

# Metropolitan Planning Commission



Staff Reports

January 8, 2026



## Metro Planning Commission Meeting of 01/08/2026

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



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## Metro Planning Commission Meeting of 01/08/2026

<b>Item #1</b>	<b>Text Amendment 2025Z-015TX-001</b>
<b>Project Name</b>	<b>Accessory EV Charging Station Use</b>
<b>Council Bill No.</b>	BL2025-1116
<b>Council District</b>	Countywide
<b>School District</b>	Countywide
<b>Requested by</b>	Councilmember Burkley Allen

**Deferral/MPC Rules and Procedures** This item was deferred at the December 11, 2025, Planning Commission meeting per the MPC Rules and Procedures following a public hearing.

**Staff Reviewer** Konigstein  
**Staff Recommendation** *Approve with a substitute ordinance.*

### 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). Bill 958 authorized the charging of electric vehicles as a standalone use. 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: Level 2 EVSE and Direct Current Fast Charging (DCFC) EVSE.

At the December 11, 2025, Planning Commission public hearing, members of the commission stated that adding the new land uses will help provide clarity around electric vehicles as they become more prevalent. The Commission asked clarifying questions regarding the previous amendment related to electric vehicles. Staff clarified that the previous amendment permitted the charging use as a standalone use. This amendment addresses when the use is considered accessory.

With the recent adoption of BL2025-1005 which established the RN1 (Residential Neighborhood), RN2, RL1 (Residential Limited), RL2, and RL3 zoning districts, staff has updated the recommendation to reflect approval of a substitute ordinance which includes the new districts.



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### 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:

- **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 including the new Residential Neighborhood (RN) and Residential Limited (RL) districts. The RN and RL districts are included in a substitute since they were approved just before the first Planning Commission hearing for this amendment. The amendment also permits DCFC EVSEs as a utility accessory use in all zoning districts excluding Agricultural/Residential (AR2a), Single-family Residential (RS), One- and Two-Family Residential (R), Residential Neighborhood (RN) and Residential Limited (RL) districts. By excluding DCFC EVSEs in lower intensity residential zoning districts 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 EVSEs 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



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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.

### **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 was held on December 11, 2025. This item was then deferred to the January 8, 2026, Planning Commission meeting.

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### **STAFF RECOMMENDATION**

*Staff recommends approval of a substitute ordinance.*

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## **PROPOSED SUBSTITUTE 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:



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“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:

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, R, RN1, RN2, RL1, RL2, and RL3 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, RN1, RN2, RL1, RL2, RL3 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, RN1, RN2, RL1, RL2, RL3 or RM shall be fully screened from the adjacent property by



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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.

INTRODUCED BY:

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Burkley Allen  
Member of Council





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<b>Item #2</b>	<b>Final Plat 2025S-145-001</b>
<b>Project Name</b>	<b>Re-Subdivision of Part of Lot 40 Plan of Clifton</b>
<b>Council District</b>	21 – Taylor
<b>School District</b>	05 – Fayne
<b>Requested by</b>	Dale & Associates, applicant; Rightway Properties Plus II, LLC, owner.
<b>Deferrals</b>	This item was deferred at the September 11, 2025, October 23, 2025, November 13, 2025, and December 11, 2025, Planning Commission meetings. No public hearing was held.
<b>Staff Reviewer</b>	Konigstein
<b>Staff Recommendation</b>	<i>Defer to the February 12, 2026, Planning Commission meeting.</i>

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### APPLICANT REQUEST

**Request for final plat approval to create four lots.**

#### Final Plat

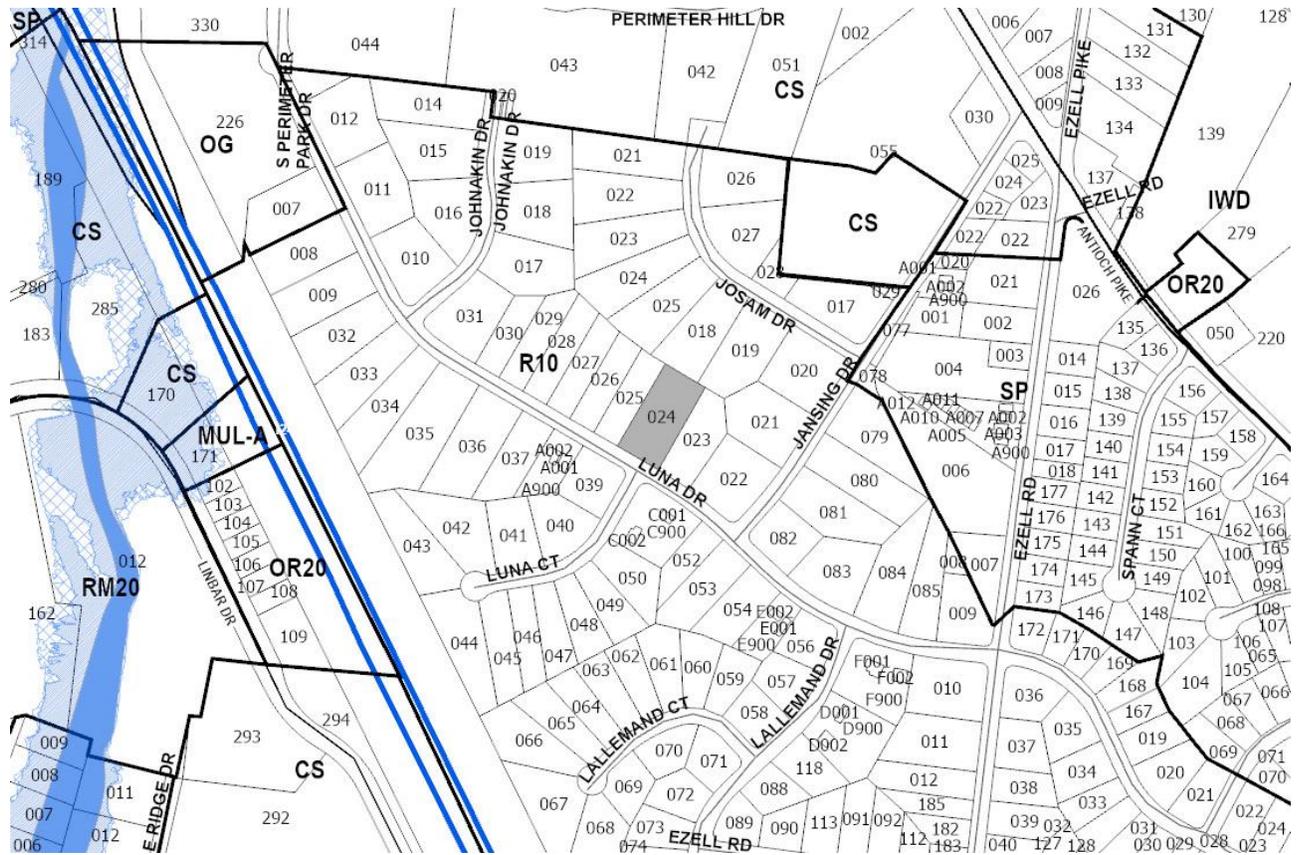
A request for final plat approval to create four lots on property located at 39th Avenue North (unnumbered), approximately 218 feet north of Alameda Street, zoned Single Family Residential (RS7.5) (0.69 acres).

### STAFF RECOMMENDED ACTION

Staff recommends deferral to the February 12, 2026, Planning Commission meeting.



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



## Metro Planning Commission Meeting of 01/08/2026

**Item #3** **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, and December 11, 2025, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Chen  
**Staff Recommendation** *Approve with conditions, including exceptions to Section 3-5.2.d.1 for lot frontage and Section 3-5.2.d.2 for lot area.*

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### APPLICANT REQUEST

**Request for final plat approval to create two lots.**

#### Final Plat

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

### SITE DATA AND CONTEXT

**Location:** The site consists of one property located at the north of the intersection of Luna Court and Luna Drive.

**Street Type:** The site has frontage on Luna Drive.

**Approximate Acreage:** 0.932 acres or approximately 40,600 square feet.

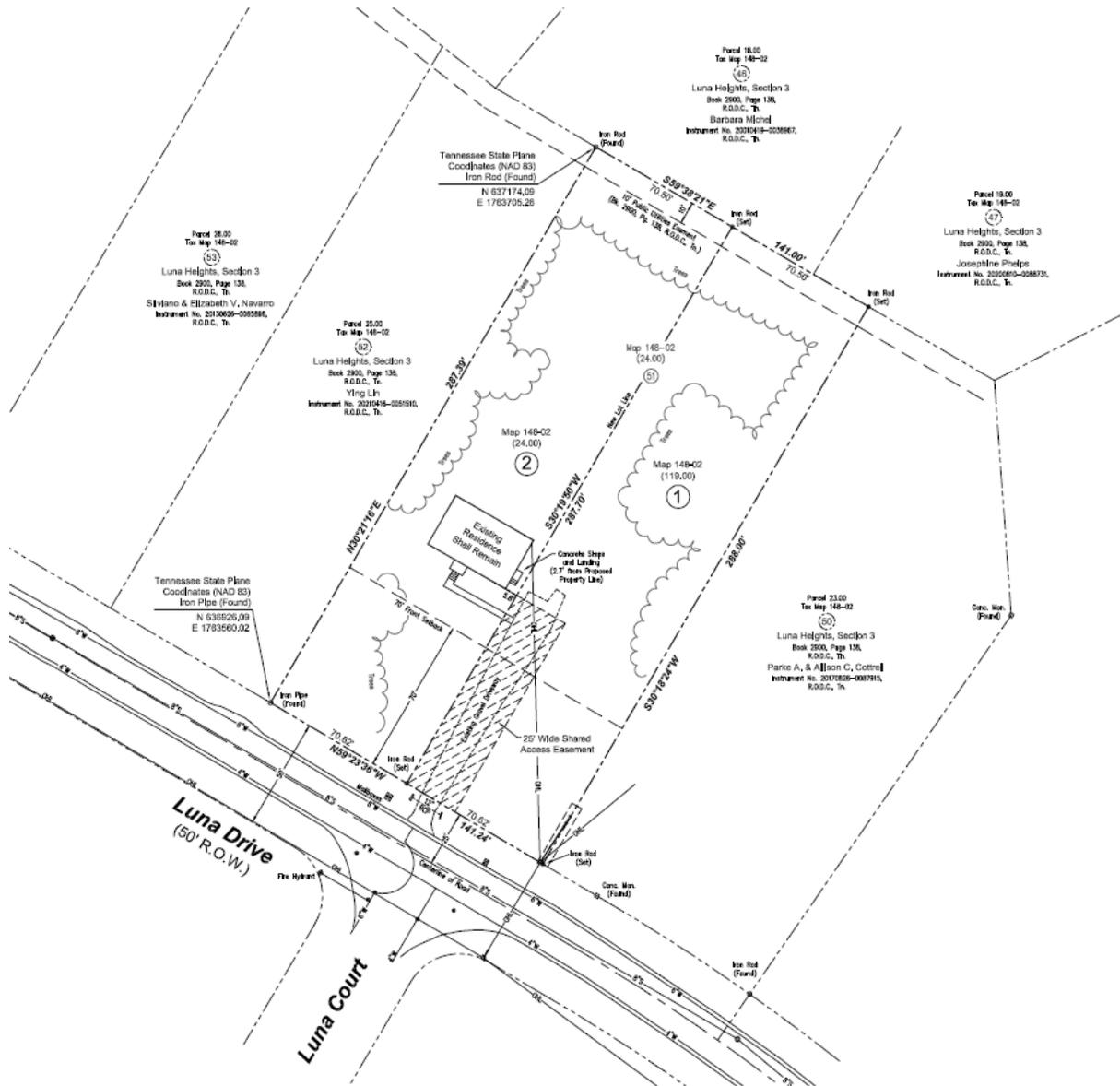
**Parcel/Site History:** The site consists of one parcel. The subject property was originally platted as Lot 51 in 1961, on the Plan of Luna Heights (Book 2900, Page 138). The parcel in its current configuration was created by deed in 1965 (Book 3963, Page 990).

**Zoning History:** The property has been zoned One and Two-Family Residential (R10) since 1974.

**Existing Land Use:** The property currently contains a single-family land use, which is identified to be retained on proposed Lot 2.



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**Proposed Final Plat**



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

- North: Single Family Residential/R10
- South: Single Family and One and Two Family Residential/R10
- East: Single Family Residential/R10
- West: Single Family Residential/R10

### **Zoning:** One and Two-Family Residential (R10)

Min. lot size: 10,000 square feet

Max. building coverage: 0.40

Min. rear setback: 20'

Min. side setback: 5'

Max. height: 3 stories

Min. street setback: 70 feet or Contextual per Zoning Code.

### **PROPOSAL DETAILS**

**Number of lots:** 2

**Lot sizes:** Proposed Lot 1 has a lot size of 20,311 square feet while proposed Lot 2 has a lot size of 20,289 square feet.

**Access:** The lots are proposed to be accessed from Luna Drive. The existing driveway on proposed Lot 1 will be placed in a shared access easement for access to both lots.

**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 size and 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 Suburban Neighborhood Maintenance (T3 NM) policy. For T3 NM, the conventional regulations found in Chapter 3 are utilized.

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

The proposal meets the requirements of 3-1.



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### 3-2 Monument Requirements

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

### 3-3 Suitability of the Land

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

### 3-4 Lot Requirements

Lot 1 and Lot 2 comply with the minimum standards of the zoning code. The lots exceed the 10,000 square foot minimum lot size of the R10 zoning district. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of R10 zoning at the time of building permit. Lot 1 and Lot 2 will be accessed by Luna Drive, 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 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.



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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*

Lots 1 and 2 have frontage onto Luna Drive. The proposed Lot 1 and Lot 2 each have a frontage width of 70.62 feet. The required frontage per compatibility standards for surrounding parcels along Luna Drive is 82 feet. *The proposed Lot 1 and Lot 2 do not meet the minimum required frontage requirements.*

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 the smallest surrounding lot, whichever is greater. For a corner lot, only the block face to which the proposed lots are to be oriented shall be used; and*

Lot 1 has a proposed area of 20,311 square feet or 0.47 acres and Lot 2 has a proposed area of 20,289 square feet or 0.47 acres. The required lot size per compatibility standards for surrounding parcels is 21,476 square feet or 0.49 acres. *The proposed Lot 1 and Lot 2 do not meet the minimum required lot size requirements.*

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*

The lot was previously platted with a 70-foot street setback which is identified to be retained on the proposed lots. For any future development on the proposed lots, structures will be required to meet platted setback or the contextual setback standards per the Metro Zoning Code, whichever is greater.

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

Proposed Lots 1 and 2 are oriented to Luna Drive which is in keeping with the lot orientation of surrounding parcels.



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

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

### **Variances/Exceptions Analysis**

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

#### Lot Frontage

The proposed frontage for Lots 1 and 2 is approximately 70.62 feet. The parcels used for evaluating compatibility include the five adjacent parcels to the west and the one adjacent parcel to the east. 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 parcels along the Luna Drive block face from the intersection with Johnakin Drive to the west to the intersection with Lallemand Drive to the east, and along Luna Court to the south. The map below shows these parcels outlined in blue. This analysis included 26 parcels with a wide range of lot frontage sizes, the smallest frontage is 46 feet, and the largest frontage is 230 feet.



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**Exhibit: Surrounding Parcels**

### Lot Size

The proposed size for Lot 1 is 20,311 square feet and Lot 2 is 20,289 square feet. When evaluating a larger area to analyze lot size, staff considered the same parcels as mentioned in the analysis for lot frontage above. This analysis included 26 parcels with a wide range of lot sizes; the smallest lot is 16,995 square feet and the largest lot is 64,670 square feet.

Although the proposed lots include smaller area and frontages than the required amount, per the Subdivision Regulations, the existing property is larger than any of the surrounding parcels on the Luna Drive block face. Staff find that the proposed lot layout has appropriate lot frontage and lot size to provide for harmonious development within the larger surrounding context, which is characterized by a broad range of existing lot sizes and frontages. Given this information, staff find the proposed Lots 1 and 2 to be consistent with the larger area and that an exception to compatibility requirements would be appropriate.

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

Not applicable to this case.

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

Not applicable to this case.

*3-5.5 Infill Subdivision Frontage*

Not applicable to this case.



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### 3-5.6 *Reasonable Conditions*

Not applicable to this case.

### 3-6 **Blocks**

Not applicable. No new blocks are being created.

### 3-7 **Improvements**

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

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

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

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

Not applicable. 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**

Luna Drive is a local street. The plat does not propose to dedicate any right-of-way, as the standard half right-of-way already being met.

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

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

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

Not applicable. No new streets are proposed.

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

Not applicable. No private streets are proposed.

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

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

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

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



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

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

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

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

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

With the exception for the minimum lot frontage requirement and lot area requirements, the proposed subdivision meets the standards of the Metro Subdivision Regulations and Metro Zoning Code. Staff find that the proposed lot layout has appropriate lot frontage and lot size to provide for harmonious development within the larger surrounding context. Future development will be required to meet the standards of the Metro Zoning Code in regard to setback, building heights, etc. Staff recommends approval with conditions based on a finding that the proposal can provide for harmonious development.

### **POLICY CONSIDERATIONS**

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

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

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

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

#### **FIRE MARSHAL RECOMMENDATION**

**Approve**



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### **STORMWATER RECOMMENDATION**

**Approve**

### **NASHVILLE DOT RECOMMENDATION**

**Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve 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 1, 2025) on which we recommend approval. The W&S Capacity fees must be paid prior to service connections. (See W&S Capacity fee Permit #'s T2025081911 & T2025081912).

### **STAFF RECOMMENDATION**

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

### **CONDITIONS**

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

### **RECOMMENDED ACTION**

Motion to approve proposed subdivision Case No. 2025S-175-001 with conditions including an exception to Section 3-5.2 for lot frontage and lot size 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.



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## Metro Planning Commission Meeting of 01/08/2026

<b>Item #4</b>	<b>Final Plat 2025S-183-001</b>
<b>Project Name</b>	<b>Stephens Valley Phase 1</b>
<b>Council District</b>	35 – Spain
<b>School District</b>	09 – Tylor
<b>Requested by</b>	Wilson & Associates, P.C., applicant; Rochford Realty and Construction Company, Inc., owner.

**Deferrals** This case was deferred from the November 13, 2025, and December 11, 2025, Planning Commission meetings. No public hearing was held.

<b>Staff Reviewer</b>	Schenk
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

### 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.

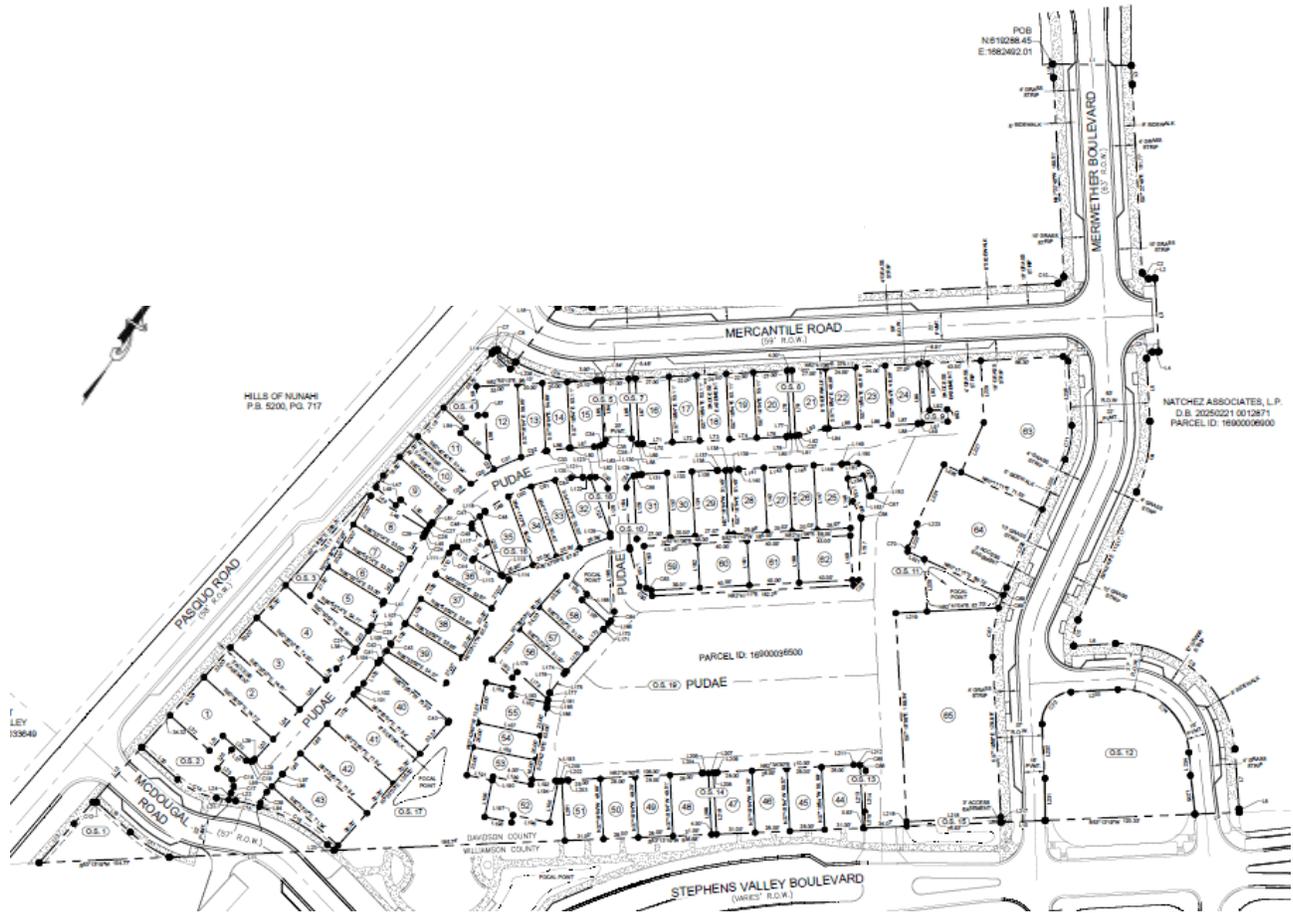
**Approximate Acreage:** 7.17 acres, or approximately 313,196 square feet.

**Number of Lots:** 65

**Subdivision Variances or Exceptions Requested:** None



# Metro Planning Commission Meeting of 01/08/2026



**Proposed Final Plat**



## **Metro Planning Commission Meeting of 01/08/2026**

### **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.)

#### **HARPEATH 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 01/08/2026

### 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](mailto: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

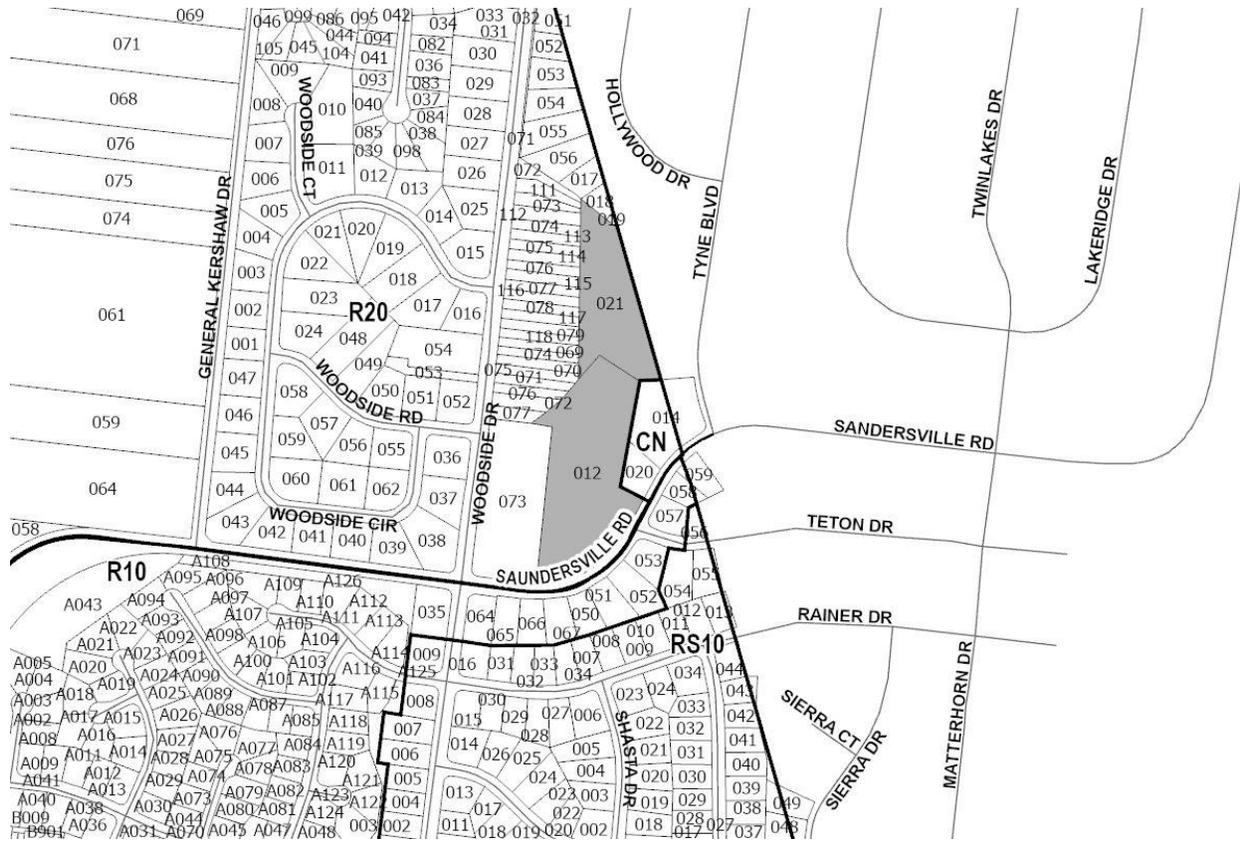
Motion to approve proposed subdivision Case No. 2025S-183-001 with conditions, based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject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



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 01/08/2026



**2025S-200-001**

4319 SAUNDERSVILLE ROAD

Map 065, Parcel(s) 012, 021

14, Donelson – Hermitage – Old Hickory

11 (Jeff Eslick)



## Metro Planning Commission Meeting of 01/08/2026

<b>Item #5</b>	<b>Final Plat 2025S-200-001</b>
<b>Project Name</b>	<b>4319 Saundersville Road</b>
<b>Council District</b>	11 – Eslick
<b>School District</b>	04 – Nabaa-McKinney
<b>Requested by</b>	Dale & Associates, applicant; Joywood Bridge of Hope Assembly of God Church, Inc., and Guerrier Development, owners.

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

**Staff Reviewer** Dhital  
**Staff Recommendation** *Defer to the February 12, 2026, Planning Commission meeting.*

### **APPLICANT REQUEST**

**Request for final plat approval to create two lots.**

#### Final Plat

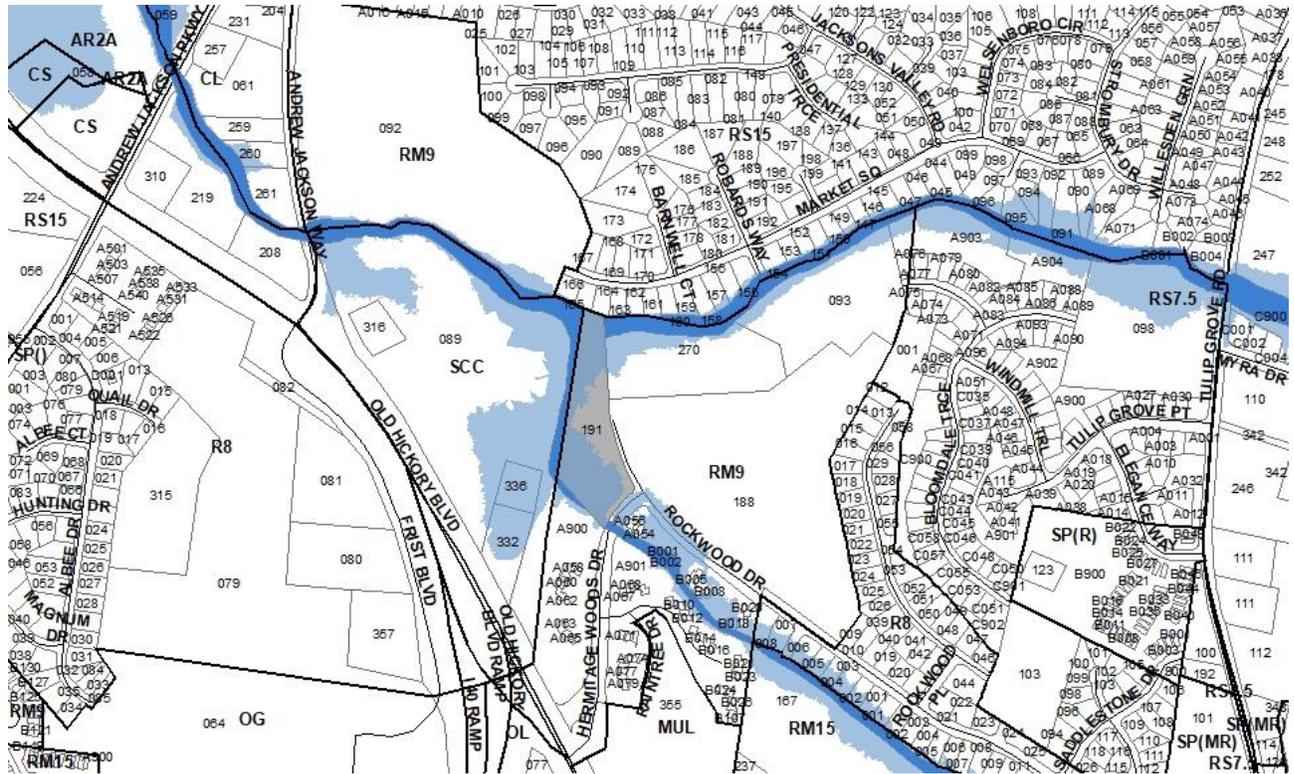
A request for final plat approval to create two lots on properties located at 4319 Saundersville Road and Woodside Drive (unnumbered), at the southeast corner of Woodside Circle and Saundersville Road, zoned One and Two-Family Residential (R20) (8.45 acres).

### **STAFF RECOMMENDATION**

Staff recommends deferral to the February 12, 2026, Planning Commission meeting.



# Metro Planning Commission Meeting of 01/08/2026



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



## Metro Planning Commission Meeting of 01/08/2026

<b>Item #6</b>	<b>Planned Unit Development 154-73P-001</b>
<b>Project Name</b>	<b>Thieneman Townhomes (Amendment)</b>
<b>Council District</b>	12 – Evans
<b>School District</b>	04 – Nabaa-McKinney
<b>Requested by</b>	Ingram Civil Engineering, applicant; Gordon F. McCammon, owner.

<b>Deferrals</b>	This item was deferred at the June 26, 2025, July 24, 2025, August 28, 2025, September 11, 2025, September 25, 2025, October 23, 2025, November 13, 2025, and December 11, 2025, Planning Commission meetings. No public hearing was held.
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<b>Staff Reviewer</b>	Schenk
<b>Staff Recommendation</b>	<i>Defer indefinitely.</i>

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### APPLICANT REQUEST

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

#### PUD Amendment

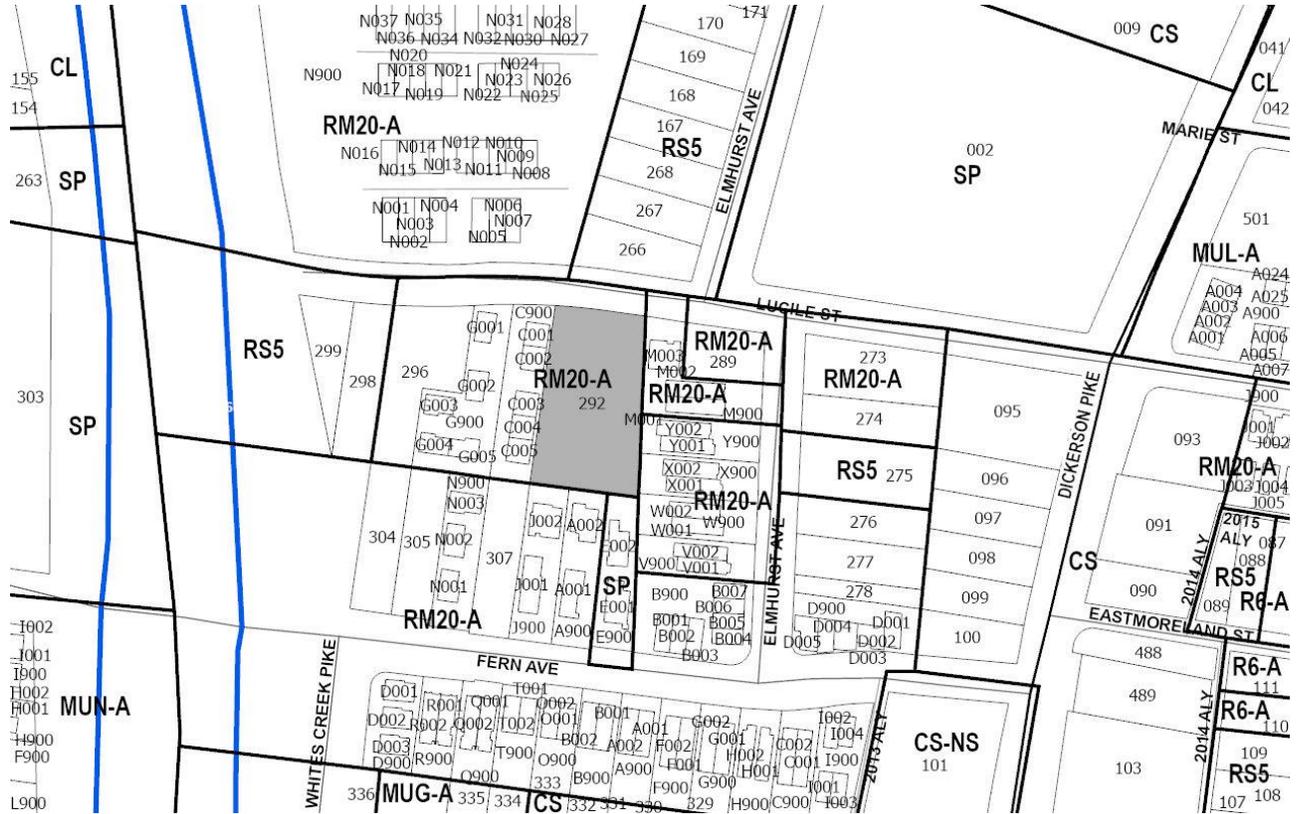
A request to amend a portion of a Planned Unit Development Overlay District on property located at Old Hickory Boulevard (unnumbered), at the southwest corner of Rockwood Drive and Hermitage Woods Drive, zoned Multi-Family Residential (RM9) (3.32 acres), to permit 14 multi-family residential units.

### STAFF RECOMMENDATION

Staff recommends indefinite deferral.



# Metro Planning Commission Meeting of 01/08/2026



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



## Metro Planning Commission Meeting of 01/08/2026

<b>Item #7</b>	<b>Zone Change 2025Z-109PR-001</b>
<b>Council District</b>	02 – Toombs
<b>School District</b>	01 – Taylor
<b>Requested by</b>	Nevada Scott Davis, applicant; 26 Nashville Select, LLC, owner.
 Deferrals	 This item was deferred at the December 11, 2025, Planning Commission meeting. No public hearing was held.
 <b>Staff Reviewer</b>	 Konigstein
<b>Staff Recommendation</b>	<i>Defer to the February 12, 2026, Planning Commission meeting.</i>

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### **APPLICANT REQUEST**

**Zone change from RM20-A to RM40-A.**

#### Zone Change

A request to rezone from Multi-family Residential - Alternative (RM20-A) to Multi-family 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 February 12, 2026, Planning Commission meeting.



**NO SKETCH**



## Metro Planning Commission Meeting of 01/08/2026

<b>Item #8</b>	<b>Text Amendment 2025Z-016TX-001</b>
<b>Project Name</b>	<b>Sign Regulations</b>
<b>Council Bill No.</b>	BL2025-1148
<b>Council District</b>	Countywide
<b>School District</b>	Countywide
<b>Requested by</b>	Councilmember Jeff Preptit

### Deferral/ MPC Rules and Procedures

This item will need to be deferred to the February 12, 2026, Planning Commission meeting per the MPC Rules and Procedures following a public hearing.

### Staff Reviewer

Shane

### Staff Recommendation

*Approve with a substitute ordinance.*

## APPLICANT REQUEST

**Amend the Zoning Code to revise and add regulations on signs.**

## PROPOSED AMENDMENT TO TITLE 17

The proposed ordinance would amend Title 17 of the Metropolitan Code to revise and reorganize certain sections of the Sign Regulations (Chapter 17.32).

## BACKGROUND

This ordinance proposes a series of updates to Chapter 17.32 of the Metropolitan Code, which regulates signs throughout Nashville and Davidson County. The purpose of the amendment is primarily to reorganize, clarify, and modernize existing language rather than to introduce new sign regulations. Over time, the sign code has accumulated a number of provisions that either overlap or could benefit from tighter and more consistent organization. This has made navigation and application of the regulations more difficult.

## SUMMARY

The proposed update modifies several sections to improve structure and readability:

- Overlapping terms such as “portable sign” and “temporary on-premises sign” are deleted. A new comprehensive definition of “temporary sign” consolidates multiple categories under one standard. The definition of window sign is expanded to clearly include all signs visible within three feet of a window.
- Exemptions are retained for necessary functional and decorative signs (e.g., safety, directional, flags, art), while other temporary sign types (such as election, yard sale, and real estate signs) are moved to the new temporary sign section for more consistent treatment. Durations for temporary sign display across property types are standardized (limited to no more than 120 days in a calendar year). Temporary signs within this category are clarified as not requiring permits.
- Regulations for election-related signage, a type of temporary signage, are updated to reflect state law as it pertains to sizing and duration of display. An amendment to the



## Metro Planning Commission Meeting of 01/08/2026

ordinance as filed removes language that was inadvertently more restrictive than state law.

- The list of prohibited signs is updated to include temporary signage attached to fences, poles, canopies, trees, and fuel pumps; string lighting; and signs affixed to electric vehicle charging equipment. Lighting standards are modernized from wattage to lumen-based measurement.
- A new section creates explicit rules for window signs, including limits on total coverage (25 percent) and illuminated area (5 percent), and prohibits perimeter lighting visible from the exterior.
- Electronic and digital display regulations are relocated into a standalone section for clarity. The same standards for spacing, animation, and brightness limits remain, but the new section allows for easier application. The newly adopted design-based multi-family residential districts, RN and RL, have been added to a list of zoning districts within this section as a housekeeping update.
- Informational signage on sites of five acres or more remains permitted, but restrictions on text size and logo area are removed to allow for design flexibility.

### **ANALYSIS**

The proposed ordinance functions primarily as a clean-up and reorganization of the sign regulations rather than a substantive change. Most of the revisions consolidate codified regulations and clarify the intent of the regulations. The restructured framework makes the sign chapter easier to navigate by grouping related concepts together and reducing repetition across different sections. For example, temporary sign rules, which were previously distributed across the exempt-sign section and other subsections, are now collected in one place with consistent size and display period limits. This should make compliance simpler for applicants and enforcement more consistent for staff.

The updated definitions eliminate overlapping terminology and clarify how different sign types are categorized and permitted. The shift to lumen-based lighting standards modernizes measurement methods. With the changes suggested by staff, the update to election-related signage brings the Code into conformity with existing state law. The addition of specific prohibitions for temporary signs attached to fences, poles, or vegetation addresses common undesirable practices regarding sign placement without restricting the ability to display signage. Similarly, the creation of a separate section for window signs does not introduce new limitations beyond what was already permitted in the existing code but provides clear, enforceable standards for coverage and illumination.

The ordinance maintains the current balance between allowing reasonable signage and preserving safety and visual appearance. It simplifies the structure of the Code, clarifies expectations for temporary, election, and window signage, and updates terminology to reflect current practice. The result is a better-organized sign code that should be easier for both applicants and enforcement staff to apply consistently.

### **FISCAL IMPACT RECOMMENDATION**

There is no fiscal impact identified with this rezoning.



## Metro Planning Commission Meeting of 01/08/2026

### COUNCIL

The proposed text amendment passed on first reading at the December 4, 2025, Metro Council meeting. The public hearing at council is scheduled for March 3, 2026.

### 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 January 8, 2026. This item will then need to be deferred to the February 12, 2026, Planning Commission meeting for consideration.

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### STAFF RECOMMENDATION

*Staff recommends approval of the substitute bill.*

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### SUBSTITUTE ORDINANCE NO. BL2025-1148

**An ordinance amending Chapters 17.04 and 17.32 of the Metropolitan Code of Laws, to revise and add regulations on signs within the Zoning Code (Proposal No. 2025Z-016TX-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 deleting the sub-definitions for “Portable sign”, “Temporary on-premise sign”, and “Window sign” within the definition for “Sign” and adding the following new sub-definitions within the definition for “Sign” in alphabetical order:

“Temporary sign” means any sign constructed of non-durable materials such as cardboard, canvas, corrugated plastic, vinyl, foil, or other similar materials or any sign designed in such a way as to not be permanently attached to a building or the ground. For the purposes of this definition, the attachment of a sign to a building with zip ties or other similar fasteners or to the ground with stakes shall not be considered permanent.

“Window sign” means any sign placed within, affixed to, in contact with, or located within three feet of a window or other opening and intended to be seen from the exterior.

Section 2. That Chapter 17.32 of the Metropolitan Code is hereby amended as shown in Exhibit A.

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



## Metro Planning Commission Meeting of 01/08/2026

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

INTRODUCED BY:

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Jeff Preptit  
Brenda Gadd  
Members of Council



## Metro Planning Commission Meeting of 01/08/2026

### SUBSTITUTE EXHIBIT A

#### Chapter 17.32: Sign Regulations

##### Section 17.32.030 – Rationale, definition, system for regulation and overall use.

1. **Modify** Subsection C.3 as follows:
  3. Regulation based on method of attachment:
    - a. On-premises ground sign;
    - b. On-premises building sign;
    - c. Temporary sign.
2. **Modify** Subsection C.4 as follows:
  4. Regulation based on duration:
    - a. ~~On-premises temporary~~ Temporary sign;
    - b. On-premises permanent sign;

##### Section 17.32.040 – Exempt signs.

3. **Modify** Section 17.32.040 as follows:

#### **17.32.040 Exempt signs.**

The following on-premises signs are exempt from the operation of these sign regulations provided they are not placed or constructed to be in violation of Section 17.20.180, Visibility, or so as to create a hazard of any kind through the obstruction of vision by motorists and pedestrians.

- A. Within nonresidential districts, signs that are displayed for the safe direction of the public on the property, such as signs which identify entrances, exits, drive-thru windows, or signs of a similar nature. Such signs shall not exceed six square feet in area, provided that such sign, or combination of such signs, does not constitute a sign prohibited by Section 17.20.180 of this title and shall adhere to the height and setback provisions for permanent, on-premises ground signs;
- B. Signs necessary to promote health, safety and welfare, and other regulatory, statutory, traffic control or directional signs erected on public property with permission as appropriate from the state, the United States of America, or the Metropolitan Government of Nashville and Davidson County;
- C. Legal notices and official instruments;
- D. Holiday lights and decorations;
- E. Public warning signs to indicate the dangers of trespassing, swimming, animals or similar hazards for nonresidential uses;
- F. Works of art that do not constitute advertising;
- G. Signs carried by a person when the person does not receive any financial compensation;
- H. In districts other than commercial and industrial districts, ~~non-commercial~~ flags of eight square feet or less in size when mounted on permanent poles attached to the ground or building;
- I. In commercial and industrial districts flags of eight square feet or less in size that are mounted on individual poles. The poles shall be separated by a minimum distance of twenty-five feet, except that four poles may be clustered at one location per street frontage. If the option to cluster is exercised no other poles shall be erected along that street frontage. The flags ~~may contain a logo and~~ shall be subject to the height and front setback requirements for the respective district;



## Metro Planning Commission Meeting of 01/08/2026

- ~~J.~~ Temporary signs which do not exceed twelve square feet in area, up to 120 days prior to an election, and removed within seven days after the election;
- ~~KJ.~~ Flags and bunting, up to thirty days prior to and removed within seven days following the a celebration, convention, or commemoration type event;
- ~~L.~~ Temporary displays and signs behind storefront windows which are not affixed permanently to the glass, nor intended for permanent display, and non-illuminated, provided that such temporary signs do not cover more than twenty-five percent of the total surface area of the storefront window;
- ~~MK.~~ Memorial signs or tablets when cut into any masonry surface or when constructed of bronze or other incombustible materials and attached to the surface of a building;
- ~~NL.~~ Signs incorporated into machinery or equipment by a manufacturer or distributor, such as those customarily affixed to vending machines, newspaper racks, telephone booths, fee collection boxes, and gasoline pumps;
- ~~OM.~~ In residential districts, any non-commercial sign of a type described below which does not exceed one square foot in area:
1. A sign located on the front of house itself, one sign per lot,
  2. A mailbox sign (one sign per dwelling unit).
- ~~PN.~~ Temporary or permanent signs identifying safety or traffic-control measures on private property, such as "stop," "yield," and similar signs, the face of which meet the standards of the "Manual for Uniform Traffic Control Devices" and which do not exceed six square feet in area per sign;
- ~~Q.~~ Temporary signs which do not exceed six square feet in area, are limited to one per lot, which are erected no sooner than four days before any yard sale event, and are removed within two days after the event;
- ~~R.~~ Temporary signs on active construction sites in residential districts which do not exceed six square feet in area and six feet in height, which are limited to one per lot, and which are installed after issuance of a building permit and removed prior to the issuance of a certificate of compliance. If a sign is displayed pursuant to this section, but construction is discontinued for a period of more than sixty days, the message shall be removed, pending continuation of construction activities;
- ~~S.~~ Temporary signs on active construction sites in nonresidential districts which are equal to or less than thirty two square feet in area and ten feet in height, which must be spaced at least one hundred feet apart, and which are installed after issuance of a building permit and removed prior to the issuance of a certificate of compliance. Construction related signs that are thirty two square feet or more in area and ten feet in height must comply with the district requirements for a permanent sign. If a sign is displayed pursuant to this section, but construction is discontinued for a period of more than sixty days, the message shall be removed, pending continuation of construction activities;
- ~~T.~~ Temporary signs on real property that is for sale or will be for sale within thirty days, in residential districts which do not exceed six square feet in area per sign, which do not exceed six feet in height for ground signs, and which are limited to one ground sign per street frontage and one building sign with wall attachment per dwelling unit;
- ~~U.~~ Temporary signs on real property that is for sale or will be for sale within thirty days, in nonresidential districts which are less than thirty two square feet in area per sign, which do not exceed ten feet in height for ground signs, and which are limited to one ground sign per street frontage and one building sign with wall attachment per building facade if the entire building is for sale or lease or one building sign with wall attachment per leasable area if subunits of the building are for lease or rent;
- ~~V.~~ Temporary signs, less than thirty two square feet in area and limited to one sign on the site of an event, may be erected no sooner than fourteen days before an event held by a public or nonprofit organization, and must be removed within seven days after the event;



## Metro Planning Commission Meeting of 01/08/2026

- ~~WO.~~ An on-premises ground or on-premises building sign oriented toward a drive-through lane. The total sign area shall not exceed sixty square feet and a maximum height of ten feet. The sign shall be located within thirty feet of the point at which orders are taken from the motor vehicle;
- ~~XP.~~ Signs located within a building that are not oriented so as to be viewed from the exterior of the building. Signs located within a ten acre lot, that are not visually oriented toward a public right-of-way;
- ~~YQ.~~ Signs located on athletic fields, if oriented toward the field of play;
- ~~Z.~~ ~~Temporary signs to be erected no longer than seventeen days prior to an auction and to be removed within twenty four hours after an auction. Any such sign shall not exceed twenty four square feet in size in residential districts and thirty two square feet in all other districts.~~
- ~~AAR.~~ In commercial districts, inflatable moving figures ~~made to resemble the human form~~ used to draw attention to an event or business, provided such inflatable figures are attached to a fixed base, do not exceed twenty feet in height from the ground, are not located within one thousand feet of a residential structure, are only used/displayed during daylight hours, and area kept in a good state of repair with a properly-functioning blower motor and material that is not worn or tattered. In addition, a maximum of one inflatable figure shall be allowed on any parcel regardless of its size or the number of businesses located or operating on that same parcel. The foregoing exemption for inflatable moving figures shall not apply for commercial properties with frontage along Lebanon Road, McGavock Pike, Elm Hill Pike, or Donelson Pike.
- ~~BB.~~ ~~In the agricultural districts, signs erected during the time that agricultural products are for sale that do not exceed sixteen square feet in area, are not illuminated, and are not a prohibited sign as set forth in Section 17.32.050.~~

### Section 17.32.050 – Prohibited signs.

4. **Modify** Section 17.32.050 as follows:

#### **17.32.050 Prohibited signs.**

It is unlawful to erect, cause to be erected, maintain or cause to be maintained, any sign not expressly authorized by, or exempted from, this title. Any prohibited sign(s) may be removed by the zoning administrator or his designee after notice to the property owner or occupant to remove such sign(s) within three days. The following signs are expressly prohibited:

- A. Signs that are in violation of any other code adopted by the metropolitan government as stipulated in Section 17.32.020;
- B. Signs or sign structures that interfere in any way with free use of any fire escape, emergency exit or standpipe, or that obstruct any window to such an extent that light or ventilation is reduced to a point below that required by any provision of this title or other ordinance of the Metropolitan Code;
- C. Signs that resemble any official sign or marker erected by any governmental agency, or that by reason of position, shape or color, would conflict with the proper functioning of any traffic sign or signal, or be of a size, location, movement, content, color or illumination that may be reasonably confused with or construed as, or conceal, a traffic-control device;
- D. Signs that contain any lighting or control mechanism that causes unreasonable interference with radio, television or other communication signals;
- E. Signs placed upon benches, bus shelters or waste receptacles, except as may be authorized pursuant to Metropolitan Code Section 12.48.090;
- F. Signs erected on public property, or on private property (such as private utility poles) located on public property, other than signs erected by public authority for public purposes or as otherwise authorized by the metropolitan council;



## Metro Planning Commission Meeting of 01/08/2026

- ~~G.~~ 1. Signs with any copy, graphics, or digital displays that change messages by electronic or mechanical means, where the copy, graphics, or digital display does not remain fixed, static, motionless, and non-flashing for a period of eight seconds with all copy changes occurring instantaneously without any special effects.
- ~~2.~~ Signs with any copy, graphics, or digital displays that change messages by electronic or mechanical means, other than tri-face billboards, shall not be permitted in the CA, CA-NS, CS, CS-NS, CF, CF-NS, SCR, SCR-NS, IWD, IR and IG districts unless the following distance requirements are satisfied, based upon the overall height of the sign:
- ~~a.~~ Signs four feet or less in height shall not be less than one hundred feet from any agriculturally or residentially zoned property.
- ~~b.~~ Each additional foot in height, or portion thereof, above four feet shall be setback an additional twenty five feet from any agriculturally or residentially zoned property. For example, a sign between five and six feet in height shall not be less than one hundred fifty feet from any agriculturally or residentially zoned property.
- ~~3.~~ Sign display areas with varying light illumination and/or intensity, blinking, bursting, dissolving, distorting, fading, flashing, oscillating, rotating, scrolling, sequencing, shimmering, sparkling, streaming, traveling, tracing, twinkling, simulated movement, or convey the illusion of movement.
- ~~4.~~ Free standing and wall mounted digital display billboards, including the conversion of existing billboards to digital billboards, less than two thousand feet apart. The spacing distance shall be measured along the roadway that the billboard is located and shall be measured from billboard to billboard regardless of the side of the roadway on which the billboard is located, the billboard's orientation on that roadway or the public street classification.
- ~~5.~~ Notwithstanding the foregoing provisions of this subsection, any digital billboards not in compliance with the applicable provisions of Section 17.32.150 are also prohibited.
- ~~6.~~ Notwithstanding the foregoing provisions of this subsection signs with any copy, graphics, or digital displays that change messages by electronic or mechanical means shall not be permitted in the CS zoning district for uses classified as Automobile repair, Automobile sales, used, Car wash and Vehicular sales and services limited.
- ~~H.~~ 1. Video, continuous scrolling messages, and animation signs, except in the commercial attraction (CA and CA-NS) districts.
- ~~2.~~ LED message boards and digital display signs in the AG, AR2a, R, R-A, RS, RS-A, RM, RM-NS, RM-A, RM-A-NS, MUN, MUN-NS, MUN-A, MUN-A-NS, MUL, MUL-NS, MUL-A, MUL-A-NS, MUG, MUG-NS, MUG-A, MUG-A-NS, MUI, MUI-NS, MUI-A, MUI-A-NS, MHP, ON, OL, OG, OG-NS, OR20, OR20-NS, OR20-A, OR20-A-NS, OR40, OR40-NS, OR40-A, OR40-A-NS, ORI, ORI-NS, ORI-A, ORI-A-NS, CN, CN-NS, CN-A, CN-A-NS, CL, CL-NS, CL-A, CL-A-NS, CS-A, CS-A-NS, SCC, SCC-NS, SCN, and SCN-NS districts, provided that this prohibition shall not apply to signs existing as of January 1, 2014, that are located on property zoned MUI-A or MUI-A-NS along an arterial street within the urban zoning overlay district and have a surface area in excess of 1,200 square feet.
- ~~I~~G. Signs that incorporate projected images, emit any sound that is intended to attract attention, or involve the use of live animals;
- ~~J~~H. Signs that emit audible sound, odor or visible matter such as smoke or steam;
- ~~K~~I. Signs, within ten feet of public right-of-way or one hundred feet of traffic-control lights, that contain red or green lights that might be confused with traffic-control lights;
- ~~L~~J. Signs that are of such intensity or brilliance as to cause glare or impair the vision of any motorist, cyclist or pedestrian using or entering a public way;
- ~~M~~K. Blank temporary signs;



## Metro Planning Commission Meeting of 01/08/2026

- NL. Strings of ~~incandescent~~ lighting bulbs with ~~wattage~~ lumens in excess of ~~ten watts~~ 70 lumens per lighting element or bulb that are used on commercially developed parcels for commercial purposes other than temporary holiday decorations;
- OM. Signs, commonly referred to as wind signs, consisting of one or more flags which are not otherwise exempted, pennants, ribbons, spinners, streamers or captive balloons which are less than ten feet in their greatest dimension, or other objects or material fastened in such a manner as to move upon being subjected to pressure by wind;
- PN. Signs that are painted, pasted, or printed on any curbstone, flagstone, pavement, or any portion of any sidewalk or street, except house numbers and traffic-control signs;
- QO. Signs attached to, suspended from or painted on any motor vehicle, trailer or other equipment in:
1. Residential Districts. Signs attached to, suspended from or painted on any motor vehicle, trailer or other equipment, including but not limited to trucks, recreational vehicles, boats, automobiles, truck campers, travel trailers, mobile homes, motorcycles, lawn implements, implements of husbandry, etc., parked on any street or on any private or public property and which are marked to attract the attention of the public for the purpose of selling, advertising, displaying or other commercial purposes are prohibited.
  2. Nonresidential Districts. All motor vehicles, trucks, trailers and other types of equipment which have company logos or business signs attached to, suspended from or painted thereon and which are regularly parked on the premises shall be confined to the portion of the property behind the front line of the building except while being actively loaded or unloaded, unless parking on the property behind the front line is not possible, in which event such vehicles, trailers and equipment shall be parked in as remote a location as possible away from the public streets and public view. The parking of such vehicles to augment tenant identification or to attract the attention of the public for the purpose of selling, advertising, displaying, demonstrating or for any other purpose related to the promotion of business or other activity on the premises is prohibited;
- RP. Signs displaying copy or images that are harmful to minors as defined by this title;
- S. ~~Portable signs as defined by this title.~~
- Q. ~~Temporary signage affixed to fences, permanent signs or their poles, light poles, canopies or their support structures, bollards, trash receptacles, or planters;~~
- R. ~~Temporary signage affixed to fuel pumps or electric vehicle supply equipment and their associated infrastructure. Signage integral to fuel pumps or electric vehicle supply equipment or their housing shall not be considered temporary;~~
- S. ~~Temporary signage affixed to trees or other vegetation.~~

### Section 17.32.060 – Permitted on-premises temporary signs

5. **Modify** Section 17.32.060 as follows:

#### **17.32.060 Permitted ~~on-premises~~ temporary signs.**

~~On-premises temporary~~ Temporary signs are ~~allowed~~ permitted throughout Nashville and Davidson County, subject to the restrictions imposed by this section and other relevant parts of this title. Any temporary sign may display any message so long as it is not harmful to minors as defined by this title.

- A. Sign Types Allowed. A temporary sign may be ~~an on-premises~~ a ground or ~~on-premises~~-building sign but may not be constructed of or operated by electrical, electronic, or mechanical parts. ~~Banners are defined as being temporary signs.~~
- B. Removal of Illegal Temporary Signs. Any temporary sign not complying with the requirements of this section is illegal and subject to immediate removal.



## Metro Planning Commission Meeting of 01/08/2026

- ~~C. Restrictions on On-Premises Temporary Signs. Any on-premises temporary sign may display any message so long as it is:~~
- ~~1. Not harmful to minors as defined by this title;~~
  - ~~2. Posted during, or up to thirty days prior to, a period in which:~~
    - ~~a. An owner, either personally or through an agent, is actively attempting to sell, rent or lease the property on which the sign is located;~~
    - ~~b. A business in a nonresidential district is opening, changing use, changing location, or going out of business.  
Such message may be displayed for a period of not more than sixty days or until installation of permanent signs, whichever shall occur first;~~
  - ~~3. Posted during, or up to thirty days prior to, a period in which: the property is hosting an event such as a fair, carnival, circus, revival, sporting event, flea market, or any public, charitable, educational or religious event or function. Such message shall be erected no sooner than fourteen days before the event, and removed within seven days after the event;~~
  - ~~4. Posted during, or up to thirty days prior to, a period in which a vacant lot, or a temporary structure, such as a tent, is being used to offer goods for sale. Such message may be displayed for a period not exceeding thirty days, and not more than once a quarter on a yearly basis.~~
- C. Permitted General Temporary Signs. All properties shall be permitted to display general temporary signs in accordance with standards of this subsection:
1. Single-Family and Duplex Residences. Any lot occupied by a single-family or two-family residence may display one temporary sign with a maximum sign area of six square feet and a maximum height of six feet.
  2. Triplex and Quadruplex Residences. Any lot occupied by a three-family or four-family residence may display not more than two temporary signs with an aggregate sign area of not more than twelve square feet. No individual sign shall exceed six square feet in area nor six feet in height.
  3. All Other Uses. Any lot occupied by a multi-family or non-residential use may display one square foot of temporary signage per ten feet of frontage to a maximum of thirty-two square feet. Lots with frontage on more than one side may apply this provision to one additional side. No temporary sign shall exceed ten feet in height. No lot shall display temporary signs for more than 120 days in a calendar year.
- D. Permitted Special Temporary Signs. All properties shall be permitted to display special temporary signs in accordance with the following standards without a permit and in addition to permitted general temporary signs:
1. Signs placed on private property located more than 100 feet from a polling place which do not exceed sixteen square feet in area on properties solely containing residential uses or thirty-two square feet in area on properties containing non-residential uses, up to 60 days prior to the first day of voting in an election, and removed within seven days after the election;
  2. Signs on active construction sites in residential districts which do not exceed six square feet in area and six feet in height, which are limited to one per lot, and which are installed after issuance of a building permit and removed prior to the issuance of a certificate of compliance. If a sign is displayed pursuant to this section, but construction is discontinued for a period of more than sixty days, the message shall be removed, pending continuation of construction activities;
  3. Signs on active construction sites in nonresidential districts which are equal to or less than thirty-two square feet in area and ten feet in height, which must be spaced at least one hundred feet apart, and which are installed after issuance of a building permit and removed prior to the issuance of a certificate of compliance. Construction-related signs that are thirty-two square feet or more in area and ten feet in height must comply with the district requirements for a permanent sign. If a sign is displayed pursuant to this section, but construction is discontinued for a period



## Metro Planning Commission Meeting of 01/08/2026

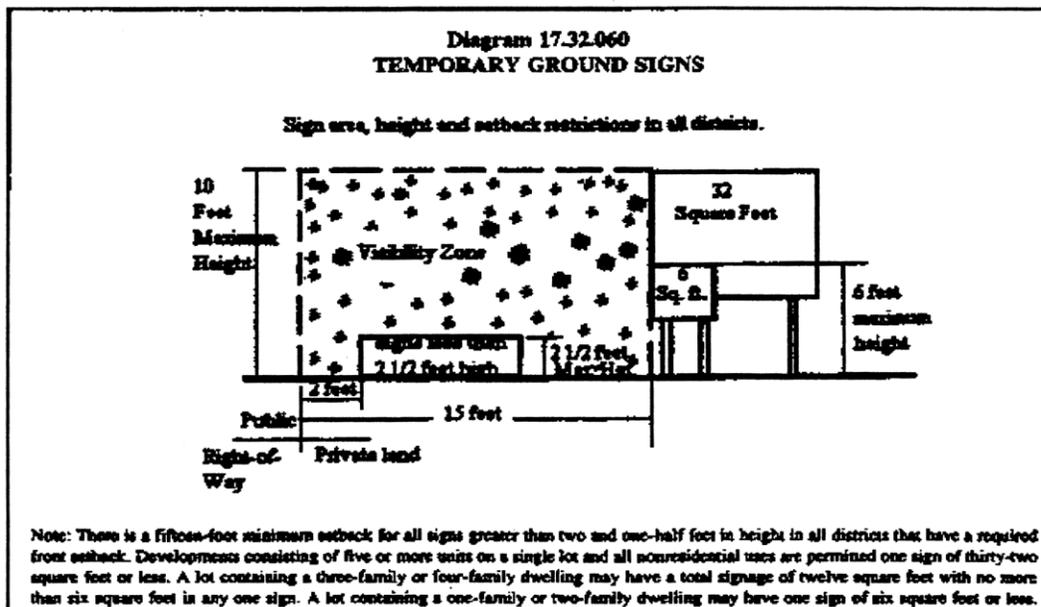
of more than sixty days, the message shall be removed, pending continuation of construction activities;

4. Signs on real property that is for sale or lease or will be for sale or lease within thirty days in residential districts which do not exceed six square feet in area per sign, do not exceed six feet in height for ground signs, and are limited to one ground sign per street frontage and one building sign with wall attachment per dwelling unit;
5. Signs on real property that is for sale or will be for sale within thirty days, in nonresidential districts which are less than thirty-two square feet in area per sign, which do not exceed ten feet in height for ground signs, and which are limited to one ground sign per street frontage and one building sign with wall attachment per building facade if the entire building is for sale or lease or one building sign with wall attachment per leasable area if subunits of the building are for lease or rent;

~~DE.~~ Open Space Requirements for ~~On-Premises Temporary Signs.~~ ~~On-premises temporary~~ Temporary signs shall comply with the front yard requirements, as illustrated in Diagram 17.32.060 and shall not be permitted in a required side or rear setback.

~~E.~~ Permissible Size, Height and Number.

1. ~~Single Family and Duplex Residences.~~ Any lot occupied by a one family or two family residence may display one on-premises temporary sign with a maximum sign area of six square feet and a maximum height of six feet.
2. ~~Triplex and Quadruplex Residences.~~ Any lot occupied by a three-family or four-family residence may display not more than two on-premises temporary signs with an aggregate sign area of not more than twelve square feet. No individual sign shall exceed six square feet in area nor six feet in height.
3. ~~All Other Uses.~~ All other lots may display one square foot of on-premises temporary signage per ten feet of frontage to a maximum of thirty two square feet. Lots with frontage on more than one side may apply this provision to one additional side. No on-premises sign shall exceed ten feet in height.





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### Section 17.32.065 – Window signs

5. **Insert** Section 17.32.065 as follows:

#### **17.32.065 Window signs.**

- A. Attachment. Window signs shall not be permanently affixed to the glass or surrounding window or door frame.
- B. Area. Window signs shall be limited to covering no more than 25% of the aggregate window space of each street facing facade.
- C. Lighting.
  - a. Illuminated window signs shall be limited to covering no more than 5% of the aggregate window space of each street facing facade.
  - b. Lighting placed around the perimeter of a window, door, or other opening, either internal or external to a building, that creates illumination that is plainly visible from the exterior of the building shall be prohibited.

### Section 17.32.075 – Electronic and digital signs

6. **Insert** Section 17.32.075 as follows:

#### **17.32.065075 Electronic and digital signs.**

- A. Signs with any copy, graphics, or digital displays that change messages by electronic or mechanical means, where the copy, graphics, or digital display does not remain fixed, static, motionless, and non-flashing for a period of eight seconds with all copy changes occurring instantaneously without any special effects shall be prohibited.
- B. Signs with any copy, graphics, or digital displays that change messages by electronic or mechanical means, other than tri-face billboards, shall not be permitted in the CA, CA-NS, CS, CS-NS, CF, CF-NS SCR, SCR-NS, IWD, IR and IG districts unless the following distance requirements are satisfied, based upon the overall height of the sign:
  - 1. Signs four feet or less in height shall not be less than one hundred feet from any agriculturally or residentially-zoned property.
  - 2. Each additional foot in height, or portion thereof, above four feet shall be setback an additional twenty-five feet from any agriculturally or residentially-zoned property. For example, a sign between five and six feet in height shall not be less than one hundred fifty feet from any agriculturally or residentially-zoned property.
- C. Sign display areas with varying light illumination and/or intensity, blinking, bursting, dissolving, distorting, fading, flashing, oscillating, rotating, scrolling, sequencing, shimmering, sparkling, streaming, traveling, tracing, twinkling, simulated movement, or convey the illusion of movement shall be prohibited.
- D. Free-standing and wall-mounted digital display billboards, including the conversion of existing billboards to digital billboards, shall be at least two thousand feet apart. The spacing distance shall be measured along the roadway that the billboard is located and shall be measured from billboard to billboard regardless of the side of the roadway on which the billboard is located, the billboard's orientation on that roadway or the public street classification.
- E. Notwithstanding the foregoing provisions of this section, any digital billboards not in compliance with the applicable provisions of Section 17.32.150 are also prohibited.
- F. Notwithstanding the foregoing provisions of this section, signs with any copy, graphics, or digital displays that change messages by electronic or mechanical means shall not be permitted in the CS zoning district for uses classified as automobile repair; automobile service; automobile sales, used; car wash; and vehicular sales and services, limited.
- G. Video, continuous scrolling messages, and animation signs, except in the commercial attraction (CA and CA-NS) districts shall be prohibited.



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H. LED message boards and digital display signs in the AG, AR2a, R, R-A, RS, RS-A, RN1, RN2, RL1, RL2, RL3, RM, RM-NS, RM-A, RM-A-NS, MUN, MUN-NS, MUN-A, MUN-A-NS, MUL, MUL-NS, MUL-A, MUL-A-NS, MUG, MUG-NS, MUG-A, MUG-A-NS, MUI, MUI-NS, MUI-A, MUI-A-NS, MHP, ON, OL, OG, OG-NS, OR20, OR20-NS, OR20-A, OR20-A-NS, OR40, OR40-NS, OR40-A, OR40-A-NS, ORI, ORI-NS, ORI-A, ORI-A-NS, CN, CN-NS, CN-A, CN-A-NS, CL, CL-NS, CL-A, CL-A-NS, CS- A, CS-A-NS, SCC, SCC-NS, SCN, and SCN-NS districts shall be prohibited, provided that this prohibition shall not apply to signs existing as of January 1, 2014, that are located on property zoned MUI-A or MUI-A-NS along an arterial street within the urban zoning overlay district and have a surface area in excess of 1,200 square feet.

*Section 17.32.100 – Informational signs for large sites.*

7. **Modify** Subsection A as follows:
  - A. Sites larger than five acres shall be allowed an additional informational sign, in addition to other on-premises signs. An informational sign may convey ~~non-commercial~~ information, directions, or instructions for the safety, convenience and need to know for the use, or restriction of use, of a lot on a permanent basis.
8. **Modify** Subsection E to delete subsections E.4 and E.5.



**NO SKETCH**



## Metro Planning Commission Meeting of 1/8/2026

<b>Item #9</b>	<b>Text Amendment 2025Z-017TX-001</b>
<b>Project Name</b>	<b>DADU Exclusion Overlay</b>
<b>Council Bill No.</b>	BL2025-1146
<b>Council District</b>	Countywide
<b>School District</b>	Countywide
<b>Requested by</b>	Councilmember Courtney Johnston

**Deferral/MPC Rules and Procedures**

This item will need to be deferred to the February 12, 2025, Planning Commission meeting per the MPC Rules and Procedures following a public hearing.

**Staff Reviewer**

Shane

**Staff Recommendation**

*Disapprove the bill as filed and approve with a substitute ordinance.*

**APPLICANT REQUEST**

Amend the Zoning Code to create a DADU Exclusion Overlay District.

**PROPOSED AMENDMENTS TO TITLE 17**

The bill as filed would amend Title 17 of the Metropolitan Code of Laws by creating a Detached Accessory Dwelling Unit (DADU) Exclusion Overlay District. The overlay district would exclude the DADU use for properties within its bounds. Staff is recommending approval of a substitute ordinance that would add further conditions to the application of the overlay to ensure it is not applied inconsistently.

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

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



# Metro Planning Commission Meeting of 1/8/2026

## Exhibit A

	AG	Residential				Office	
Key: P-Permitted PC-Permitted w/ conditions* SE-Special exception* A-Accessory* O-Overlay * Refer to Chapter 17.16 for standards	AG and AR2a	RS80 through RS3.75-A	R80 through R6-A	RM2 through RM20-A- NS	RM40 through RM100- A-NS	OR20 through OR40-A- NS	ORI, ORI- NS, ORI- A, and ORI-A- NS
<b>Residential Uses:</b>							
Detached Accessory Dwelling Unit	PC <sup>****</sup>	PC <sup>****</sup>	PC <sup>****</sup>	PC <sup>****</sup>	PC <sup>****</sup>	PC <sup>****</sup>	PC <sup>****</sup>

\*\*\*\* Detached accessory dwelling units shall be prohibited in the detached accessory dwelling unit exclusion overlay district as regulated by Section 17.36.820

Section 2. That Chapter 17.36 of the Metropolitan Code of Laws is hereby amended by creating Article XIX – Detached Accessory Dwelling Unit Exclusion Overlay, as follows:

17.36.790 - Purpose and intent.

The detached accessory dwelling unit exclusion overlay district prohibits the detached accessory dwelling unit use within the boundaries of the overlay to preserve neighborhood character.

17.36.800 - Overlay designation.

A detached accessory dwelling unit exclusion overlay district shall be created according to the procedures of Chapter 17.40, Article III and depicted as a geographical area on the official zoning map.

17.36.820 - Permitted land uses.

The range of land uses permitted within a detached accessory dwelling unit exclusion overlay district shall be those permitted by the underlying zoning district(s) as established by the zoning district land use table of Section 17.08.030 with the exception that the detached accessory dwelling unit use shall be prohibited.

17.36.830 – Detached Accessory Dwelling Unit Exclusion Overlay District.

A. Application for a Detached Accessory Dwelling Unit Exclusion Overlay District. Lots included in a district must be contiguous.



## Metro Planning Commission Meeting of 1/8/2026

- B. Historic Overlay District. A detached accessory dwelling unit exclusion overlay district may be applied in an adopted historic overlay district if consistent with the adopted guidelines of the historic overlay district.
- C. Eligible Zoning Districts. Detached accessory dwelling unit exclusion overlay districts shall only be applicable in zoning districts that permit the detached accessory dwelling unit use. Detached accessory dwelling unit exclusion overlay districts shall not be applied to property within specific plan (SP) zoning districts.
- D. Planning Commission Recommendation. The planning commission shall review a proposed detached accessory dwelling unit exclusion overlay district application for conformance with the general plan. The planning commission shall act to recommend approval, approval with conditions or disapproval of the application. Within ten working days of an action, the commission's resolution shall be transmitted in writing to the applicant, the metropolitan clerk, the zoning administrator and all other appropriate governmental departments.
- E. Council Consideration. The metropolitan council shall consider an ordinance establishing a detached accessory dwelling unit exclusion overlay district according to the procedures of Article III of Chapter 17.40 (Amendments). All property owners within and proximate to a proposed two-story residential overlay district shall be notified according to the procedures of Article XV of Chapter 17.40.
- F. Changes to a Detached Accessory Dwelling Unit Exclusion Overlay District Boundary. A proposed change in the geographic boundary of a two-story residential overlay district on the official zoning map shall be considered by the council according to the procedures of Article III of Chapter 17.40 (Amendments).

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

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

### **FILED BILL**

The proposed bill as originally filed creates a new overlay district, the DADU Exclusion Overlay District. The proposed overlay district is intended to exclude DADUs from areas where they would otherwise be permitted. The only conditions attached to its application are that properties within a DADU Exclusion Overlay District must be contiguous and that, if applied in a historic zoning district, the new overlay district must be consistent with the adopted guidelines of the historic district. There is no requirement for a minimum number of lots or other area-based criteria for the



## **Metro Planning Commission Meeting of 1/8/2026**

establishment of the overlay. The DADU Exclusion Overlay District as proposed could potentially be applied on a property-by-property basis, resulting in a checkerboard zoning pattern across neighborhoods.

### **ANALYSIS AND SUBSTITUTE**

While the stated intent of the original ordinance to prevent property owners from constructing DADUs is clear, staff finds that the bill as written does not provide enough parameters around the proposed overlay's application. The DADU overlay, for instance, which permits DADUs rather than excludes them, features several conditions that limit its applicability, including requiring a minimum of 30 contiguous lots and not permitting properties within the overlay to share lot lines with single-family residential-zoned properties that are not in the overlay district. As another example, the contextual overlay requires application across, at a minimum, a complete block face. Staff has used this standard as a basis to propose a condition on the application of the DADU Exclusion Overlay.

Staff proposes that lots within the DADU Exclusion Overlay, like the contextual overlay, must be contiguous and continuous throughout the residential portion of a complete block face. As with the existing DADU overlay, it is desirable that blocks and neighborhoods wishing to opt in to this voluntary overlay present cohesive zoning districts. This ensures entitlements are clear and uniform across geographic areas and avoids the potential confusion about entitlements that can be generated by sporadically or inconsistently mapped overlays. Mirroring the complete block face requirement of the contextual overlay makes the process of permitting or excluding DADUs more consistent.

Staff is recommending disapproval of the bill as filed and approval of a substitute ordinance that incorporates the condition noted above. The zoning code was recently amended to allow DADUs, which are appropriate in all neighborhoods given their small size, more broadly throughout the county. This amendment was in furtherance of the goal of providing additional housing options and choice for property owners. Neighborhoods desiring to exclude DADUs where otherwise permitted should have an opportunity to debate and, if agreement is reached, to exclude DADUs. Neighborhoods desiring to exclude DADUs should be able to do so, but the bill as filed could result in a haphazard zoning pattern. Mirroring the conditions found within existing overlays in the code ensures that the DADU Exclusion Overlay preserves the integrity and predictability of the zoning map within Metro Nashville.

### **ZONING ADMINISTRATOR RECOMMENDATION**

No exception taken.

### **FISCAL IMPACT RECOMMENDATION**

There is no fiscal impact identified with this rezoning.

### **COUNCIL**

The proposed amendment passed on first reading at the November 18, 2025, Metro Council meeting. The public hearing at Council is scheduled for March 3, 2026.

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



## Metro Planning Commission Meeting of 1/8/2026

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 January 8, 2026. Per the rules and procedures of the Planning Commission, this item will then need to be deferred to the February 12, 2026, Planning Commission meeting for consideration.

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### STAFF RECOMMENDATION

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

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### SUBSTITUTE ORDINANCE NO. BL2025-1146

**An ordinance amending Chapters 17.36 and 17.40 of the Metropolitan Code to create a Detached Accessory Dwelling Unit Exclusion Overlay district (Proposal No. 2025Z-017TX-001).**

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

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

Section ~~2~~1. That Chapter 17.36 of the Metropolitan Code of Laws is hereby amended by creating Article XIX – Detached Accessory Dwelling Unit Exclusion Overlay, as follows:

17.36.790 - Purpose and intent.

The detached accessory dwelling unit exclusion overlay district prohibits the detached accessory dwelling unit use within the boundaries of the overlay to preserve neighborhood character.

17.36.800 - Overlay designation.

A detached accessory dwelling unit exclusion overlay district shall be created according to the procedures of Chapter 17.40, Article III and depicted as a geographical area on the official zoning map.

17.36.820 - Permitted land uses.

The range of land uses permitted within a detached accessory dwelling unit exclusion overlay district shall be those permitted by the underlying zoning district(s) as established by the zoning district land use table of Section 17.08.030 with the exception that the detached accessory dwelling unit use shall be prohibited.

17.36.830 – Detached Accessory Dwelling Unit Exclusion Overlay District.



## Metro Planning Commission Meeting of 1/8/2026

- A. Application for a Detached Accessory Dwelling Unit Exclusion Overlay District. Lots included in a district must be contiguous and continuous throughout the residential portion of a complete block face(s). ~~Lots included in a district must be contiguous.~~
- B. Historic Overlay District. A detached accessory dwelling unit exclusion overlay district may be applied in an adopted historic overlay district if consistent with the adopted guidelines of the historic overlay district.
- C. Eligible Zoning Districts. Detached accessory dwelling unit exclusion overlay districts shall only be applicable in zoning districts that permit the detached accessory dwelling unit use. Detached accessory dwelling unit exclusion overlay districts shall not be applied to property within specific plan (SP) zoning districts.
- D. Planning Commission Recommendation. The planning commission shall review a proposed detached accessory dwelling unit exclusion overlay district application for conformance with the general plan. The planning commission shall act to recommend approval, approval with conditions or disapproval of the application. Within ten working days of an action, the commission's resolution shall be transmitted in writing to the applicant, the metropolitan clerk, the zoning administrator and all other appropriate governmental departments.
- E. Council Consideration. The metropolitan council shall consider an ordinance establishing a detached accessory dwelling unit exclusion overlay district according to the procedures of Article III of Chapter 17.40 (Amendments). All property owners within and proximate to a proposed ~~two-story residential~~ detached accessory dwelling unit exclusion overlay district shall be notified according to the procedures of Article XV of Chapter 17.40.
- F. Changes to a Detached Accessory Dwelling Unit Exclusion Overlay District Boundary. A proposed change in the geographic boundary of a ~~two-story residential~~ detached accessory dwelling unit exclusion overlay district on the official zoning map shall be considered by the council according to the procedures of Article III of Chapter 17.40 (Amendments).

Section ~~3~~ 2. Section 17.40.740.C.3 is hereby amended by deleting in its entirety and replacing with the following:

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

Section ~~4~~ 3. The Metropolitan Clerk is directed to publish a notice announcing such change in a newspaper of general circulation within five days following final passage.

Section ~~5~~ 4. This Ordinance shall take effect upon publication of above said notice announcing such change in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.



**SEE NEXT PAGE**



**NO SKETCH**



## Metro Planning Commission Meeting of 1/8/2026

<b>Item #10</b>	<b>Text Amendment 2026Z-002TX-001</b>
<b>Project Name</b>	<b>Downtown Code Amendment – East Bend Subdistrict</b>
<b>Council District</b>	19 – Kupin
<b>School District</b>	01 – Gentry
<b>Requested by</b>	Metro Planning Department

### Deferral/MPC Rules and Procedures

This item will need to be deferred to the February 12, 2026, Planning Commission meeting per the MPC Rules and Procedures following a public hearing.

<b>Staff Reviewer</b>	Brooks
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

### TEXT AMENDMENT

**A request to amend Title 17 to add the East Bend Subdistrict, as well as amend various standards to the Downtown Code associated with the subdistrict.**

### PROPOSED AMENDMENT

The proposed text amendment codifies the addition of the East Bend Subdistrict to the Downtown Code (DTC). This will establish the development standards and permitted uses of the subdistrict to create the character envisioned by the *Imagine East Bank* Vision Plan.

### EXISTING POLICIES

T6 Downtown Neighborhood (T6-DN) is intended to maintain and create downtown neighborhoods, with diverse development characteristics, that contain a mix of uses, including high density residential. Foster appropriate transitions from less intense areas of T6 Downtown Neighborhoods (T6-DN) policy areas to the more intense T6 Downtown Core policy area. Neighborhoods have high levels of connectivity and complete street networks with sidewalks, bikeways, and transit.

The *Imagine East Bank* Vision Plan outlines the vision for the East Bank’s emergence as a new neighborhood with well-designed public places and coordinated public and private development. These are some guiding principles in relation to this subdistrict, named Shelby’s Bend in the vision plan:

1. Development should be influenced by the surrounding area, riverbank, and mobility improvements that would lead to a gradual evolution.
2. Re-center the river as a vital community amenity and bolster resiliency through enhanced floodplain management.
3. Connections made into the adjacent neighborhood and the creation of activated open space under the I-24 overpass.



## Metro Planning Commission Meeting of 1/8/2026

East Bank Neighborhoods Supplemental Policy (09-T6-DN-EB-01) was updated with the adoption of the *Imagine East Bank* Vision Plan on October 6, 2022, to reflect the vision plan guidance for policy interpretation, zone change requests, and requests for the Capital Improvements Budget.

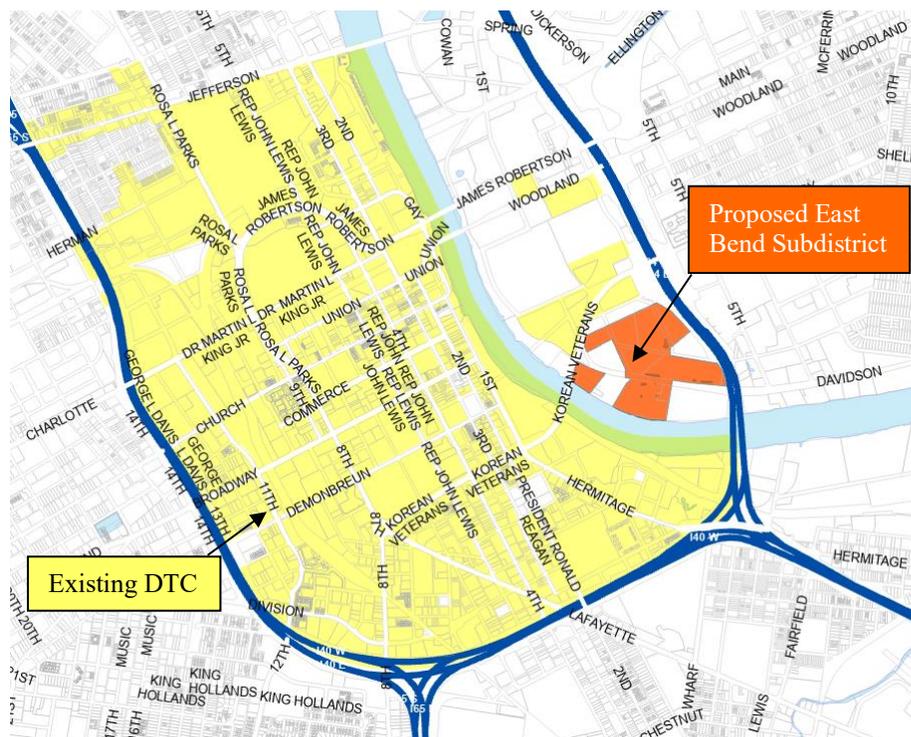
### BACKGROUND

The properties within the proposed subdistrict are historically industrial and are currently being utilized for industrial and some office uses. The surrounding area consists of multiple uses and zoning types that permit a wide variety of building types and forms. While this area is currently industrial in uses and form, both The *Imagine East Bank* Vision Plan and the underlying policy call for a change in both use and form within this subdistrict.

The *Imagine East Bank* Vision Plan anticipates an evolution within this subdistrict through the creation of open space, gridded multi-modal connections, and development in scale with the surrounding area and riverfront.

### East Bend Subdistrict

The Downtown Code (DTC) is a form-based code comprised of 16 subdistricts, each of which specifically regulates built form based on the policy context, with bulk regulations governing build-to zone, building height, required step-backs, and other standards (Attachment 1). It also includes general design standards for attributes such as site design, materiality, massing, outdoor spaces, access, and structured parking. The DTC is overseen by the Downtown Code Design Review Committee, an appointed body that reviews all development proposals within its area for design quality according to the standards of the DTC and supplemental guidance like the DTC Design Guidelines.



This text amendment proposes adding a new subdistrict to the DTC, on the East Bank, bounded by I-24 on the south and east, Korean Veterans Blvd on the north, and the Cumberland River on the East called East Bend, which establishes bulk standards specific to the district (Attachment 1, p. 59).

**Figure 1:** DTC with the proposed East Bend Subdistrict



# Metro Planning Commission Meeting of 1/8/2026

Some proposed key bulk standards specific to the East Bend Subdistrict are:

- Build-to Zone:
  - All Street Frontages: Storefront Frontage – 0 feet-10 feet
  - Major Pedestrian Thoroughfare: Storefront Frontage – 5 feet-20 feet
- Max Height:
  - Parcel 04, p/o 010, 013, 014, 015, 019, 021, 025, 045, 056: 40 stories
  - P/o parcels 010, 014, 019, 021, 056: 30 stories
  - P/o parcel 025: 24 stories
  - P/o parcels 032 and 030: 19 stories
  - P/o parcel 015 and 030: 8 stories
- Min Height: 8 stories, excluding specific parcels
- Minimum Building Depth: 15 feet from building façade
- Tower Spacing: 75 feet minimum, exclusive of streets
- Façade Width:
  - Primary Street: 80 percent – 90 percent of lot frontage
  - Tertiary Street and Open Space: 60 percent - 90 percent of lot frontage
  - Secondary Street and Major Pedestrian Thoroughfare: 70 percent - 90 percent of lot frontage



Figure 2. East Bend DTC Subdistrict Regulating Plan with height maximums.



## Metro Planning Commission Meeting of 1/8/2026

### East Use Area

The DTC utilizes “use areas” to specify what land uses are permitted within certain areas of DTC. The existing five use areas are North, South, East, West, and Central. This subdistrict shall utilize the East use area. The East use area permits uses like those permitted in the other four use areas, but uniquely prohibits single and two-family residential, historic bed and breakfasts and home events, short-term rental properties, correctional facilities, cemeteries, auto-oriented uses like automobile sales and service, mobile and self-service storage facilities, and donation drop-off centers. It also restricts bar and nightclub uses.

The East use area also includes conditions for some land uses that are specific to DTC, especially conditions related to bars and restaurants that serve alcohol. These conditions are meant to ensure that entertainment uses, where permitted, are restrained to prioritize high quality of life for all Nashvillians. This amendment would permit animal boarding facility as a permitted use in the East use area.

### **ANALYSIS**

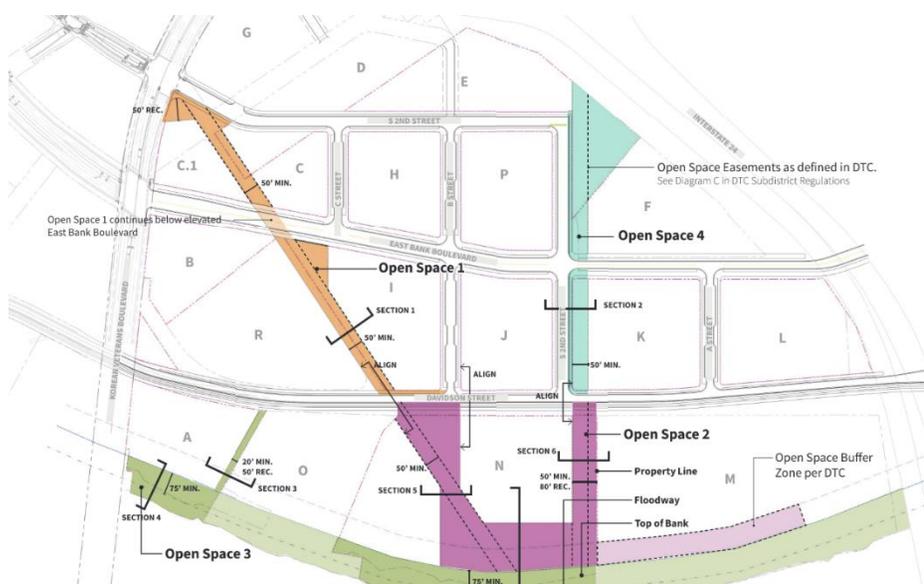
As a former industrial site located on a manipulated floodplain with a shallow ground water table, contaminated soils, and little existing road or utility infrastructure, this site presents several, compounding challenges to development. However, the potential for redevelopment offers a rare opportunity to transform this highly visible site into a true public amenity on the riverfront.

Over the past several months, Metro Planning staff worked closely with the property owners and other Metro agencies—including the East Bank Development Authority, Metro Water Services, and NDOT—to develop standards that align with the vision of *Imagine East Bank* and continue the precedent for high-quality mixed-use urban neighborhoods within the DTC.

### Public Realm

As part of the process, the property owners commissioned a Public Realm Design Framework for the new subdistrict that establishes the public realm as a priority and outlines key investments, including a pedestrian promenade, linear park, a 75-foot riverwalk buffer along the riverfront, and streetscape design considerations.

Supplementing DTC standards with additional guidance prioritizing the public realm will allow the riverfront to



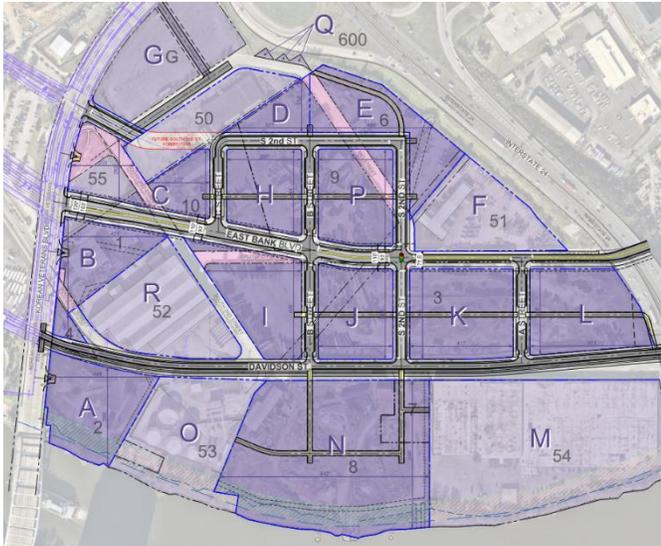
**Figure 3:** Image from the East Bend Public Realm Design Framework (Attachment 2), establishing a pedestrian corridor, linear park, and 75-foot public greenway buffer along the riverfront



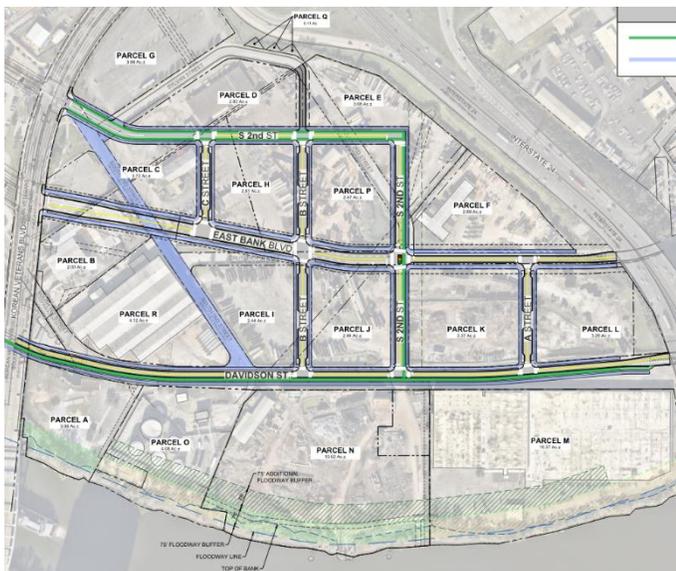
## Metro Planning Commission Meeting of 1/8/2026

become an accessible, public amenity within a highly walkable mixed-use neighborhood.

### Mobility and Infrastructure



**Figure 4:** Preliminary drawing of the proposed road network phasing overlaid on property and including alleys (drawing by Ragan Smith, property of TEB, LLC).



**Figure 5:** Preliminary drawing of the multi-modal network (drawing by Ragan Smith, property of TEB, LLC.)

To transform this industrial area into an urban mixed-use neighborhood, significant infrastructure improvements are necessary. Staff worked with the property owner group to design a proposed street network to adequately serve the mobility needs of a dense, urban neighborhood without encroaching or obstructing the access of adjacent parcels (Figure 3).

The proposed network includes the provision of alleys or private drive access for loading and other back of house uses. It also includes a robust bicycle and pedestrian network aligned with the *Imagine East Bank* vision for multi-mobility (Figure 4). Staff has initiated an MCSP amendment to codify this work.

In addition to mobility infrastructure, significant storm and sewer infrastructure upgrades are needed to meet future demand and comply with the 2009 EPA Consent Decree with Metro regarding combined sewer overflow. The property owner team continues to collaborate with Metro Water and Metro Planning staff on a utility plan to satisfy these requirements (Figure 5).

### Entitlements

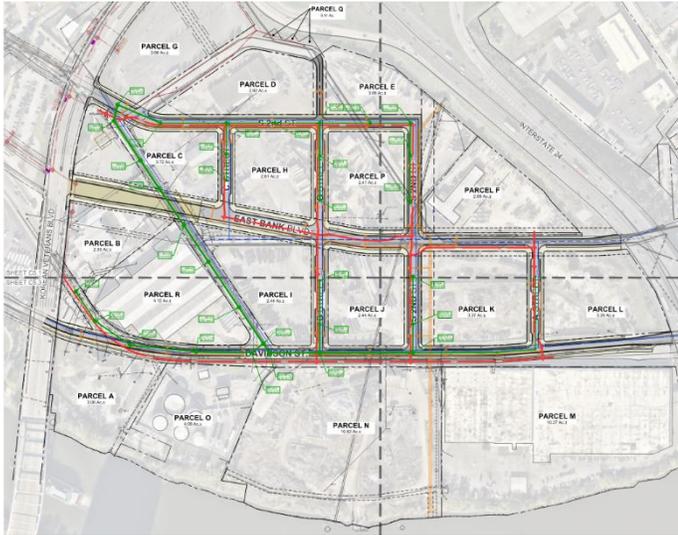
Several factors are relevant when considering appropriate building height for this area. A primary priority is to sustain the objectives of *Imagine East Bank* to preserve viewsheds of the river and to enable continuity with the Central Waterfront.

Staff supports a maximum height of 40 stories for the East Bend subdistrict for several reasons, including the following:



## Metro Planning Commission Meeting of 1/8/2026

1. The height maximum is consistent with DTC standards for urban subdistricts, such as East Bank (maximum of 40 stories) and SoBro and Core (no limits on bonus height).
2. It aligns with the recommendations of the [2024 Downtown Market Study](#) to allow high-rise buildings, which are financially feasible, compared with low- and mid-rise buildings, which are financially infeasible, in our current market.



**Figure 6:** Preliminary Utility Layout Plan (drawing by Ragan Smith, property of TEB, LLC.)

3. The wide right of way on KVB and I-24 will ensure that the height does not negatively affect adjacent neighborhoods.
4. Building standards limiting façade lengths, tower floorplate size, and a 75-ft minimum distance between towers will ensure pleasant microclimates at the street level and preserve viewshed corridors.
5. The minimum requirements of the DTC’s Bonus Height Program—including green building certification—are required for all development in this subdistrict, meaning that projects will meet higher design quality than what is typically required within the Downtown Code from the outset.
6. The DTC’s Bonus Height Program and overall height modifications are *not* permitted in this subdistrict.

In conclusion, staff supports the inclusion of this subdistrict into the DTC given the alignment of proposed standards with applicable policy and the collaboration with the ownership team to ensure adequate public infrastructure is provided to meet the demands of a future, dense urban neighborhood.

### COUNCIL

A council bill has not yet been filed for this amendment. The proposed amendment is targeted for first reading at the February 3, 2026, Council meeting and for a public hearing on March 3, 2026.

### 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 January 8, 2026. Per the rules and procedures of the Planning Commission, this item will then need to be deferred to the February 12, 2026, Planning Commission meeting for consideration.

### STAFF RECOMMENDATION

Staff recommends approval with conditions.



## Metro Planning Commission Meeting of 1/8/2026

### CONDITIONS

1. Planning staff shall coordinate with NDOT, EBDA, Metro Water Services, and applicable property owners on an MCSP amendment to establish a proposed urban street grid for the area that enables the fulfillment of planned utility infrastructure, including stormwater and sewer.
2. Planning staff shall submit the East Bend Public Realm Design Framework to the Downtown Code Design Review Committee for adoption as design guidance on applicable properties.
3. To achieve consistency with the East Bank subdistrict, planning staff will continue to review and revise building material requirements and will present a final proposal at the second Metro Planning Commission consideration.
4. For parcels adjacent to KVB, height shall be limited to 30 stories pending completion of a shadow study and review and analysis of study by staff. Heights may be increased to a maximum of 40 stories depending outcomes of the shadow study.



## Metro Planning Commission Meeting of 1/8/2026

ORDINANCE NO. \_\_\_\_\_

**An ordinance to amend Title 17 of the Metropolitan Code of Laws, the Zoning Ordinance of the Metropolitan Government of Nashville and Davidson County, add the East Bend Subdistrict to Chapter 17.37, Downtown Code, all of which is described herein (Proposal No. 2026Z-002TX-001)**

WHEREAS, The Council of The Metropolitan Government of Nashville and Davidson County adopted the Downtown Code (DTC) on February 2, 2010; and

WHEREAS, The Metropolitan Government recognizes the importance of updating, clarifying, and refining the Downtown Code (DTC) standards to encourage high quality, sustainable urban development; and

WHEREAS, the DTC standards provide opportunities for businesses to thrive, while enhancing the character of Downtown through mixed-use development, housing choices, and commercial and entertainment opportunities; and

WHEREAS, the refinement of the DTC standards will continue to ensure a quality urban experience for the citizens and businesses of Metropolitan Nashville and Davidson County; and

WHEREAS, The DTC requires updates from time-to-time as downtown continues to grow and evolve as a neighborhood; and

WHEREAS, the *Imagine East Bank* vision plan supports the changes proposed as part of this text amendment.

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

Section 1: That Chapter 17.37 of the Metropolitan Code is hereby amended by replacing Section I: Introduction in its entirety, adding the East Bank Subdistrict to Section II: Subdistrict Standards, replacing Section III: Uses in its entirety, replacing subsections Street Character, Parking And Access: Specific to Structured Parking, and Open Space: Specific to Plazas of Section IV: General Standards, and the Map of Street Types for Signage in Section V: Sign Standards with the attached Exhibit.

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

Sponsored by:

\_\_\_\_\_  
Councilmember



**SEE NEXT PAGE**





## Metro Planning Commission Meeting of 1/8/2026

<b>Item #11</b>	<b>Specific Plan 2025SP-027-002</b>
<b>Project Name</b>	<b>Living Word Community SP Amendment</b>
<b>Council District</b>	08 - Harrell
<b>School District</b>	06 – Mayes
<b>Requested by</b>	Dale & Associates, applicant; The Living Word Ministries Inc., owner.
<b>Staff Reviewer</b>	Commeey
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

### **APPLICANT REQUEST**

#### **SP amendment to permit a Day Care Center.**

#### Preliminary SP

A request to amend a Specific Plan for property located at 2304 Hobson Pike, approximately 207 feet northeast of Beachmist Way, zoned Specific Plan (SP) (12.15 acres) to permit a daycare center.

#### **Existing 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.*

#### **Proposed Zoning**

Specific Plan-Mixed Use is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition to office and/or commercial uses. *The specific plan amendment intends to allow a Day Care Center up to 75 individuals as a permitted use.*

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

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. 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 1/8/2026

### Specific Plan Amendment Notes

1. The purpose of this SP Amendment is to allow Day Care Center up to 75 as a permitted use. All uses as permitted by BL2025-936 are permitted.
2. The Day Care uses are limited to the existing Religious Institutional structure
3. Upon Application for a Permit for Day Care Center, A Final Site Plan will be Submitted to Metro Codes and Metro Planning to Ensure Adequate Shared Parking and Required Day Care Outdoor Space is Provided per Metro Nashville and State of Tennessee Requirements and to Conform to the requirements of the Current and Amended SP
4. All requirements of Metro Nashville and the State of Tennessee that pertain to the use and operation of the Day Care facility shall be met.
5. All requirements of Fire Marshall pertain to the use and operation of the Day Care Center shall be met.
6. In addition to the conditions of this amendment, all other conditions of the SP per Council Bill 2025-936 and SP Number 2025SP-027-001 shall remain in effect.

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**Proposed SP Amendment**



## Metro Planning Commission Meeting of 1/8/2026

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed. *The CO policy on the site notes an aquatic feature, however, documentation was provided with 2025SP-027-001 that demonstrated that there is no aquatic feature on site.*

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

The Living Word Community SP was approved by Council in 2025 (2025SP-027-001; BL2025-936) to permit 59 multi-family residential units. The property, which is currently developed with a church, has frontage along Hobson Pike, a collector avenue as designated by the Major and Collector Street Plan (MCSP). The adjacent zoning districts are Single-Family Residential (RS10), One and Two Family Residential (R10) and Agricultural/Residential (AR2a). The surrounding area includes single-family residential uses, one- and two-family residential uses and vacant properties. The broader surrounding area also includes other SPs which permit multi-family residential land uses at varying densities.

The proposed amendment would permit a day care center for up to 75 individuals as a permitted use within the existing religious institution. Per the Metro Zoning Code, day care uses are classified by size and intensity as either a day care home or a day care center. A day care home is a small-scale operation in a private residence serving a limited number of children, while a day care center is a larger, non-residential facility serving more than 13 children and considered a commercial use.

In addition to the conditions of this amended SP, all other conditions of the SP per Council Bill 2025-936 shall remain in effect.

### **ANALYSIS**

The site is located within T3 Neighborhood Evolving (T3 NE) policy. The T3 NE policy is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and a moderate density development pattern with residential and institutional land uses. The area surrounding the subject property includes subdivisions with RS10 zoning as well as large AR2a zoned lots. The nearby subdivisions are at a low to moderate density with shallow building setbacks, and one- and two-story single-family homes. The day care center will be accessory to an existing institutional use and does not increase residential density beyond the approved 59 units. This maintains the intended scale and density of development under the T3 NE policy.

By providing institutional uses like day care centers in or adjacent to suburban neighborhoods it permits opportunities for providing services to residents and can reduce dependency on vehicular traffic. The preliminary plan includes a six-foot-wide sidewalk along Hobson Pike and an internal sidewalk connections from all units, including the existing church, to Hobson Pike. The proposed sidewalk network will ensure pedestrian access to the day care. By locating the day care within the existing church building, the amendment avoids new construction impacts and leverages existing



## Metro Planning Commission Meeting of 1/8/2026

infrastructure. In addition, locating the day care within an existing church building reinforces the goal of the policy for integrating civic uses into residential neighborhoods without disrupting the overall character.

The proposed daycare center would permit up to 75 individuals. For daycare centers with this capacity, the zoning code requires a minimum lot size of one and one-half acres, access from at least a collector street, and a type C landscape buffer yard where the site abuts residential zoning. The approved preliminary SP plan satisfies all these requirements. The site is approximately 12 acres, exceeding the minimum lot size. Access is provided via Hobson Pike, which is classified as a collector street, meeting the street standard requirement. Additionally, the preliminary plan includes a type C landscape buffer yard along property lines adjacent to residential districts, as required by the code. While the standards would not be required to be met due to the property being zoned SP, staff reviewed the standards that would typically apply to this land use and found that it met the standards.

The proposed plan is consistent with the T3 NE policy. The proposed amendment supports the integration of compatible institutional uses within a predominantly residential setting, maintains appropriate development scale and enhances the functionality of the neighborhood. For these reasons, staff recommends approval with conditions and disapproval without all conditions.

### **FIRE RECOMMENDATION**

**Approve**

### **STORMWATER RECOMMENDATION**

**Approve**

### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

- Approved as a Preliminary SP only. Public and/or private Water and Sanitary Sewer construction plans must be submitted and approved prior to Final 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.

### **ROADS RECOMMENDATION**

**Approve with conditions**

- Comply with previous approved prelim SP plan and conditions.
- Final construction plans shall comply with the design regulations established by NDOT.
- Final design and improvements may vary based on actual field conditions.
- Any public access point (ramps, drives) should meet AASHTO stopping sight distance requirements.



## Metro Planning Commission Meeting of 1/8/2026

- Provide call outs on the final site plan for any MCSP requirements.
- Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called outed per NDOT ST- standard details.
- Submit a landscape plan with the final SP.
- There shall be no earthen retaining walls installed in the public ROW.
- There shall be no vertical utility obstructions in new public sidewalks(or roadways) and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov). Submit waste/recycle disposal plan with final SP.
- Note: No watering irrigation lines will be permitted in the ROW. Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW. (cont.) On site plans, call out “mill & overlay extents to be coordinated in field with NDOT inspector.”

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	12.15	-	59 U	320	20	26

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)	12.15	-	59 U	320	20	26

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)	-	-	7,956 SF	91	34	11

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+91	+34	+11



## Metro Planning Commission Meeting of 1/8/2026

### METRO SCHOOL BOARD REPORT

**Projected student generation existing SP district: 2 Elementary 6 Middle 5 High**

**Projected student generation proposed SP district: 2 Elementary 6 Middle 5 High**

The proposed SP Amendment is not anticipated to generate any additional students than the existing SP zoning. Students would attend Mt. View Elementary School, John F. Kennedy Middle School, and Antioch High School. Mt. View Elementary School was identified as being exceedingly over capacity while John F. Kennedy Middle School was identified as being under capacity and Antioch High School was identified as being over capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization Report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 59 detached multi-family residential units, religious institution, and a day care center (up to 75). Short Term Rental Property (STRP) owner-occupied and not owner-occupied shall be prohibited.
2. With the exception of the use condition, all other conditions of BL2025-936 remain in effect.
3. The day care center (up to 75) shall be located within the existing religious institution structure.
4. If an outdoor play area is provided, it shall be fenced and attached to the day care structure in a manner which minimizes noise impacts on neighboring residences.
5. All requirements of the state that pertain to the use and operation of the day care facility shall be met.
6. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
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 Property Owners' Association.
8. Comply with all conditions and requirements of Metro Reviewing Agencies.
9. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM6 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
11. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
12. 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



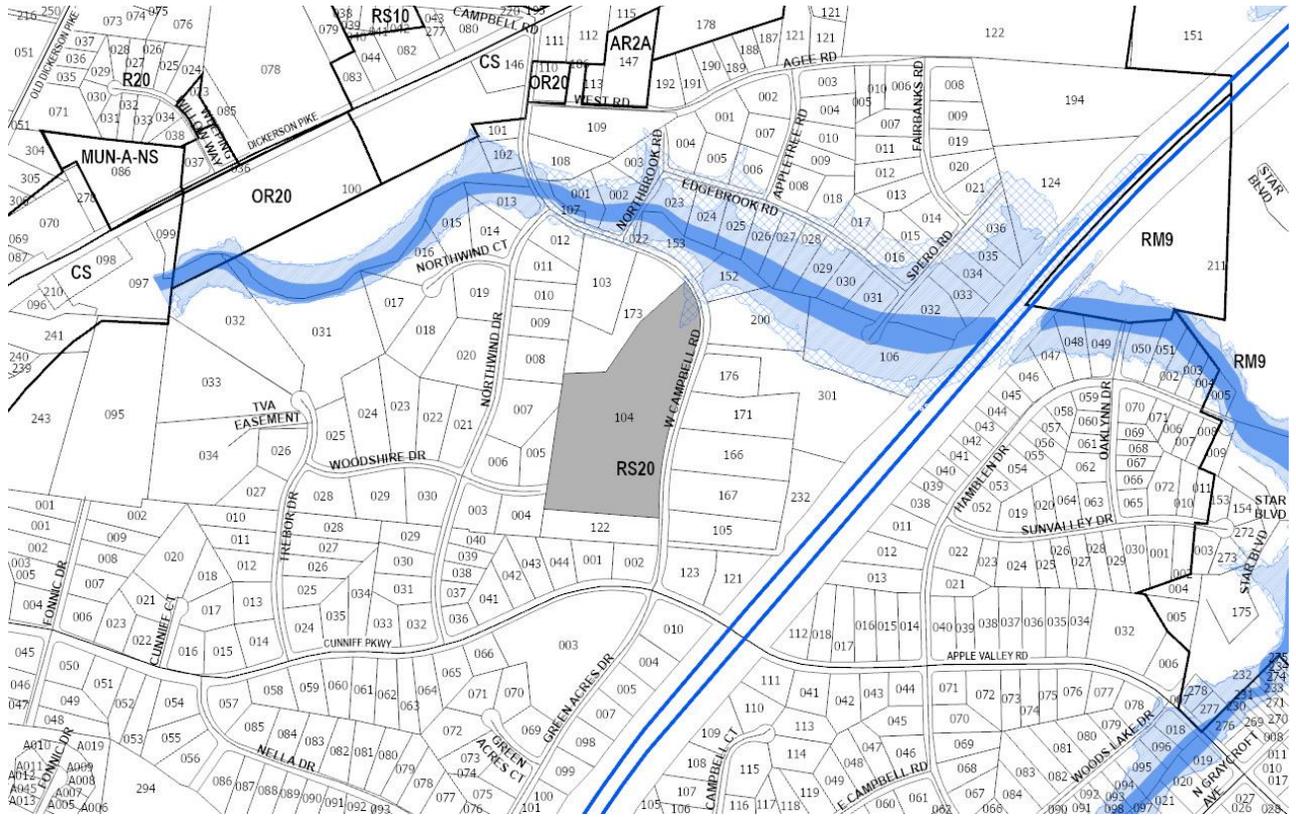
## Metro Planning Commission Meeting of 1/8/2026

through this enacting ordinance, or add vehicular access points not currently present or approved.

13. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
14. No master permit/HPR shall be recorded prior to final SP approval.
15. Final plat may be required prior to permitting.



# Metro Planning Commission Meeting of 1/8/2026



**2025SP-050-001**  
**W. CAMPBELL ROAD**  
Map 033, Parcel(s) 104  
02, Parkwood – Union Hill  
03 (Jennifer Gamble)



## Metro Planning Commission Meeting of 1/8/2026

<b>Item #12</b>	<b>Specific Plan 2025SP-050-001</b>
<b>Project Name</b>	<b>W. Campbell Road</b>
<b>Council District</b>	03 – Gamble
<b>School District</b>	03 – Young
<b>Requested by</b>	Thomas and Hutton, applicant; William P. Day, owner.
<b>Staff Reviewer</b>	Garland
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

### APPLICANT REQUEST

**Rezone from RS20 to SP to permit 19 single family lots and 19 multi-family residential units.**

#### Preliminary SP

A request to rezone from Single-Family Residential (RS20) to Specific Plan (SP) for property located at West Campbell Road (unnumbered), approximately 364 feet north of Cunniff Parkway (12.91 acres), to permit 19 single family lots and 19 multi-family residential units.

#### **Existing Zoning**

Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 2.18 dwelling units per acre. *Based on acreage alone, RS20 would permit a maximum of 28 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-Mixed Residential (SP-MR) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes single-family lots and multi-family units.*

### **PARKWOOD – UNION HILL COMMUNITY PLAN**

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

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



# Metro Planning Commission Meeting of 1/8/2026



**Proposed Preliminary Site Plan**





## Metro Planning Commission Meeting of 1/8/2026

### **SITE CONTEXT AND REQUEST DETAILS**

The approximately 12.91-acre site is located on the west side of W. Campbell Road roughly 0.14 miles north of I-65. W. Campbell Road is identified as a local street. The site has a TVA tower on the northeastern corner of the site. There is Tennessee Valley Authority (TVA) easement through the northern end of the site as well as a stream. The surrounding zoning districts include Single-Family Residential (RS20), Office/Residential (OR20), and Agricultural/Residential (AR2a). The surrounding properties include single-family residential, one and two-family residential, vacant, institutional, and commercial land uses.

#### Site Plan

The proposed SP would permit 19 multi-family residential units and 19 single-family lots for a total of 38 dwelling units. The plan includes two unit types, detached cottages (referred to as multi-family throughout the report) and single-family. The plan includes a proposed public road, the extension of Woodshire Drive on the west side of the development running east and connecting to W. Campbell Road. This public road also has a private alley that runs north and ends in a hammerhead terminus. The private alley serves the rear-loaded multi-family units. The single-family lots are front loaded. Garage parking is proposed for each dwelling and there are driveway spaces. The single-family lots are located along the extension of Woodshire Drive. The multi-family units are located on the northern portion of the site with the eastern units facing W. Campbell Road and the western multi-family units oriented internally on the site. All structures are oriented towards a public street or open space. The proposed plan has height standards of two stories max in 30 feet. Architectural standards related to building materials and primary entrances are included. Character images were provided and full elevations demonstrating compliance with the architectural standards will be submitted with the final SP.

The development is located on the southern portion of the property to locate development outside of the stream buffer and preserve the existing vegetation on the northern portion of the site. A 20-foot-wide Type B landscape buffer is shown along W. Campbell Road. This buffer is proposed to supplement the existing foliage already there to meet the Type B requirements. A 20-foot-wide Type B landscape buffer is shown on the western boundary and a 10-foot-wide Type B landscape buffer is shown on the southern boundary of the property. There is a proposed 5-foot sidewalk internal to the development for pedestrian connectivity. This sidewalk connects all units to the Woodshire Drive extension.

### **ANALYSIS**

The subject site is located in the Suburban Neighborhood Maintenance T3 (NM) and Conservation (CO) policy areas. The intent of these policies areas are outlined above. The policy on the subject site and adjacent properties was changed from Suburban Neighborhood Evolving (T3 NE) to T3 NM in August of 2025 (2025CP-002-001).

Transitioning areas in the T3 NM policy area differ from T3 NE areas as they are generally smaller and located interior to the policy area. Such areas may be developed or redeveloped with a broader mix of housing types than the rest of the T3 NM area subject to appropriate design that transitions in building type, massing, and orientation in order to blend new development into the surrounding neighborhood.



## Metro Planning Commission Meeting of 1/8/2026

The proposed plan includes a mix of unit types, including single-family lots and multi-family residential units, as supported by the infill guidance of the T3 NM policy guidance. As the subject site is located interior to the policy area, the proposed plan should balance the characteristics of the existing T3 NM policy while also still supporting other housing types. The single-family lots are located along Woodshire Drive, continuing the detached single-family residential land use pattern along Woodshire Drive. These lots are smaller than the surrounding single-family lots in the broader area, however in order to balance preservation of the environmental features and improve connectivity, flexibility in the lot sizes may be appropriate. Staff is adding conditions of approval to aid with the transition from the existing development pattern to the west to create larger lot sizes and reduce the number of single-family lots to 17. A condition was added to extend the 20-foot Type B landscape buffer to the south along the eastern property line of Lot 10.

The proposed plan includes multi-family residential units on the northern portion of the site. The site plan has the multi-family units located away from Woodshire Drive so as not to disturb the single-family residential pattern along Woodshire. The multi-family units are detached and proposed to be rear loaded and served by a private alley. Private alleys can serve to provide connectivity in areas where there is a need to protect nearby sensitive environmental features such as the existing stream buffer. The easternmost multi-family units are oriented towards W. Campbell, screened with a landscape buffer that preserves the existing landscaping along the street frontage.

The CO policy area on the subject site is located where the stream runs north to south through the northern end of the site. Conservation policy does not reflect areas of existing tree canopy or forested areas. The remainder of the northern portion of the site, while not in CO policy, is heavily wooded and is intended to be preserved, consistent with goals of the CO policy.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Fire separation distance less than 5 feet to lot line (10 feet building to building). Exterior wall construction must comply with IRC R302.1.

### **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 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



## Metro Planning Commission Meeting of 1/8/2026

Capacity Charge has been paid, No Water/Sanitary Sewer Capacity is guaranteed. - Water provided by Madison Suburban Utility District.

### NASHVILLE DOT RECOMMENDATION

#### Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- For final plans w/ new public roads, plans shall include proposed public roadway profiles, curvature, grade, drainage and utility data.
- Public roadway construction drawings shall comply with NDOT Subdivision Street Design Standards and specifications.
- All public commercial ramps, residential driveways and street intersections shall meet code spacing requirements.
- All public street intersections should be provided with stop control and ADA compliant pedestrian access ramps. Any public access point (ramps, drives) and/or intersection should meet AASHTO stopping sight distance requirements.
- 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. Any proposed public road terminus, 150 ft. or greater, will require a temporary paved cul-de-sac, per ST-331. This paved cul-de-sac should provide for general and emergency vehicular turning maneuvers at the road terminus. If the project is in the Urban Services Tax District (USD), a street lighting plan will be required with the final SP. Coordinate w/ Teresa Neal ([teresa.neal@bargedesign.com](mailto:teresa.neal@bargedesign.com)) for street lighting plan approval.
- Submit landscape plan with the final SP. A mandatory referral approval will be required for proposed abandonments of existing ROW and/or encroachments into existing ROW.
- There shall be no earthen retaining walls installed in the public ROW.
- 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](mailto: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.
- Additional case specific conditions/comments: A pavement width of 22 ft. minimum (edge-to-edge, 2 x 11' lanes) is to be provided along entirety of West Campbell frontage. Any pavement widening shall be per ST-252 schedule.
- At final, provide dimensions along West Campbell frontage for clarity.
- At final, provide a stopping sight distance exhibit w/ profile views of West Campbell included. Within the plan view sight line, provide call outs for additional clearing of vegetation along the property side to accommodate line-of-sight between stopped driver at access and approaching drivers.



## Metro Planning Commission Meeting of 1/8/2026

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Lot 10 envelope should not obstruct sight distance triangle.

#### Maximum Uses in Existing Zoning District: **RS20**

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)	12.91	2.17 F	28 U	322	25	30

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	6.45	0.6F	19 U	226	19	21

#### 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)	6.45	0.6	19 U	139	10	13

#### 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
-	-	-	-	+43	+4	+4

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS20 district: 3 Elementary 2 Middle 2 High**

**Projected student generation proposed SP district: 5 Elementary 4 Middle 4 High**

The proposed SP zoning is expected to generate 6 additional students than the existing RS20 zoning. Students would attend Old Center Elementary School, Goodlettsville Middle School, and Hunters Lane High School. Old Center Elementary is identified as being under capacity. Goodlettsville Middle School is identified as being at capacity and Hunters Lane High School is identified as being exceedingly under capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.



## Metro Planning Commission Meeting of 1/8/2026

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 17 single-family lots and 19 multi-family residential units. Short term rental property, owner occupied, and short term rental property, not-owner occupied shall be prohibited.
2. On the corrected copy, extend the 20-foot Type B Landscape Buffer along the eastern property line of Lot 10.
3. On the corrected copy, Lots 1 and 2 shall be combined to create one lot. The square footage of this lot may be modified to accommodate the buffer east of Lot 10. Lots 18 and 19 shall also be combined to create one lot. No reductions to the lot sizes or frontages for the remaining lots shall be permitted.
4. On the corrected copy, the allowed uses shall be listed as “17 single-family lots and 19 multi-family residential units.”
5. On the corrected copy, label the proposed 20-foot Type B Landscape Buffer along the western property line of Lot 1.
6. Any changes to the open space shall be reviewed and approved by staff prior to final site plan approval.
7. With the final site plan, the 20-foot landscape buffer along W. Campbell Road shall be comprised of existing trees and supplemented with new plantings where needed to meet the buffer requirements. With the final site plan submittal, a tree preservation plan shall be provided for staff’s review prior to the issuance of a grading permit or tree removal permit.
8. Prior to or with the submittal of the final site plan, any required approvals from TVA or MSW for stormwater infrastructure in the TVA easement shall be approved. If substantial changes to the plan layout are needed as a result, this may warrant an amendment to the SP plan.
9. With the first final site plan, full design and construction plans shall be provided for the public road connection and cul-de-sac. If phased, the road plans shall be included in the first phase.
10. The requirements for the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
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 for the RS5 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council approved ordinance.
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. The preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
15. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and



## Metro Planning Commission Meeting of 1/8/2026

actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

16. The 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.
17. Final plat may be required prior to permitting.
18. No master permit/HPR shall be recorded prior to final SP approval.



**SEE NEXT PAGE**





## Metro Planning Commission Meeting of 1/8/2026

<b>Item #13</b>	<b>Specific Plan 2025SP-054-001</b>
<b>Project Name</b>	<b>1027 Wade Avenue</b>
<b>Council District</b>	17 – Vo
<b>School District</b>	05 – Fayne
<b>Requested by</b>	Catalyst Design Group, applicant; James Pierce, owner.
<b>Staff Reviewer</b>	Marton
<b>Staff Recommendation</b>	<i>Defer to the February 12, 2026, Planning Commission meeting.</i>

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### **APPLICANT REQUEST**

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

#### Preliminary SP

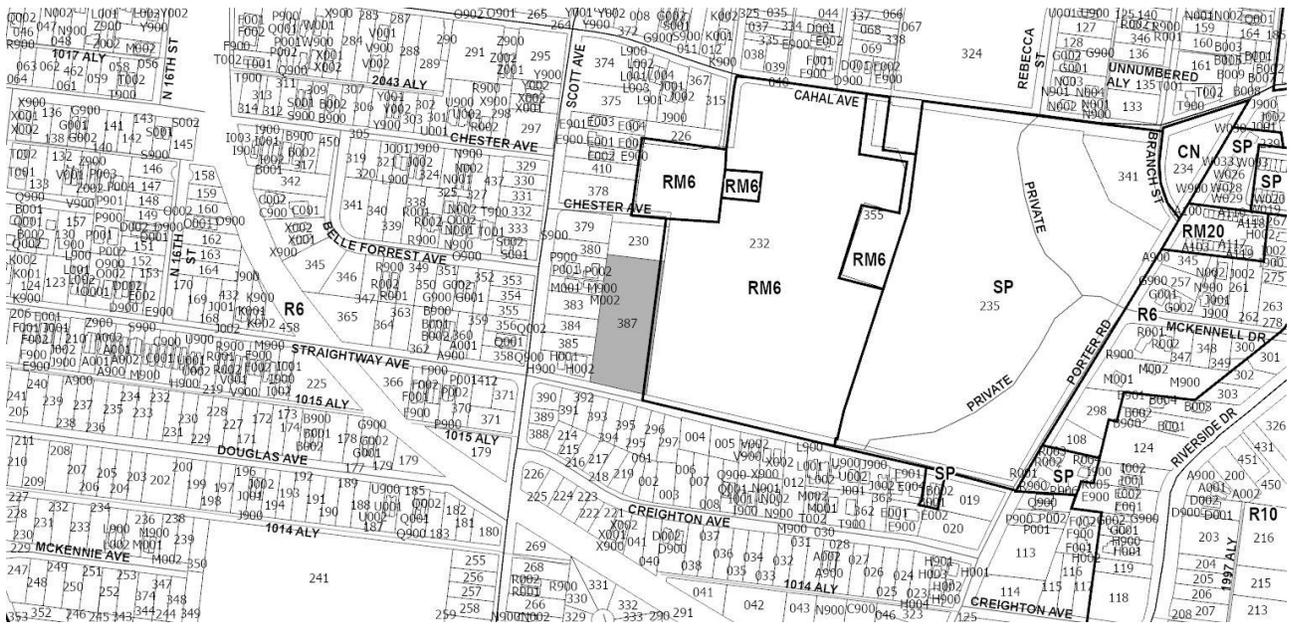
A request to rezone from One and Two-Family Residential (R8) to Specific Plan (SP) zoning for the property located at 1027 Wade Avenue, at the southeast corner of Wade Avenue and 11th Avenue South (0.14 acres), to permit four multi-family residential units.

### **STAFF RECOMMENDATION**

Staff recommends deferral to the February 12, 2026, Planning Commission meeting.



# Metro Planning Commission Meeting of 1/8/2026



**2026SP-001-001**  
**2003 STRAIGHTWAY AVENUE**  
Map 072-14, Parcel(s) 387  
05, East Nashville  
07 (Emily Benedict)



## Metro Planning Commission Meeting of 1/8/2026

<b>Item #14</b>	<b>Specific Plan 2026SP-001-001</b>
<b>Project Name</b>	<b>2003 Straightway Avenue</b>
<b>Council District</b>	07 – Benedict
<b>School District</b>	03 – Young
<b>Requested by</b>	Dale & Associates, applicant; 2003 Straightway LLC, owner.
<b>Staff Reviewer</b>	Marton
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

### APPLICANT REQUEST

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

#### Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan (SP) for property located at 2003 Straightway Avenue, approximately 190 feet east of Scott Avenue (1.83 acres), to permit 36 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 13 lots with three duplex lots for a total of 16 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**

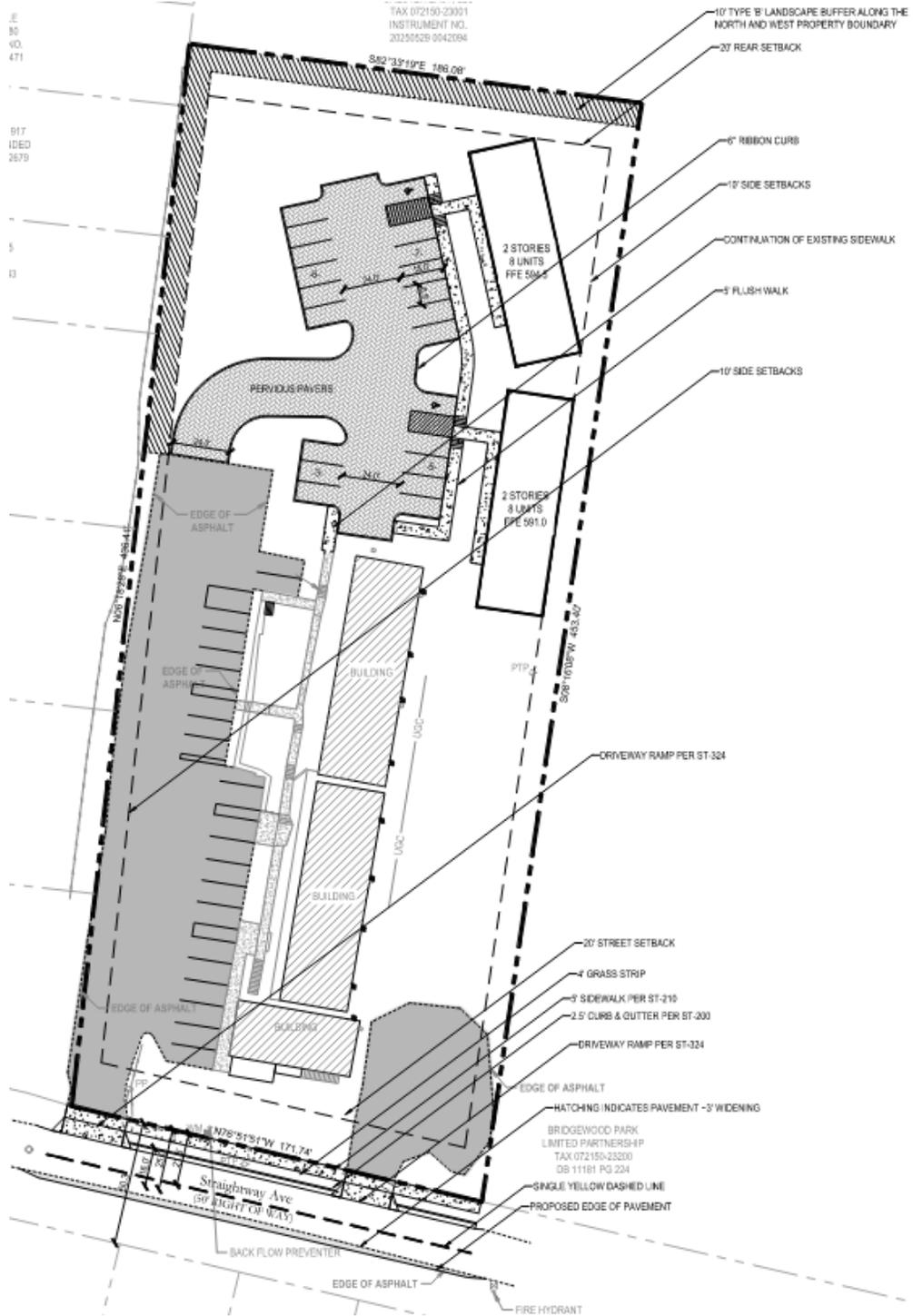
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes only one residential building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

### **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 1/8/2026



**Proposed SP**



## Metro Planning Commission Meeting of 1/8/2026

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

### **SITE CONTEXT**

The subject site consists of one parcel, totaling 1.83 acres, located north of Straightway Avenue. The property has been zoned R6 since 1974 and currently contains three apartment buildings with 20 multi-family residential units which will be retained on site. One existing building fronts Straightway Avenue and the others face the internal surface parking lot. Surrounding properties are zoned One and Two-Family Residential (R6) and Multi-Family Residential (RM6) and surrounding land uses include single-family residential, two-family residential, and multi-family residential. The site is currently accessed via Straightway Avenue which is classified as a local street.

### **PLAN DETAILS**

The plan proposes two additional buildings on the site with eight units each, for 16 total new units, which would bring the total number of units on the site to 36 multi-family residential units, including the 20 existing units. The two new buildings would utilize the existing access drive along the western boundary and additional parking would be provided in the rear of the site to serve the new units. The proposed maximum building height is 2 stories in 35 feet. Along the northern and a portion of the western property boundaries, an area for a 10' B landscape buffer is shown.

### **ANALYSIS**

Staff finds that the proposed SP is consistent with the T4 NM policy at this location. The plan would allow a total of 36 multi-family residential units at a density of approximately 19.8 units an acre. While this is on the higher end of densities supported by the T4 NM policy, 20 of these units exist currently in buildings that will remain on site, and the additional 16 units are proposed in the underutilized northern portion of the property. The proposed buildings are located on the eastern side of the property behind the existing units in the same general area as the current development footprint, providing an appropriate transition from adjacent residential properties to the west and an existing multi-family development to the east. Locating the proposed buildings on the eastern portion of the property intentionally retains the pattern on that portion of the site. Proposed heights are in keeping with the existing buildings. The plan meets T4 NM goals for building form and site design by providing moderate density residential development with building orientation and heights that are in keeping with the existing buildings on site and appropriate for the surrounding residential pattern. Additionally, the plan meets the general goals of consolidating access by utilizing the existing access drive along the western boundary. Overall, the proposed plan is consistent with the T4 NM policy in this location.

### **FIRE MARSHAL RECOMMENDATION**

**Approve with conditions**



## Metro Planning Commission Meeting of 1/8/2026

- Limited building details, and/ or building construction information provided. Future construction and development 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.

### NASHVILLE DOT RECOMMENDATION

**Approve**

### TRAFFIC & PARKING 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.

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)	1.83	7.8 F	16 U	193	16	17

\*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	1.83	-	36 U	194	12	16



## Metro Planning Commission Meeting of 1/8/2026

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
-	-	-	-	+1	-4	-1

### METRO SCHOOL BOARD REPORT

Projected student generation existing R6 district: 1 Elementary 1 Middle 0 High

Projected student generation proposed SP district: 5 Elementary 3 Middle 2 High

### METRO SCHOOL BOARD REPORT

The proposed SP district is expected to generate eight more students than the existing R6 district. Students would attend Inglewood Elementary School, Isaac Litton Middle School, and Stratford High School. Inglewood Elementary School, Isaac Litton Middle School, and Stratford High School are 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 36 total multi-family residential units, including 20 existing units and 16 proposed units. Short term rental property, owner occupied and short term rental property, not owner occupied, shall be prohibited within the entire development.
2. With the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
3. Comply with all conditions and requirements of Metro Reviewing Agencies.
4. 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.
5. 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 as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
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 Property Owners' Association.
8. No master permit/HPR shall be recorded prior to final SP approval.
9. Final plat may be required prior to permitting.
10. 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



## Metro Planning Commission Meeting of 1/8/2026

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.

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



**SEE NEXT PAGE**





## Metro Planning Commission Meeting of 1/8/2026

**Item #15**

**Project Name**

**Council District**

**School District**

**Requested by**

**Specific Plan 2026SP-005-001**

**Fern and Lucile Avenue SP**

02 – Toombs

01 – Taylor

C&R Associates, applicant; Eight-Nine King Development, LLC, Newport Group Properties, LLC, O.I.C. Revelry at Fern Phase 1 Amended and O.I.C. Revelry at Fern Ph 2, owners.

**Staff Reviewer**

**Staff Recommendation**

Commey

*Approve with conditions and disapprove without all conditions.*

### **APPLICANT REQUEST**

**Zone change from RM20-A to SP to permit short-term rental properties, not owner-occupied.**

#### Preliminary SP

A request to rezone from Multi-Family Residential-Alternative (RM20-A) to Specific Plan (SP) zoning for properties located at 3, 3B, 5, 7, 9, 11, 13A, 13B, 13C, 13D Fern Avenue, and 101, 103, 105, 107 Elmhurst Avenue, at the northeast and northwest corners of Elmhurst Avenue and Fern Avenue (0.61 acres), to permit all uses of the RM20-A zoning district and not-owner occupied short term rentals.

#### **Existing Zoning**

Multi-Family Residential-Alternative (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through appropriate building placement and bulk standards. *Based on acreage alone, RM20-A would permit a maximum of 12 multi-family residential units.*

#### **Proposed Zoning**

Specific Plan-Commercial (SP-C) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan is a regulatory plan to permit not-owner-occupied short-term rental uses; this use is classified as a commercial use in the Zoning Code.*

### **EAST 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



## Metro Planning Commission Meeting of 1/8/2026

Case 2026SP-005-001

Regulatory SP Map 071142B

Parcels,001,002,003,004,005,006,007,900

Map 071142D parcels 001,002,003,004,005, & 900

0.61 acres Current zoning RM20-A

1. The purpose of this SP is to permit short-term rental properties, not owner-occupied on 0.61 acres at 13 A B & C Fern Avenue, 101, 103, 105, & 107 Elmhurst, and 3, 5, 7, 9, 11 Fern Avenue
2. Uses within this SP shall be Limited to all uses of the RM20-A zoning district and short-term rental properties, not owner occupied.
3. Landscaping and tree density requirements shall be per Metro Zoning Code.
4. Parking shall be provided per Metro Zoning Code.
5. Building height for any new structures shall be limited to the maximum building heights permitted in the RM20-A zoning district.
6. Building facades of any new structure shall be constructed of brick, brick veneer, stone, cast stone, cementitious siding, glass, or materials substantially similar in form and function.
7. 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-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP 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 the enacting ordinance, or add vehicular access points not currently present or approved.
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.

**Proposed Regulatory SP**

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## Metro Planning Commission Meeting of 1/8/2026

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.

### Dickerson South Corridor Study

The subject site lies within the Dickerson South Corridor supplemental policy area. The Dickerson South Corridor policy addresses land use, transportation, and community design at the neighborhood scale along the Dickerson Pike corridor from Martin Avenue on the north to Spring Street on the south. The policy limits building height to four stories in this subdistrict and includes recommendations for roadway upgrades.

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

The subject site consists of two parcels, totaling 0.61 acres located at the northeast and northwest corners of Elmhurst Avenue and Fern Avenue. The site is currently zoned RM20-A and has been developed with multi-family residential uses. Surrounding properties are zoned Single-family Residential (RS5), RM20-A, Commercial Service No Short-Term Rental (CS-NS) and Commercial Service (CS). The property directly to the west was rezoned to SP in 2024 to allow for Not Owner-Occupied Short-Term Rentals.

Surrounding land uses include multi-family residential, single family residential and two-family residential uses and commercial uses. Residential uses are prominent in the broader area surrounding the site, though commercial uses can be found along both the Dickerson Pike and Brick Church Pike corridors to the east and west, respectively. The site is within a half mile of several WeGo transit stops along Brick Church Pike and Dickerson Pike. Both streets are classified as arterial boulevards in the Major and Collector Street Plan (MCSP).

The proposed SP would permit the existing multi-family units to be utilized as not-owner occupied short-term rental properties. No other changes to existing conditions on the site are proposed with the SP. Should the site be redeveloped in the future, uses would be limited to all uses permitted in the RM20-A zoning district and not-owner occupied STRPs and. Bulk, height, and other standards for new structures would be required to comply with those for the RM20-A district.

Short Term Rental Properties (STRPs) are prominent along Fern Avenue between Elmhurst Avenue on the east and Interstate 24 on the west. Most STRP permits in this area were obtained in 2021 or earlier, prior to the inclusion of not-owner occupied STRPs as a commercial land use in the zoning code. Before this, not-owner occupied STRPs were permitted in certain residential districts including the RM20-A zoning district. The property directly to the west was rezoned to SP to permit not-owner occupied STRPs, similar to the requested SP.

### **ANALYSIS**

The application proposes to rezone the subject site from RM20-A to SP to allow for not-owner occupied Short Term Rentals (STRPs). The site lies within the T4 Urban Neighborhood Evolving (T4 NE) policy area and the Dickerson South Corridor supplemental policy area.

The subject site is surrounded by STRPs, many of which were permitted prior to a Zoning Code change that prohibited not-owner occupied STRPs in residential zoning districts. The prevalence of



## Metro Planning Commission Meeting of 1/8/2026

STRPs in the immediate area has created an inconsistency between the land uses and strict implementation of the T4 NE policy. Both the T4 NE policy and the Dickerson South Corridor supplemental policy are intended to support residential neighborhoods in part by prohibiting most non-residential uses. The zoning code considers not-owner occupied STRPs to be a commercial land use. While the proposed SP conflicts with the adopted policies, the primary uses proposed in the SP aligns with surrounding uses.

This is a unique situation where the reality of existing conditions in a specific area is not consistent with the adopted policies for the area. While staff recommends approval of this SP, the recommendation in this specific case may not apply to any other case or situation. Moving further to the east towards the Dickerson Pike corridor, future requests will be expected to comply with adopted land use policies, and staff will likely not support STRP requests in those areas.

### **FIRE RECOMMENDATION**

**Approve**

### **STORMWATER RECOMMENDATION**

**Approve**

### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

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

### **ROADS RECOMMENDATION**

**Approve with conditions**

- Comply w/ NDOT approved site plans under building permit #2020017379. Reference previous approved site plans, prior to final SP submittal.
- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

- Comply w/ NDOT approved site plans under building permit #2020017379. Reference previous approved site plans, prior to final SP submittal.
- Final constructions plans shall comply with the design regulations established by NDOT.



## Metro Planning Commission Meeting of 1/8/2026

- Final design and improvements may vary based on actual field conditions. There may be additional roads and traffic comments/conditions, following final SP submittal.

Maximum Uses in Existing Zoning District: **RM20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	0.61	20 D	12 U	64	4	6

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	0.61	-	12 U	64	4	6

Traffic changes between maximum: **RM20 and SP**

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

### METRO SCHOOL BOARD REPORT

The proposed SP is not anticipated to generate any additional students based on the proposed uses. Students would attend Shwab Elementary School, Jere Baxter Middle School, and Maplewood High School. Shwab Elementary School and Jere Baxter Middle School are identified as under capacity while Maplewood High School is identified as exceedingly under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization Report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

- Permitted uses shall be limited to all uses of the RM20-A zoning district and short-term rental properties, not owner occupied.
- If a development standard, not included 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-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
- The final site plan shall label all internal driveways as “Private Driveways.” A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.



## Metro Planning Commission Meeting of 1/8/2026

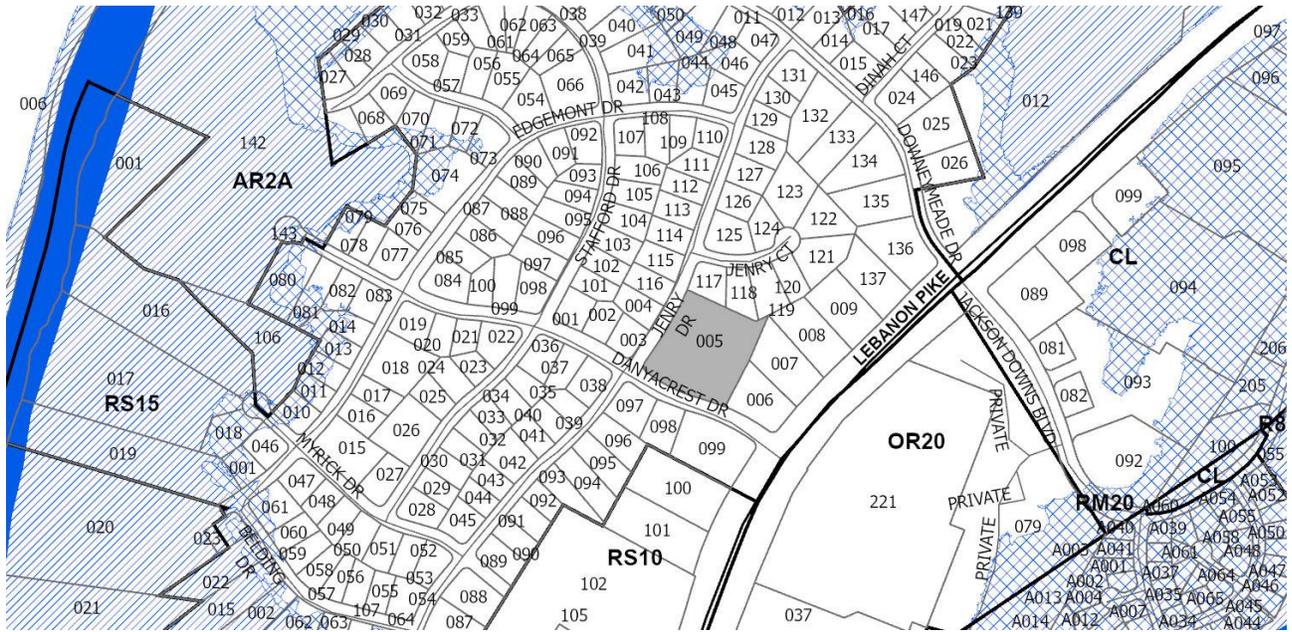
4. The final site plan/building permit site plan shall depict any required public sidewalks, any required grass strip or frontage zone, and the location of all existing and proposed vertical obstructions within any required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of any required sidewalk. Vertical obstructions are only permitted within any required grass strip or frontage zone.
5. 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.
6. 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.
7. Minor modifications to the preliminary SP 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.
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. No master permit/HPR shall be recorded prior to final SP approval.
10. Final plat may be required prior to permitting.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 1/8/2026



**2011NL-002-003**

209 DANYACREST DRIVE (AMEND)

Map 085-11, Parcel(s) 005

14, Donelson - Hermitage - Old Hickory

14 (Jordan Huffman)



## Metro Planning Commission Meeting of 1/8/2026

### Item #16

### Neighborhood Landmark Overlay (Amendment)

**2011NL-002-003**

#### Project Name

**209 Danyacrest Drive**

#### Council District

14 – Huffman

#### School District

04 - Nabaa-McKinney

#### Requested by

Dale & Associates, applicant; Anthony Schumann, owner.

#### Staff Reviewer

Konigstein

#### Staff Recommendation

*Defer to the February 12, 2026, Planning Commission meeting.*

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### APPLICANT REQUEST

#### Amend a Neighborhood Landmark Overlay District.

#### Neighborhood Landmark Overlay

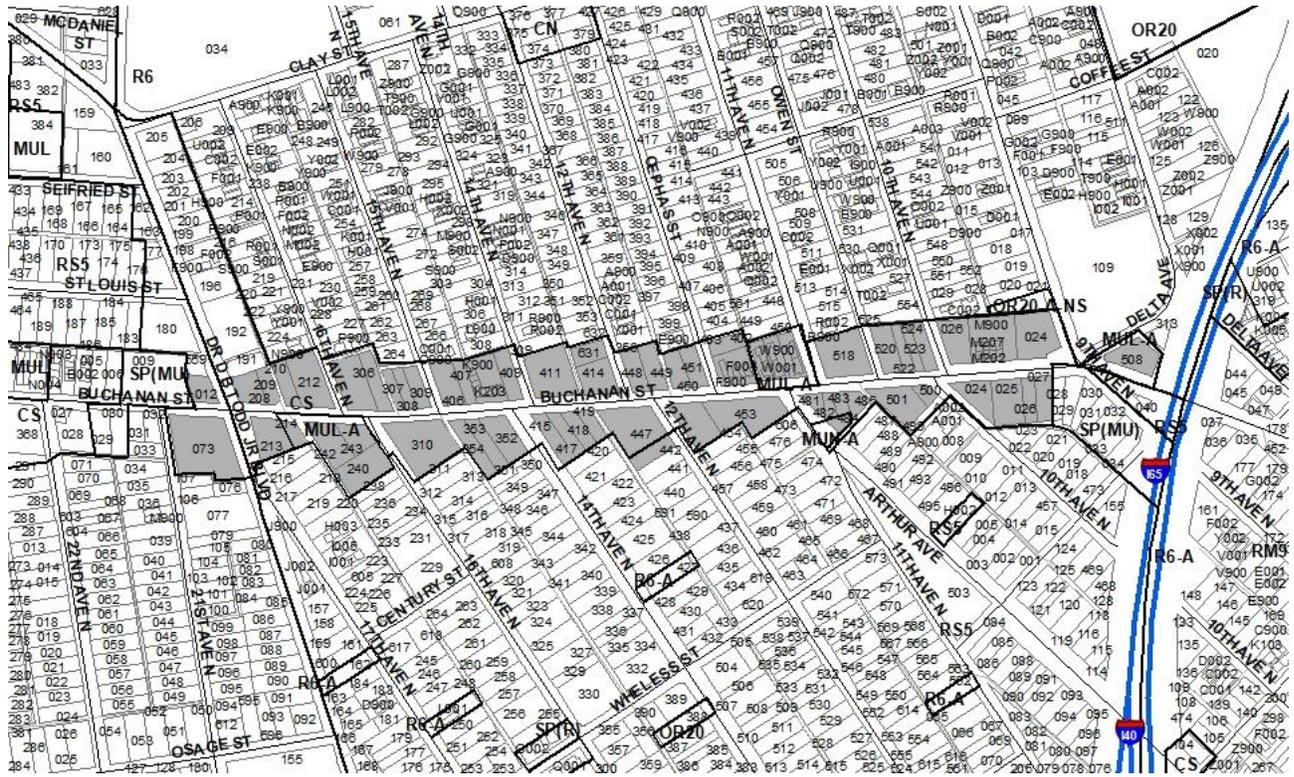
A request to amend the Neighborhood Landmark Overlay District for property located at 209 Danyacrest Drive, at the northeast corner of Danyacrest Drive and Jerry Drive, zoned Single-Family Residential (RS15) (2.78 acres), to permit general office and three single-family units.

### STAFF RECOMMENDATION

Staff recommends deferral to the February 12, 2026, Planning Commission meeting.



# Metro Planning Commission Meeting of 1/8/2026



**2026CCO-001-001**  
**BUCHANAN STREET COMMERCIAL COMPATIBILITY OVERLAY**  
Various Properties  
08, North Nashville  
21 (Brandon Taylor)



## Metro Planning Commission Meeting of 1/8/2026

<b>Item #17</b>	<b>2026CCO-001-001 Commercial Compatibility Overlay</b>
<b>Project Name</b>	<b>Buchanan Street Commercial Compatibility Overlay</b>
<b>Council Bill No.</b>	BL2025-1168
<b>Council District</b>	21– Taylor
<b>School District</b>	05 – Fayne
<b>Requested by</b>	Councilmember Brandon Taylor, applicant; various property owners.
<b>Staff Reviewer</b>	Commey
<b>Staff Recommendation</b>	<i>Approve with a substitute ordinance.</i>

### APPLICANT REQUEST

#### Apply a Commercial Compatibility Overlay District.

#### Commercial Compatibility Overlay

A request to apply a Commercial Compatibility Overlay District for various properties located on Buchanan Street between 21st Avenue North and Interstate 65 (15.78 acres).

#### **Existing Zoning**

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

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

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

#### **Proposed Zoning Overlay**

Commercial Compatibility Overlay District (CCO) provides prohibitions and regulations on certain nonresidential uses along collector and local streets in close proximity to residential lots to create a commercial development pattern that is compatible and harmonious with adjacent residential neighborhoods.

*Note that the existing zoning listed above will remain on the subject properties and the proposed overlay would be applied.*

#### **NORTH NASHVILLE COMMUNITY PLAN**

T4 Urban Mixed-Use Corridor (T4 CM) is intended is to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the



## Metro Planning Commission Meeting of 1/8/2026

corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

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.

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

### ANALYSIS

The Commercial Compatibility Overlay (CCO) as proposed would apply to approximately 15.78 acres for properties located on Buchanan Street between 21st Ave North and Interstate 65. This area consists of numerous properties with the CS, MUN-A and MUL-A zoning districts. These properties have primarily been developed with commercial and a mix of residential and non-residential land uses. The CCO was created by Metro Council in 2025 (BL2025-909). The CCO provides prohibitions and regulations on certain nonresidential uses along collector and local streets in close proximity to residential lots to create a commercial development pattern that is compatible and harmonious with adjacent residential neighborhoods. The CCO:

- Creates a 2,640-foot distance requirement between the following uses: automobile repair, car wash, and liquor sales. Alternative financial services and beer and cigarette market uses are prohibited.
- Establishes operational standards for automobile convenience, automobile parking, automobile service, bar and nightclub, club, and commercial amusement land uses. These standards include screening, buffer yards, limitations on hours of operation and hours for outdoor sound amplification, distance requirements for outdoor seatings, and limitations on number of establishments per lot.

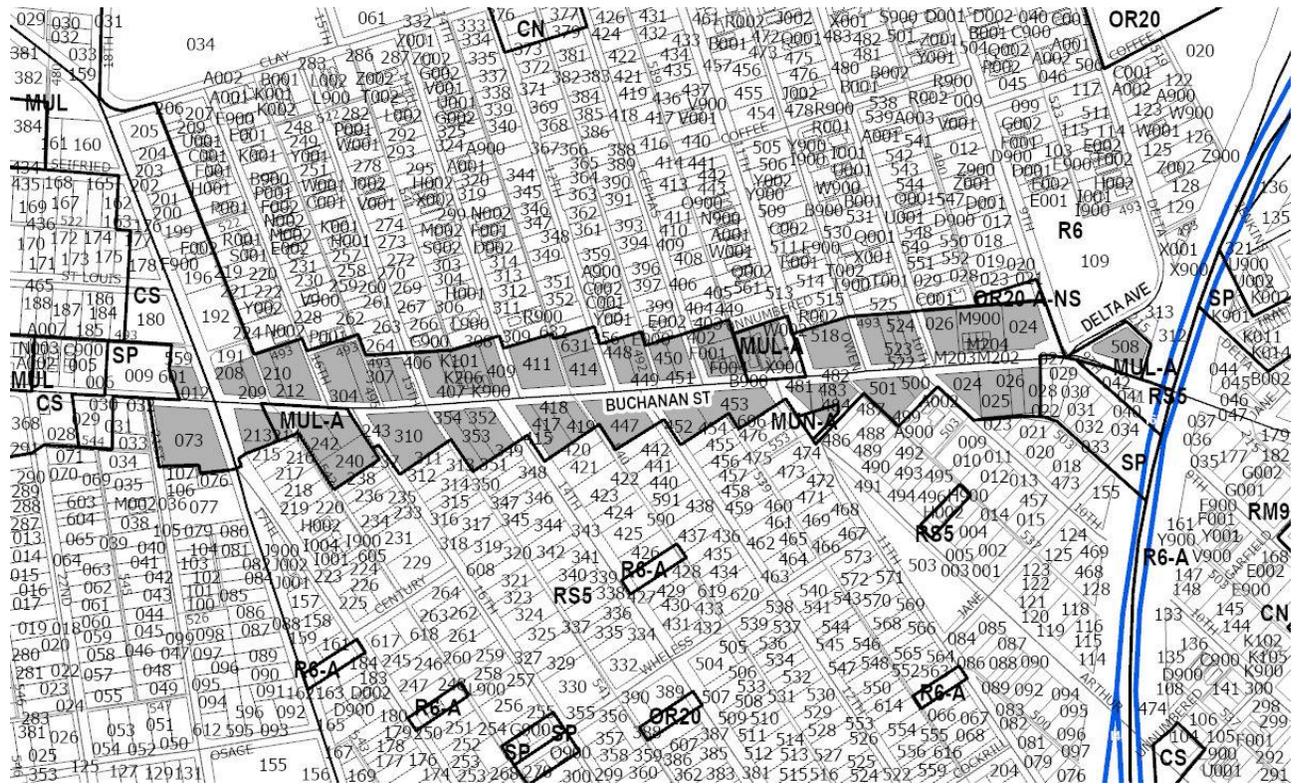
The range of land uses permitted within the overlay district are those allowed by the underlying zoning district with the exception of alternative financial services and beer and cigarette markets, which are prohibited. For any existing land use in conflict with the application at the time of this overlay, the use would likely be considered legally non-conforming. Compliance with CCO standards would not be required for legally non-conforming land uses.



# Metro Planning Commission Meeting of 1/8/2026

Per the applicability requirements, parcels within the CCO district should be contiguous, have frontage on a collector or local street and should be less than 50 acres. The subject properties are contiguous and have frontage along either Buchanan Street, which is classified as a collector Avenue in the Major and Collector Street Plan (MCSP), or Arthur Avenue, which is a local street. The proposed parcels within the overlay area are located within one hundred feet of parcels zoned RS, R, or RM, satisfying adjacency requirements to residential zoning. The total area of 15.78 acres is below the fifty-acre maximum. Eligible zoning districts within the CCO are limited to mixed-use, office, commercial, and shopping center zoning districts. The proposed parcels are zoned CS, MUN-A and MUL-A, which meet this requirement, with the exception of one split zoned property which staff is proposed to modify the boundary of. The proposed overlay district meets the other requirements of the CCO.

The substitute ordinance removes the RS5-zoned portion of Parcel 447, as the residential zoning does not meet the applicability requirements for inclusion in the CCO district. The acreage of the proposed substitute is approximately 15.58 acres.



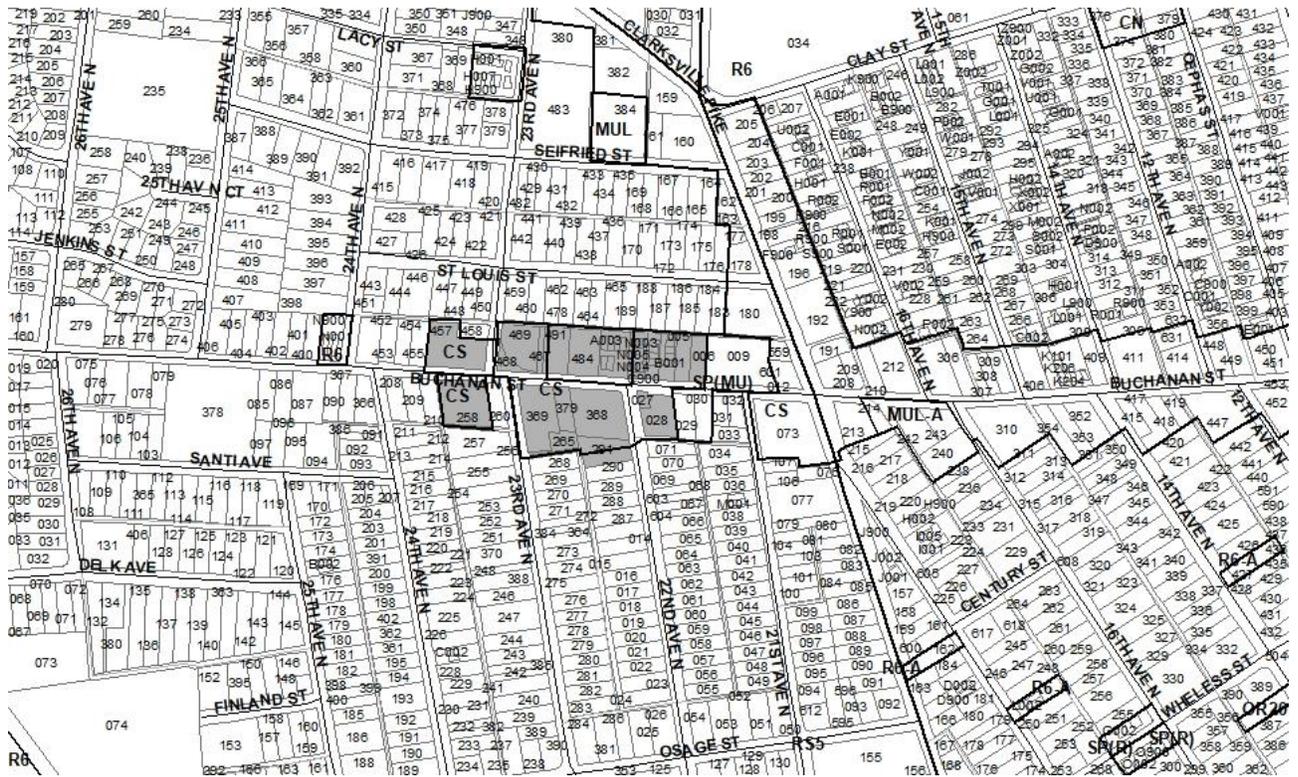
**Proposed Substitute**

## STAFF RECOMMENDATION

Staff recommends approval of a substitute ordinance.



# Metro Planning Commission Meeting of 1/8/2026



**2026CCO-002-001**  
**BUCHANAN STREET COMMERCIAL COMPATIBILITY OVERLAY**  
 Various Properties  
 08, North Nashville  
 21 (Brandon Taylor)



**Metro Planning Commission Meeting of 1/8/2026**

**Item #18** **2026CCO-002-001 Commercial Compatibility Overlay**

**Project Name** **Buchanan Street Commercial Compatibility Overlay**

**Council Bill** BL2025-1169

**Council District** 21– Taylor

**School District** 05 – Fayne

**Requested by** Councilmember Brandon Taylor, applicant; various property owners.

**Staff Reviewer** Commey

**Staff Recommendation** *Approve with a substitute ordinance.*

**APPLICANT REQUEST**

**Apply a Commercial Compatibility Overlay District.**

Commercial Compatibility Overlay

A request to apply a Commercial Compatibility Overlay District for various properties located on Buchanan Street between 24th Avenue North and 21st Avenue North (4.53 acres).

**Existing Zoning**

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

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

**Proposed Zoning Overlay**

Commercial Compatibility Overlay District (CCO) provides prohibitions and regulations on certain nonresidential uses along collector and local streets in close proximity to residential lots to create a commercial development pattern that is compatible and harmonious with adjacent residential neighborhoods.

*Note that the existing zoning listed above will remain on the subject properties and the proposed overlay would be applied.*

**NORTH NASHVILLE COMMUNITY PLAN**

T4 Urban Mixed-Use Corridor (T4 CM) is intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.



## Metro Planning Commission Meeting of 1/8/2026

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 Commercial Compatibility Overlay (CCO) as proposed would apply to approximately 4.53 acres located on Buchanan Street between 24th Avenue North and 21st Avenue North. This area consists of numerous properties zoned CS and MUL that have been developed with commercial and a mix of residential and non-residential land uses. The CCO provides prohibitions and regulations on certain nonresidential uses along collector and local streets in close proximity to residential lots to create a commercial development pattern that is compatible and harmonious with adjacent residential neighborhoods. The CCO:

- Creates a 2,640-foot distance requirement between the following uses: automobile repair, car wash, and liquor sales. Alternative financial services and beer and cigarette market uses are prohibited.
- Establishes operational standards for automobile convenience, automobile parking, automobile service, bar and nightclub, club, and commercial amusement land uses. These standards include screening, buffer yards, limitations on hours of operation and hours for outdoor sound amplification, distance requirements for outdoor seatings, and limitations on number of establishments per lot.

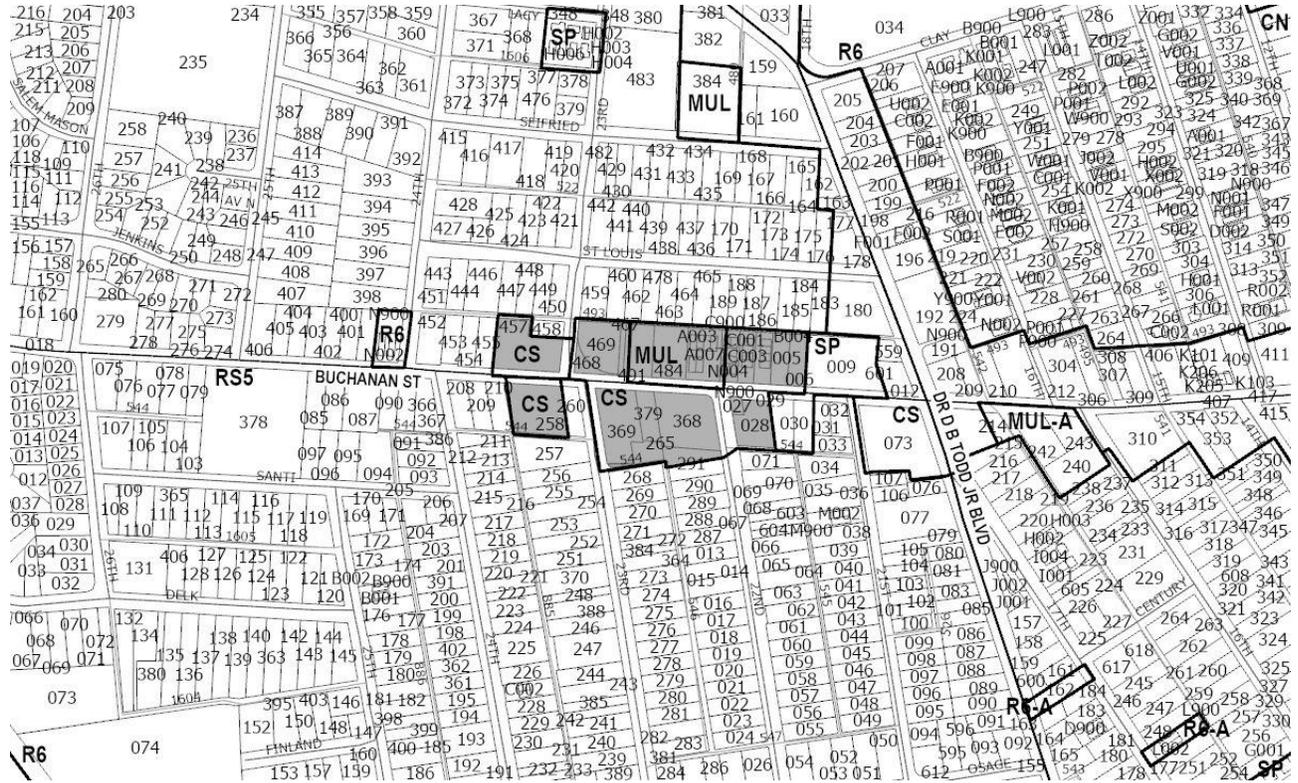
The range of land uses permitted within the overlay district are those allowed by the underlying zoning district with the exception of alternative financial services and beer and cigarette markets, which are prohibited. For any existing land use in conflict with the application at the time of this overlay, the use would likely be considered legally non-conforming. Compliance with CCO standards would not be required if the property is a legally non-conforming use.

Per the applicability requirements, parcels within the CCO district should be contiguous, have frontage on a collector or local street and should be less than 50 acres. The subject properties are contiguous and have frontage along either Buchanan Street, 22<sup>nd</sup> Avenue North, and 23<sup>rd</sup> Avenue North. Buchanan Street is classified as a collector avenue in the Major and Collector Street Plan (MCSP). Twenty-second Avenue North and 23<sup>rd</sup> Avenue North are classified as local streets. The parcels within the proposed overlay area are located within one hundred feet of parcels zoned RS, R, or RM, satisfying adjacency requirements to residential zoning. The total area of 4.53 acres is well below the fifty-acre maximum. Eligible zoning districts within the CCO are limited to mixed-use, office, commercial, and shopping center zoning districts. The proposed parcels are zoned CS and MUL which meet this requirement with the exception of one parcel which is split zoned. The proposed overlay district meets all other requirements of the CCO.



# Metro Planning Commission Meeting of 1/8/2026

The substitute ordinance removes the RS5-zoned portion of Parcel 291, as this residential zoning does not meet the applicability requirements for inclusion in the CCO district. The acreage of the proposed substitute is approximately 4.17 acres.



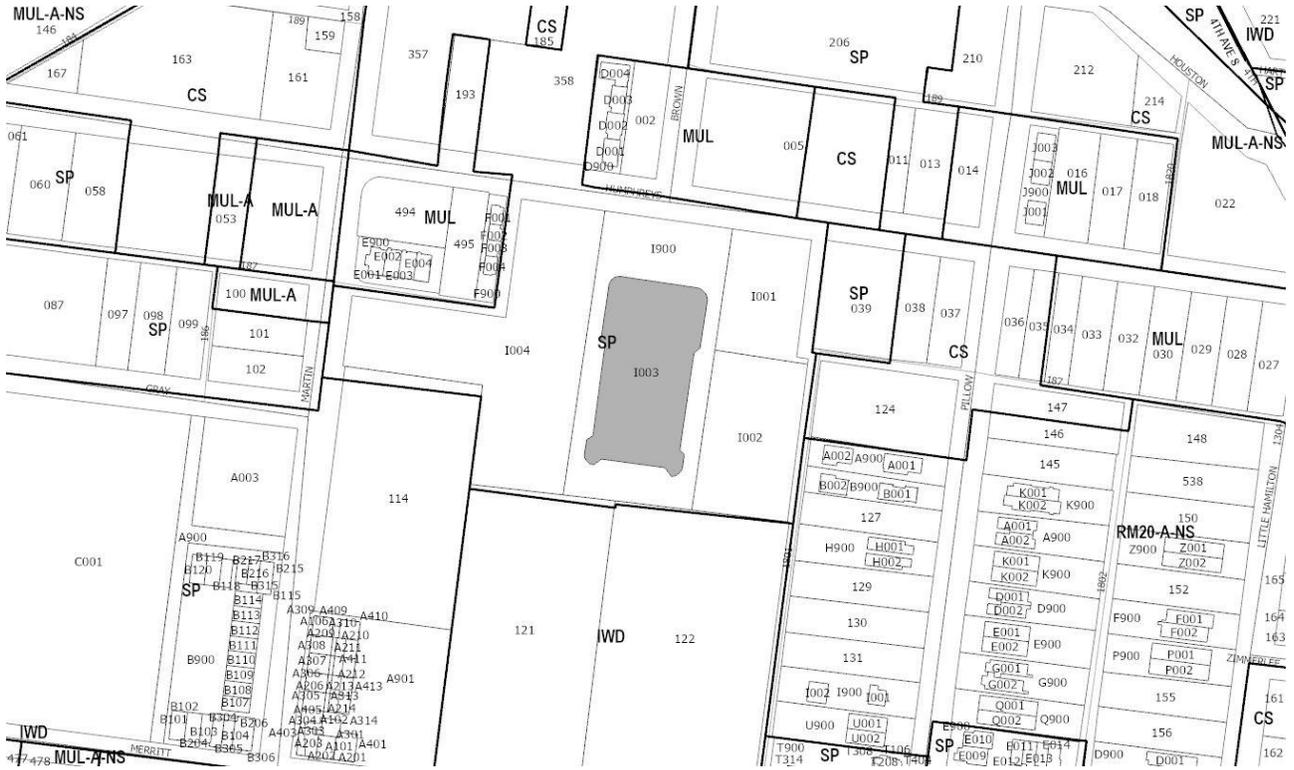
## Proposed Substitute

### STAFF RECOMMENDATION

Staff recommends approval of a substitute ordinance.



# Metro Planning Commission Meeting of 1/8/2026



**2026HL-001-001 (formerly 2026HPL-001-001)**  
**MERRITT MANSION HISTORIC OVERLAY**

Map 105-07-1-I, Parcel(s) 003

11, South Nashville

17 (Terry Vo)



## Metro Planning Commission Meeting of 1/8/2026

<b>Item #19</b>	<b>Historic Landmark 2026HL-001-001 (formerly 2026HPL-001-001)</b>
<b>Project Name</b>	<b>Merritt Mansion Historic Overlay</b>
<b>Council District</b>	17 - Vo
<b>School District</b>	05 - Fayne
<b>Requested by</b>	Pablo David, applicant; Nashville Phase III Property Holder 3, LLC, owner.
<b>Staff Reviewer</b>	Konigstein
<b>Staff Recommendation</b>	<i>Approve.</i>

### APPLICANT REQUEST

#### Apply a Historic Landmark Overlay District

##### Historic Landmark Overlay

A request to apply a Historic Landmark Overlay District on property located at 253 Leon Loop approximately 113 feet south of Humphreys Street, zoned Specific Plan (SP) (0.74 acres).

##### **Existing Zoning**

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

##### **Proposed Overlay**

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

### SOUTH NASHVILLE COMMUNITY PLAN

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

##### Wedgewood-Houston/Chestnut Hill Planning Study

The subject property is located within Area 1 of the North Wedgewood-Houston Character Area. The intent of this character area is to contain a wide variety of commercial and small-scale light industrial uses with a mix of residential uses as well. Adaptive reuse of existing structures is encouraged in this policy area.



## Metro Planning Commission Meeting of 1/8/2026

### REQUEST DETAILS

The preliminary SP for the subject property was approved in 2021 (BL2021-815). A condition of the SP zoning on the property was that a Historic Landmark Overlay be applied to the property after the structure was relocated.

The Metro Historic Zoning Commission (MHZC) considered this application at its December 17, 2025, meeting.

### METRO HISTORIC ZONING COMMISSION RECOMMENDATION

The Metro Historic Zoning Commission (MHZC) recommended approval of the Historic Landmark designation at the December 17, 2025, MHZC meeting. The following is a brief excerpt of information provided in the published MHZC report.

The Merritt House stands as an excellent example of a c. 1870 Italianate-style residence rarely found in Davidson County outside of the city's oldest urban historic areas. A log core may date as early as the 1780s and is believed to be associated with pioneer settler Captain John Rains. Once part of a large estate owned by farmer and cabinetmaker Gibson Merritt (1800-1873) and his wife Sarah (Sally) Raines (1793-1861 and daughter of Capt. Rains), the house stands as one of few highly intact historical residences that pre-dates the surrounding modern residential and commercial environs. The Merritt House also served as the home of Chancery Court judge and state Senator Alfred Gowen Merritt (1832-1908) and his wife Caroline Merritt (nee' Donelson), and later as the residence of prominent real estate agent Frank Hagan (c. 1825-1890). As a 40+-acre country estate while under Gibson Merritt's ownership, this property also served agricultural purposes, and its goods were sold at the city market. Importantly, subdivisions of the Merritt estate in 1887 and 1895 provided initial lands for a dense residential enclave in this vicinity that included modest housing likely for workers at nearby industrial properties and the L&N railroad. Through these subdivisions, the Merritt estate played a key role in the early developmental history of what is now known as the Wedgewood-Houston neighborhood.

Staff finds that the house and outbuilding meet criterion 3 of section 17.36.120, as an exceptional example of an Italianate style home and for its storied evolution from a simple log building to a high-style brick house. Staff also finds that the district meets criterion 1 as property tells the story of the development of the area from an agricultural area (European development) to an industrial development that became Wedgewood-Houston.

### STAFF RECOMMENDATION

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



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 1/8/2026



**2026NHC-001-001**  
**GREEN HILLS EAST**  
 Various Maps, Various Parcels  
 10, Green Hills - Midtown  
 09 (Jeff Preptit)



**Metro Planning Commission Meeting of 1/8/2026**

<b>Item #20</b>	<b>Neighborhood Conservation Overlay 2026NHC-001-001</b>
<b>Project Name</b>	<b>Green Hills East Neighborhood Conservation Overlay</b>
<b>Council Bill No.</b>	BL2025-1175
<b>Council District</b>	25 - Preptit
<b>School District</b>	08 - Block
<b>Requested by</b>	Councilmember Jeff Preptit, applicant; various property owners.
<b>Staff Reviewer</b>	Marton
<b>Staff Recommendation</b>	<i>Defer to the April 23, 2026, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Apply a Neighborhood Conservation Overlay District.**

Neighborhood Conservation Overlay

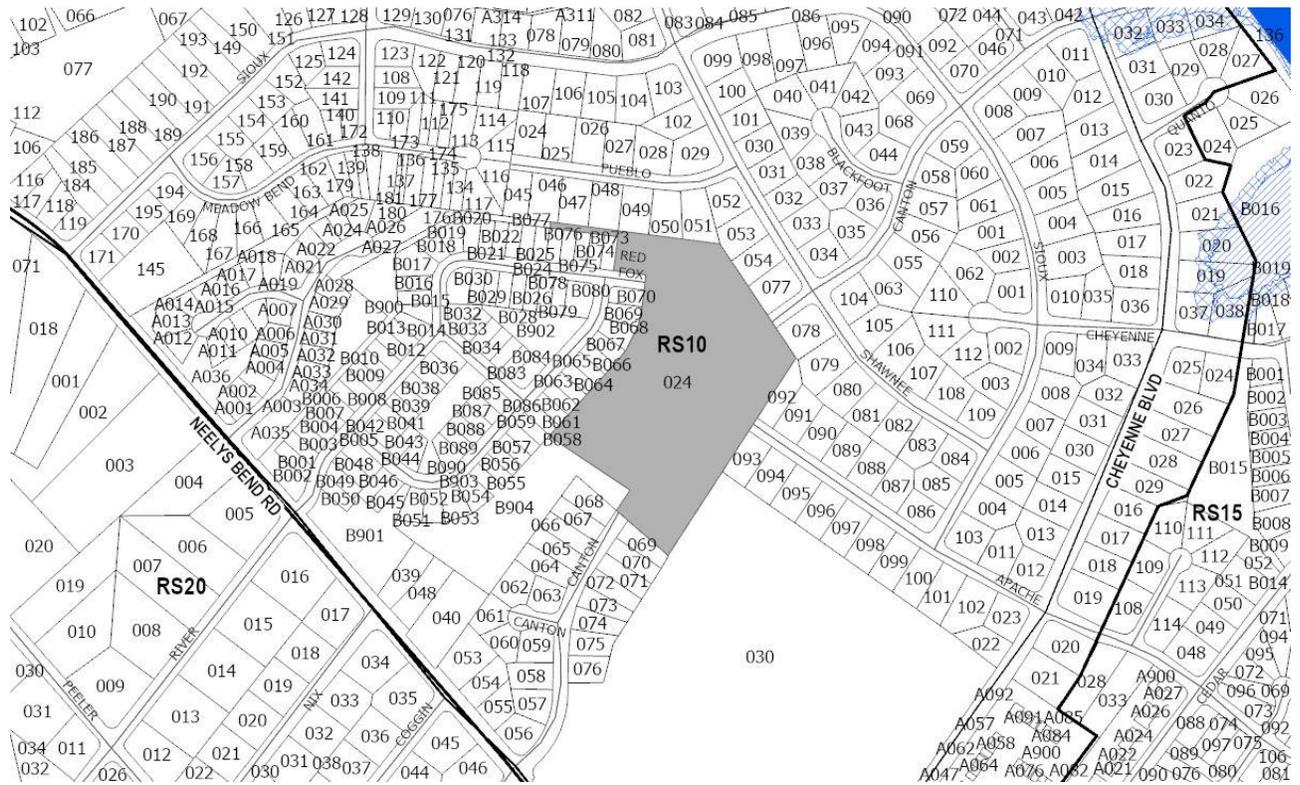
A request to apply a Neighborhood Conservation Zoning Overlay District to various properties located north of Shackelford Road, west of Belmont Boulevard, east of Oriole Place and south of Glen Echo Road, zoned Single-Family Residential (RS10) and One and Two-Family Residential (R10) (38 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the April 23, 2026, Planning Commission meeting.



# Metro Planning Commission Meeting of 1/8/2026



**2019S-081-005**  
FOX VALLEY PHASE 3  
Map 052, Parcel(s) 024  
04, Madison  
09 (Tonya Hancock)



## Metro Planning Commission Meeting of 1/8/2026

<b>Item #21</b>	<b>Final Plat 2019S-081-005</b>
<b>Project Name</b>	<b>Fox Valley Phase 3</b>
<b>Council District</b>	09 – Hancock
<b>School District</b>	03 – Young
<b>Requested by</b>	T-Square Engineering, applicant; 1201 Neelys Bend Road, LLC, owner.
<b>Staff Reviewer</b>	Garland
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

### APPLICANT REQUEST

**Request for final plat approval to create 33 lots.**

#### Final Plat

A request for final plat approval to create 33 cluster lots on property located at 1201 Neelys Bend Road, west of Apache Lane and south of Canton Pass, zoned Single-Family Residential (RS10) (10.09 acres).

### CASE HISTORY

The site is located off of Neelys Bend Road on the site of the former Odom’s Tennessee Pride Sausage factory. The PUD which allowed the industrial use was canceled in 2019. A concept plan approving 121 single-family cluster lots was approved at the July 18, 2019, Planning Commission meeting (Case No. 2019S-081-001). The final plat for Phase 1 was recorded in 2023 and includes 42 lots south of this site. The final plat for Phase 2 was recorded in 2025 and includes 46 lots west of this site.

A final site plan for this phase was approved administratively in March 2021 (2019S-081-002). The proposed Phase 3 final plat application includes 33 cluster lots and is consistent with the concept and final site plan.

### SITE DATA AND CONTEXT

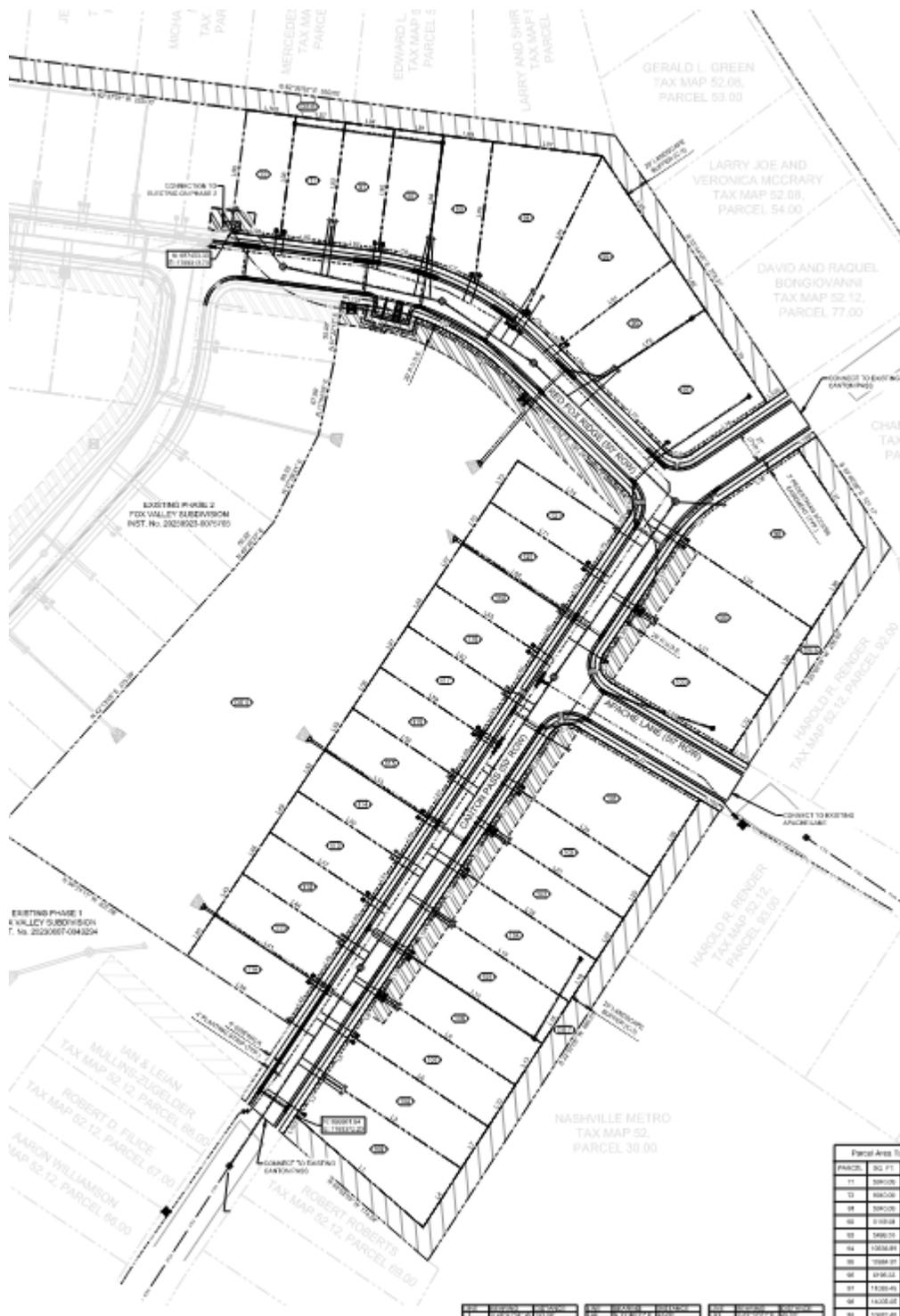
**Location:** The site is located on the north side of Neelys Bend Road, at the western terminus of Apache Lane.

**Approximate Acreage:** 10.09 acres, or approximately 439,520 square feet.

**Number of Lots:** 33



# Metro Planning Commission Meeting of 1/8/2026



**Proposed Plat**



## Metro Planning Commission Meeting of 1/8/2026

### **PROPOSAL DETAILS**

This proposal is for final plat approval for the third and final phase of a larger development. The concept plan approved for the site utilized the by-right Cluster Lot Option standards of Section 17.12.090 of the Metro Zoning Code that were in effect at the time. The final plat matches the approved cluster lot concept plan with regard to maximum lot yield, open space requirements, alternative lot sizes, landscape buffer yard requirements, hillside development standards, floodplain development standards, and recreational facilities.

**Subdivision Variances or Exceptions Requested:** None.

### **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 five 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 two 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 2019 and final site plan approval in 2024. Approval by the Planning Commission is now required because the plat contains more than 25 lots, requiring consideration by the 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 Planning Commission approved /concept plan. The proposed plat is consistent with the approved concept plan and meets all requirements of Chapter 3.

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

#### **FIRE MARSHAL RECOMMENDATION**

**Approve**

#### **STORMWATER RECOMMENDATION**

**Approve**

#### **NASHVILLE DOT RECOMMENDATION**

**Approve with conditions**

- Roads in final plat must be spell out 'Apache Lane'
- Bond will be required for public infrastructure prior to recording plat.
- Plat is not to be recorded until new roads have been constructed to binder layer.



## Metro Planning Commission Meeting of 1/8/2026

### **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 25, 2025) on which we have noted our comments and recommend approval. Approval is contingent on construction and completion of MWS Project #'s 22SL0022. A bond amount of \$200,000.00 is assigned to 22SL0022.
- Water provided by MSUD.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

1. Prior to the recording of the final plat, provide an updated availability letter from Madison Suburban Utility District.
2. 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.
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.
5. 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](mailto:bond.desk@nashville.gov).

### **RECOMMENDED ACTION**

Motion to approve proposed subdivision Case No. 2019S-081-005 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 1/8/2026



**2025S-131-001**  
1820 WARFIELD DRIVE  
Map 131-03, Parcel(s) 003, 009  
10, Green Hills – Midtown  
25 (Jeff Prepit)



## Metro Planning Commission Meeting of 1/8/2026

<b>Item #22</b>	<b>Final Plat 2025S-131-001</b>
<b>Project Name</b>	<b>1820 Warfield Drive</b>
<b>Council District</b>	25 – Preptit
<b>School District</b>	08 – Block
<b>Requested by</b>	Campbell, McRae & Associates Surveying, Inc, applicant; Rich Harris & Springdale Development, LLC, and Steven Kurt Denny, owners.
<b>Staff Reviewer</b>	Commeey
<b>Staff Recommendation</b>	<i>Approve with conditions, including an exception to Section 3-5.3.c.2 for lot frontage.</i>

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### APPLICANT REQUEST

**Request for final plat approval to create two lots.**

#### Final Plat

A request for final plat approval to create two lots on properties located at 1820 and 1900 Warfield Drive, approximately 322 feet north of Kimbark Drive, zoned One and Two Family Residential (R10) (0.65 acres).

### SITE DATA AND CONTEXT

**Location:** The site consists of two parcels located along the north side of Warfield Drive.

**Street Type:** The site has frontage on Warfield Drive.

**Approximate Acreage:** 0.65 acres or approximately 28,389 square feet.

**Parcel/Site History:** The site consists of two parcels. Parcel 003 (1900 Warfield Drive) was originally platted as Lot 13 on the Plan of Colonial Heights of record in 1963 (Book 1130, Page 102). The current configuration as Lot 13 on the Plan of Colonial Heights and Part of closed right-of-way was created by deed (201508050078024). The right-of-way adjacent to the east side of the parcel was abandoned by the Metropolitan Government through Ordinance No. BL2002-1286. Although this portion of right-of-way was added to the area of Lot 13, all existing easements within the closed area were retained. The incorporation of the closed right-of-way added approximately 0.13 acres to the parcel. The property at 1820 Warfield Drive was platted as part of Lots 5 and 6 on the Plan of the subdivision of Phoebe Nicholson Heirs' Property, as of record in (Minute Book "J", page 293).

**Zoning History:** Both properties have been zoned R10 since 1974.

**Existing Land Use:** Both properties are currently developed with residential uses.





## Metro Planning Commission Meeting of 1/8/2026

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

- North: Multi Family Residential/RM20
- South: One and Two Family Residential/R10
- East: One and Two Family Residential/R10
- West: One and Two Family Residential/R10

### **Zoning:** One and Two Family Residential/R10

Min. lot size: 10,000 square feet

Max. building coverage: 0.40

Min. rear setback: 20 feet

Min. side setback: 5 feet

Max. height: 3 stories

Min. street setback: Contextual per Zoning Code

### **PROPOSAL DETAILS**

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

**Lot sizes:** Proposed Lot 1 has a lot size of approximately 0.31 acres, or 13,583 square feet and proposed Lot 2 has a lot size of approximately 0.34 acres or 14,806 square feet.

**Access:** The proposed lots have frontage along Warfield Drive. The plat identifies a shared access easement from Warfield Drive to serve both lots.

**Subdivision Variances or Exceptions Requested:** An exception is required to Section 3-5.3.c.2 for lot frontage 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 located within the Urban Neighborhood Evolving (T4 NE) 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.



## Metro Planning Commission Meeting of 1/8/2026

### 3-1 General Requirements

The proposal meets the requirements of 3-1.

### 3-2 Monument Requirements

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

### 3-3 Suitability of the Land

There is a stream shown on Lot 2 along with the associated regulatory stream buffers. Stormwater will review and ensure compliance with all stormwater regulations at the time of building permit.

### 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 at the time of building permit. All proposed lots are greater than the 10,000 square feet minimum lot size of the R10 zoning district and have frontage on a public street, Warfield 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.*

Not applicable to this case.

*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.*

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

Both lots exceed the minimum square footage requirement of the R10 zoning district. Lot 1 is 13,583 square feet and Lot 2 is 14,806 square feet.

*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.*

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



## Metro Planning Commission Meeting of 1/8/2026

c. *Each lot oriented to an existing street shall meet minimum lot frontage requirements as follows:*

1. *Within T3 Suburban Neighborhood Evolving policy areas, each lot oriented to an existing street shall have a minimum frontage of 50 feet. Lots oriented to the terminus of an existing permanent dead-end shall have a minimum frontage of 35 feet.*

Not applicable to this case.

2. *Within T4 Urban Neighborhood Evolving policy areas, each lot oriented to an existing street shall have a minimum frontage of 40 feet. Lots oriented to the terminus of an existing permanent dead-end shall have a minimum frontage of 35 feet.*

The minimum frontage required is 40 feet. Proposed Lot 1 has a frontage of 30.52 feet which does not meet the standard while proposed Lot 2 has a frontage of 65.50 feet which exceeds the minimum frontage requirements. Therefore, an exception is needed for Lot 1. More information can be found in the Variance/Exception section below.

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

All other reviewing agencies have recommended approval or approval with conditions.

e. *The proposed lots comply with any applicable special policy.*

Not applicable to this case.

### Variance/Exception Analysis

In instances where the minimum lot frontage is not met, the Commission may grant an exception to the minimum lot frontage requirements of this subsection by considering the development pattern of the area, any unique geographic, topographic and environmental factors, and other relevant information.

This request requires an exception from Section 3-5.3.c.2 pertaining to lot frontage. A minimum of 40 feet of frontage is required in T4 Urban Neighborhood Evolving policy areas, and the frontage for Lot 1 as proposed at 30.52 feet does not meet the minimum.

Staff finds that the property is an existing parcel situated along a curve which limits the available frontage. Although reduced frontage can raise concerns regarding access, the proposal consolidates access by having a shared drive which limits curb cuts on Warfield Drive. Additionally, the reconfiguration increases the frontage of Lot 1 by incorporating additional area from Lot 2, resulting in Lot 1 having a greater frontage than currently exists.

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

Not applicable to this case.



## Metro Planning Commission Meeting of 1/8/2026

### *3-5.5 Infill Subdivision Frontage*

*For infill lots with a street frontage of less than 50 feet in width and where no improved alley exists, these lots shall be accessed via a shared drive. The Planning Commission may grant an exception if existing conditions prevent alley access or shared drive access.*

Lot 2 has a frontage width of 65.5 feet while Lot 1 has a frontage width of 30.52. A proposed shared access easement is shown on the plat.

### *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**

Warfield Drive is classified as a local road. The plat does not propose to dedicate any right-of-way as the standard 50-foot right-of-way for a local street is already met.

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

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

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

Not applicable. No new streets are proposed.

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

Not applicable. No private streets are proposed.



## Metro Planning Commission Meeting of 1/8/2026

### **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 exceptions for the minimum lot frontage requirement and infill subdivision frontage, the proposed lots meet the standards of the Metro Subdivision Regulations and Metro Zoning Code. Staff finds the existing site configuration, location of Lot 1 along a curve, and the consolidation of the access drive for the site allows for access provisions to be met while reducing excess curb cuts along public streets. Absent the shared access drive, staff might not support the proposed subdivision.

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 T4 Urban Neighborhood Evolving. The intent of T4 NE 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.



## **Metro Planning Commission Meeting of 1/8/2026**

If the Commission can find that the proposed final plat meets the intent of the T4 NE 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**

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

#### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

- Attached is a copy of the above-referenced subdivision (uploaded by planning on July 01, 2025) on which we recommend approval. The W&S Capacity fees must be paid prior to service connections.

#### **STAFF RECOMMENDATION**

Approve with conditions, including an exception to Section 3-5.3.c.2. for lot frontage

#### **CONDITIONS**

1. On the mylar copy, label the existing lot line.
2. On the mylar copy, add note, "Access to both lots shall be limited to the shared access drive."
3. On the mylar copy, add a voids and vacates notes. Refer to the appendices section of the subdivision regulations and add note A7.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

#### **RECOMMENDED ACTION**

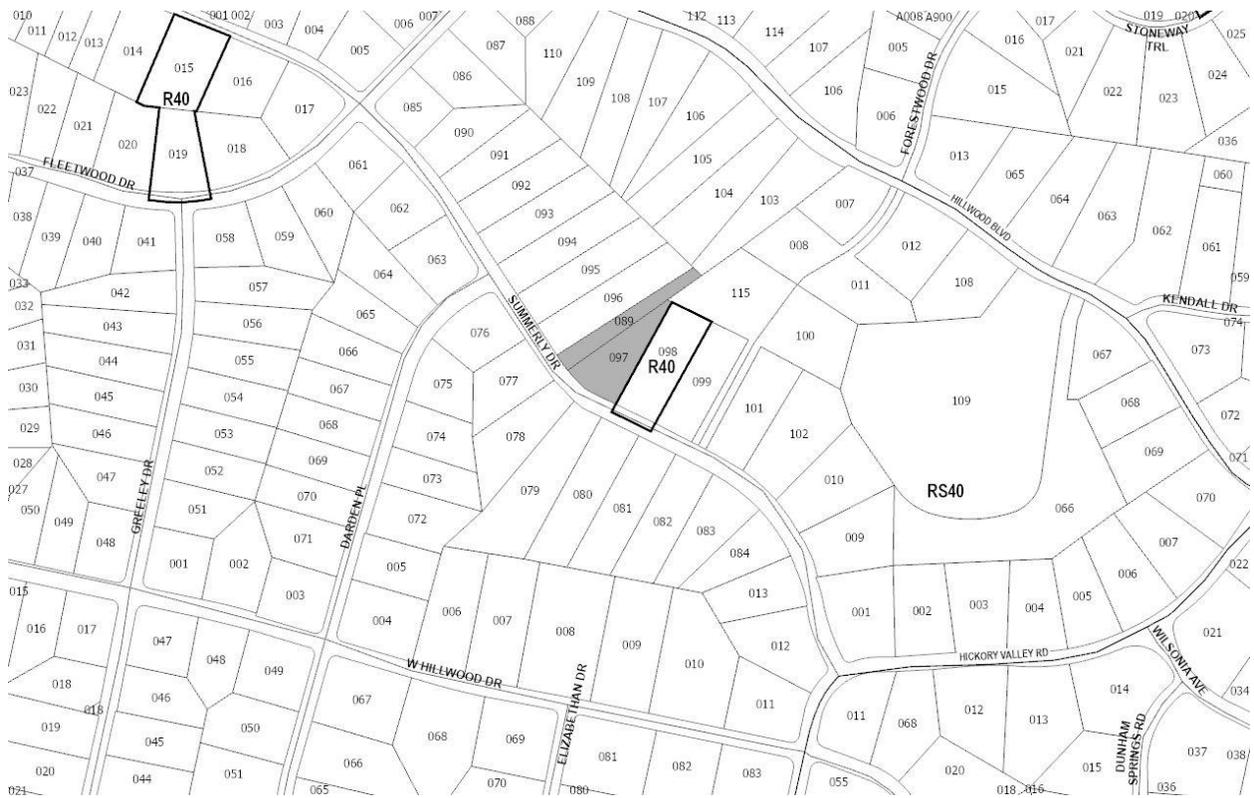
Motion to approve proposed subdivision Case No. 2025S-131-001 with conditions including an exception to 3-5.3.c.2. for lot frontage based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 1/8/2026



**2025S-192-001**

728 SUMMERLY DRIVE

Map 102-12, Parcel(s) 089, 097

07, West Nashville

20 (Rollin Horton)



## Metro Planning Commission Meeting of 1/8/2026

<b>Item #23</b>	<b>Final Plat 2025S-192-001</b>
<b>Project Name</b>	<b>728 Summerly Drive</b>
<b>Council District</b>	20 – Horton
<b>School District</b>	09 – Tylor
<b>Requested by</b>	Chap Surveyor, applicant; Michael Ronald Henry & Greer Henry, owner.
<b>Staff Reviewer</b>	Commey
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

### APPLICANT REQUEST

**Request for final plat approval to remove the reserve status and consolidate into one lot.**

#### Final Plat

A request for final plat approval to remove the reserve status and to consolidate to create one lot on properties located at 728 Summerly Drive and Summerly Drive (unnumbered), approximately 1,034 feet northeast of Hickory Valley Road, zoned Single Family Residential (RS40) (1.64 acres).

### SITE DATA AND CONTEXT

**Location:** The site consists of two parcels located along the east side of Summerly Drive.

**Street type:** The site has frontage on Summerly Drive, a local street.

**Approximate Acreage:** 1.64 acres or approximately 71,526 square feet.

**Parcel/Site History:** The site consists of two parcels. Parcel 097 (728 Summerly Drive) was platted as Lot No. 275 on the Plan of Hillwood Estates Section 11 of record in 1957 (Book 2663, Page 38). Parcel 089 (0 Summerly Drive) was platted as Tract No. 2 marked "Reserved" on the Plan of Horton Heights, Section E as of record in 1954 (Book 2133, Page 84). Due to the reserve status, no building permit can be issued on the reserve parcel. The 1955 plat does not indicate why the reserve tract was put in place and the Planning Commission must approve the removal of the reserve status to make the parcel a buildable lot.

**Zoning History:** Both properties have been zoned Single Family Residential (RS40) since 1987.

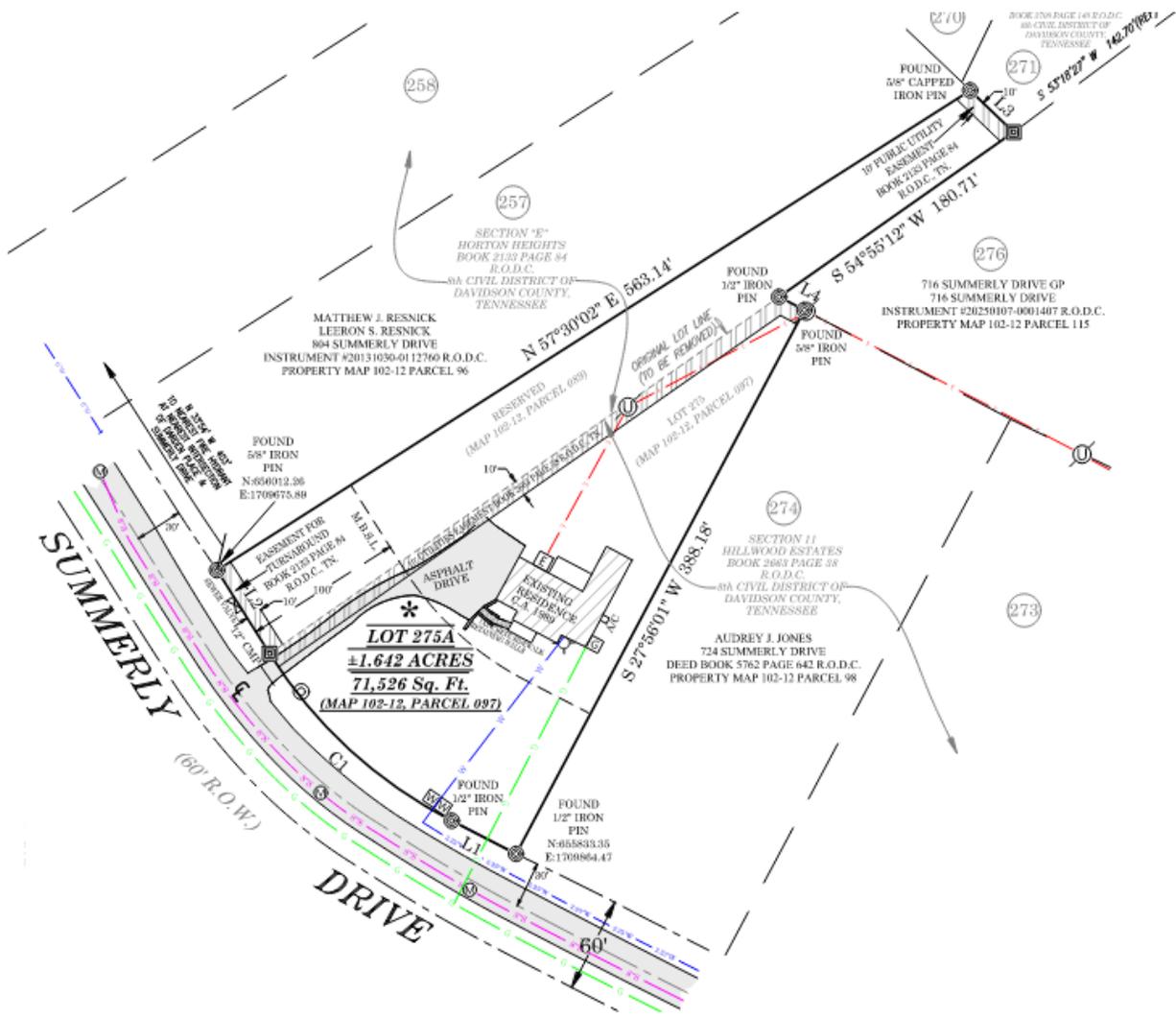
**Existing land use and configuration:** Parcel 097 currently contains a single-family land use while parcel 089 is vacant.

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

- North: Single Family Residential (RS40)
- South: Single Family Residential (RS40)
- West: Single Family Residential (RS40)
- East: One and Two-Family Residential (R40)



# Metro Planning Commission Meeting of 1/8/2026



**Proposed Final Plat**



## Metro Planning Commission Meeting of 1/8/2026

**Zoning:** Single Family Residential (RS40)

Min. lot size: 40,000 square feet

Max. building coverage: 0.25

Min. rear setback: 20 feet

Min. side setback: 15 feet

Max. height: 3 stories

Min. street setback: 40 feet or Contextual per Zoning Code

### PROPOSAL DETAILS

**Number of lots:** 1

**Lot size:** 71,526 square feet (1.64 acres)

**Access:** The lot is currently accessed from Summerly Drive. No changes to the existing drive are shown on the plat.

**Subdivision Variances or Exceptions Requested:** None.

### APPLICABLE SUBDIVISION REGULATIONS

#### Reserve Parcel

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

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

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

The reserve parcel is approximately 27,064 square feet and does not currently meet the minimum lot size of the zoning district. However, the proposed plat includes the removal of the reserve parcel status and the consolidation of the parcel with the adjacent parcel, 097. The consolidation yields a lot area greater than the required minimum lot size of 40,000 square feet. It is unlikely that staff would recommend the removal of the reserve status without the consolidation. The proposed parcel has frontage along Summerly Drive, meeting standard three above. All agencies have recommended



## Metro Planning Commission Meeting of 1/8/2026

approval. With the proposed consolidation, staff finds that the subject reserve parcel meets the four requirements to become a buildable lot.

### Lot Consolidation

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

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

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

The proposal meets the requirements of 3-1.

### **3-2 Monument Requirements**

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

### **3-3 Suitability of the Land**

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 proposed lot contains areas of steep slopes. Any lot on natural slopes that are 20 percent or steeper are considered critical and must be designated as critical. Lots designated as critical must comply with the critical lot standards in the Zoning Code. The proposed lot has been designated as critical.

### **3-4 Lot Requirements**

The proposed lot complies with the minimum standards of the zoning code. Any development proposed on the resulting lot will be required to meet the bulk standards and all other applicable regulations of RS40 zoning at the time of building permit.



## Metro Planning Commission Meeting of 1/8/2026

### **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.

The Subdivision Regulations do not consider consolidation plats to be infill subdivisions, therefore the subdivision regulations of properties within the Suburban Neighborhood Maintenance (T3 NM) policy are not applied in the review of this subdivision.

### **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, however the plan provides the right-of-way to meet local street standards.

### **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**

Summerly Drive is classified as a local street. The plat does not include any right-of-way dedications as the minimum half right-of-way for a local street is currently provided.

### **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.



## Metro Planning Commission Meeting of 1/8/2026

### 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.

### 3-16 Sewerage Facilities

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

### 3-17 Underground Utilities

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

### PLANNING STAFF COMMENTS – SUBDIVISION REGULATIONS

The proposed subdivision meets the standards of the Metro Subdivision Regulations and Metro Zoning Code. Future development will be required to meet the standards of the Metro Zoning Code in regard to setback, building heights, etc. Staff recommends approval with conditions based on a finding that the proposal meets the standards of Chapter Three.

### 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 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. The proposed subdivision maintains the residential land use, meets the minimum standards of the zoning district, and has frontage along an existing local street.

### PLANNING STAFF COMMENTS

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



## Metro Planning Commission Meeting of 1/8/2026

### 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, driveway location, access sight triangles, etc.)

#### WATER SERVICES RECOMMENDATION

Approve with Conditions

- For the latest revised plat, (uploaded by planning on November 20, 2025) MWS approves with conditions a consolidation only. Upon re-development of the parcel a water main upgrade will likely be required due to the undersized water main (2-1/4 inch).

#### STAFF RECOMMENDATION

Staff recommends approval with conditions.

#### CONDITIONS

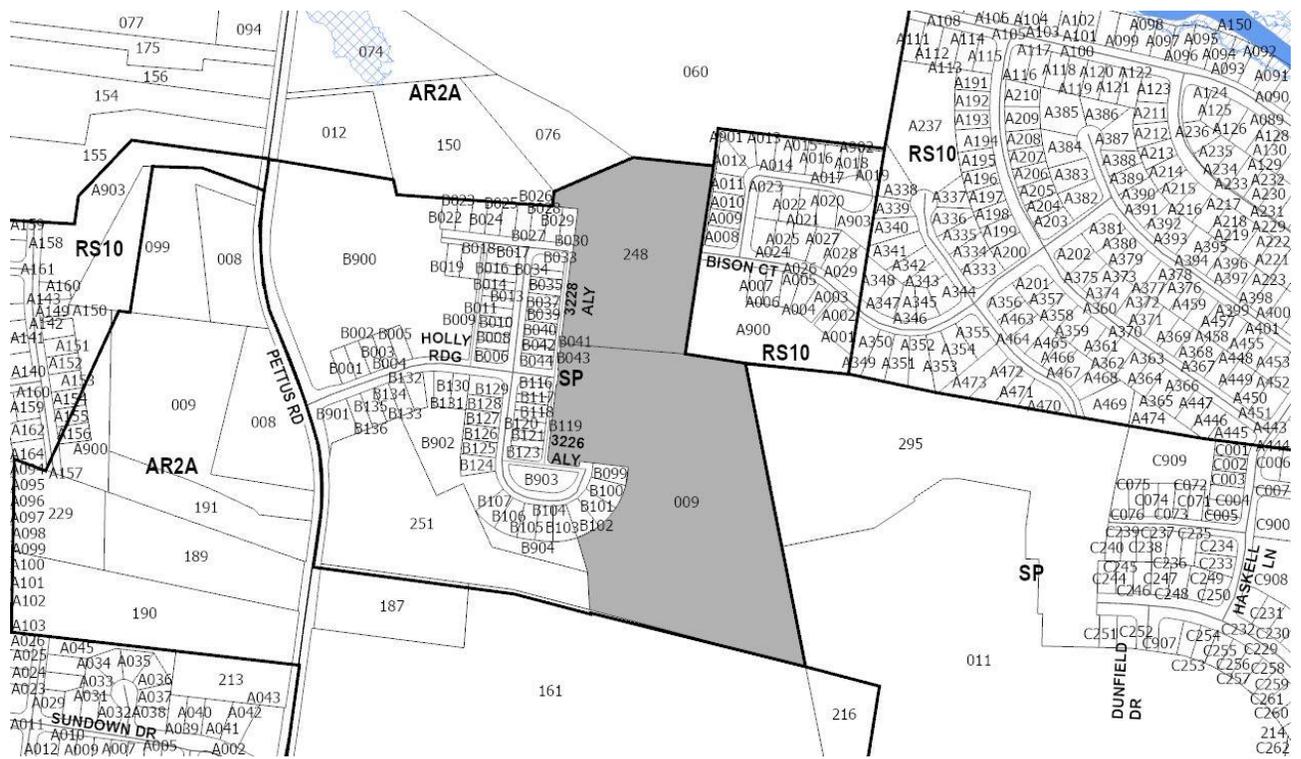
1. On the mylar copy, revise lot number to "275."
2. On the mylar copy, add a voids and vacates notes.
3. On the mylar copy, refer to the appendices section of the subdivision regulations and add note A7.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

#### RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2025S-192-001 with conditions based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



# Metro Planning Commission Meeting of 1/8/2026



**2026S-011-001**  
CEDARS AT CANE RIDGE PHASE 2  
Map 174, Parcel(s) 009.01, 248  
12, Southeast  
33 (Antionette Lee)



## Metro Planning Commission Meeting of 1/8/2026

<b>Item #24</b>	<b>Final Plat 2026S-011-001</b>
<b>Project Name</b>	<b>Cedars of Cane Ridge Phase 2</b>
<b>Council District</b>	33 – Lee
<b>School District</b>	06 – Mayes
<b>Requested by</b>	Wilson and Associates, applicant; Brookfield Holdings (Cane Ridge) LLC owner.
<b>Staff Reviewer</b>	Commey
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

### APPLICANT REQUEST

**Request for final plat approval to create 66 lots.**

#### Final Plat

A request for final plat approval on properties located at Pettus Road (unnumbered), located at the east end of Holly Ridge, zoned Specific Plan (SP) (20.95 acres) to create 66 lots.

### CASE HISTORY

The site is located within an SP zoning district that was approved by Metro Council in 2021 (2020SP-038-001/BL2020-517). Phase one of the SP has previously been approved and platted. This request is to plat the remaining development under Phase Two. The plan for this phase of the subdivision was granted final site plan approval in December of 2024 (2020SP-038-003). The final plat for Phase Two includes 66 single-family lots, open space, and public roads and alleys.

### SITE DATA AND CONTEXT

**Location:** The site is located at the east end of Holly Ridge.

**Approximate Acreage:** 20.95 acres or approximately 912,582 square feet.

### PROPOSAL DETAILS

**Number of lots:** 66

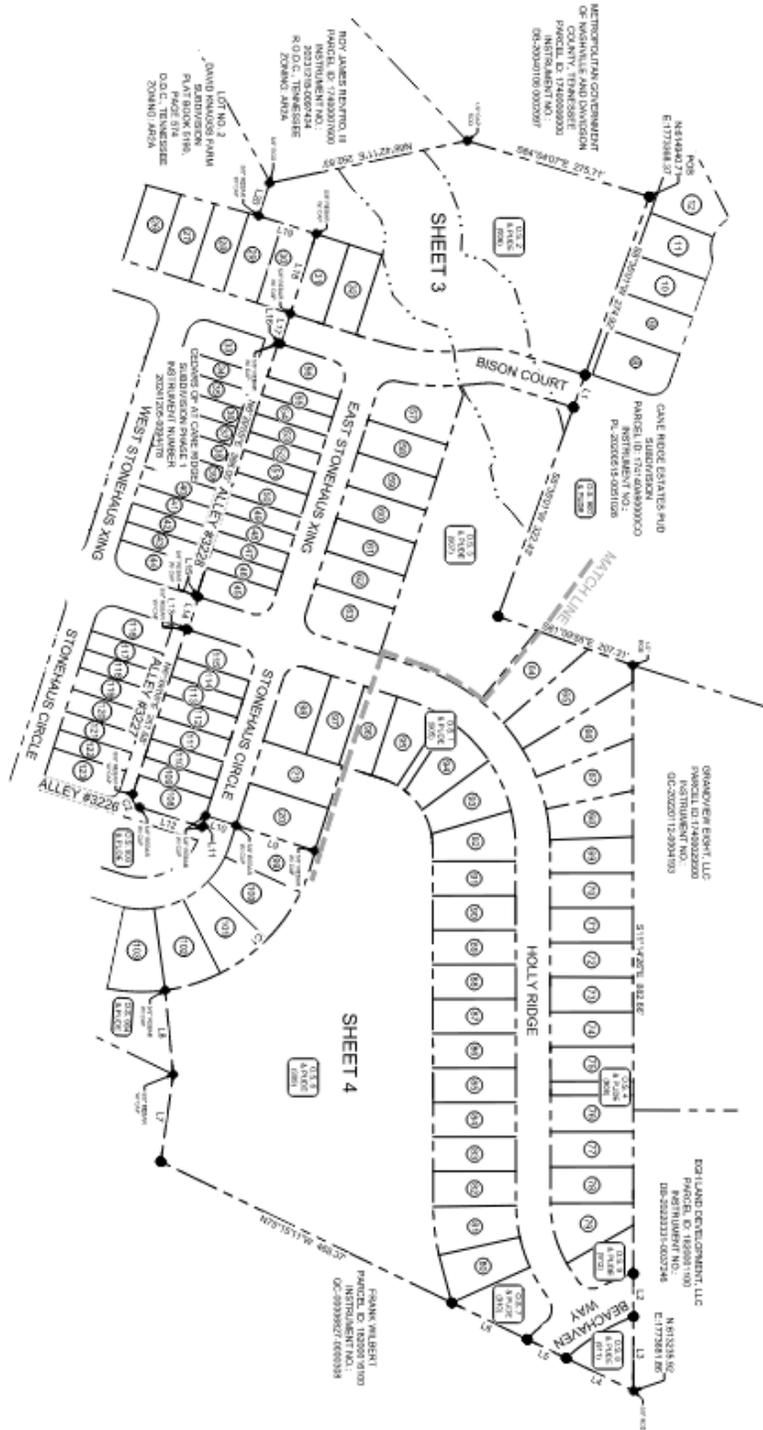
**Subdivision Variances or Exceptions Requested:** None.

### UPDATED FINAL PLAT RULES AND PROCEDURES

At its March 9, 2023, meeting, the Metro Planning Commission approved an amendment to the Rules and Procedures, following Metro Council adoption of RS2023-2047, reflecting recent changes to Tennessee 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.



# Metro Planning Commission Meeting of 1/8/2026



**Proposed Plat**



## Metro Planning Commission Meeting of 1/8/2026

The subject site received preliminary plan approval in 2021 and final site plan approval in 2024. 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.
- Plat is not to be recorded until new roads have been constructed to binder layer
- Road in final plat must be spelled out 'East Stonehaus Xing'.

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

**Approve**

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

#### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

- Attached is a copy of the above-referenced subdivision (uploaded by Planning on November 25, 2025) on which we have noted our comments and recommend approval. Approval is contingent on construction and completion of MWS Project #'s 23SL0274 & 23WL0103. A bond amount of \$360,000.00 is assigned to 23SL0274 and an amount of \$345,000.00 is assigned to 23WL0103.

#### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

#### **CONDITIONS**

1. On the corrected copy, provide Case No. 2026S-011-001 on all sheets.
2. On the corrected copy, updated Note #21 to say, "Landscaping and tree density requirements per approved final site plan 2020SP-038-003."



## Metro Planning Commission Meeting of 1/8/2026

3. Owner's signature must be shown with name printed under signature. If the property is owned by a corporation, LLC, LLP, company, etc. then the authorized individual's printed name and signature must be provided underneath the company's name in the Owner's Certificate. Please provide documentation authorizing Troy Wahlberg to sign the mylar on behalf of the company.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.
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](mailto:bond.desk@nashville.gov).

### **RECOMMENDED ACTION**

Motion to approve proposed subdivision Case No. 2026S-011-001 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 1/8/2026



## 2025Z-104PR-001

Map 033-14, Parcel(s) 118-119

02, Parkwood – Union Hill

10 (Jennifer Webb)



## Metro Planning Commission Meeting of 1/8/2026

<b>Item #25</b>	<b>Zone Change 2025Z-104PR-001</b>
<b>Council District</b>	10 – Webb
<b>School District</b>	03 – Young
<b>Requested by</b>	Summit Builders Corp, applicant; Summit Properties Elite, LLC, owner.
<b>Staff Reviewer</b>	Commey
<b>Staff Recommendation</b>	<i>Approve.</i>

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### APPLICANT REQUEST

#### **Zone change from RM20-A to MUL-A.**

##### Zone Change

A request to rezone from Multi-Family Residential Alternative (RM20-A) to Mixed Use Limited-Alternative (MUL-A) zoning for properties located at 1176 and 1180 Dickerson Pike, approximately 640 feet southwest of Robert Cartwright Drive (0.72 acres).

##### **Existing Zoning**

Multi-Family Residential-Alternative (RM20-A) is intended for single family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through appropriate building placement and bulk standards. *Based on acreage alone, RM20-A would permit a maximum of 14 units.*

##### **Proposed Zoning**

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

### **PARKWOOD – UNION HILL COMMUNITY PLAN**

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

### **ANALYSIS**

The property has been zoned RM20-A since 2021 and was previously zoned Commercial Service (CS). The site is currently vacant. The surrounding parcels are zoned MUL-A, CS, and Single Family Residential (RS20), while surrounding land uses include multi-family residential, single family residential, commercial uses, office, and mortuary land uses.

The site has frontage on Dickerson Pike which is classified as an Arterial Boulevard in the Major and Collector Street Plan (MCSP). The site is located along a major suburban corridor that is



## Metro Planning Commission Meeting of 1/8/2026

characterized by a mix of commercial and residential uses. The policy envisions continued reinvestment along corridors like this one by encouraging higher-density residential and mixed-use development that improves walkability and supports nearby businesses. The proposed MUL-A zoning would permit a wide range of residential and non-residential uses along Dickerson Pike. The site is also located within a half mile of Campbell Road to the west and Dry Creek Road to the east, which are classified as an Arterial Boulevard and a Collector Avenue, respectively, in the MCSP. Increasing the intensity and mix of uses at this location supports the T3 CM policy goals and is appropriate given the site’s access to a high degree of connectivity.

The Alternative (-A) component of the requested zoning district requires an urban form with the buildings located near the street and parking provided to the side or rear of the building. Staff finds that the proposed MUL-A zoning district is consistent with the T3 CM land use policy and the proposed zoning district permits development at an intensity that is appropriate at this location and meets the policy goals of encouraging mixed-uses and walkable communities.

### FIRE RECOMMENDATION

#### Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	0.72	20 D	14 U	75	5	7

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential 3-10 (221)	0.36	1.0 F	16 U	85	5	8

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.18	1.0 F	7,840 SF	296	8	30

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.18	1.0 F	7,840 SF	879	78	76



## Metro Planning Commission Meeting of 1/8/2026

Traffic changes between maximum: RM20-A and MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1,185	+86	+98

### METRO SCHOOL BOARD REPORT

The proposed MUL-A zoning district includes a mix of uses which could vary and an assumption of school impact at this point is premature. Students would attend Old Center Elementary School (K-12), and Hunters Lane High School. Old Center Elementary School is identified as undercapacity while Hunters Lane High School is identified as exceedingly undercapacity. 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 1/8/2026



**2025Z-106PR-001**  
Map 060-16, Parcel(s) 038  
05, East Nashville  
05 (Sean Parker)



## Metro Planning Commission Meeting of 1/8/2026

<b>Item #26</b>	<b>Zone Change 2025Z-106PR-001</b>
<b>Council District</b>	05 – Parker
<b>School District</b>	01 – Taylor
<b>Requested by</b>	Keith Trehy, applicant and owner.
<b>Staff Reviewer</b>	Dhital
<b>Staff Recommendation</b>	<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) zoning for property located at 2707 Alhambra Circle, approximately 210 feet southeast from Brunswick Drive (0.41 acres).

#### **Existing Zoning**

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

#### **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. *Based on acreage alone, R10 would permit a maximum of one duplex lot, resulting in a possible total of two units. This does not account for compliance with the Metro Subdivision Regulations.*

### **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.

#### Supplemental Policy

This site is located within the Dickerson North Corridor Study of the East Nashville Community Plan area. The intent of the supplemental policy is to address land use, transportation, and community design at the neighborhood level. This site is located within the medium intensity portion of the Pages Branch Character area, which calls for moderate density and a mix of uses.

### **ANALYSIS**

The site has been zoned RS10 since 1998 and is developed with a single-family residential use. The property was previously zoned One and Two-Family Residential (R10). The site has frontage along



## Metro Planning Commission Meeting of 1/8/2026

Alhambra Circle, a local street. Surrounding parcels are zoned RS10 and include primarily single-family residential with scattered two-family residential uses, transitioning to nonresidential zoning and uses to the west along Dickerson Pike.

The proposed zone change aligns with the guidance of the T4 NM and supplemental policies which call for moderate levels of density appropriate for urban neighborhoods. The site is less than a quarter mile from Dickerson Pike, which is classified as an Arterial Boulevard in the Major and Collector Street Plan (MCSP) and is served by WeGo bus Route 23. Bus stops are located within short walking distance from the site. The site is also proximate to a higher intensity policy area along Dickerson Pike (Urban Mixed Use Corridor - T4 CM) which helps support an increase in intensity at this site.

The NashvilleNext Growth and Preservation Concept Plan identifies areas for transitional and infill development when situated near corridors, centers, and open spaces. The property is located within a transition or infill area identified by NashvilleNext, and the site is also located approximately 0.84 miles from Oakwood Park and near a higher intensity policy area along Dickerson Pike. These factors support the NashvilleNext objectives for adding residential opportunities near corridors, transit, and open spaces. The proposed R10 zoning district represents a modest increase in intensity, consistent with the surrounding context and goals of the T4 NM and supplemental policies. 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)	0.41	4.35 F	1 U	15	5	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.41	6.21 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 Planning Commission Meeting of 1/8/2026

### **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 Tom Joy Elementary School, Jere Baxter Middle School, and Maplewood High School. Tom Joy Elementary School is identified as at capacity. Jere Baxter Middle School is identified as under capacity. Maplewood High school is identified as exceedingly under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

Staff recommends approval.



# Metro Planning Commission Meeting of 1/8/2026



**2026Z-003PR-001**  
Map 133-01, Parcel(s) 183  
11, South Nashville  
16 (Ginny Welsch)



## Metro Planning Commission Meeting of 1/8/2026

<b>Item #27</b>	<b>Zone Change 2026Z-003PR-001</b>
<b>Council District</b>	11 – Welsch
<b>School District</b>	07 – Player
<b>Requested by</b>	Andrew Tilghman, applicant and owner.
<b>Staff Reviewer</b>	Chen
<b>Staff Recommendation</b>	<i>Approve.</i>

### APPLICANT REQUEST

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

#### Zone Change

A request to rezone from Single-Family Residential (RS7.5) to One and Two-Family Residential Alternative (R6-A) for property located at 524 High Street, approximately 42 feet northeast of Mays Street (0.16 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, the property is currently under the minimum lot size for RS7.5, which could impact future development.*

#### **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 7.26 dwelling units per acre, 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.*

### **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 property has been zoned Single-Family Residential (RS7.5) since 2004 and was previously zoned One and Two-Family Residential (R8). The property is also located within the Urban Zoning Overlay (UZO). The site is developed with a single-story, single-family residential structure. The surrounding land uses are predominantly single-family residential and one- and two-family residential, with some vacant lots. The property has frontage along High Street, a local street, and is about half a mile from Nolensville Pike and 250 feet from Elgin Street, both classified as Arterial Boulevards in the Major and Collector Street Plan (MCSP). Nolensville Pike is served by existing WeGo Route 52.



## Metro Planning Commission Meeting of 1/8/2026

The property is located within the Urban Neighborhood Maintenance (T4 NM) policy area, which is intended to create moderate to high-density residential development patterns, building forms/types, setbacks, and building rhythms along the street. The development pattern in the area is varied with one and two-family residential uses, which aligns with the T4 NM policy to provide moderate levels of density in urban residential neighborhoods. The site's proximity to the Nolensville Pike corridor and Elgin Street also supports NashvilleNext objectives for residential housing situated near corridors.

The proposed zone change to R6-A aligns with policy goals by accommodating new growth that fits within the character of the existing neighborhood. The proposed Alternative (-A) standards would ensure that future development on the site has an urban form, consistent with policy guidance. The proposed R6-A district increases density modestly and aligns with the goals of the land use policy. Therefore, staff recommends approval of the requested R6-A zoning district.

### 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)	0.16	8.71 F	1 U	15	5	1

Maximum Uses in Existing 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)	0.16	13.5 D	2 U	28	7	2

\*Based on two-family lots

Traffic changes between maximum: **R7.5 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 RS7.5 districts: 0 elementary 0 Middle 0 High**

**Projected student generation proposed R6-A district: 0 elementary 0 Middle 0 high**

The proposed zoning is not expected to generate any additional students than the existing RS7.5 zoning district. Students would attend Glencliff Elementary School, Wright Middle School and Glencliff High School. Glencliff Elementary School is identified as being at overcapacity. Wright Middle School is identified as being exceedingly under capacity. Glencliff High School is identified



## Metro Planning Commission Meeting of 1/8/2026

as being 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 1/8/2026



**2026Z-004PR-001**  
Map 119-05, Parcel(s) 240  
11, South Nashville  
16 (Ginny Welsh)



## Metro Planning Commission Meeting of 1/8/2026

<b>Item #28</b>	<b>Zone Change 2026Z-004PR-001</b>
<b>Council District</b>	16 – Welsh
<b>School District</b>	07 – Player
<b>Requested by</b>	Jeremy Byrd, applicant; Ali Al Soraify and Jeremy Byrd, owners.
<b>Staff Reviewer</b>	Dhital
<b>Staff Recommendation</b>	<i>Approve.</i>

### 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 (R6-A) zoning for property located at 109 Elberta Street, located approximately 245 feet east of Foster 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 8.71 dwelling units per acre. *Based on acreage alone, RS5 would permit a maximum of one single-family lot. This does not account for compliance with the Metro Subdivision Regulations.*

#### **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 7.26 dwelling units per acre 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.*

### **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 property has been zoned RS5 since 2004 and was previously zoned R6. The surrounding properties are primarily zoned RS5 and some properties nearby were rezoned to R6-A in the last few years. The surrounding land uses are primarily single-family with some two-family uses in the area. The site is currently developed with a single-family house and there is an improved alley, Alley #1874, at the rear of the parcel. The property has frontage along Elberta Street, which is a



## Metro Planning Commission Meeting of 1/8/2026

local street, located approximately 250 feet east of Foster Avenue, classified as an Arterial Boulevard in the Major and Collector Street Plan (MCSP).

The T4 Urban Neighborhood Maintenance (T4 NM) policy in place at this site intends to maintain the general character of existing urban residential neighborhoods while supporting moderate to high density residential development in areas with high levels of connectivity. The site's proximity to an Arterial Boulevard and access to an improved alley at the rear supports a slight increase in density. The site is within a half mile of two WeGo transit stops located along Nolensville Pike, an Arterial Boulevard located west of Foster Avenue. The site's proximity to Foster Avenue and the Nolensville Pike corridor supports the Nashville Next objective of providing a mix of housing types in residential neighborhoods with good access to corridors.

The proposed Alternative (-A) standards would ensure that future development on the site has an urban form, consistent with policy guidance. The improved alley to the rear of the site would be required to be utilized for access to meet the Alternative (- A) standards. As the proposed rezone is consistent with policy, staff recommends approval.

### 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 1/8/2026

The proposed zoning is not expected to generate any additional students than the existing RS5 zoning district. Students would attend John B. Whitsitt Elementary School, Cameron College Preparatory Middle School, and Glenclyff High School. John B. Whitsitt Elementary is identified as overcapacity. Cameron College Preparatory Middle School is identified as exceedingly under capacity. Glenclyff 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 1/8/2026

<b>Item #29</b>	<b>Zone Change 2026Z-006PR-001</b>
<b>Council District</b>	18 – Cash
<b>School District</b>	08 – O’Hara Block
<b>Requested by</b>	David Fleming, applicant; Senior Citizens Building Corp., owner.
<b>Staff Reviewer</b>	Dhital
<b>Staff Recommendation</b>	<i>Approve.</i>

### APPLICANT REQUEST

**Zone change from OR20 to MUL.**

#### Zone Change

A request to rezone from Office/Residential (OR20) to Mixed-Use Limited (MUL) zoning for a portion of property located at 1900 Acklen Avenue, located approximately 265 feet east of 20th Avenue South (0.14 acres).

#### **Existing Zoning**

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *OR20 would permit a maximum of three units.*

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

#### **Proposed Zoning**

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

### **GREEN HILLS – MIDTOWN COMMUNITY PLAN**

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



## Metro Planning Commission Meeting of 1/8/2026

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

### ANALYSIS

The application consists of a 0.14-acre portion of a larger 4.34-acre parcel, located at 1900 Acklen Avenue. The western third of the entire 4.34-acre property has been zoned Office/Residential (OR20) since 1998 and the eastern two-thirds has been zoned Multifamily (RM40) since that time. The property is currently developed with a high-rise residential building. The adjacent site to the west, located at 1906 Belcourt Avenue, is zoned MUL and is redeveloping with a hotel use. Land uses in the surrounding area include office, multi-family residential, hotel, institutional, restaurant, and other nonresidential uses. The surrounding zoning includes MUL, Specific Plan (SP), and Mixed-Use Neighborhood (MUN). The site fronts the north side of Acklen Avenue, a local street, and Alley #917 to the rear, which wraps to Belcourt Avenue. The alley separates this site from an adjacent hotel located at 1911 Belcourt Avenue, at the corner of Belcourt Avenue and 20<sup>th</sup> Avenue South. The site is located between the Belmont University and Vanderbilt University campuses and is in proximity to 21<sup>st</sup> Avenue South, Magnolia Boulevard, and Wedgewood Avenue which are classified as Arterial Boulevards in the Major and Collector Street Plan (MCSP).

The application proposes to rezone a 0.14-acre portion on the western edge of the property from Office/Residential (OR20) to Mixed-Use Limited (MUL). This small area is located west of the existing surface parking lot that serves the residential development on the remainder of the property. No changes are proposed to the remainder of the property outside of the rezone boundary. The intent of the request is to create consistent zoning with the neighboring property to the west (1906 Acklen Avenue) which is zoned MUL and is currently under development for a hotel use. Rezoning the 0.14-acre portion of the subject property to MUL is needed to allow for an expansion of the hotel use that is developing at 1906 Acklen Avenue. The policy in place at the site is split between T4 MU and T4 NE, with the T4 MU policy located on the western portion of the site and extending to adjacent MUL-zoned properties to the west, north, and south; and the T4 NE policy located on the eastern portion of the site and extending to the remainder of the property that is currently zoned OR20 and which is currently developed with the high-rise building. A portion of the site also falls within the UDO boundary, where the UDO standards would govern any future redevelopment.

Given the unique context of this site and that the rezone is concentrated to a small area adjacent to MUL-zoned properties in the T4 MU policy area, staff is supportive of MUL zoning as proposed with a recommendation for a housekeeping policy amendment to shift the policy from T4 NE to T4 MU for the small area of T4 NE policy that currently exists. The policy amendment would also include the eastern portion of the adjacent hotel site to the north, located at 1911 Belcourt Avenue, which is primarily within the T4 MU policy but also contains a small area in T4 NE policy. If the rezone becomes effective, a final plat application to consolidate the rezone area with the adjacent property located at 1906 Acklen Avenue will be required prior to building permit.



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### FIRE RECOMMENDATION

#### Approve

Maximum Uses in Existing Zoning District: **OR20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (221)	0.07	20 D	3 U	15	1	1

Maximum Uses in Existing Zoning District: **OR20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.07	0.8 F	2,439 SF	29	29	4

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	0.07	1.0 F	3 U	15	1	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.035	1.0 F	1,524 SF	58	2	6

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.035	1.0 F	1,524 SF	171	15	15

Traffic changes between maximum: **OR20 and MUL**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+200	-12	+17

### METRO SCHOOL BOARD REPORT

The proposed MUL zoning includes a mix of uses which could vary and an assumption of school impact at this point is premature. Students would attend Eakin Elementary School, West End Middle School, and Hillsboro High School. Eakin Elementary School is identified at capacity. West



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End Middle School is identified as exceedingly under capacity and Hillsboro High School is identified as undercapacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

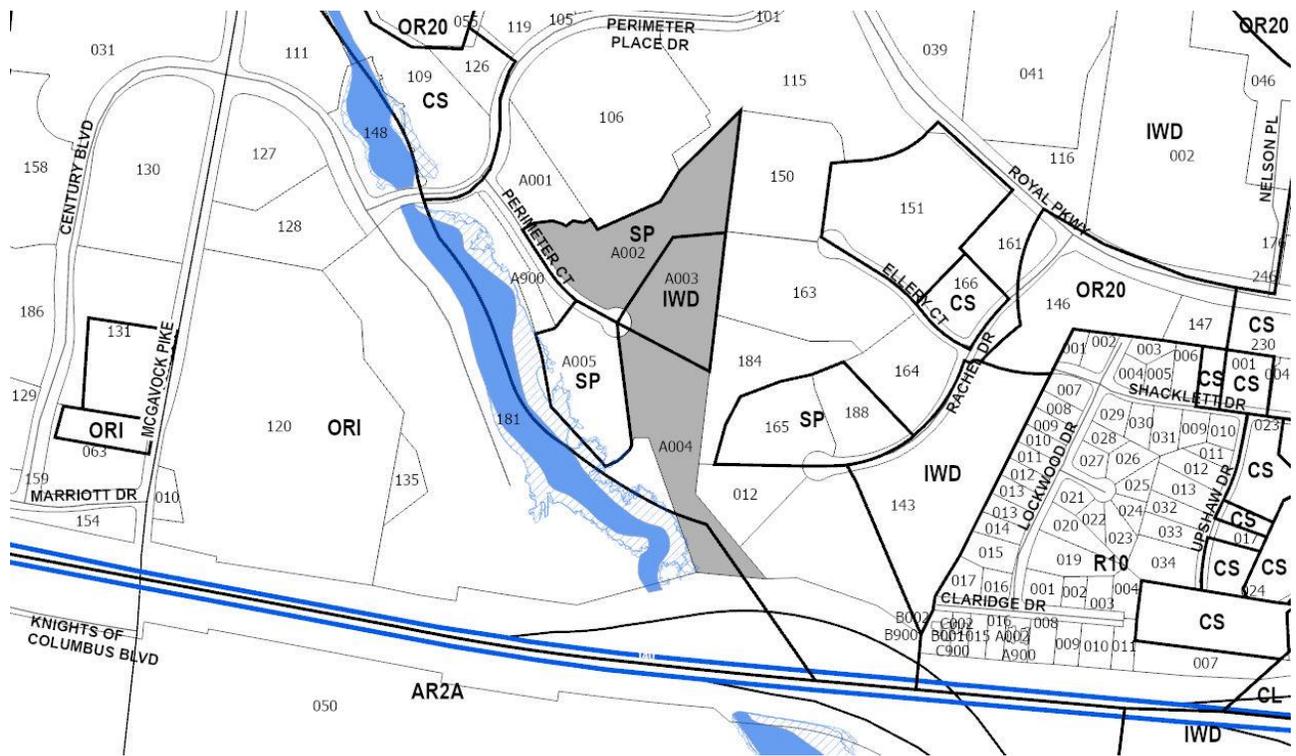
Staff recommends approval.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 1/8/2026



## 2026Z-007PR-001

Map 107-04-0-A, Parcel(s) 002-004  
14, Donelson – Hermitage - Old Hickory  
15 (Jeff Gregg)



## Metro Planning Commission Meeting of 1/8/2026

**Item #30****Council District****School District****Requested by****Zone Change 2026Z-007PR-001**

15 – Greg

4 – Nabaa-McKinney

Catalyst Design Group, applicant; Corporate Investors Partnership V, LLC, Skyz Investments, LLC, and Perimeter Court Partners, LLC, owners.

**Staff Reviewer**

Commeey

**Staff Recommendation***Defer to the February 12, 2026, Planning Commission meeting.*

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**APPLICANT REQUEST****Zone change from SP, ORI and IWD to MUL-NS.**Zone Change

A request to rezone from Industrial Warehousing/Distribution (IWD), Office/Residential Intensive (ORI) and Specific Plan (SP) Mixed Use Limited - No Short Rental (MUL-NS) zoning for properties located at 911, 920 and 921 Perimeter Court, located approximately 285 feet southeast of Perimeter Place Drive (14.07 acres)

**STAFF RECOMMENDATION**

Staff recommends deferral to the February 12, 2026, Planning Commission meeting.