road. The proposed Lot 1 has a frontage width of approximately 50 feet. The required frontage per compatibility standards for surrounding parcels along West Hamilton Road is 81.87 feet. The proposed Lot 1 does not meet the required frontage. Per Section 3-5.2, in cases where lots do not meet the required minimum lot frontage, the Planning Commission



Metro Planning Commission Meeting of 12/11/2025

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 the lot size requirements. The minimum required lot size per compatibility standards is 15,273.30 square feet. The proposed Lot 1 has an area of approximately 52,267 square feet.

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

Staff calculated a required setback of 43 feet which would be greater than the codes required setback of approximately 38 feet. Staff did not require the setback to be platted due to the minimal difference in the two setback requirements and due to the configuration of the lot with a narrow frontage, the buildable area will likely be back further than either required setback.

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

Complies. Lot 1 is oriented towards West Hamilton Road, consistent with 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 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).*

Variations/Exceptions Analysis

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



Metro Planning Commission Meeting of 12/11/2025

Lot Frontage

The lots that were used in analyzing compatibility for the proposed Lot 1 have lot frontages ranging from 71 to 188 feet. The required frontage per the compatibility standards resulted in a frontage of 81.87 feet and the proposed Lot 1 has a frontage of 50 feet. The frontage reflects the existing configuration of the property and is not being altered with the request. No additional lots are being created as part of this application. The parcel is not a legal lot and the intent of this final plat is to create a legal lot.

While the proposed frontage is below the calculated compatibility requirement, the suburban neighborhood evolving (T3 NE) policy generally supports a minimum frontage of 50 feet. While the subject property is in the T3 NM policy, staff did evaluate if 50 feet could provide for a frontage amount supported by the suburban transect.

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

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

Not applicable to this case.

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

Not applicable to this case.

3-5.5 Infill Subdivision Frontage

Not applicable to this case.

3-5.6 Reasonable Conditions

Not applicable to this case.

3-6 Blocks

Not applicable. No new blocks are being created.

3-7 Improvements

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

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

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

3-9 Requirements for Streets

Not applicable. No new streets are proposed.



Metro Planning Commission Meeting of 12/11/2025

3-10 Requirements for Dedication, Reservations, or Improvements

West Hamilton Road is a local street. The plat shows an approximate 50 feet right-of-way for West Hamilton Road, which meets the right-of-way requirement for local streets.

3-11 Inspections During Construction

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

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

Not applicable. No new streets are proposed.

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

Not applicable. No private streets are proposed.

3-14 Drainage and Storm Sewers

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

3-15 Public Water Facilities

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

3-16 Sewerage Facilities

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

3-17 Underground Utilities

There are no new utilities proposed.

PLANNING STAFF COMMENTS

With the exception for the minimum lot frontage requirement of the compatibility requirements, the proposed lots meet 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. Staff recommends approval with conditions based on a finding that the proposal can provide for harmonious development.

POLICY CONSIDERATIONS

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



Metro Planning Commission Meeting of 12/11/2025

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 T3 Suburban Neighborhood Maintenance. The intent of T3 NM policy is to create and enhance neighborhoods—to include greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques. 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 scenic arterial boulevard.

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

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- A. 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

- B. Attached is a copy of the above-referenced subdivision (uploaded by planning on October 28, 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.d.1. for lot frontage.

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.



Metro Planning Commission Meeting of 12/11/2025

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2025S-191-001 with conditions including an exception to 3-5.2.d.1. for lot a frontage based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



Metro Planning Commission Meeting of 12/11/2025



2025S-195-001

JEAN LAFITTE BUILDERS, LLC PROPERTY

Map 090-12, Parcel(s) 189

07, West Nashville

20 (Rollin Horton)



Metro Planning Commission Meeting of 12/11/2025

Item #21**Final Plat 2025S-195-001****Project Name****Jean Lafitte Builders, LLC Property****Council District**

20 – Horton

School District

09 – Tylor

Requested by

B2L Land Surveyors, applicant; Jean Lafitte Builders, LLC, owner.

Staff Reviewer

Konigstein

Staff Recommendation*Approve with conditions, including an exception to Section 3-5.2.d.1 for lot frontage.***APPLICANT REQUEST****Request for final plat approval to create two lots.**Final Plat

A request for final plat approval to create two lots on property located at 637 Westboro Drive, approximately 110 feet southwest of Freedom Drive, zoned One and Two-Family Residential (R10) (0.46 acres).

SITE DATA AND CONTEXT

Location: The site consists of one parcel located on the western side of Westboro Drive southwest of Freedom Drive.

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

Approximate Acreage: 0.46 acres or approximately 20,026 square feet.

Parcel/Site History: This parcel is a portion of Lot 64 on the West Nashville Annex (Book 332, Page 11) in 1906. It was replatted in the current configuration as Lot 5 in 1955 on a survey not of record.

Zoning History: The site has been zoned R10 since 1974.

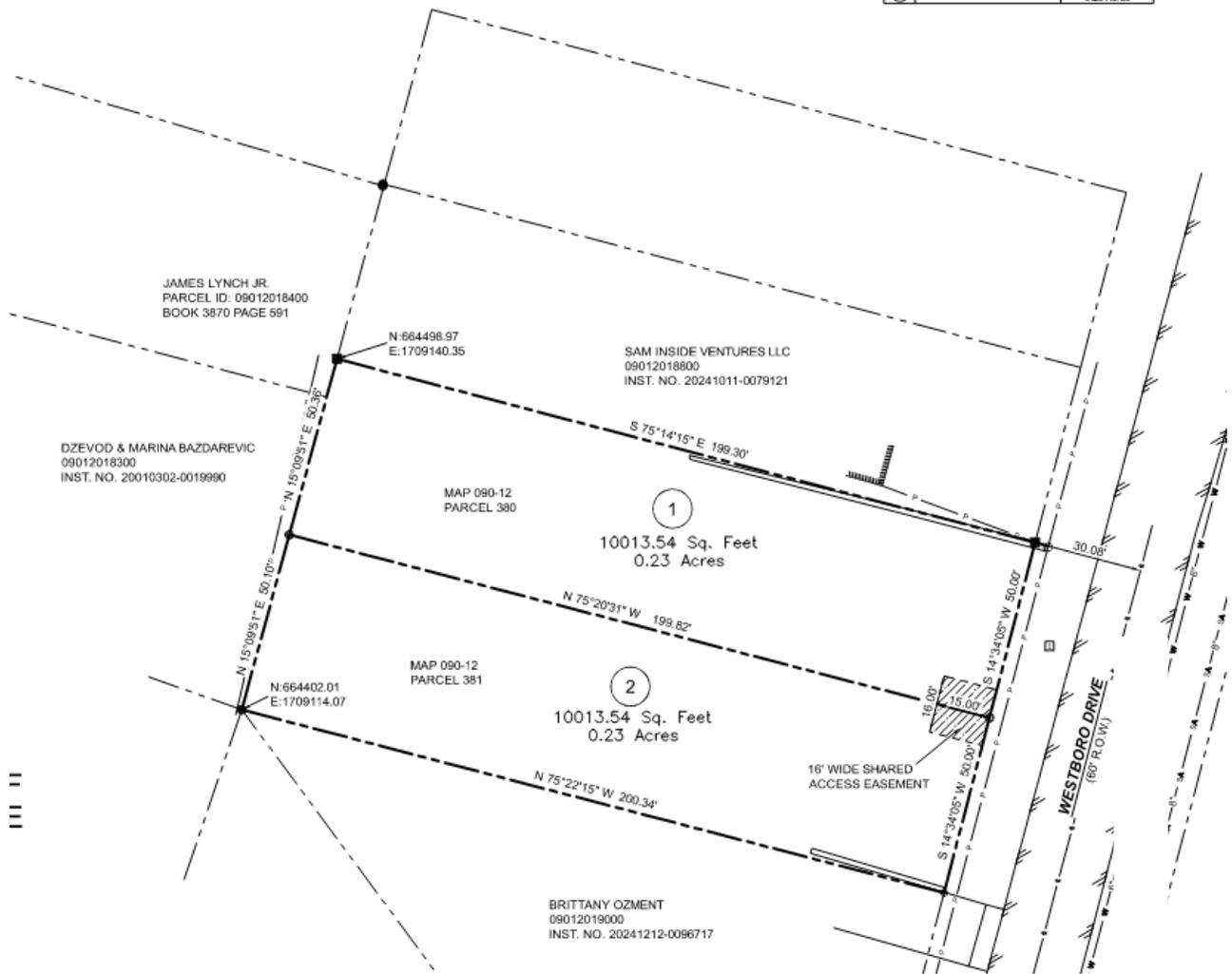
Existing land use and configuration: The parcel is currently developed with a single-family residential use.

Surrounding Zoning and Land Use:

- North: R10/Single Family Residential
- South: R10/Single Family Residential
- East: R8/Single Family Residential
- West: R10/Single Family Residential



Metro Planning Commission Meeting of 12/11/2025



Proposed Final Plat



Metro Planning Commission Meeting of 12/11/2025

Zoning: One and Two-Family Residential (R10)

Minimum lot size: 10,000 square feet

Maximum building coverage: 0.40

Minimum rear setback: 20 feet

Minimum side setback: 5 feet

Maximum height: 3 stories

Minimum street setback: Contextual per the Zoning Code

PROPOSAL DETAILS

Number of lots: 2

Lot sizes: Proposed Lot 1 and Lot 2 are each approximately 0.23 acres (10,013 square feet).

Access: Proposed Lot 1 and Lot 2 have frontage on Westboro Drive. As the proposed lots are on a collector avenue, a shared access easement is platted on the shared property line.

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

APPLICABLE SUBDIVISION REGULATIONS

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

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

3-1 General Requirements

The proposal meets the requirements of 3-1.

3-2 Monument Requirements

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

3-3 Suitability of the Land



Metro Planning Commission Meeting of 12/11/2025

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 R10. All proposed lots are greater than 10,000 square feet and have frontage on a public street, Westboro Drive.

3-5 Infill Subdivisions

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

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

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

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

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.

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.

Neither lot complies with the frontage requirement. A minimum of 52.4 feet is required and both proposed lots have frontages of 50 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



Metro Planning Commission Meeting of 12/11/2025

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.*
Both lots comply with the lot size requirements. The minimum required lot size is approximately 9,436 square feet. Lot 1 and Lot 2 are each 10,013 square feet.
3. *Where the minimum required street setback is less than the average of the street setback of the two parcels abutting either side of the lot proposed to be subdivided, a minimum building setback line shall be included on the proposed lots at the average setback. When one of the abutting parcels is vacant, the next developed parcel shall be used. For a corner lot, both block faces shall be used; and*
Based on preliminary calculations, the required contextual setback per Code would be greater than the setbacks calculated per the Subdivision Regulations, therefore a setback line was not shown on the plat.
4. *Orientation of proposed lots shall be consistent with the surrounding parcels. For a corner lot, both block faces shall be evaluated.*
Complies. Both Lot 1 and Lot 2 are oriented toward Westboro Drive, consistent with surrounding lots
- 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).*

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

VariANCES/Exceptions Analysis

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



Metro Planning Commission Meeting of 12/11/2025

Lot Frontage

The proposed lot frontages for Lots 1 and 2 are 50 feet each which is below the minimum lot frontage of 52.4 feet required by the compatibility standards based on the surrounding parcels. The lots used to calculate compatibility were the five to the north of the subject site and two to the south.

Within the lots used for compatibility, the two lots adjacent to the subject site to the north have frontages of 50 feet. Considering the larger area, there is a consistent pattern of lots with frontages of 50 feet. The proposed lots each having frontages of 50 feet is in keeping with the surrounding development pattern of moderate length frontages and deeper lots found in the area.

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

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 right-of-way is required as the minimum requirements are 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.



Metro Planning Commission Meeting of 12/11/2025

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

Not applicable. No private streets are proposed.

3-14 Drainage and Storm Sewers

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

3-15 Public Water Facilities

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

3-16 Sewerage Facilities

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

3-17 Underground Utilities

There are no new utilities proposed.

PLANNING STAFF COMMENTS

With the exception for the minimum lot area requirement of the compatibility requirements, the proposed lots meet 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. Staff recommends approval with conditions based on a finding that the proposal can provide for harmonious development.

POLICY CONSIDERATIONS

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

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to this property is T3 Suburban Neighborhood Maintenance. The intent of T3 NM policy is to create and enhance neighborhoods—to include greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques. 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 scenic arterial boulevard.

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



Metro Planning Commission Meeting of 12/11/2025

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 November 18, 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.d.1. for lot frontage.

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.

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2025S-195-001 with conditions including an exception to 3-5.2.d.1. for lot frontage based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



SEE NEXT PAGE



Metro Planning Commission Meeting of 12/11/2025

Item #22

Project Name

Council District

School District

Requested by

Final Plat 2025S-200-001

4319 Saundersville Road

11 – Eslick

04 – Nabaa-McKinney

Dale & Associates, applicant; Joywood Bridge of Hope Assembly of God Church, Inc., and Guerrier Development, owners.

Staff Reviewer

Staff Recommendation

Dhital

Defer to the January 8, 2026, Planning Commission meeting.

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 4319 Saundersville Road and Woodside Drive (unnumbered), at the southeast corner of Woodside Circle and Saundersville Road, zoned R20 (7.50 acres)

STAFF RECOMMENDATION

Staff recommends deferral to the January 8, 2026, Planning Commission meeting.



Metro Planning Commission Meeting of 12/11/2025



2025Z-101PR-001
Map 119-05, Parcel(s) 334
11, South Nashville
16 (Ginny Welsch)



Metro Planning Commission Meeting of 12/11/2025

Item #23**Council District****School District****Requested by****Zone Change 2025Z-101PR-001**

16 – Welsch

07 – Player

Sofia Deeanna, applicant; Sofia Deeanna and 3 Garden Street LLC, owner.

Staff Reviewer

Chen

Staff Recommendation*Approve.***APPLICANT REQUEST****Zone change from RS5 to R6-A.**Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 307 Joyner Avenue, approximately 164 feet west of Burbank Avenue (0.17 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *Based on acreage alone, RS5 would permit a maximum of one single family lot.*

Proposed Zoning

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

SOUTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The application consists of one parcel totaling 0.17 acres, located at 307 Joyner Avenue, located approximately 164 feet west of Burbank Avenue. The property has been zoned Single-Family



Metro Planning Commission Meeting of 12/11/2025

Residential (RS5) since 2004 and contains a single-story structure. The application proposes to rezone the property from RS5 to R6-A. The surrounding land uses are primarily single-family with some two-family residential, and non-residential land uses to the west along and adjacent to Nolensville Pike. The subject parcel has frontage along Joyner Avenue, which is a local road. The parcel also has vehicular access via improved Alley #1879, at the rear of the property.

The property is located within the Urban Neighborhood Evolving (T4 NE) policy. These policy areas have higher densities and/or smaller lot sizes, with a broader range and integrated mixture of housing types. The site is approximately 488 feet from Nolensville Pike, designated an arterial boulevard in the Major and Collector Street Plan (MCSP), where two WeGo bus stops are located. The proposed Alternative (-A) standards would ensure that future development on the site has an urban form, consistent with the policy guidance. The T4 NE policy supports lots accessed from alleyways and establishing a diverse mix of housing with a higher level of connectivity. Based on acreage alone, the proposed R6-A zoning could allow up to one duplex lot for a total of two units. The -A standards would require access via the rear alley which also assists in being able to accommodate a slight increase in density by not increasing traffic along the local street. The proposed R6-A district increases density modestly and aligns with goals of T4 NE policy.

FIRE RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: **RS5**

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Single-Family Residential (210) | 0.17 | 8.71 F | 1 U | 15 | 5 | 1 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| One and Two-Family Residential* (210) | 0.17 | 12.81 F | 2 U | 28 | 7 | 2 |

*Based on two-family lots

Traffic changes between maximum: **R5 and R6-A**

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

METRO SCHOOL BOARD REPORT

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

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



Metro Planning Commission Meeting of 12/11/2025

The proposed R6-A zoning is not expected to generate any additional students than the existing RS5 zoning. Students would attend John B. Whitsitt Elementary School, Cameron College Preparatory Middle School, and Glencliff High School. John B. Whitsitt Elementary is identified as overcapacity and Glencliff High School is identified as under capacity while Cameron College Prep Middle school is identified as exceedingly under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 12/11/2025



2025Z-102PR-001
Map 133-01, Parcel(s) 082
11, South Nashville
16 (Ginny Welsch)



Metro Planning Commission Meeting of 12/11/2025

Item #24**Zone Change 2025Z-102PR-001****Council District**

16 – Welsch

School District

07 – Player

Requested by

G5 Real Estate, LLC, applicant; Joe Kip Cummins & Lori S. Cummins, owners.

Staff Reviewer

Commeey

Staff Recommendation*Approve.***APPLICANT REQUEST****Zone change from RS7.5 to R8-A.**Zone Change

A request to rezone from Single-Family Residential (RS7.5) to One and Two-Family Residential Alternative (R8-A) zoning for property located at 505 Patterson Street, located approximately 125 feet west of Meade Avenue (0.34 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 one lot. This does not account for compliance with the Metro Subdivision Regulations*

Proposed Zoning

One and Two-Family Residential-Alternative (R8-A) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.45 dwelling units per acre, including 25 percent duplex lots, and is designed to create walkable neighborhoods through appropriate building placement and bulk standards. *Based on acreage alone, R8-A would permit a maximum of one duplex lot for a total of two units. This does not account for compliance with the Metro Subdivision Regulations. Metro Codes provides final determinations on duplex eligibility.*

SOUTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The rezoning application is for one parcel approximately 0.34 acres located along the south side of Patterson Street, west of Meade Avenue. The property has been zoned Single Family residential (RS7.5) since 2004. The property was previously zoned One and Two-Family Residential (R8). The site has been developed with a single story single-family residential use and has frontage along Patterson Street, which is a local street. The surrounding parcels are zoned Single Family



Metro Planning Commission Meeting of 12/11/2025

Residential (RS7.5), and One- and Two-Family Residential Alternative (R8-A), while surrounding land uses include single family residential and one- and two-family residential land uses. There is unimproved alley right of way at the rear of the subject site.

The property is located within the T4 Urban Neighborhood Maintenance (T4 NM) policy area which intends to maintain the general character of urban residential neighborhoods. Nolensville Pike to the east of the subject site is located within the Urban Mixed-Use Corridor (T4 CM) policy. Between Nolensville Pike and the subject property there is an area of Urban Neighborhood Evolving (T4 NE) policy. The proposed R8-A zoning could allow up to one duplex lot for a total of two units on the subject property, which is a moderate increase in intensity from the existing RS7.5 district which would permit one unit. The site is located within a quarter mile of Nolensville Pike and Antioch Pike, which are classified as an Arterial Boulevard and a Collector Avenue, respectively, in the Major and Collector Street Plan (MCSP). The property is within a five-minute walk of four WeGo bus stops along Nolensville Pike and Antioch Pike. Additionally, Nolensville Pike is an all-access/bus rapid transit route. When considering the site’s location in relation to higher connectivity and transit opportunities, additional density may be appropriate.

The Alternative (-A) designation provides additional guidelines for access and driveways, garages, and includes a minimum raised foundation requirement, to be in line with urban development standards as called for by the T4 NM policy. The -A district standards would ensure that future development on the site has an urban form, consistent with the policy guidance.

The T4 NM policy encourages higher-density residential uses near transit corridors and centers. It also supports changes in housing type and density that respond to the surrounding context. Given the site's proximity to the all access-corridor, its adjacency to higher intensity policy areas, additional density may be appropriate. As the proposed R8-A district increases density modestly and aligns with the goals of T4 NM policy, staff recommends approval.

FIRE RECOMMENDATION

Approve

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Single-Family Residential (210) | 0.34 | 5.8 F | 1 U | 15 | 5 | 1 |

Maximum Uses in Existing Zoning District: **R8-A**

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| One and Two-Family Residential* (210) | 0.34 | 8.38 D | 2 U | 28 | 7 | 2 |

*Based on two-family lots



Metro Planning Commission Meeting of 12/11/2025

Traffic changes between maximum: R7.5 and R8-A

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

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed R8-A district: 0 Elementary 0 Middle 0 High

The proposed R8-A zoning is not expected to generate any additional students than what is typically generated under the existing RS7.5 zoning district. Students would attend Glencliff Elementary School, Wright Middle School, and Glencliff High School. Glencliff Elementary School is identified as overcapacity while Wright Middle School is identified as exceedingly under capacity. Glencliff High School is identified as at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 12/11/2025



2025Z-103PR-001

Map 069-16, Parcel(s) 190

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Joy Kimbrough)



Metro Planning Commission Meeting of 12/11/2025

| | |
|-----------------------------|--|
| Item #25 | Zone Change 2025Z-103PR-001 |
| Council District | 01 – Kimbrough |
| School District | 01 – Taylor |
| Requested by | Entrust Investments, LLC, applicant and owner. |
| Staff Reviewer | Dhital |
| Staff Recommendation | <i>Approve.</i> |

APPLICANT REQUEST

Zone change from RS10 to R10.

Zone Change

A request to rezone from Single Family Residential (RS10) to One and Two-Family Residential (R10) for property located at 1814 County Hospital Road, located approximately 215 feet northeast of Doak Avenue (0.54 acres).

Existing Zoning

Single-Family Residential (RS10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings at a density of 4.36 dwelling units per acre. *Based on acreage alone, RS10 would permit a maximum of two single family lots, for a total of two units. This does not account for compliance with the Metro Subdivision Regulations.*

Proposed Zoning

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

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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



Metro Planning Commission Meeting of 12/11/2025

ANALYSIS

The subject site consists of one parcel totaling 0.54 acres located at 1814 County Hospital Road, approximately 215 feet northwest of Doak Avenue. The site is currently developed with a duplex structure. The property has been zoned RS10 since 1998 and was previously zoned R10. The subject property has frontage along County Hospital Road, which is classified as Arterial Boulevard in Major and Collector Street Plan (MCSP). Surrounding land uses are primarily single-family residential and one and two-family residential. The surrounding properties are zoned RS10, R10, Mixed Use Limited (MUL), and Specific Plan (SP). The SP (2018SP-073-001) to the north at the intersection of John Mallette Drive and County Hospital Road includes a plan for 15 multi-family residential units.

The property is located within the Suburban Neighborhood Evolving (T3 NE) policy area which is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate density development patterns. Based on acreage alone, if subdivided the requested R10 zoning district could potentially allow two duplex lots for a total of up to four units. An increase in density, such as the one proposed in this request, is appropriate given that the site is situated in an evolving policy area. The property is within a five-minute walk to a bus stop served by WeGo Route 77 at the intersection of County Hospital Road and Doak Avenue. The T3 NE policy supports allowing for higher density residential uses in proximity to arterial streets, transit opportunities, and centers. Several surrounding parcels were rezoned from RS10 to R10 between 2019 and 2025, reflecting an evolving pattern in the area. The T3 NE policy supports changes in housing type and increased density within the policy area.

The proposed R10 zoning district will permit additional density in the neighborhood in a manner that preserves the suburban character of the neighborhood. It represents a modest increase in intensity, consistent with the surrounding context and goals of the policy. Therefore, staff recommends approval.

FIRE RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: **RS10**

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Single-Family Residential (210) | 0.54 | 4.35 F | 2 U | 28 | 7 | 2 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| One and Two-Family Residential* (210) | 0.54 | 6.21 F | 4 U | 54 | 8 | 5 |

*Based on two-family lots



Metro Planning Commission Meeting of 12/11/2025

Traffic changes between maximum: RS10 and R10

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | - | +26 | +1 | +3 |

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 districts: 0 Elementary 0 Middle 0 High

Projected student generation proposed R10 district: 0 Elementary 0 Middle 0 High

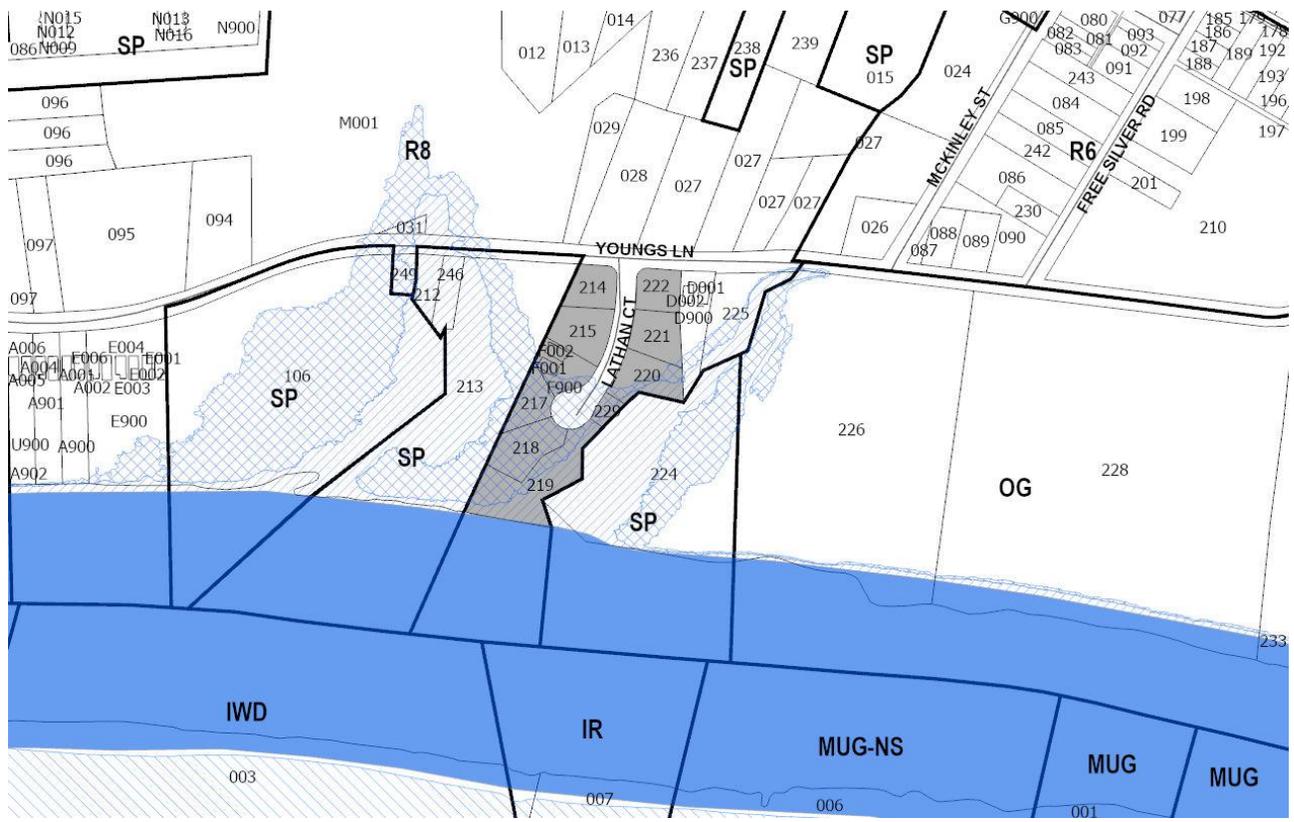
The proposed zoning is not expected to generate any additional students than the existing RS10 zoning district. Students would attend Cumberland Elementary School, Haynes Middle School and Whites Creek High School. Cumberland Elementary School and Haynes Middle School are identified as exceedingly under capacity. Whites Creek High school is identified as under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 12/11/2025



2025Z-105PR-001

Map 070-08, Parcel(s) 214-215, 217-222, 229

Map 070-08-0-F, Parcel(s) 001-002, 900

03, Bordeaux - Whites Creek - Haynes Trinity

02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 12/11/2025

| | |
|-----------------------------|--|
| Item #26 | Zone Change 2025Z-105PR-001 |
| Council Bill No. | BL2025-1174 |
| Council District | 02 – Toombs |
| School District | 01 – Taylor |
| Requested by | Councilwoman Kyonzte Toombs, applicant; various property owners. |
| Staff Reviewer | Chen |
| Staff Recommendation | <i>Approve.</i> |

APPLICANT REQUEST

Zone change from R8 to RS10.

Zone Change

A request to rezone from One and Two-Family Residential (R8) to Single-Family Residential Alternative (RS10) zoning for various properties along Lathan Court, located south of Youngs Lane and north of the Cumberland River (3.7 acres), and within the Neighborhood Conservation Overlay District (3.7 acres).

Existing Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.45 dwelling units per acre including 25 percent duplex lots. *Based on acreage alone, R8 would permit a maximum of 20 lots with five duplex lots for a total of 25 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.*

Neighborhood Conservation Overlay District (NHC) is applied to geographical areas which possess a significant concentration, linkage or continuity of sites, buildings, structures, or objects that are united by past events or aesthetically by plan or physical development. *The NHC will be retained with the proposed zoning request.*

Proposed Zoning

Single-Family Residential Alternative (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 16 lots. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

BORDEAUX - WHITES CREEK - HAYNES TRINITY COMMUNITY PLAN

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



Metro Planning Commission Meeting of 12/11/2025

Haynes Trinity Small Area Plan

The site is within the Haynes Trinity Small Area Plan, which was approved and adopted by the Planning Commission on January 11, 2018. The Plan was completed after an extensive community engagement process and resulted in updates to the community character policies for the area, as well as the establishment of supplemental policies to address mobility, parks, and open space. The mobility supplemental policy contains guidance for increasing connectivity in developed areas and establishing a network of proposed street connectivity throughout Haynes Trinity that would provide a strong and cohesive block structure.

The mobility supplemental policy does not propose any street networks through the proposed rezone boundary.

ANALYSIS

The application consists of ten parcels totaling approximately 3.7 acres along Lathan Court, located south of Youngs Lane and north of the Cumberland River. The properties have been zoned One and Two-Family Residential (R8) since 1974 and are located within the Neighborhood Conservation Overlay District. The existing development pattern along Lathan Court consists primarily of single-family homes with one vacant property and one property that is permitted for a two-family residential use. Surrounding land uses along Youngs Lane include single-family and two-family residential to the north and west, zoned R8 and Specific Plan (SP), while institutional and office uses zoned Office General (OG) are located to the east. Lathan Court is classified as a local street that terminates into a cul-de-sac to the south. Youngs Lane is classified as a Collector Avenue in the Major and Collector Street Plan (MCSP).

The properties are located in the T4 NM and CO policy areas. The T4 NM policy is intended to maintain the general character of existing urban residential neighborhoods, supporting incremental change that reinforces existing development patterns, street networks, moderate building setbacks, and a pedestrian-supportive form. Environmental features such as steep slopes, stream buffers, and floodplain-related areas are present within the CO policy areas located along the eastern and southern boundaries, associated with the Cumberland River.

The proposed RS10 zoning district would reduce the allowable density from the existing R8 zoning and would support a development pattern consistent with the predominant single-family character that exists along Lathan Court. The majority of the subject parcels have previously developed; however, should any of the properties redevelop in the future, any subdivision or redevelopment activity would be required to comply with the Metro Stormwater Management Manual and Metro Subdivision Regulations.

The properties are located within the Neighborhood Conservation Overlay, which regulates exterior changes, demolition, and new construction to protect the architectural character of historic neighborhoods. Because the overlay regulates form and design rather than land use, the requested RS10 zoning district does not alter the applicability of those standards. Any future construction or exterior modification would continue to be reviewed for compliance with the NHC design guidelines. As such, the RS10 district is compatible with both the underlying land use policy and the requirements of the Neighborhood Conservation Overlay.



Metro Planning Commission Meeting of 12/11/2025

Given the existing development pattern, the presence of sensitive environmental features, and the T4 NM policy emphasis on maintaining neighborhood character, staff finds that the proposed RS10 zoning district is appropriate.

Maximum Uses in Existing Zoning District: R8

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| One and Two-Family Residential* (210) | 3.7 | 5.71 F | 25 U | 290 | 23 | 27 |

*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) | 3.7 | 4.35 F | 16 U | 193 | 16 | 17 |

Traffic changes between maximum: R8 and RS10

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | - | -97 | -7 | -10 |

METRO SCHOOL BOARD REPORT

Projected student generation existing R8 districts: 2 Elementary 2 Middle 2 High

Projected student generation proposed RS10 district: 1 Elementary 1 Middle 1 High

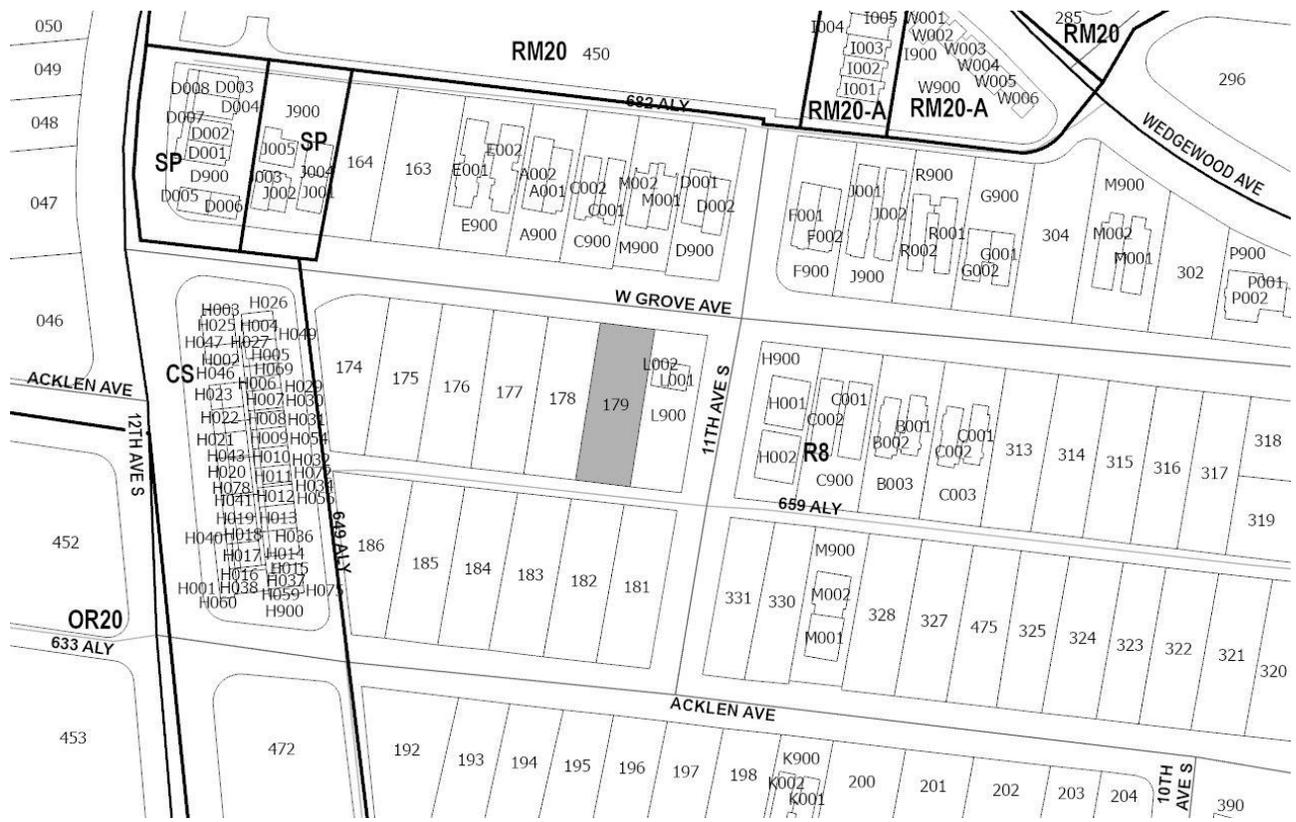
The proposed RS10 zoning is not expected to generate any additional students than the existing R8 zoning. Students would attend Alex Green Elementary School and Whites Creek High School. Alex Green Elementary School is identified as exceedingly overcapacity. Whites Creek High School is identified as under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 12/11/2025



2025Z-107PR-001
Map 105-09, Parcel(s) 179
10, Green Hills – Midtown
17 (Terry Vo)



Metro Planning Commission Meeting of 12/11/2025

| | |
|-----------------------------|---|
| Item #27 | Zone Change 2025Z-107PR-001 |
| Council District | 17 – Vo |
| School District | 08 – Block |
| Requested by | Joel Morales, applicant; Joel Morales and Lon Embley, owners. |
| Staff Reviewer | Chen |
| Staff Recommendation | <i>Approve.</i> |

APPLICANT REQUEST

Zone change from R8 to R6-A.

Zone Change

A request to rezone from One and Two-Family Residential (R8) to One and Two-Family-Alternative-Residential (R6-A) zoning for property located at 1103 West Grove Avenue, approximately 79 feet west of 11th Avenue South (0.17 acres).

Existing Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.45 dwelling units per acre including 25 percent duplex lots. Based on acreage alone, R8 would permit a maximum of one lot. *This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

Proposed Zoning

One and Two-Family-Alternative Residential (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.26 dwelling units per acre, including 25 percent duplex lots, and is designed to create walkable neighborhoods through appropriate building placement and bulk standards. Based on acreage alone, R6-A would permit a maximum of one duplex lot for a total of two 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.*

GREEN HILLS – MIDTOWN COMMUNITY PLAN

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

12th Avenue South Corridor Detailed Neighborhood Design Plan (DNDP) is a part of the Green Hills-Midtown Community Plan that was adopted by Metro Planning Commission in 2004. The DDP provides planning guidance at a more detailed level than a community plan. The DNDP addresses land use, transportation, and community character at the neighborhood level.



Metro Planning Commission Meeting of 12/11/2025

ANALYSIS

The application consists of one parcel totaling approximately 0.17 acres, located at 1103 West Grove Avenue, approximately 79 feet west of 11th Avenue South. The property has been zoned One and Two-Family Residential (R8) since 1974. The site is developed with a single-family dwelling and accessory structure and is located within the Urban Zoning Overlay (UZO).

The request is to rezone from R8 to R6-A. The surrounding land uses include single-family residential and two-family residential. There are two-family residential dwellings immediately east and north of the subject site. Nearby properties are zoned R8, CS (Commercial Service), and SP (Specific Plan). The site has frontage along West Grove Avenue, a local street, and there is an existing alley (656) adjacent to the subject site to the south. Located about 475 feet to the west is 12th Avenue South, classified as an arterial boulevard in the Major and Collector Street Plan (MCSP).

The proposed R6-A zoning aligns with the T4 Urban Neighborhood Maintenance (T4 NM) policy by supporting context-sensitive infill that maintains the existing neighborhood character. The proposed R6-A zoning would allow a slight increase in intensity regarding the number of units (two possible units rather than one) due to the minimum lot size requirement of R6-A. However, the maximum lot yield would remain the same, as the site can only accommodate one lot under either district. The rezoning allows future development to better reflect the policy’s urban design guidance and the established pattern of one and two-family residential uses along the block. The Alternative (-A) standards further ensure that any redevelopment reinforces the T4 NM vision through requirements for building orientation, raised foundations, alley-loaded access, and appropriate garage placement. The site’s frontage on West Grove Avenue, combined with the adjacent alley, strengthens connectivity and supports a pedestrian-oriented form. Additionally, the Urban Zoning Overlay (UZO), together with the -A standards, helps promote setbacks and walkable streetscapes consistent with the policy’s goals. Given the existing development pattern in the area, the proposed R6-A zoning would align with the goals of T4 NM policy at this location.

FIRE RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: **R8**

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| One and Two-Family Residential* (210) | 0.17 | 11.32 F | 1 U | 15 | 5 | 1 |

*Based on two-family lots



Metro Planning Commission Meeting of 12/11/2025

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| One and Two-Family Residential* (210) | 0.17 | 12.81 F | 2 U | 28 | 7 | 2 |

*Based on two-family lots

Traffic changes between maximum: **R8 and R6-A**

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

METRO SCHOOL BOARD REPORT

Projected student generation existing R8 districts: 0 Elementary 0 Middle 0 High

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

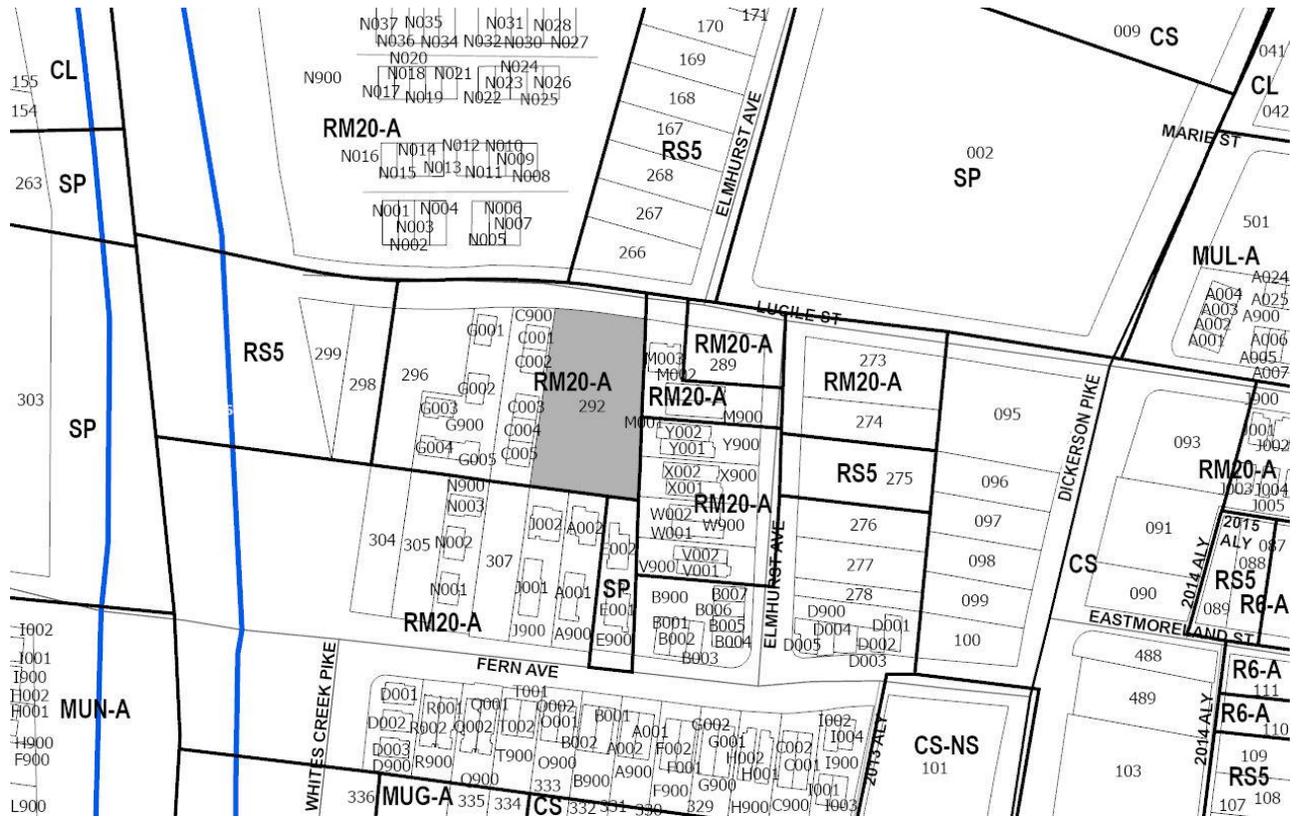
The proposed R6-A zoning is not expected to generate any additional students than the existing R8 zoning. Students would attend Waverly-Belmont Elementary School, John Trotwood Moore Middle school and Hillsboro High School. Waverly-Belmont Elementary School is identified as at capacity, John Trotwood Moore Middle School is identified as under capacity and Hillsboro High School is identified as under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 12/11/2025



2025Z-109PR-001
Map 071-14, Parcel(s) 292
05, East Nashville
02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 12/11/2025

Item #28

Council District

School District

Requested by

Zone Change 2025Z-109PR-001

02 – Toombs

01 – Taylor

Nevada Scott Davis, applicant; 26 Nashville Select, LLC, owner.

Staff Reviewer

Staff Recommendation

Konigstein

Defer to the January 8, 2026, Planning Commission meeting.

APPLICANT REQUEST

Zone change from RM20-A to RM40-A.

Zone Change

A request to rezone from Multifamily Residential - Alternative (RM20-A) to Multifamily Residential - Alternative (RM40-A) zoning for property located at 26 Lucile Street, located approximately 150 feet west of Elmhurst Avenue (0.67 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the January 8, 2026, Planning Commission meeting.