

# Metropolitan Planning Commission



Staff Reports

**February 12, 2026**



## Metro Planning Commission Meeting of 02/12/2026

*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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**NO SKETCH**



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|                         |                                       |
|-------------------------|---------------------------------------|
| <b>Item #1</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            |

**Deferrals** This item was deferred at the January 8, 2026, Planning Commission meeting. A public hearing was held and closed on January 8, 2026.

**MPC Rules and Procedures** This item was deferred to the February 12, 2026, Metropolitan Planning Commission meeting after the public hearing was closed per section VIII.D of the Rules and Procedures of the Metropolitan Planning Commission.

**Staff Reviewer** Shane  
**Staff Recommendation** *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.

At the January 8, 2026, Planning Commission public hearing, staff presented the item and the Commission did not ask any questions regarding the proposal.

### 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.



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- 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 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, Residential Neighborhood (RN) and Residential Limited (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.



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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.

### **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 was held on January 8, 2026. This item was then deferred to the February 12, 2026, Planning Commission meeting.

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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.

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:

\_\_\_\_\_  
Jeff Preptit  
Brenda Gadd  
Members of Council



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### 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;



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- ~~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;



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- ~~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;



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- ~~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.
- ~~IG.~~ Signs that incorporate projected images, emit any sound that is intended to attract attention, or involve the use of live animals;
- ~~JH.~~ Signs that emit audible sound, odor or visible matter such as smoke or steam;
- ~~KI.~~ 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;
- ~~LJ.~~ 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;
- ~~MK.~~ Blank temporary signs;



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- ~~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.



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- ~~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



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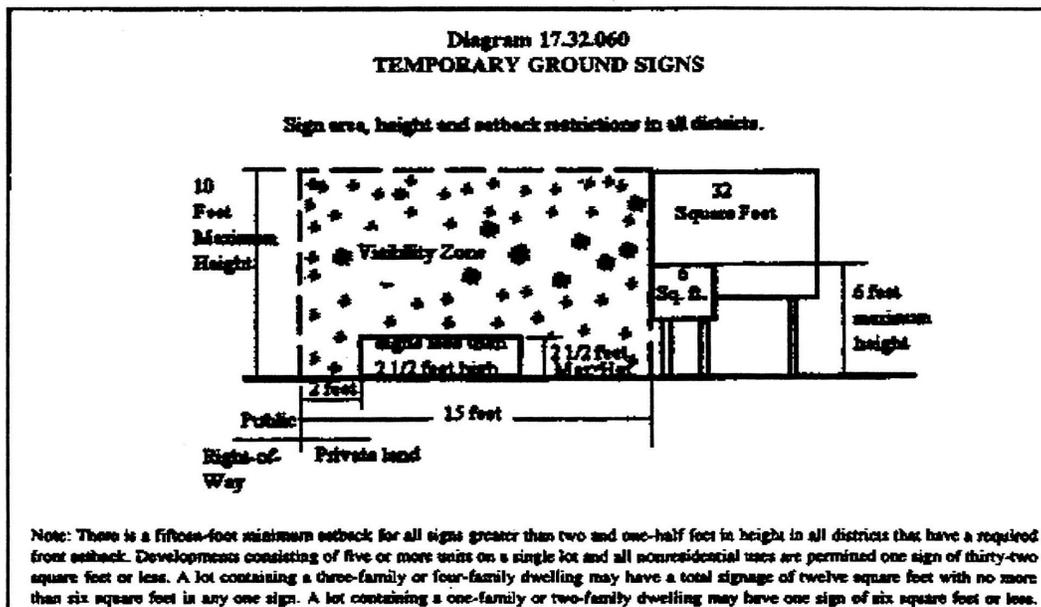
of more than sixty days, the message shall be removed, pending continuation of construction activities;

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.



## Metro Planning Commission Meeting of 2/12/2026

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**





**NO SKETCH**



## Metro Planning Commission Meeting of 2/12/2026

|                         |  |
|-------------------------|--|
| <b>Item #3</b>          | <b>Text Amendment 2026Z-002TX-001</b>                  |
| <b>Project Name</b>     | <b>Downtown Code Amendment – East Bend Subdistrict</b> |
| <b>Council Bill No.</b> | <b>BL2026-1273</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 was deferred from the January 8, 2026, Planning Commission meeting per the MPC Rules and Procedures following a public hearing. A public hearing was held and closed on January 8, 2026.

### Staff Reviewer Staff Recommendation

Brooks  
*Approve with conditions.*

### 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.**

### UPDATE

At the January 8 meeting, this item was presented for its first reading and public hearing. During the discussion, commissioners raised several questions regarding mobility, height entitlements, urban design, parks and open space, and environmental concerns. Following that meeting, a memo (attached) was sent to the Commission clarifying how the standards for the proposed East Bend subdistrict compare or differ from those in the existing East Bank subdistrict. In the subsequent weeks, staff have revised, added new standards and conditions, and inserted clarifying language to specifically address these concerns, as summarized below:

#### Public Realm

The vision for this subdistrict is based upon a predefined outdoor space network, with three primary components—including a pedestrian promenade, a linear park, and a 75-ft riverfront greenway—that serve as pedestrian view corridors from the neighborhood to the river, orient development, and prioritize non-motorized connectivity.

To strengthen this, key elements of the public realm framework have been added to the East Bend subdistrict regulations. Standards such as build-to zone and tower orientation criteria ensure light and porosity within these spaces, and a standard that development respects the pedestrian view corridors to the river provides orientation and connectivity to the river.

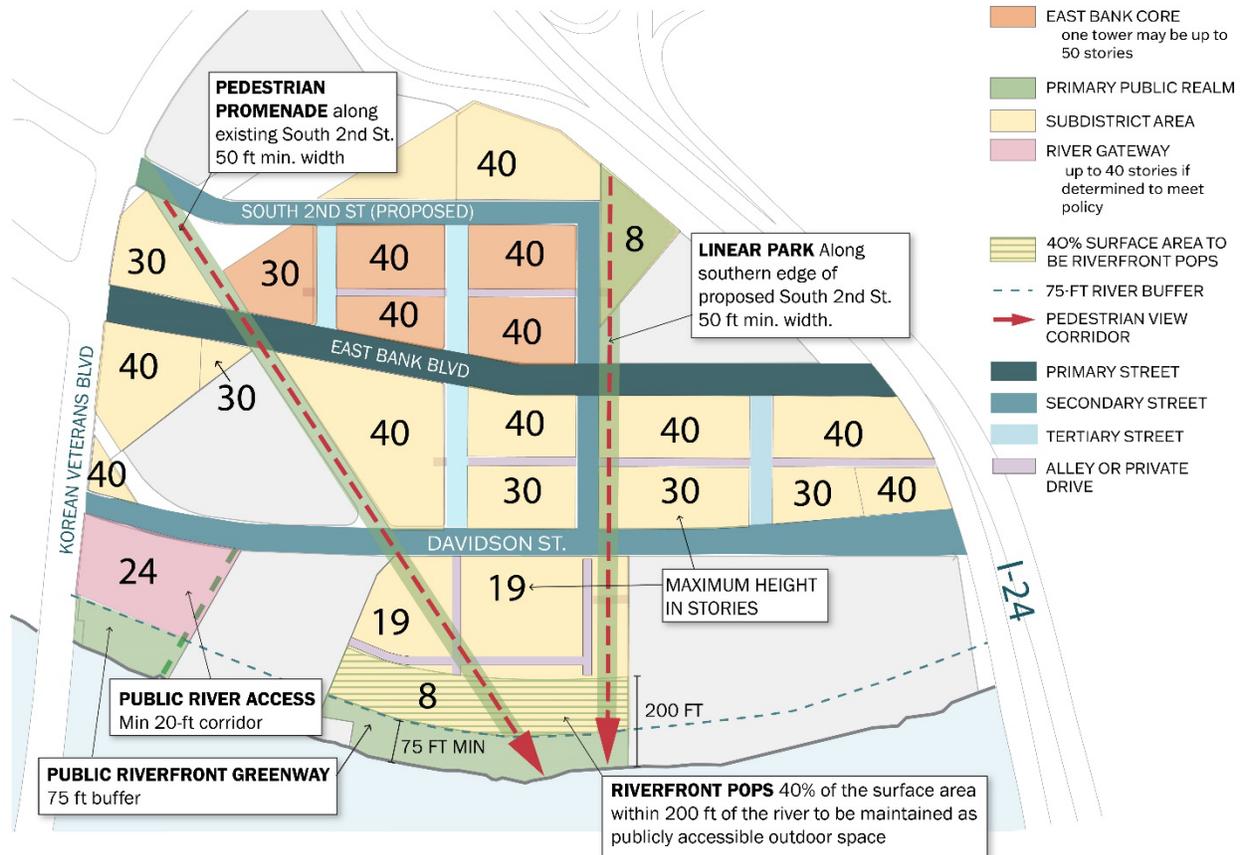
#### Urban Design

Standards have been proposed to address two primary urban design objectives raised at the January 8 meeting: 1) ensure porosity and permeability—specifically to avoid “walling off” long distance



## Metro Planning Commission Meeting of 2/12/2026

views, and views along I-24 and, 2) develop a mechanism for a more nuanced review of riverfront development along major corridors or bridge landings, referred to here as River Gateway Sites.



**Figure 1: Revised East Bend Regulating Plan**

To incentivize porosity and maintain continuity with the East Bank subdistrict, staff has revised its maximum tower floorplate to be 18,000 sq. ft. and three office towers up to 26,000 sq. ft.. A new standard requiring that buildings adjacent to the interstate be a minimum of 35 degrees off-parallel will prevent a wall along I-24.

Commissioners directed attention to a singular parcel on the riverfront and adjacent to Korean Veterans Boulevard, questioning how the proposed regulations safeguard permeability and orient towards the river while also ensuring that Korean Veterans Boulevard does not become a barrier between the East Bank and East Bend subdistricts.

In response, the text amendment now includes a special mechanism for design review of sites designated as River Gateways. The text amendment would add this as a tool in the DTC, and the Regulating Plan shows the only property that would be eligible for this consideration in this subdistrict.



## Metro Planning Commission Meeting of 2/12/2026

The River Gateway shown in the regulating plan is entitled to 24 stories. Like all DTC projects, a proposal of 24 stories or less on this site would go through the DTC Concept Plan review by staff and the DTC DRC. The River Gateway process would require any proposal exceeding 24 stories meet additional policies for excellence in architecture and site design. The mechanism requires a DTC Concept Plan to be heard by the DTC DRC to confirm consistency with the policy and permits up to a maximum of 40 stories if, and only if, the proposal is consistent with this policy. Appeals of a decision made by the DTC DRC would be heard by the Planning Commission. Staff has included a condition that the process be finalized and brought back to commission in advance of 3<sup>rd</sup> reading.

### Building Scale and Grain

Several standards are proposed to prevent monolithic streetwalls and encourage fine-grain development patterns at the ground-plane, including a reduction in maximum podium height from ten to eight stories east of Davidson St. and from eight to six stories from Davidson St. to the river; the addition of primary and secondary façade delineations to break up architecture; and an allowance for stoop and porch frontages.

### **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.

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.



# Metro Planning Commission Meeting of 2/12/2026

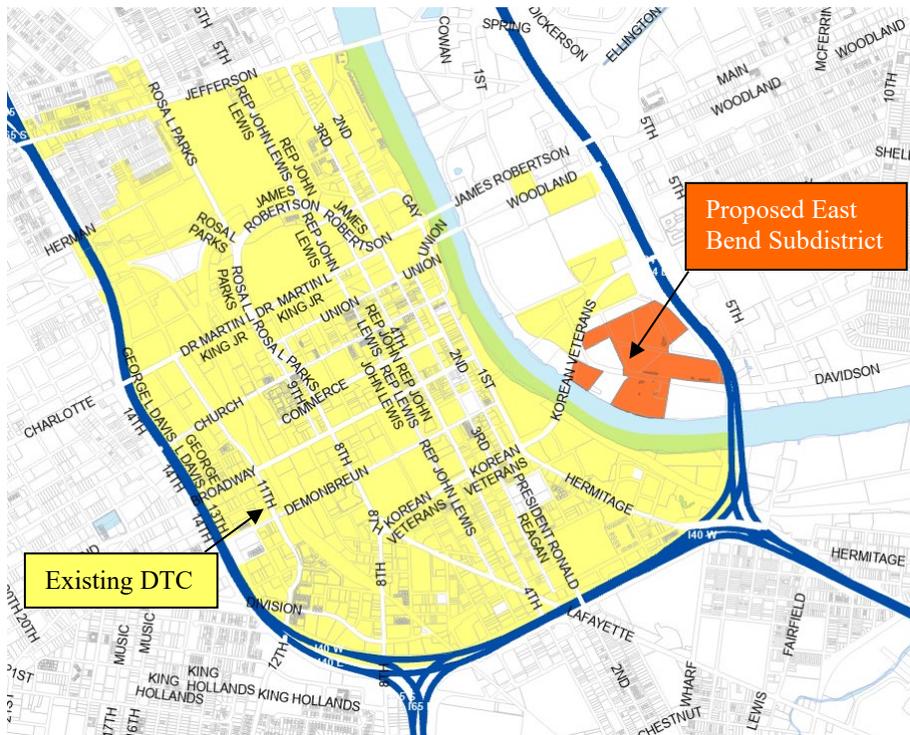
## BACKGROUND

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 2: DTC with the proposed East Bend Subdistrict



## Metro Planning Commission Meeting of 2/12/2026

Key bulk standards specific to the East Bend Subdistrict are:

- Build-to Zones specific to primary, secondary, and tertiary streets and primary public realm elements for storefront, stoop, and porch frontages.
- Maximum Height:
  - Maximum height is determined by the specific location of proposed parcels, within a range of 8 stories along the river, up to 50 stories allowed on one tower in the East Bend Core (refer to the Revised Regulating Plan).
- Min Height: 8 stories, excluding parcels between Davidson St. and the river
- Minimum Building Depth: 15 feet from building façade
- Maximum façade length: 270 ft
- Maximum tower façade length: 200 ft
- Maximum tower floorplate area: 18,000 sq. ft., and 26,000 for a maximum of three office towers on separate blocks, with allowances for greater floorplates to be reviewed by minor modification.
- Tower Spacing: 75 feet minimum

### 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.

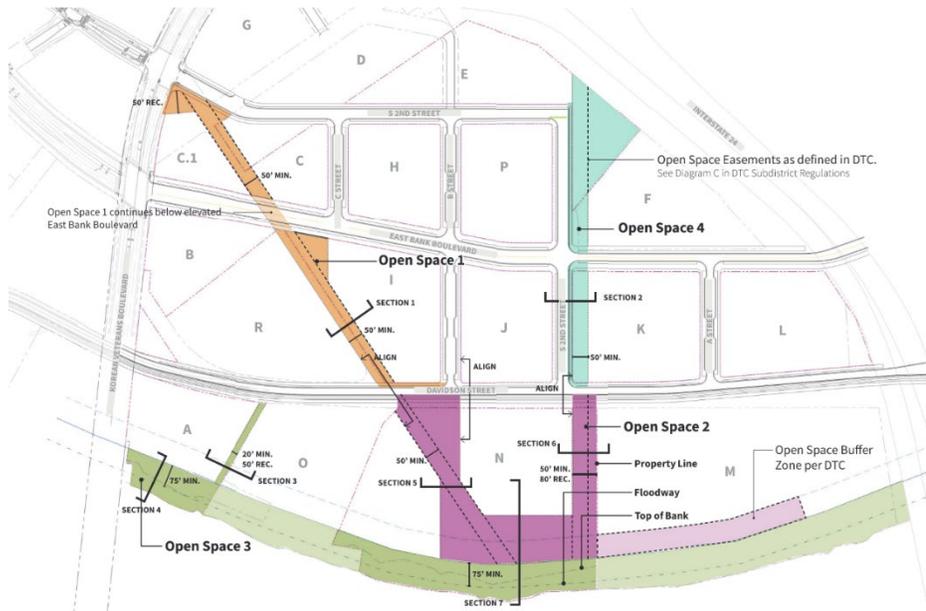
### **ANALYSIS**

As a brownfield site located on a manipulated floodplain with a shallow groundwater table 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 historically industrial, inaccessible, yet 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.



## Metro Planning Commission Meeting of 2/12/2026



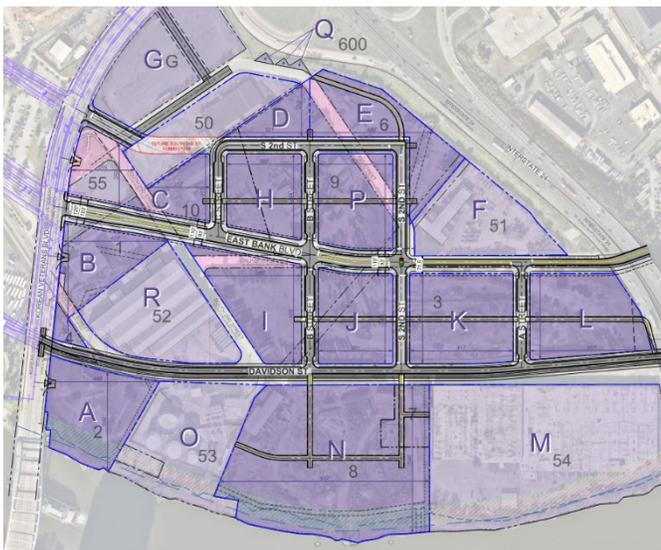
**Figure 3:** Image from the East Bend Public Realm Design Framework (Attachment 2), establishing a pedestrian corridor, linear park, and 75-foot public greenway buffer along the riverfront

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

### Mobility and Infrastructure



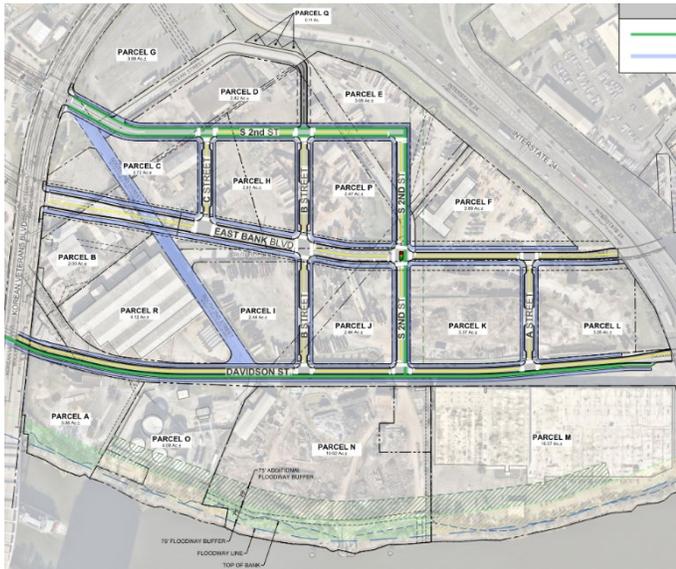
**Figure 4:** Preliminary drawing of the proposed road network phasing overlaid on property and including alleys (drawing by Ragan Smith, property of TEB, LLC).

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.



## Metro Planning Commission Meeting of 2/12/2026



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

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 the proposed maximum heights (40 stories and an allowance for one tower at 5-stories) for the East Bend subdistrict for several reasons, including the following:

1. The height maximum is generally 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.
3. 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.
4. 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.
5. 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.



## Metro Planning Commission Meeting of 2/12/2026

### COUNCIL

The bill was introduced at the February 3, 2026, Council meeting and is scheduled for a public hearing on March 3, 2026 at Council.

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

### STAFF RECOMMENDATION

Staff recommends approval with conditions.

### CONDITIONS

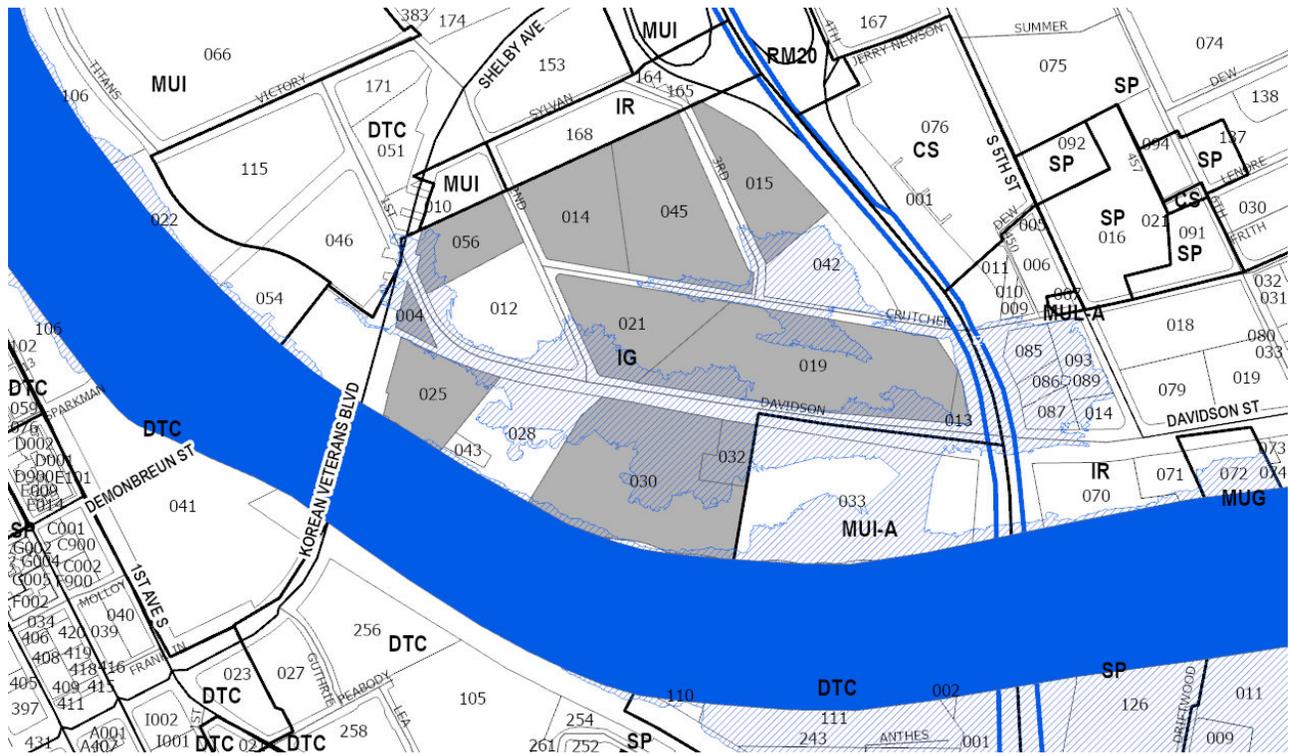
1. Planning staff shall coordinate with NDOT, EBDA, Metro Water Services, and applicable property owners on an MCSP amendment to establish a proposed urban street grid for the area that prioritizes Vision Zero safety objectives and enables the fulfillment of planned utility infrastructure, including 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. Prior to the third reading for this text amendment at Metro Council, planning staff shall amend *Imagine East Bank* to include additional design guidance for riverfront sites at major bridges or arterials, including how proposals shall appropriately address significant street frontages, the river, the ground plane, viaducts, access, and the public realm, through site design, height, orientation, massing, materiality, and other urban design considerations.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 2/12/2026



### 2026Z-009PR-001

Map 093-07, Parcel(s) 004, 014, 015, 019, 021, 025, 030, 032, 045, 056

Map 093-08, Parcel(s) 013

09, Downtown

19 (Jacob Kupin)



## Metro Planning Commission Meeting of 2/12/2026

|                             |   |
|-----------------------------|---|
| <b>Item #4</b>              | <b>Zone Change 2026Z-009PR-001</b>                |
| <b>Associated Case</b>      | 2026Z-002TX-001                                   |
| <b>Council District</b>     | 19 - Kupin  |
| <b>School District</b>      | 01 - Gentry                                       |
| <b>Requested by</b>         | Thompson Burton PLLC, applicant; TEB, LLC, owner. |
| <b>Staff Reviewer</b>       | Brooks  |
| <b>Staff Recommendation</b> | <i>Approve with conditions.</i>                   |

### APPLICANT REQUEST

#### Zone change from IG to DTC.

#### Zone Change

A request to rezone from IG (Industrial General) to DTC (Downtown Code) for various properties located east of Korean Veterans Boulevard and south of Sylvan Street (40.96 acres).

#### **Existing Zoning**

Industrial General (IG) is intended for a wide range of intensive manufacturing uses.

#### **Proposed Zoning**

Downtown Code (DTC) is intended for a broad range of residential and non-residential activities associated with an economically healthy, socially vibrant, and sustainable downtown. The DTC district seeks the efficient use of land capitalizing on a high level of services, reduced automobile dependence with enhanced usage of mass transit, and the creation of a vibrant and safe pedestrian streetscape.

### **DOWNTOWN NASHVILLE COMMUNITY PLAN**

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. This policy serves to 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 with this policy have high levels of connectivity and complete street networks with sidewalks, bikeways, and transit.

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

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:



## Metro Planning Commission Meeting of 2/12/2026

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

The East Bank 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.

### SITE AND CONTEXT

The 40-acre site is bound by the Cumberland River to the west, Korean Veterans Boulevard to the north, and I-24 to the south and east. Within the bounds stated, out of the 18 parcels, seven parcels are not included in the rezoning. The site includes properties with frontages along Davidson Street, South 2<sup>nd</sup> Street, Crutcher Street, South 3<sup>rd</sup> Street, and Sylvan Street. The parcels below have the following land uses:

- Parcel 004 is currently used for auto parking
- Parcels 013, 019, and 021 are currently vacant industrial land
- Parcels 014, 015, 030, 032, 045, 056 are currently used for industrial uses
- Parcel 025 is currently used for office

The surrounding zoning is Mixed-Use Intensive (MUI), Mixed-Use Intensive – Alternative (MUI-A), DTC, Commercial Services (CS), Mixed-Use Limited – Alternative (MUL-A), IG, and Industrial Restrictive (IR) and includes uses such as industrial, auto parking, commercial, and vacant land.

### ANALYSIS

The policy on this site is predominantly Downtown Neighborhood (T6-DN) policy. Rezoning of this site aligns with T6-DN policy, which intends to create diverse downtown neighborhoods with high density residential and mixed-use development. The policy calls for neighborhoods to have high levels of connectivity and complete street networks with sidewalks, bikeways, and transit. Rezoning to DTC will align with this policy by creating more opportunities for a diversity of land uses, housing choices, particularly high-density residential, and better connectivity throughout this subdistrict and to nearby lower-density residential neighborhoods.

Case 2026Z-002TX-001 creates the East Bend Subdistrict in the DTC. The East Bend subdistrict has guidelines meant to ensure that these parcels rezoning will have elevated design, improved public infrastructure, and enhanced public realm within the neighborhood. The subdistrict includes the requirement for meeting minimum standards of the Bonus Height Program and the design guidelines adopted for DTC, which will result in new developments of higher quality than the existing IG zoning. Infrastructure improvements in the form of increased right-of-way, high connectivity, improved sewer/water/stormwater systems, and bike and pedestrian mobility, will promote a vibrant urban community. Throughout the subdistrict, additional land will need to be



## Metro Planning Commission Meeting of 2/12/2026

dedicated in the form of open space that includes a pedestrian promenade, linear park, riverwalk buffer, and enhanced streetscape design.

The site is encumbered with 100-year floodplain, but due to the long-standing industrial uses, majority of this area has been manipulated throughout its history. While conservation policy is intended to preserve and protect existing natural features, due to the nature of the existing uses and coupled with the standards of the subdistrict, it is likely that development would improve the quality of the sites. With the future redevelopment of this site, brownfield remediation and a river buffer will be required to help preserve the existing natural features and increase water quality.

The existing industrial zoning is out of character for the underlying policy and this rezoning provides a unique opportunity to enhance the character of the area and meet the goals of the *Imagine East Bank* vision plan.

### **METRO SCHOOL BOARD REPORT**

Given the mix of uses, the number of students could vary and assumption of impact at this point is premature. Students would attend Ida B. Wells Elementary School, Jere Baxter Middle School, and Maplewood High School. Ida B. Wells Elementary School is exceedingly under-capacity and Jere Baxter Middle School and Maplewood High School are at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

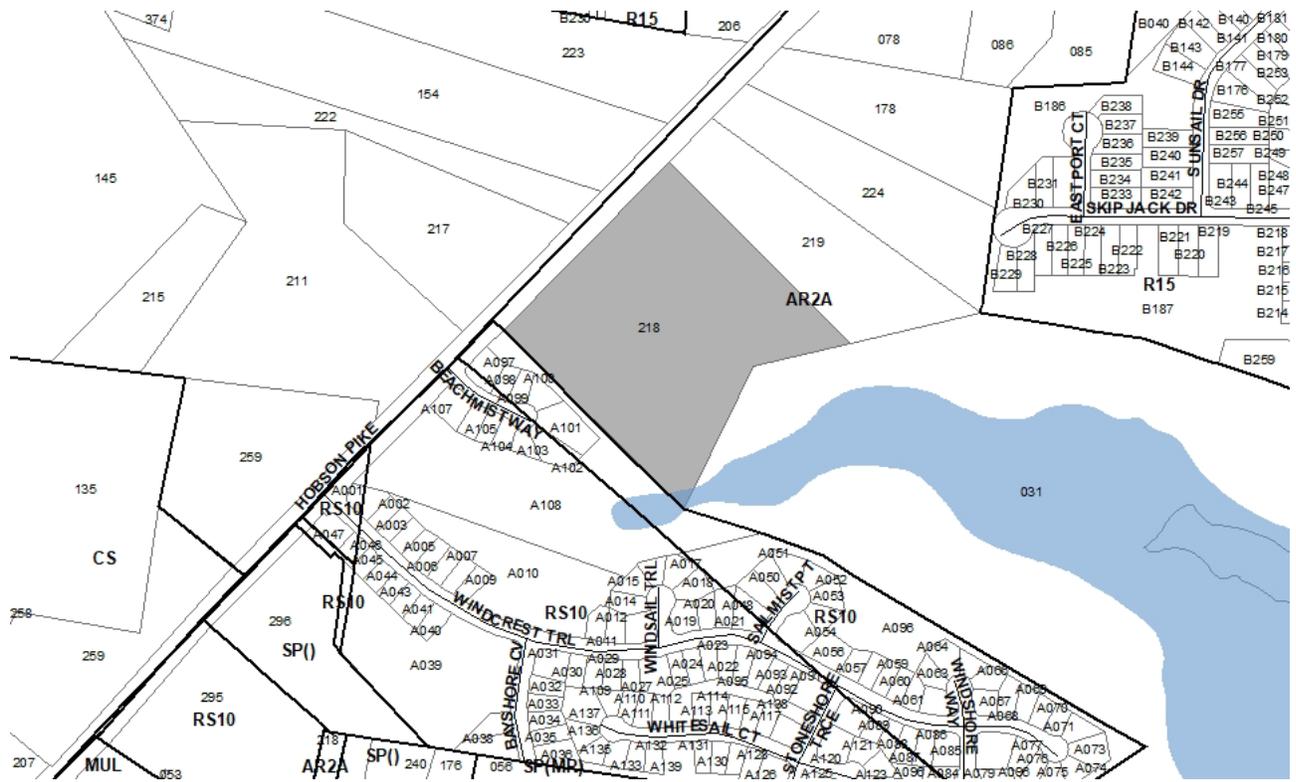
Approve with conditions.

### **CONDITIONS**

1. Within 30 days after rezoning of the property becomes effective, applicant agrees to notify CSX in writing of applicant's intent to redevelop the property and that the CSX line serving the property will no longer be needed after a date certain established by the applicant. Applicant will provide a copy of the notice to the Metropolitan Director of Planning.



# Metro Planning Commission Meeting of 2/12/2026



**2025SP-027-002**  
LIVING WORD COMMUNITY SP (AMENDMENT)  
Map 150, Parcel(s) 218  
13, Antioch – Priest Lake  
08 (Deonté Harrell)



## Metro Planning Commission Meeting of 2/12/2026

**Item #5** **Specific Plan 2025SP-027-002**  
**Project Name** **Living Word Community SP Amendment**  
**Council District** 08 - Harrell  
**School District** 06 – Mayes  
**Requested by** Dale & Associates, applicant; The Living Word Ministries Inc., owner.

**Deferrals** This item was deferred at the January 08, 2026, Planning Commission meeting. No public hearing was held.

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

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### 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 underdeveloped “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods 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 2/12/2026

### 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 Plan



## Metro Planning Commission Meeting of 2/12/2026

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 2/12/2026**

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 2/12/2026

- 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 2/12/2026

### METRO SCHOOL BOARD REPORT

**Projected student generation existing SP district: 9 Elementary 6 Middle 5 High**

**Projected student generation proposed SP district: 9 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 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 through this enacting ordinance, or add vehicular access points not currently present or approved.



## **Metro Planning Commission Meeting of 2/12/2026**

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 2/12/2026

|                             |   |
|-----------------------------|---|
| <b>Item #6</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>      | 03 – Young  |
| <b>Requested by</b>         | Catalyst Design Group, applicant; James Pierce, owner.  |
| <b>Deferrals</b>            | This item was deferred at the January 8, 2026, Planning Commission meeting. No public hearing was held. |
| <b>Staff Reviewer</b>       | Marton  |
| <b>Staff Recommendation</b> | <i>Approve with conditions and disapprove without all conditions.</i>                                   |

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### APPLICANT REQUEST

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

##### Preliminary SP

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

##### **Existing Zoning**

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.45 dwelling units per acre. *Based on acreage alone, R8 would permit a maximum of one lot but because this lot does not meet the minimum square footage, it may not be duplex eligible.*

##### **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.*

### **GREEN HILLS - MIDTOWN 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 2/12/2026



**Proposed SP**



## Metro Planning Commission Meeting of 2/12/2026

### **SITE CONTEXT**

The subject site consists of one parcel, totaling 0.14 acres, located at the intersection of Wade Avenue and 11<sup>th</sup> Avenue South. The property has been zoned R8 since 1974 and currently contains a single-story home. Surrounding properties are zoned One and Two-Family Residential (R8) and Multi-Family Residential (RM20) and surrounding land uses include single-family residential, duplex, triplex, quadplex, and multi-family residential. The site is currently accessible via Wade Avenue and 11<sup>th</sup> Avenue South, which terminates at the property's southern boundary, as well as a public alley in the rear (south) of the site.

### **PLAN DETAILS**

The plan proposes four multi-family residential units that are accessed via 11<sup>th</sup> Avenue South. Units are shown in two groups of attached units with unit A orienting to Wade Avenue and units B, C and D orienting to 11<sup>th</sup> Avenue South. All units have a proposed maximum height of three stories in 42 feet. The plan includes pavement widening to 11<sup>th</sup> Avenue South along the site's frontage and a new public sidewalk is provided along the eastern portion of 11<sup>th</sup> Avenue South connecting all of the units to the public sidewalk along Wade Avenue

### **ANALYSIS**

Staff find that the proposed SP is consistent with the T4 NM policy due to the project's design and site location. The plan would allow four multi-family residential units and provides a moderate increase in intensity on the site, adding to the diversity of housing choices in the neighborhood. The plan meets the goals of T4 NM policy by providing moderate density residential development with appropriate setbacks, orientation, and building height. While the plan proposes individual driveways along 11<sup>th</sup> Avenue South, this segment of right-of-way is atypical in its design and configuration. At this location, 11<sup>th</sup> Avenue South includes a ramp at its intersection with Wade Avenue, has narrower pavement than a standard local street, and terminates at the southern alley.

The site is also located within the transition and infill area as identified by the NashvilleNext Concept Map due to its proximity to both Wedgewood Avenue and 12<sup>th</sup> Avenue South, which are identified as Arterial Boulevards in the Major and Collector Street Plan (MCSP). Transition areas are appropriate for additional housing and in this case, the site is also within a 5-minute walk to bus stops on WeGo Route 77 and WeGo Route 17. Overall, the proposed plan is consistent with the T4 NM policy in this location.

### **FIRE MARSHAL RECOMMENDATION**

**Approve**

### **NASHVILLE DOT RECOMMENDATION**

**Approve with conditions**

- Final construction plans shall comply with the design regulations established by NDOT.
- Final design and improvements may vary based on actual field conditions. Any proposed roadway sections, ramps, sidewalks, driveways, curb & gutter, etc. shall be designed and called out per NDOT detail standards.
- A private hauler may be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement ([solidwastereview@nashville.gov](mailto:solidwastereview@nashville.gov)).



## Metro Planning Commission Meeting of 2/12/2026

- Additional 1-1/2' mill and overlay may be required to cover full extents of utility work in public ROW. (cont.) Extents to be coordinated in field with NDOT inspector.
- With final, Provide paving for portion of alley ROW to be dedicated, per detail schedule ST-263.

### TRAFFIC & PARKING RECOMMENDATION

#### Approve with conditions

- Final constructions plans shall comply with the design regulations established by NDOT.
- Final design and improvements may vary based on actual field conditions. Any proposed roadway sections, ramps, sidewalks, driveways, curb & gutter, etc. shall be designed and called outed per NDOT detail standards.
- A private hauler may be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility work in public ROW. (cont.) Extents to be coordinated in field with NDOT inspector.
- With final, Provide paving for portion of alley ROW to be dedicated, per detail schedule ST-263.

### 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. 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. T2025091801 & T2025091802.

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

| Land Use (ITE Code)                   | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| One and Two-Family Residential* (210) | 0.14  | 12.58 D     | 1 U                         | 15                    | 5            | 1            |

\*Based on all duplex lots. Counts may vary depending on the number of units developed.



## Metro Planning Commission Meeting of 2/12/2026

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) | 0.14  | -           | 4 U                         | 20                    | 1            | 2            |

Traffic changes between maximum: R8 and SP

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

### METRO SCHOOL BOARD REPORT

**Projected student generation existing R8 district: 0 Elementary 0 Middle 0 High**

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

### METRO SCHOOL BOARD REPORT

The proposed SP district is expected to generate no more students than the existing R8 district. Students would attend Eakin Elementary School, West End Middle School, and Hillsboro High School. Eakin Elementary School is identified as at capacity, while West End Middle School is identified as exceedingly under capacity, and Hillsboro High School is identified as at capacity. This information is based upon the 2025-2026 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 four multi-family residential units. Short term rental property, owner occupied and short term rental property, not owner occupied, shall be prohibited within the entire development.
2. On the corrected copy, update the parking requirements on page 4 from minimums to maximums.
3. Where retaining walls are required along public streets to mitigate grade, additional ground plantings shall be provided and reviewed by staff with the landscaping plan included with the final site plan.
4. With the final site plan, provide architectural elevations complying with all architectural standards and elevations outlined on the preliminary SP for review and approval.
5. Comply with all conditions and requirements of Metro Reviewing Agencies.
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 the final site plan application.
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



## Metro Planning Commission Meeting of 2/12/2026

the RM40-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.

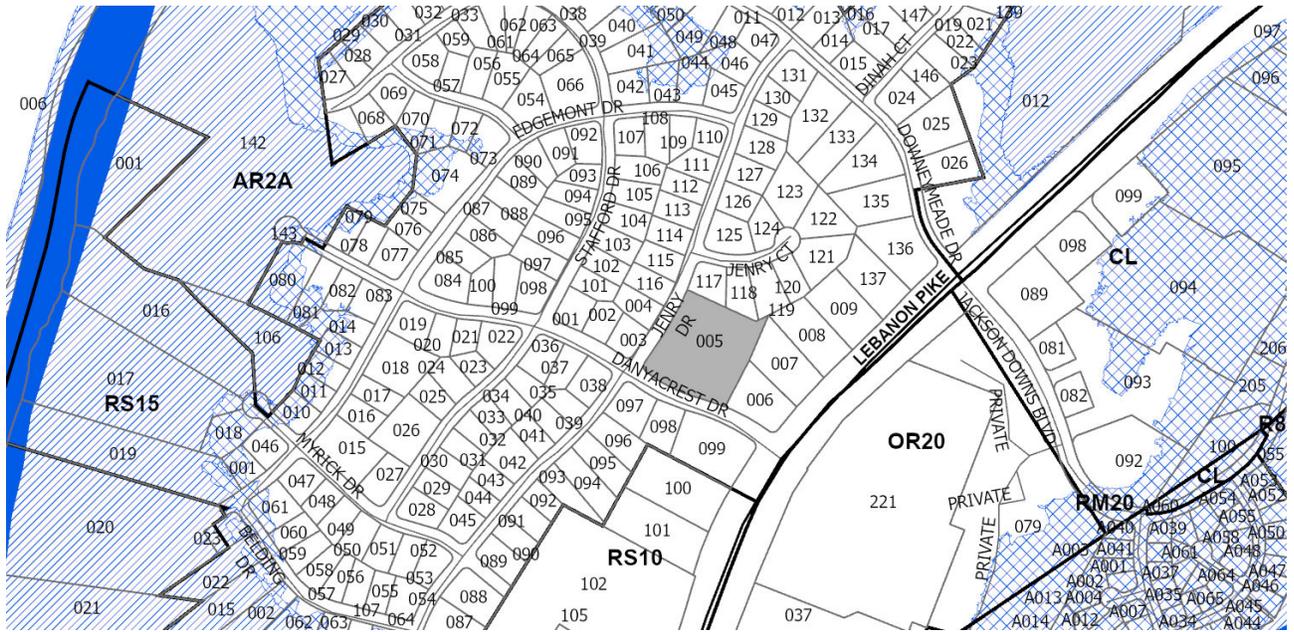
8. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
9. The final site plan shall label all internal driveways as “Private Driveways.” A note shall be added to the final site plan that the driveways shall be maintained by the Property Owners’ Association.
10. No master permit/HPR shall be recorded prior to final SP approval.
11. Final plat may be required prior to permitting.
12. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
13. 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 2/12/2026



### 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 2/12/2026**

**Item #7**

**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.

**Deferrals**

This item was deferred at the January 8, 2026, Planning Commission meeting. No public hearing was held.

**Staff Reviewer**

Konigstein

**Staff Recommendation**

*Defer indefinitely.*

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**APPLICANT REQUEST**

**Amend a Neighborhood Landmark Overlay District.**

Neighborhood Landmark Overlay

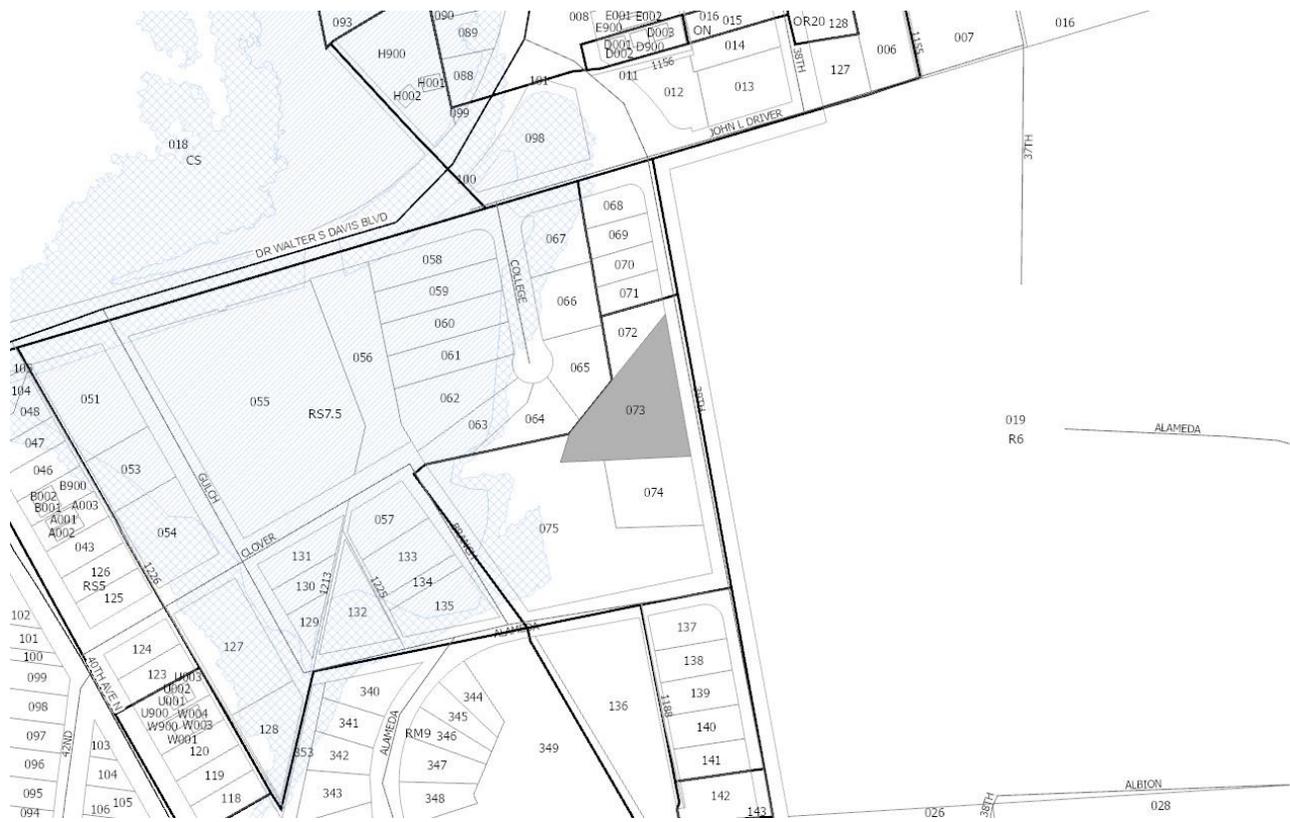
A request to amend the Neighborhood Landmark Overlay District for property located at 209 Danyacrest Drive, at the northeast corner of Danyacrest Drive and Jenry Drive, zoned Single-Family Residential (RS15) (2.78 acres), to permit general office and three single-family units.

**STAFF RECOMMENDATION**

Staff recommends indefinite deferral.



# Metro Planning Commission Meeting of 2/12/2026



## 2025S-145-001

RE-SUBDIVISION OF PART OF LOT 40 PLAN OF CLIFTON

Map 091-04, Parcel(s) 073

08, North Nashville

21 (Brandon Taylor)



**Metro Planning Commission Meeting of 2/12/2026**

|                             |  |
|-----------------------------|--|
| <b>Item #8</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.   |
| <br><b>Deferrals</b>        | <br>This item was deferred at the September 11, 2025, October 23, 2025, November 13, 2025, December 11, 2025, and January 8, 2026, Planning Commission meetings. No public hearing was held. |
| <br><b>Staff Reviewer</b>   | <br>Konigstein   |
| <b>Staff Recommendation</b> | <i>Defer to the February 26, 2026, Planning Commission meeting.</i>  |

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**APPLICANT REQUEST**

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

Final Plat

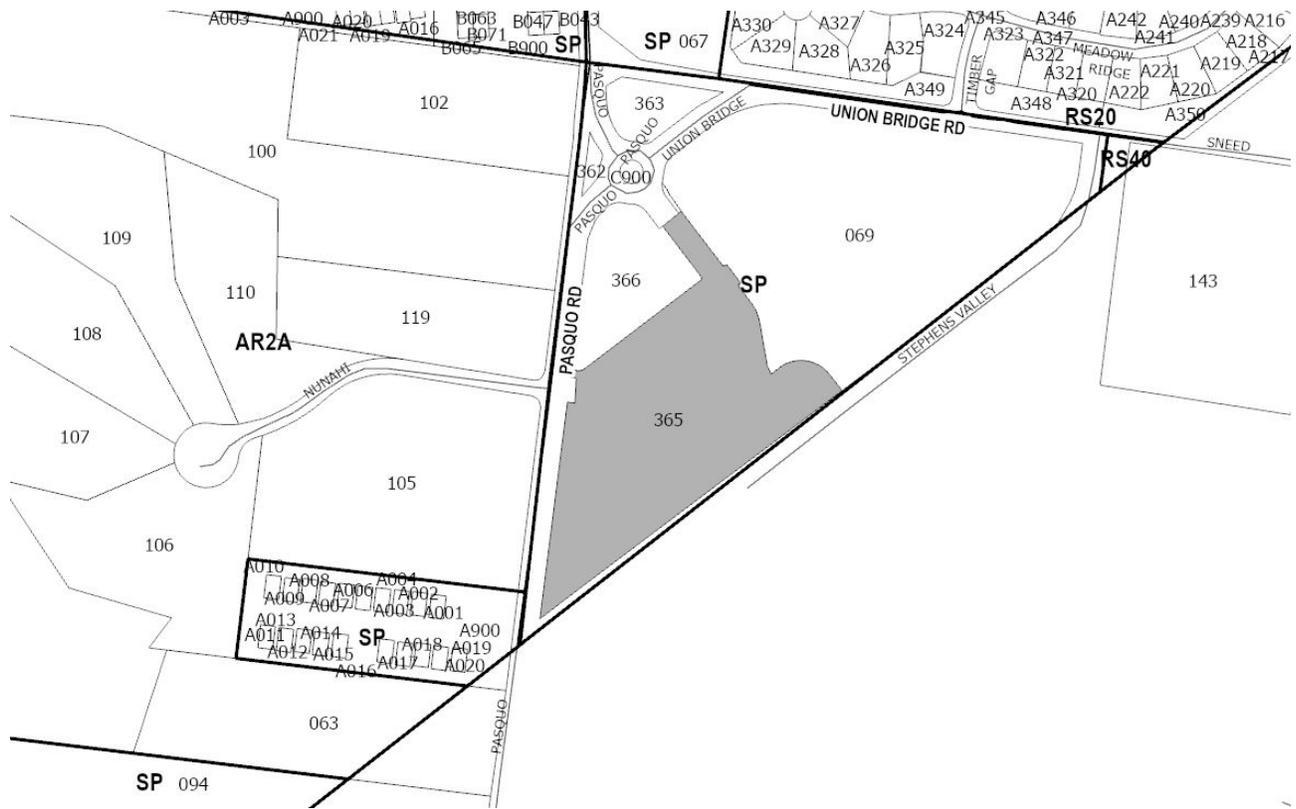
A request for final plat approval to create four lots on property located at 39th Avenue North (unnumbered), approximately 218 feet north of Alameda Street, zoned Single Family Residential (RS7.5) (0.69 acres).

**STAFF RECOMMENDED ACTION**

Staff recommends deferral to the February 26, 2026, Planning Commission meeting.



# Metro Planning Commission Meeting of 2/12/2026



**2025S-183-001**  
STEPHENS VALLEY PHASE 1  
Map 169, Part of Parcel(s) 365  
06, Bellevue  
35 (Jason Spain)



## Metro Planning Commission Meeting of 2/12/2026

**Item #9** **Final Plat 2025S-183-001**  
**Project Name** **Stephens Valley Phase 1**  
**Council District** 35 – Spain  
**School District** 09 – Tylor  
**Requested by** Wilson & Associates, P.C., applicant; Rochford Realty and Construction Company, Inc., owner.

**Deferrals** This case was deferred from the November 13, 2025, December 11, 2025, and January 8, 2026, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Schenk  
**Staff Recommendation** *Approve with conditions.*

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### 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 approved final site plan. A final site plan application for the vertical components (Case No. 2015SP-013-008) is currently under review.

### 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.

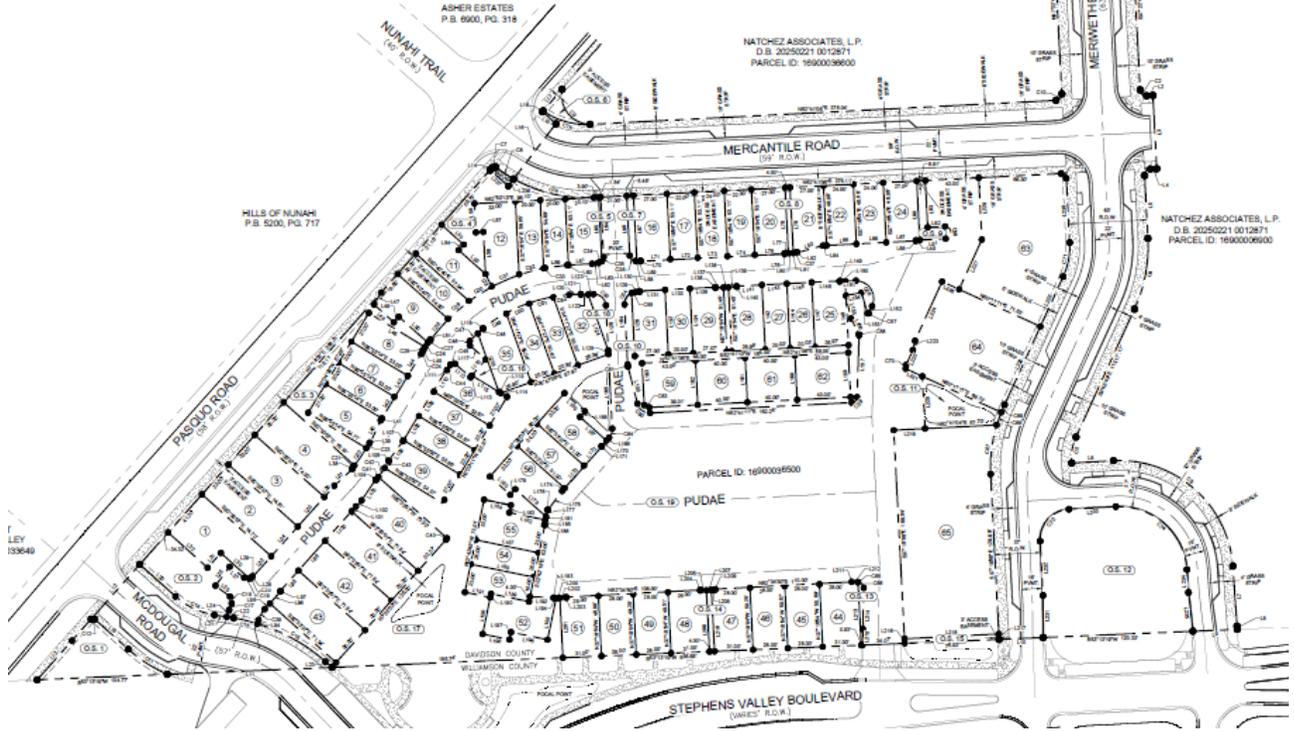
**Number of Lots:** 65

**Subdivision Variances or Exceptions Requested:** None



# Metro Planning Commission Meeting of 2/12/2026

|     |       |             |     |       |             |      |       |             |      |       |             |      |       |             |      |       |             |      |       |             |
|-----|-------|-------------|-----|-------|-------------|------|-------|-------------|------|-------|-------------|------|-------|-------------|------|-------|-------------|------|-------|-------------|
| L70 | 0.50  | S37°18'54"E | L87 | 0.50  | S62°36'11"E | L104 | 47.80 | S54°11'32"E | L121 | 17.33 | S50°47'10"E | L139 | 23.00 | S60°33'57"E | L207 | 4.00  | S52°34'30"W | L285 | 31.31 | N40°51'42"W |
| L71 | 24.00 | N62°41'08"E | L88 | 23.01 | S7°38'03"W  | L105 | 3.13  | N37°18'54"W | L122 | 13.68 | N44°37'07"E | L140 | 2.75  | N62°42'49"W | L208 | 3.00  | S52°34'30"W | L286 | 7.28  | S3°13'38"W  |
| L72 | 23.00 | N62°41'08"E | L89 | 33.00 | S7°38'03"W  | L106 | 36.24 | N37°18'54"W | L123 | 18.78 | N40°37'10"W | L141 | 28.50 | S67°17'11"W | L209 | 0.50  | S37°18'54"E | L287 | 19.30 | N62°41'30"W |
| L73 | 24.00 | N62°41'08"E | L90 | 33.00 | S7°38'03"W  | L107 | 50.32 | N37°18'54"W | L124 | 14.61 | N41°30'00"W | L142 | 0.50  | N62°42'49"W | L210 | 48.40 | N37°18'54"W | L288 | 30.01 | N64°11'27"W |
| L74 | 23.00 | N62°41'08"E | L91 | 5.17  | S7°38'03"W  | L108 | 3.49  | N62°41'08"E | L125 | 48.77 | N32°38'33"W | L143 | 23.00 | S67°17'11"W | L211 | 0.50  | N37°18'54"W |      |       |             |
| L75 | 24.00 | N62°41'08"E | L92 | 8.63  | S9°27'58"W  | L109 | 0.21  | N38°47'32"W | L126 | 30.67 | S48°47'59"E | L144 | 4.00  | N62°42'49"W | L212 | 4.00  | S52°34'30"W |      |       |             |
| L76 | 0.50  | N67°18'54"W | L93 | 25.00 | S9°27'58"E  | L110 | 30.52 | N62°41'08"E | L127 | 35.00 | S37°18'54"E | L145 | 0.50  | S67°17'11"W | L213 | 50.79 | S37°18'54"E |      |       |             |
| L77 | 3.00  | N67°18'54"E | L94 | 0.50  | N62°33'57"W | L111 | 61.80 | S37°18'54"E | L128 | 35.00 | N37°18'54"W | L146 | 50.00 | S67°17'11"W | L214 | 35.18 | N32°13'44"W |      |       |             |
| L78 | 50.01 | S37°18'54"E | L95 | 0.50  | N67°12'40"E | L112 | 25.00 | S52°41'30"W | L129 | 35.00 | N37°18'54"W | L147 | 50.00 | N67°17'11"E | L215 | 12.37 | N32°27'28"W |      |       |             |
| L79 | 50.01 | S37°18'54"E | L96 | 58.57 | S2°58'18"W  | L113 | 25.54 | S52°41'30"W | L130 | 35.00 | N37°18'54"W | L148 | 21.00 | N48°18'03"E | L216 | 3.00  | S37°18'54"E |      |       |             |
| L80 | 4.00  | N62°41'08"E | L97 | 3.48  | S2°58'18"E  | L114 | 0.50  | S37°18'54"W | L131 | 33.01 | N37°18'54"W | L149 | 3.88  | N62°42'49"W | L217 | 4.41  | S37°18'54"E |      |       |             |
| L81 | 4.00  | N62°41'08"E | L98 | 23.00 | S2°58'18"E  | L115 | 8.52  | N62°41'08"E | L132 | 46.38 | S37°18'54"E | L150 | 20.80 | N67°17'11"E | L218 | 25.14 | S52°41'30"W |      |       |             |



**Proposed Final Plat**



## **Metro Planning Commission Meeting of 2/12/2026**

### **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.)

#### **HARPETH VALLEY UTILITY DISTRICT**

Letter of availability provided.

#### **WATER SERVICES RECOMMENDATION**

**Not Applicable**

- Harpeth Valley Water and Sewer Utility District.

#### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.



## Metro Planning Commission Meeting of 2/12/2026

### 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, (Case No. 2015SP-013-008) 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

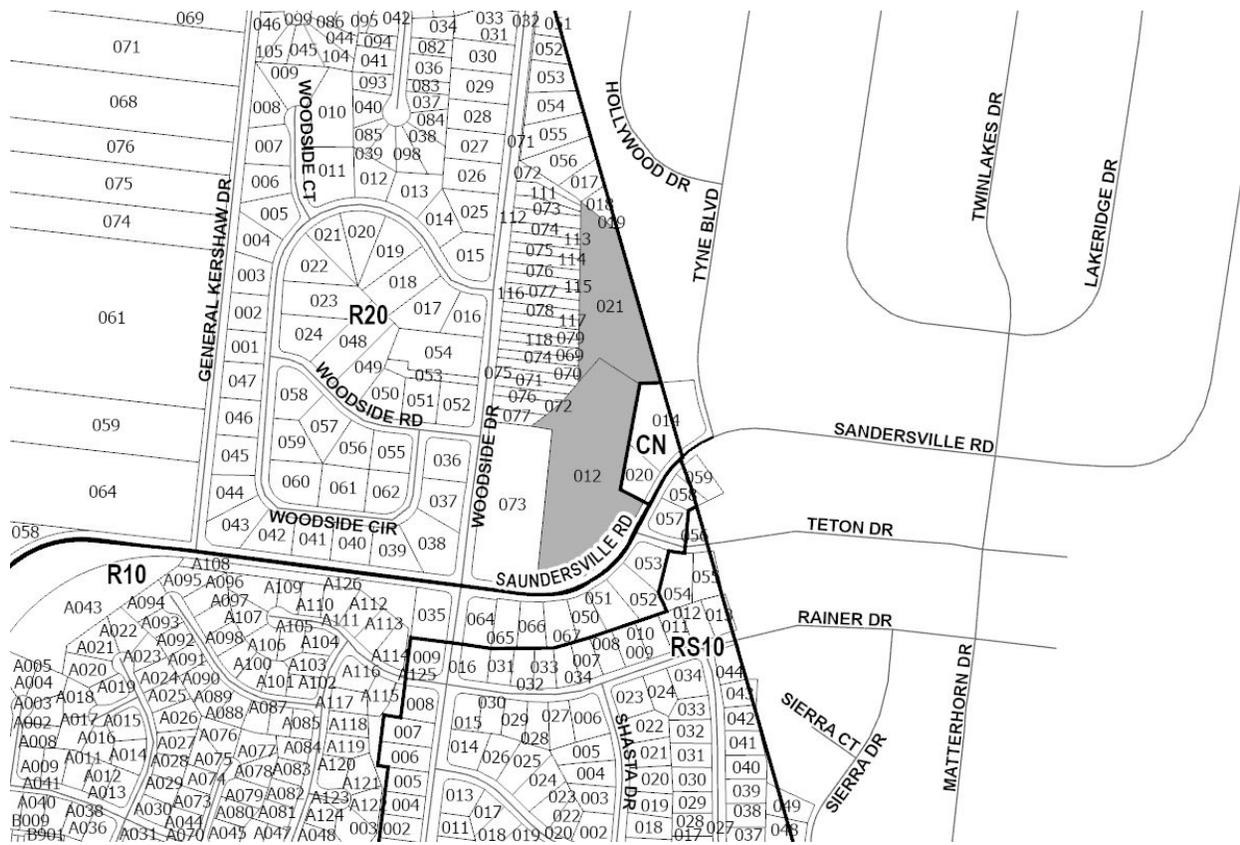
Motion to approve proposed subdivision Case No. 2025S-183-001 with conditions, based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject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



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 2/12/2026



**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 2/12/2026

|                         |  |
|-------------------------|--|
| <b>Item #10</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, and January 08, 2026, Planning Commission meetings. No public hearing was held.

|                             |                            |
|-----------------------------|----------------------------|
| <b>Staff Reviewer</b>       | Dhital                     |
| <b>Staff Recommendation</b> | <i>Defer indefinitely.</i> |

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### APPLICANT REQUEST

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

#### Final Plat

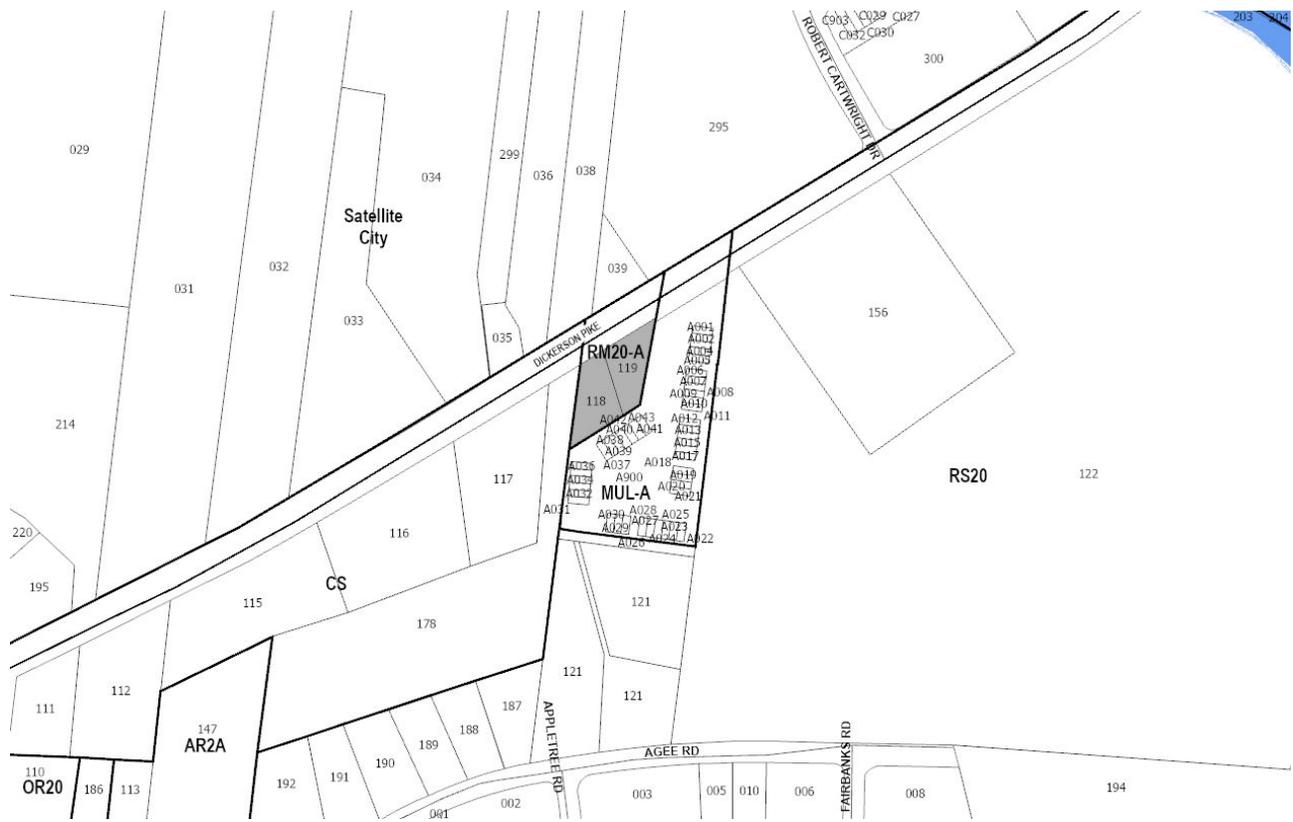
A request for final plat approval to create two lots on properties located at 4319 Saundersville Road and Woodside Drive (unnumbered), at the southeast corner of Woodside Circle and Saundersville Road, zoned R20 (8.45 acres).

### STAFF RECOMMENDATION

Staff recommends indefinite deferral.



# Metro Planning Commission Meeting of 2/12/2026



**2025Z-104PR-001**  
Map 033-14, Parcel(s) 118-119  
02, Parkwood – Union Hill  
10 (Jennifer Webb)



## Metro Planning Commission Meeting of 2/12/2026

**Item # 11**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2025Z-104PR-001**  
10 – Webb  
03 – Young  
Summit Builders Corp, applicant; Summit Properties Elite, LLC, owner.

**Deferrals**

This item was deferred at the January 08, 2026, Planning Commission meeting. No public hearing was held.

**Staff Reviewer**  
**Staff Recommendation**

Commey  
*Defer to the March 12, 2026, Planning Commission meeting*

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### **APPLICANT REQUEST**

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

#### Zone Change

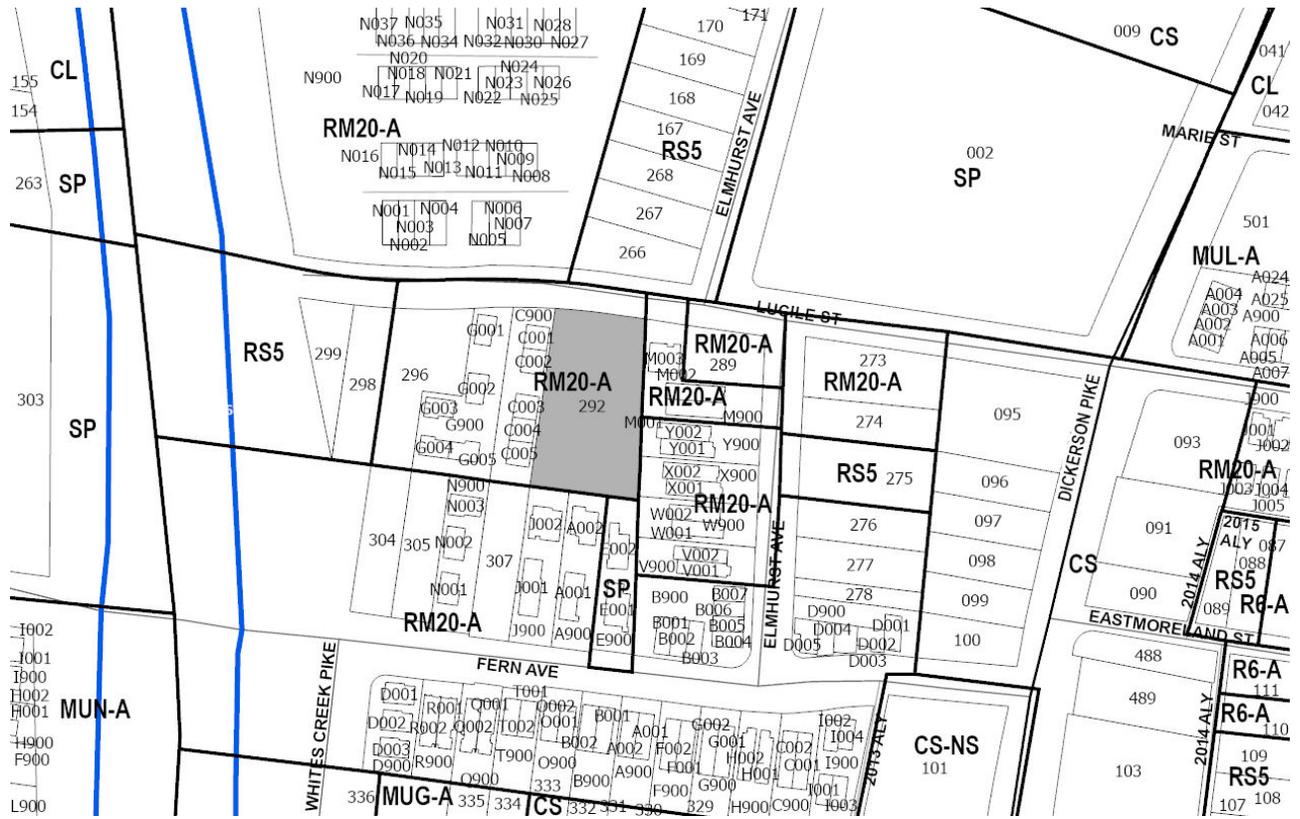
A request to rezone from Multi-Family Residential Alternative (RM20-A) to Mixed Use Limited-Alternative (MUL-A) zoning for properties located at 1176 and 1180 Dickerson Pike, approximately 640 feet southwest of Robert Cartwright Drive (0.72 acres).

### **STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 2/12/2026



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



## Metro Planning Commission Meeting of 2/12/2026

**Item #12**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2025Z-109PR-001**  
02 – Toombs  
01 – Taylor  
Nevada Scott Davis, applicant; 26 Nashville Select, LLC,  
owner.

Deferrals

This item was deferred at the December 11, 2025 and January 8, 2026, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**  
**Staff Recommendation**

Konigstein  
*Defer to the February 26, 2026, Planning Commission meeting.*

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### **APPLICANT REQUEST**

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

#### Zone Change

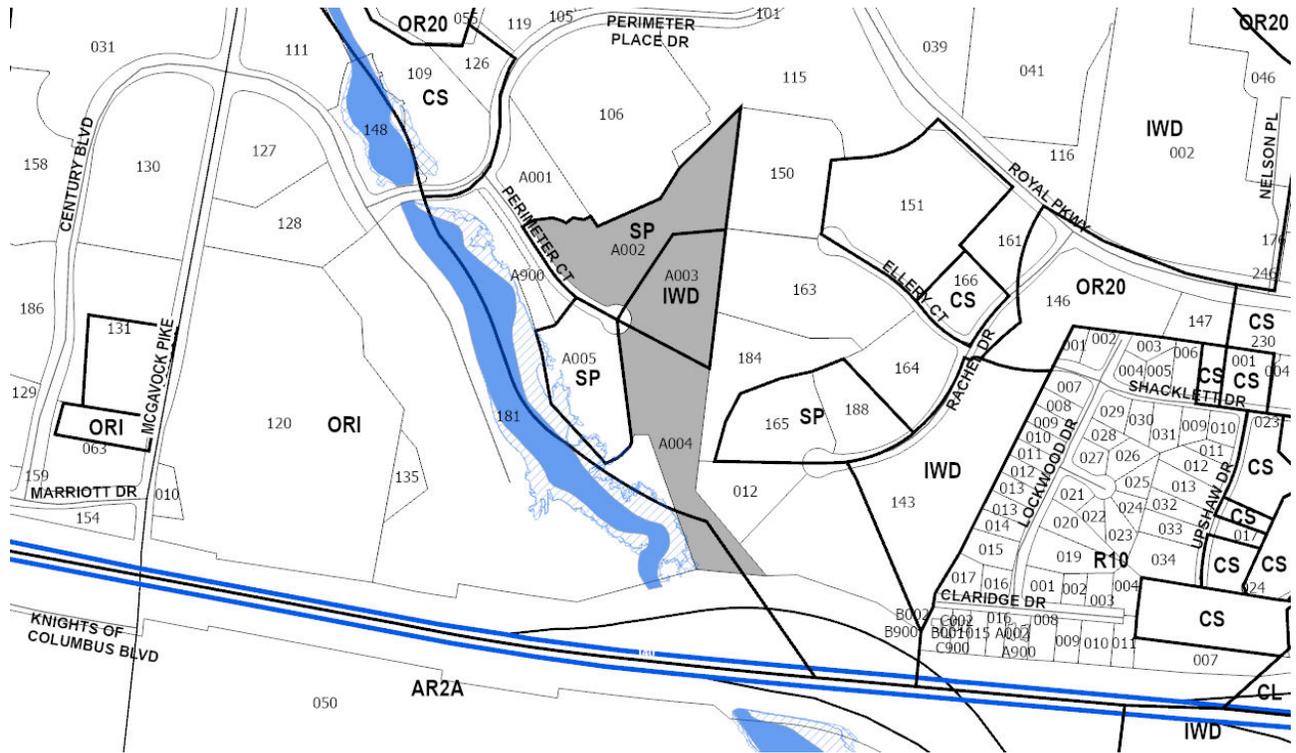
A request to rezone from Multi-family Residential - Alternative (RM20-A) to Multifamily Residential - Alternative (RM40-A) zoning for property located at 26 Lucile Street, located approximately 150 feet west of Elmhurst Avenue (0.67 acres).

### **STAFF RECOMMENDATION**

Staff recommends deferral to the February 26, 2026, Planning Commission meeting.



# Metro Planning Commission Meeting of 2/12/2026



## 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 2/12/2026

**Item #13**  
**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.

**Deferrals** This item was deferred at the January 08, 2026, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Commey  
**Staff Recommendation** *Approve.*

### **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)

#### **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.*

Office/Residential Intensive (ORI) is intended for high intensity office and/or multi-family uses with limited retail opportunities.

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

#### **Proposed Zoning**

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

#### **DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN**

D Employment Center (DEC) is intended to enhance and create concentrations of employment that are often in a campus-like setting. A mixture of office and commercial uses are present but are not necessarily vertically mixed. Light industrial uses may also be present in appropriate locations with careful attention paid to building form, site design, and operational performance standards to ensure



## Metro Planning Commission Meeting of 2/12/2026

compatibility with other uses in and adjacent to the D EC area. Secondary and supportive uses such as convenience retail, restaurants, and services for the employees and medium- to high-density residential are also present.

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 conservation policy on the site is associated with steep slopes and a stream that runs through the site. The steep slopes on the property are primarily a result of disturbance from the construction of Perimeter Court and are not reflective of natural grade.*

### ANALYSIS

The site is located south of Elm Hill Pike, east of McGavock Pike and west of Donelson Pike, slightly north of Interstate40. The Nashville International Airport is located to the south. Surrounding properties include a mixture of vacant, industrial, and non-residential land uses, including hotel uses, and office/medical facilities. The property at 911 Perimeter Court, which is zoned Specific Plan (BL2022-1065) was approved for 196 multi-family residential units in 2022.

The proposed MUL-NS zoning district is consistent with the D EC policy, which supports a range of moderately high intensity office, mixed use, and light industrial uses. The proposed zoning is intended for a moderate-intensity mixture of residential and nonresidential uses, including retail, restaurant, and office uses. Given the conservation features on the site, such as steep slopes and a stream, developing at a moderate intensity will help minimize disturbance to these natural features

The proposed MUL-NS zoning would permit compatible residential and non-residential uses in an area that includes a mix of uses in proximity to the airport, which spans the south side of I-40 and is within the District Impact (D I) policy, a higher intensity policy area. The D EC policy areas are generally located along or near arterial boulevards. The site is in proximity to several such corridors, including Elm Hill Pike, Donelson Pike, and McGavock Pike as well as Interstate40 and is centrally located within a larger industrial policy area. These corridors enhance regional connectivity and support both residential and employment uses consistent with the D EC policy goals. The site is within proximity to four WeGo transit stops along Elm Hill Pike and Perimeter Place.

The -NS designation prohibits Short-Term Rental Property–Owner Occupied and Short-Term Rental Property–Not Owner Occupied uses from the district. This ensures that housing uses align with the broader housing policy goals by ensuring that permanent housing is provided. The proposed MUL-NS zoning is consistent with the D EC policy goals, leverages transportation and transit connectivity, and introduces a compatible mix of uses near the airport and industrial corridors. Staff recommends approval.



## Metro Planning Commission Meeting of 2/12/2026

### FIRE MARSHAL RECOMMENDATION

#### Approve

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Warehousing (150)   | 7.77  | 0.8 F       | 270,768 SF                  | 473                   | 46           | 52           |

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

| 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) | 0.36  | 3 F         | 15 U                        | 80                    | 5            | 7            |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Office (710)        | 0.36  | 3 F         | 47,044 SF                   | 511                   | 71           | 56           |

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) | 5.57  | -           | 196 U                       | 1,066                 | 66           | 85           |

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

| Land Use (ITE Code)                  | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|--------------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Multi- Family Residential 3-10 (221) | 7.03  | 1.0 F       | 306 U                       | 1,666                 | 103          | 130          |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Retail (820)        | 3.51  | 1.0 F       | 152,895 SF                  | 5,772                 | 144          | 583          |



## Metro Planning Commission Meeting of 2/12/2026

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Restaurant (932)    | 3.51  | 1.0 F       | 152,895 SF                  | 17,152                | 1,520        | 1,494        |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| -                   | -     | -           | -                           | +22,460               | +1,579       | +2,007       |

### **METRO SCHOOL BOARD REPORT**

The proposed MUL-NS zoning district includes a mix of uses which could vary and an assumption of school impact at this point is premature. Students would attend McGavock Elementary (K-12), and McGavock High School. McGavock Elementary is identified as overcapacity while McGavock 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**

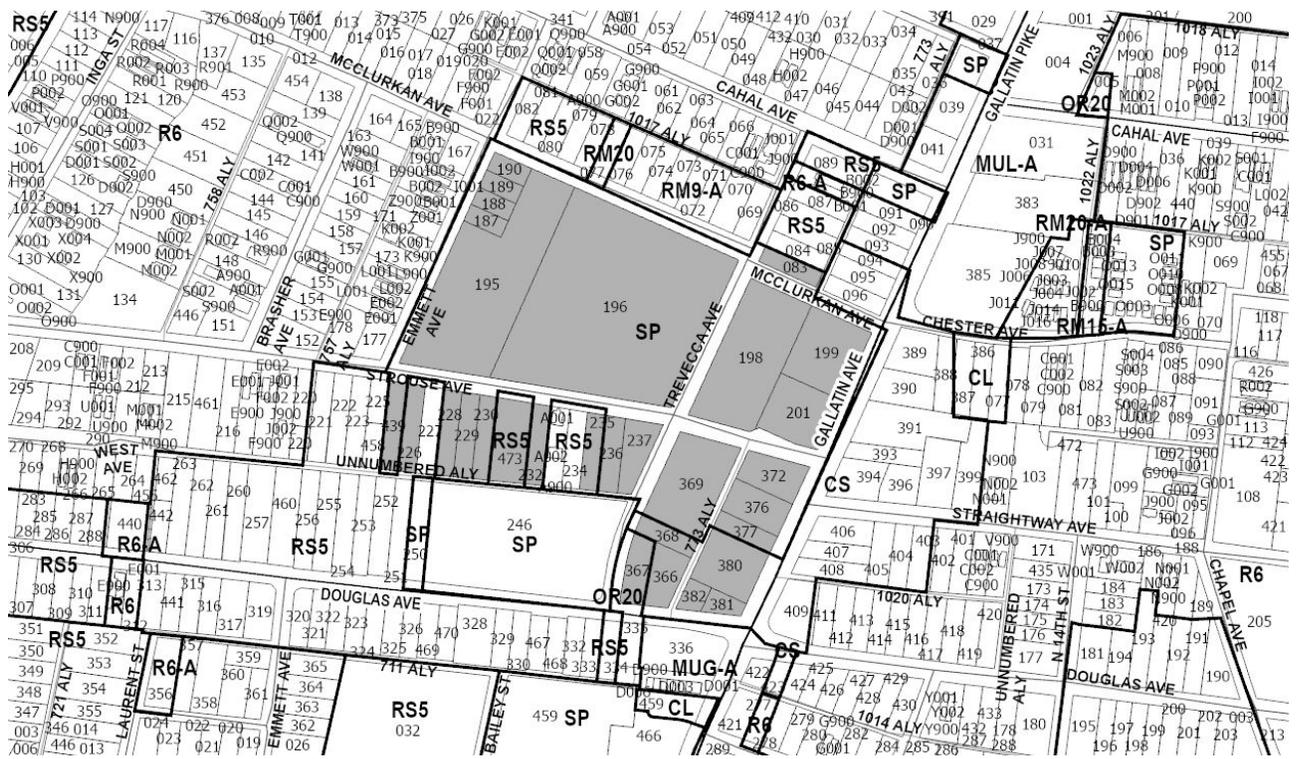
Staff recommends approval.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 2/12/2026



## 2022SP-075-002

### LINCOLN TECH SP (AMENDMENT)

Map 072-13, Parcel(s) 083, 187-190, 195, 196, 198, 199, 201, 226, 228-230, 232, 235-237, 366-369, 372, 376, 377, 380-382, 439, 473

05, East Nashville

05 (Sean Parker)



## Metro Planning Commission Meeting of 2/12/2026

**Item #14**

**Project Name**

**Council District**

**School District**

**Requested by**

**Specific Plan 2022SP-075-002**

**Lincoln Tech SP (Amendment)**

05 – Parker

01 – Taylor

Barge Civil Associates, applicant; East Nashville Owner, LLC, and TM Investment, LLC, owners.

**Staff Reviewer**

Konigstein

**Staff Recommendation**

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

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**APPLICANT REQUEST**

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

Zone Change

A request to amend a Specific Plan (SP) for various properties generally located west of Gallatin Avenue, east of Emmet Avenue, south of McClurkan Avenue, and north of Douglas Avenue, zoned Specific Plan (SP), and to rezone properties from Single-Family Residential (RS5), Commercial Service (CS), and Office/Residential (OR20) to Specific Plan (SP) (19.09 acres), to permit a mixed-use development.

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 2/12/2026



**2025SP-048-001**

**NEW HOPE GARDENS SP**

Map 087, Parcel(s) 111

14, Donelson – Hermitage - Old Hickory

12 (Erin Evans)



## Metro Planning Commission Meeting of 2/12/2026

**Item #15**

**Project Name**

**Council District**

**School District**

**Requested by**

**Specific Plan 2025SP-048-001**

**New Hope Gardens SP**

12 – Evans

4 – Nabaa-McKinney

Dale and Associates, Inc, applicant. Proverbs Build Homes, owner.

**Staff Reviewer**

**Staff Recommendation**

Comme

*Defer to the February 26, 2026, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Rezone from RS15 to SP to permit 47 multi-family residential units.**

Preliminary SP

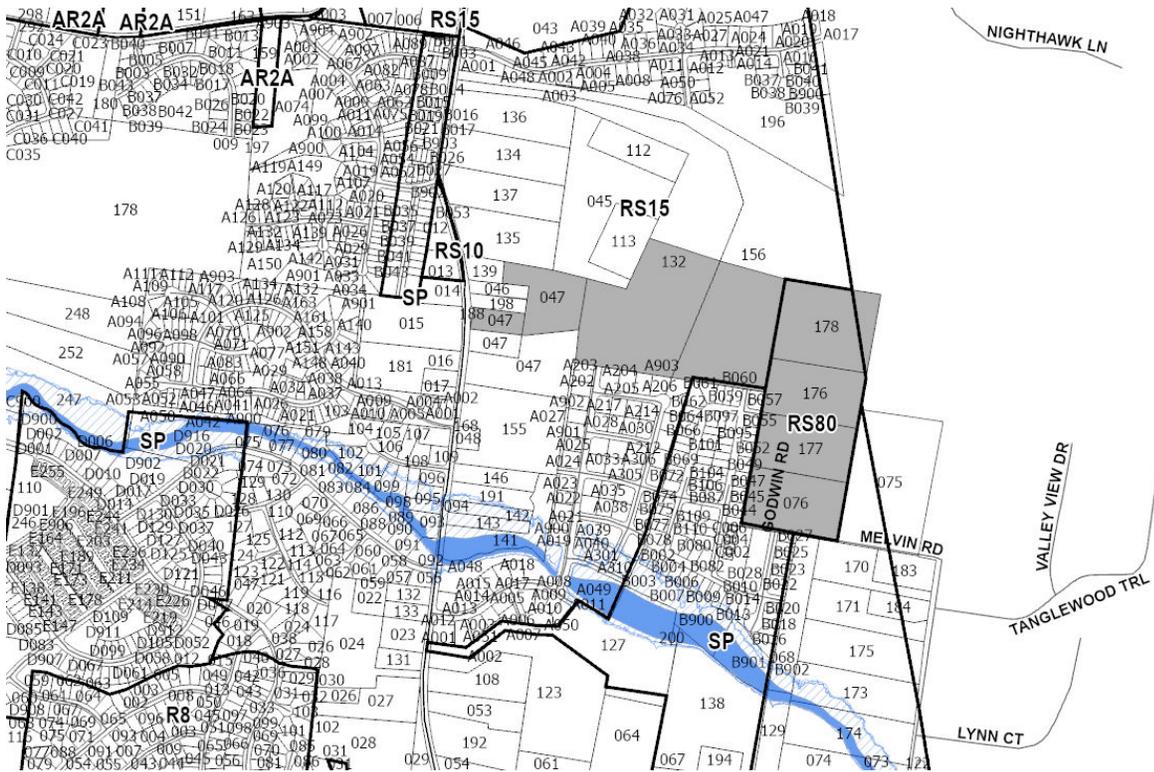
A request to rezone from Single-Family Residential (RS15) to Specific Plan (SP) zoning for property located at 6114 North New Hope Road, approximately 352 feet north of Central Pike (3.0 acres), to permit 47 multi-family residential units.

**STAFF RECOMMENDATION**

Staff recommends deferral to the February 26, 2026, Planning Commission meeting.



# Metro Planning Commission Meeting of 2/12/2026



**2026SP-002-001**  
3033, 3221 & 3255 MELVIN ROAD  
Map 087, Parcel(s) 047.04, 047.05, 076, 176-178  
Map 087, P/O Parcel(s) 132 & 156  
14, Donelson-Hermitage-Old Hickory  
12 (Erin Evans)



## Metro Planning Commission Meeting of 2/12/2026

|                             |   |
|-----------------------------|---|
| <b>Item #16</b>             | <b>Specific Plan 2026SP-002-001</b>                                 |
| <b>Project Name</b>         | <b>3033, 3221 &amp; 3255 Melvin Road</b>                            |
| <b>Council District</b>     | 12 – Evans  |
| <b>School District</b>      | 04 – Nabaa-McKinney   |
| <b>Requested by</b>         | Dewey Engineering, applicant; Various owners.                       |
| <b>Staff Reviewer</b>       | Schenk  |
| <b>Staff Recommendation</b> | <i>Defer to the February 26, 2026, Planning Commission meeting.</i> |

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### **APPLICANT REQUEST**

**Preliminary SP to permit 166 single-family lots.**

#### Preliminary SP

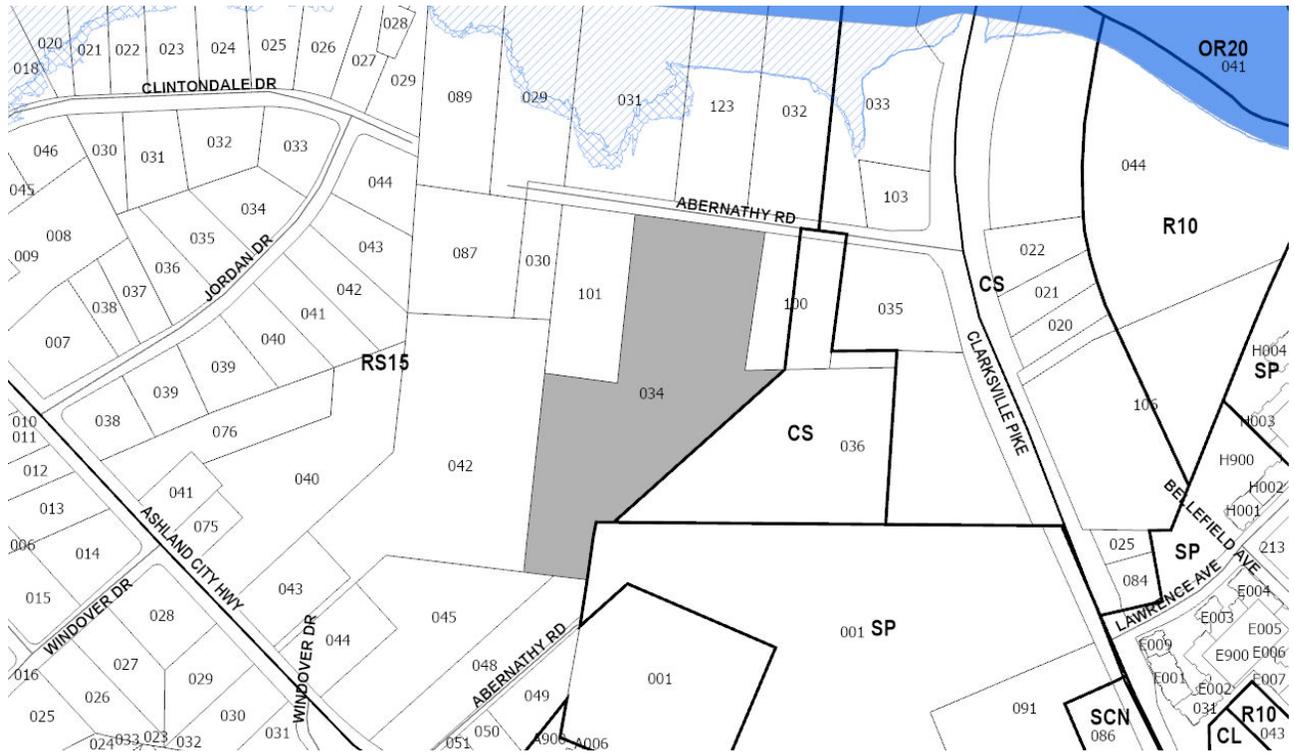
A request to rezone from Single Family Residential (RS80) and Single Family Residential (RS15) to Specific Plan (SP) zoning for properties located at 3033, 3221, 3255 Melvin Road, 6227, 6237, 6317 North New Hope Road, Melvin Road (unnumbered), and North New Hope Road (unnumbered), located east of North New Hope Road, north of Central Pike and south of Landings Way (50 acres), to permit 166 single-family residential lots.

### **STAFF RECOMMENDATION**

Staff recommends deferral to the February 26, 2026, Planning Commission meeting.



# Metro Planning Commission Meeting of 2/12/2026



## 2026SP-003-001

AGUSTUS PARK SP

Map 069, Parcel(s) 034

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Joy Kimbrough)



## Metro Planning Commission Meeting of 2/12/2026

**Item #17**

**Specific Plan 2026SP-003-001**

**Project Name**

**Agustus Park SP**

**Council District**

01 – Kimbrough

**School District**

01 – Taylor

**Requested by**

Augustus Park Partnership, applicant; Gus & Jay Land Partnership, LLC, owners.

**Staff Reviewer**

Garland

**Staff Recommendation**

*Approve with conditions and disapprove without all conditions.*

---

**APPLICANT REQUEST**

**Preliminary SP to permit a 63 detached multi-family residential development.**

Preliminary SP

A request to rezone from Single-Family Residential (RS15) to Specific Plan (SP) zoning for properties located at 3854 Abernathy Road, approximately 549 feet west of Clarksville Pike (8.48 acres), to permit 63 detached multi-family residential units.

**Existing Zoning**

Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. *RS15 would permit a maximum of 24 single-family lots based on acreage alone. This does not account for compliance with the Metro Subdivision Regulations.*

**Proposed Zoning**

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

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

T3 Suburban Neighborhood 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.



TSPCS

Proposed Site Plan



## Metro Planning Commission Meeting of 2/12/2026

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.

### **SITE**

The approximately 8.48-acre site is located southwest of the intersection of Clarksville Pike and Abernathy Road. The subject site has frontage on Abernathy Road, a dead-end road which terminates west of the subject property. The site is within a quarter mile of the nearest bus stops at Clarksville Pike and Abernathy Road. Surrounding zoning districts include RS15, Specific Plan and Commercial Service (CS) with surrounding land uses including residential, vacant, and commercial land.

The SP (2022SP-028-001/BL2022-1057) to the south of the site was approved by Metro Council in 2022 for a mixed-use development with a total of 30,000 square feet of non-residential uses and 460 multi-family residential units. There are additional SPs on the eastern side of Clarksville Pike approved for various amounts of multi-family residential units and a mix of uses.

### **PLAN DETAILS**

The plan proposes a total of 63 multi-family detached residential units across the site. Nine of the proposed units are permitted with attached dwelling units (ADU). Vehicular access to the site is through a private drive from Abernathy Road. The three units fronting Abernathy Road are proposed with rear entry garages. The units interior to the site are proposed to be front loaded units or units without garages. All buildings are proposed with a maximum height of three stories in 42 feet. A clubhouse, two pools, and a playground area are proposed in this development.

This development is proposing improvements to Abernathy Road which includes widening the street to accommodate two-way traffic, a five-foot sidewalk, and four-foot planting strip along a portion of Abernathy Road from Clarksville Pike to the site. The proposed private drive throughout the development is gated from the entrance. Sidewalk connections are provided internally throughout the site from all units and buildings along the private street. A condition has been added to ensure entrances for the units fronting Abernathy with sidewalk connections. A stormwater area is proposed on the northwestern corner of the site. As shown on the site plan, a 20 foot wide type C landscape buffer is proposed along the western boundary. No landscape buffers are shown on the eastern and southern property lines; however, the site abuts a TVA easement which precludes development in this area, resulting in a buffer.

### **ANALYSIS**

The subject site is located within the Suburban Neighborhood Evolving (T3 NE), and Conservation (CO) policy areas. The T3 NE policy intent is to create and enhance suburban neighborhoods with greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques. The CO area on the site has been determined to be a wet-weather conveyance, not a stream or other water feature that would require the same protections as a stream.



## Metro Planning Commission Meeting of 2/12/2026

The plan meets the policy goals by providing a layout consistent with the intent of the policy to provide greater housing choice in a suburban context with preference given to sites with proximity to evolving centers and corridors to the south of the site. The subject site is approximately 0.10 miles from Clarksville Pike, an arterial boulevard with sidewalks and bus service. The subject site is identified as a Neighborhood on the NashvilleNext Growth and Preservation Map, however it is immediately adjacent to a Transition and Infill Area. Given the adjacency to this Transition and Infill Area, the subject site can serve as a middle ground between these two different policy areas.

The T3 NE policy supports buildings ranging from one to three stories which is proposed with the development. All proposed structures are orientated towards a street or open space. While more dense than the existing development pattern along Abernathy, the design of these structures with three stories, pitched roof forms, and a detached product type are intended to serve as a residential development balancing between the current development pattern and more intense development along the corridor. As mentioned above, the proposed plan contains several amenity areas including a larger open space on the eastern portion of the property.

The subject site is larger than most parcels in the area, within a five-minute walk to the nearest WeGo bus stop, and is located near Clarksville Pike. Pedestrian and vehicular connectivity will be improved through the sidewalks and public streets as shown within the plan which meets the connectivity goals of the NE policy.

The subject site is located uniquely along the border of the Suburban Mixed Use Corridor (T3 CM) policy which is located primarily on properties at the intersection of Abernathy Road and Clarksville Pike and extending south to Ashland City Highway, and the T3 NE policy which is located along Abernathy Road before the area transitions to the Suburban Neighborhood Maintenance (T3 NM) policy to the northwest. The SP to the south (2022SP-028-001) is entirely within a T3 CM policy area as it has frontage along two arterial boulevards, Clarksville Pike and Ashland City Highway. With this policy, the SP to the south supports additional intensity as compared to the subject site, which is primarily in the lower intensity, residential T3 NE policy.

The proposed development meets the goals of the policy to provide increased residential density with a variety of building types near an evolving corridor, therefore staff recommends approval with conditions and disapproval without all conditions.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Hammerhead turnaround is required.
- Access control gates shall be equipped with 'Click-2-2Enter' operating system.

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

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



## Metro Planning Commission Meeting of 2/12/2026

### **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.

### **WEGO RECOMMENDATION**

#### **Approve with conditions**

- Development to upgrade and relocate the southbound bus stop at Clarksville Pike & Abernathy Rd.
- Development to relocate the bus stop to south of Abernathy Rd and upgrade the stop to an in-lane shelter type stop with appurtenances which must comply with the latest WeGo Transit Design Guidelines.
- The bus stop passenger waiting pad must be a minimum of 45 ft x 8 ft x 6 in concrete behind tangent curb. Pad must be flushed with curb and sidewalk but may be subject to existing ROW and existing utilities.
- Bus stop with appurtenances must be shown on plans prior to final SP submittal.
- Bus stop must be completed prior to any occupancy or use of first phase to be constructed.
- Developer must liaise and reach agreement with WeGo Philip.randall@nashville.gov on all WeGo conditions prior to final SP submittal, again prior to building permit issue and again prior to finalization of construction drawings.

### **NASHVILLE DOT RECOMMENDATION**

#### **Approve with conditions**

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- Any proposed roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT detail standards. Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- There are to be no vertical obstructions in new public sidewalks. Coordinate w/ utility companies, to have encroaching obstructions relocated to grass/furnishing zones. A half-section, per detail ST-252, shall be required along ROW frontage. (cont.)
- From previous comments, pavement improvements(widening), per detail schedule ST-252, out to Abernathy Rd., will be required to better accommodate 2-way vehicular travel. (cont.) A minimum total pavement width of 22 ft. will be required.
- Any proposed gated private drive shall have a denial lane or turn-a-round lane onsite, to mitigate backing up into existing ROW.
- Provide temporary turning easement (20 ft. depth) into site private drive.



## Metro Planning Commission Meeting of 2/12/2026

- See traffic comments/conditions.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- At Final SP Coordinate with NDOT on final design and exact limits of construction for the road widening along Abernathy Road towards Clarksville Pike.
- Any required pavement markings and signage shall comply with the MUTCD.
- Parking shall comply with Metro code.
- Comply with NDOT Roads conditions of approval. The applicant's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

#### Maximum Uses in Existing Zoning District: **RS15**

| 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) | 8.48  | 2.9 F       | 24 U                        | 280                   | 21           | 26           |

#### 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) | 8.48  | -           | 63 U                        | 380                   | 24           | 31           |

#### Traffic changes between maximum: **RS15, and SP**

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| -                   | -     | -           | -                           | +100                  | +3           | +5           |

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS15 district: 2 Elementary 2 Middle 2 High**

**Projected student generation proposed SP-R district: 16 Elementary 8 Middle 7 High**

The proposed SP-R zoning is expected to generate 25 additional students than the existing RS15. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. Cumberland Elementary School and Haynes Middle School is identified as being exceedingly under capacity while Whites Creek High School is identified as being under capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.



## Metro Planning Commission Meeting of 2/12/2026

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 63 multi-family residential units. Short term rental properties, owner occupied and short term rental properties, not owner occupied, shall be prohibited.
2. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
3. On the corrected copy, replace architectural standard number 1 on page 13 with the following: Building façades fronting a street shall provide a minimum of one principal entrance (doorway) and a minimum of 15% glazing.
4. On the corrected copy, add the following architectural standard: Building facades shall be constructed of brick, brick veneer, stone, cast stone, cementitious siding, glass, or materials substantially similar in form and function, unless otherwise approved on detailed building elevations included with the preliminary SP.
5. On the corrected copy, on page 13 under maximum building height and standard height measurement the height shall be measured to the midpoint of the primary roof pitch.
6. On the corrected copy remove ‘Minimum Lot Size: None’ from the Bulk Standards Table.
7. No individual platted lots will be permitted.
8. With the submittal of the final site plan, for all structures along Abernathy Road, a pedestrian entrance and sidewalk connection shall be located along the front façade facing Abernathy.
9. Existing tree canopy that is retained within the required landscape buffer along the western property line may count towards buffer requirements. Any preserved trees utilized for buffer requirements shall have tree protection measures consistent with the requirements of the Metro Zoning Code. Buffer details to be reviewed with the landscape plan provided with the final site plan.
10. Any changes to the preliminary grading plan shall be reviewed and subject to staff approval with the final SP, including any changes that result in the removal of the existing tree canopy along the western boundary where grading is not currently identified to occur.
11. Existing tree canopy areas located outside of areas identified for stormwater detention and grading shall be preserved to the greatest extent practicable.
12. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
13. 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.
14. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
15. Comply with all conditions and requirements of Metro reviewing agencies.
16. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM9 zoning district, as of the date of the applicable request or application.
17. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
18. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site



## Metro Planning Commission Meeting of 2/12/2026

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

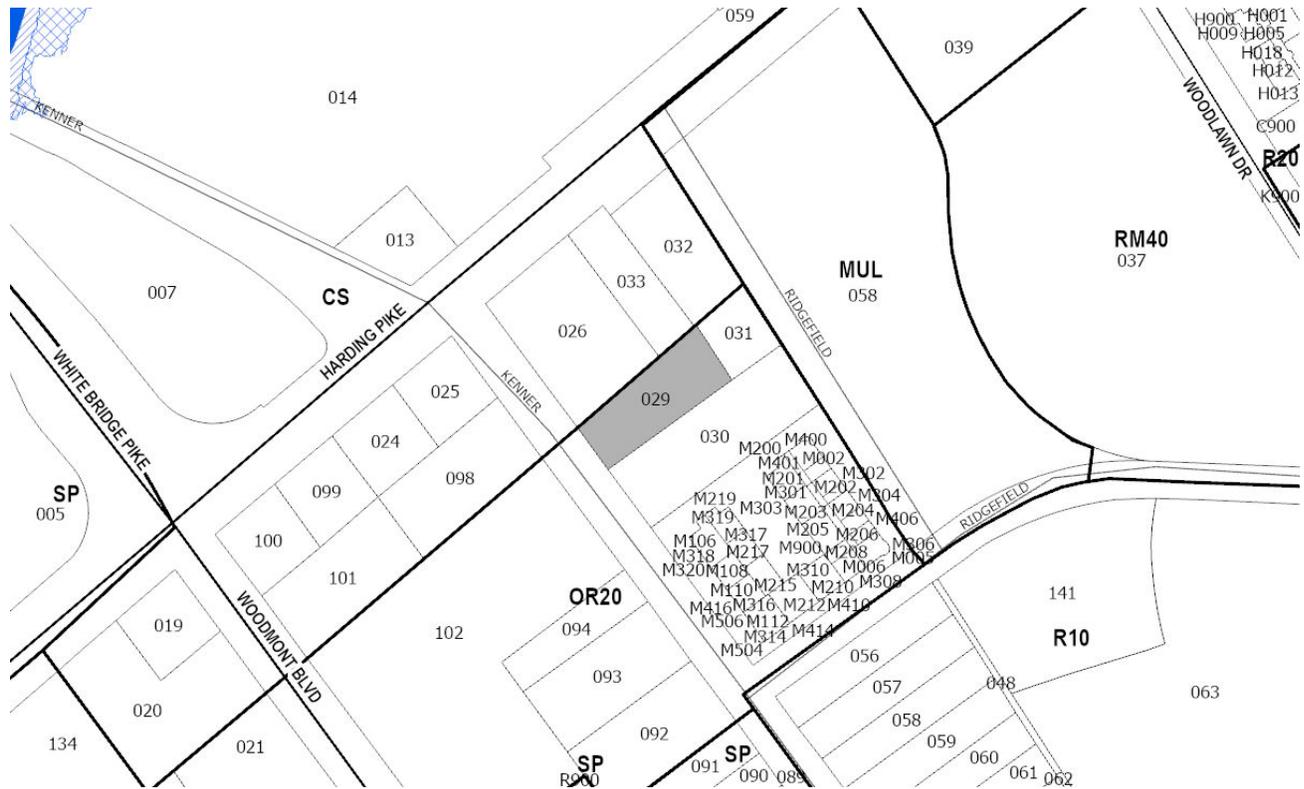
19. No master permit/HPR shall be recorded prior to final SP approval.
20. Final plat may be required prior to permitting.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 2/12/2026



**2026SP-006-001**  
100 KENNER AVENUE  
Map 103-15, Parcel(s) 029  
10, Green Hills-Midtown  
24 (Brenda Gadd)



## Metro Planning Commission Meeting of 2/12/2026

|                             |   |
|-----------------------------|---|
| <b>Item #18</b>             | <b>Specific Plan 2026SP-006-001</b>                                   |
| <b>Project Name</b>         | <b>100 Kenner Avenue</b>  |
| <b>Council District</b>     | 24 – Gadd   |
| <b>School District</b>      | 08 – O’Hara Block   |
| <b>Requested by</b>         | Winstead, PC, applicant; KennerAve.HFP/BNA.LLC., owner                |
| <b>Staff Reviewer</b>       | Schenk  |
| <b>Staff Recommendation</b> | <i>Approve with conditions and disapprove without all conditions.</i> |

### APPLICANT REQUEST

#### **Preliminary SP to permit a mixed use development.**

#### Preliminary SP

A request to rezone from Office/Residential (OR20) to Specific Plan (SP) zoning district for property located at 100 Kenner Avenue, approximately 315 feet northeast of Ridgefield Drive (0.34 acres), and located within the Harding/White Bridge Urban Design Overlay, to permit a mixed use development.

#### **Existing Zoning**

Office/Residential is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *OR20 would permit a maximum of 8 units.*

#### **Proposed Zoning**

Specific Plan-Residential (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 commercial and nonresidential uses.*

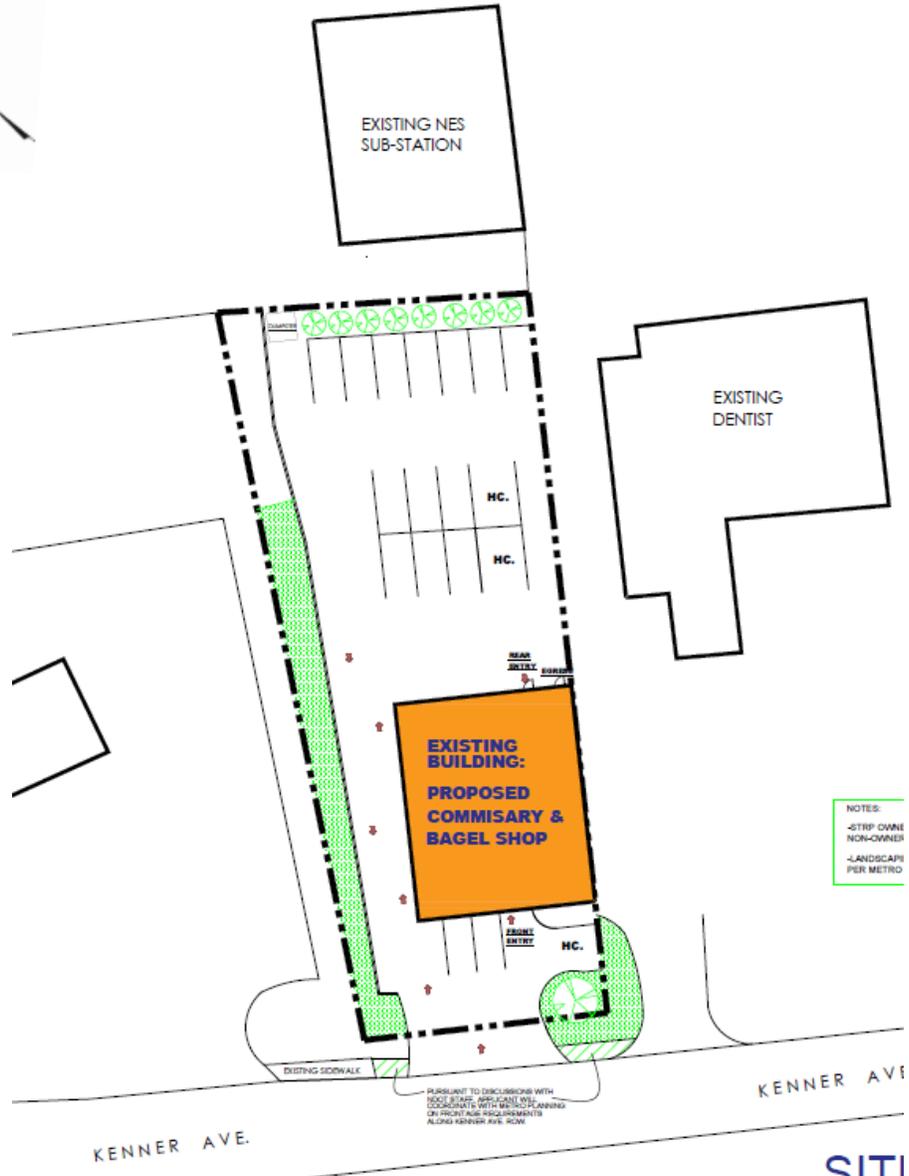
### **GREEN HILLS-MIDTOWN COMMUNITY PLAN**

T5 Regional Center (T5 RG) is intended to enhance and create regional centers, encouraging their redevelopment as intense mixed use areas that serve multiple communities as well as the County and the surrounding region with supporting land uses that create opportunities to live, work, and play. T5 RG areas are pedestrian friendly areas, generally located at the intersection of two arterial streets, and contain commercial, mixed use, residential, and institutional land uses.

Harding Town Center 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. *Compliance with this UDO is voluntary.*



# Metro Planning Commission Meeting of 2/12/2026



NOTES:  
 -STRIP-OWAYS  
 NON-OWNERS  
 -LANDSCAPE  
 PER METRO

PURSUANT TO DISCUSSIONS WITH  
 HOOD STATE, APPLICANT WILL  
 COORDINATE WITH METRO PLANNING  
 ON PROJECT REQUIREMENTS  
 ALONG KENNER AVE. ROW

Proposed Preliminary SP

SITI



## **Metro Planning Commission Meeting of 2/12/2026**

### **SITE CONTEXT**

The site consists of a single parcel totaling approximately 0.34 acres in size. The site has frontage along Kenner Avenue, which is classified as a Collector-Avenue in the Major and Collector Street Plan (MCSP). The site has been zoned OR20 since 1998 and has developed with an existing two-story building utilized for general office uses. The surrounding parcels to the north, west, and south are zoned OR20, while the parcel to the north is zoned Commercial Service (CS). The surrounding parcels have developed with commercial, office, and medical uses, with multi-family residential uses in the broader area.

### **PLAN DETAILS**

The proposed SP is a regulatory plan. The regulatory plan proposes a maximum of 2,000 square feet of take-out restaurant uses, and 2,500 square feet of commissary kitchen uses within the existing building. Since commissary kitchen is not a use is not defined in the Zoning Code, the SP is defining the use as a production-style kitchen for the associated take-out restaurant use.

The plan maintains the existing vehicular access point on Kenner Avenue. The regulatory document includes bulk standards, parking requirements, and landscaping standards. The plan does not propose any changes to the building structure.

### **ANALYSIS**

The proposed SP is located within the T5 Regional Center (T5 RG) policy. The T5 RG policy is intended to enhance or create regional centers, encouraging their development as intense mixed use areas that serve the region and support land uses that create opportunities to live, work, and recreate.

The proposed plan incorporates several policy goals of the T5 RG policy. The plan's proposed mix of uses, with restaurant and commissary uses, is consistent with the policy goals of enhancing regional centers, by providing land uses to serve communities within a reasonable driving distance. The existing site layout and building form are also consistent with the bulk standards of the policy, by providing a moderate intensity development and active reuse of an existing structure.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Limited building and site details provided for review. Construction, site access and/or use shall comply with all applicable fire and building code requirements.

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approved as a Preliminary SP only.
- Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final SP approval.
- The approved construction plans must match the Final Site Plan/SP plans. A Capacity Study must take place and the required capacity reserved by confirmation of capacity fee payment



## Metro Planning Commission Meeting of 2/12/2026

prior to Final Site Plan/SP approval. Unless and until 100% of capacity charge has been paid, no water/sewer capacity is guaranteed.

### NASHVILLE DOT RECOMMENDATION

#### Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT.
- Final design and improvements may vary based on actual field conditions.
- The following are general approval comments and conditions; All public commercial ramps should meet code spacing requirements.
- Any public access point (ramps, drives) should meet AASHTO sight distance requirements. Coordinate with metro planning on MCSP requirements along ROW frontage. On the final, call out and dimension any ROW dedications that are needed to accommodate the MCSP frontage requirements.
- Any proposed roadway half-sections, pavement widening, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT standard details.
- There should be no earthen retaining walls installed in the public ROW.
- There should be no vertical obstructions in new public sidewalks and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
- A private hauler may be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement ([solidwastereview@nashville.gov](mailto:solidwastereview@nashville.gov)).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW.
- Additional approval comments/conditions:
- Provide standard 24 ft. commercial ramp width, per detail ST-324, off ROW.
- If required, provide sidewalks/grass/ curb & gutter per details ST-210, -200.

### TRAFFIC & PARKING RECOMMENDATION

#### Approve with conditions

- Approval with the condition that the following items be included in the Final SP plan set.
- The applicant is coordinate with NDOT to reduce the existing access width and provide the standard ST-324 commercial ramp.
- The applicant shall coordinate with NDOT and Planning on providing MCSP streetscape requirements or an appropriate alternative that is complementary of the goals of the MCSP.
- Parking shall be shown per metro code.
- The applicant's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.



## Metro Planning Commission Meeting of 2/12/2026

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) | 0.17  | 20 D        | 3 U                         | 15                    | 1            | 2            |

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)        | 0.17  | 0.8 F       | 5,924 SF                    | 68                    | 32           | 8            |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Restaurant (937)    | -     | -           | 2,250 SF                    | 1,846                 | 200          | 98           |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Retail (820)        | -     | 3           | 2,250 SF                    | 85                    | 2            | 8            |

Traffic changes between maximum: **OR20 and SP-MU**

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| -                   | -     | -           | -                           | +1,848                | +169         | +96          |

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 2,000 square feet of restaurant, take-out, and a maximum of 2,500 square feet of commissary kitchen uses, as defined on the plan. Short term rental property, owner occupied and short-term rental property, not-owner occupied, shall be prohibited.
2. On the corrected copy, include the definition of commissary use on the plan: "Commissary kitchen" means a commercial production kitchen facility for associated restaurant uses. This use is accessory to the restaurant use."
3. On the corrected copy, remove the sidewalk note on the site plan.



## Metro Planning Commission Meeting of 2/12/2026

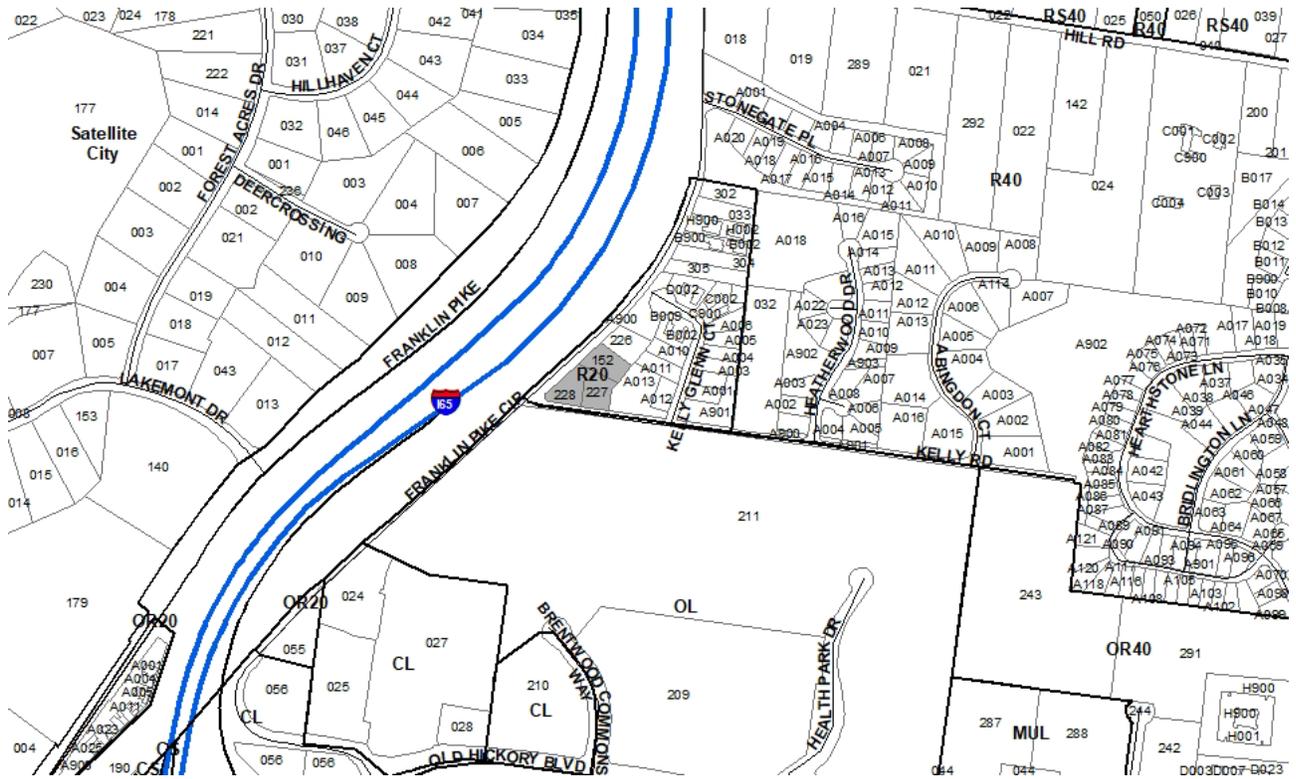
4. On the corrected copy, remove the FAR calculations for each use and provide the overall maximum FAR in the site data table.
5. Comply with all conditions and requirements of Metro reviewing agencies.
6. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
7. No master permit/HPR shall be recorded prior to final SP approval.
8. Final plat may be required prior to permitting.
9. 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 MUN-NS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
10. 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.
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 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.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 2/12/2026



**2025S-059-001**  
KELLY GLEN  
Map 160, Parcel(s) 152, 227-228  
12, Southeast  
26 (Courtney Johnston)



## Metro Planning Commission Meeting of 2/12/2026

|                             |  |
|-----------------------------|--|
| <b>Item #19</b>             | <b>Final Plat 2025S-059-001</b>                              |
| <b>Project Name</b>         | <b>Kelly Glen</b>  |
| <b>Council District</b>     | 26 – Johnston  |
| <b>School District</b>      | 02 – Elrod   |
| <b>Requested by</b>         | David Morris, applicant; David Morris, JBS Partners, owners. |
| <b>Staff Reviewer</b>       | Konigstein   |
| <b>Staff Recommendation</b> | <i>Approve with conditions.</i>                              |

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### APPLICANT REQUEST

**Amend a previously recorded plat.**

#### Final Plat

A request for final plat approval to modify easements on properties located at 5476 Franklin Pike Circle, 5500 and 5502 Kelly Road, at the northeast corner of Kelly Road and Franklin Pike Circle, zoned R20 (1.39 acres).

### SITE DATA AND CONTEXT

**Location:** The site consists of three lots located at the northeast corner of the intersection of Franklin Pike Circle and Kelly Road.

**Street Type:** The site has frontage on Franklin Pike Circle and Kelly Road. Franklin Pike Circle is classified as a collector avenue in the Major and Collector Street Plan (MCSP) and Kelly Road is a local street.

**Approximate Acreage:** 1.39 acres or approximately 60,727 square feet.

**Parcel/Site History:** All three lots were originally platted with a joint access easement the Kelly Glen Subdivision in 1998 (Book 9700, Page 581). Lot 3 and Lot 4 were amended in 1999 to include a landscape buffer along the northern portion of the shared property line (Book 11190, Page, 133).

**Zoning History:** The site has been zoned R20 since 1995.

**Existing land use and configuration:** Lot 2 has a single-family residential use while Lot 3 and Lot 4 are vacant.

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

- North: R20/Single Family Residential
- South: OL/Office Building
- East: R20/Single Family Residential
- West: Interstate 65



# Metro Planning Commission Meeting of 2/12/2026

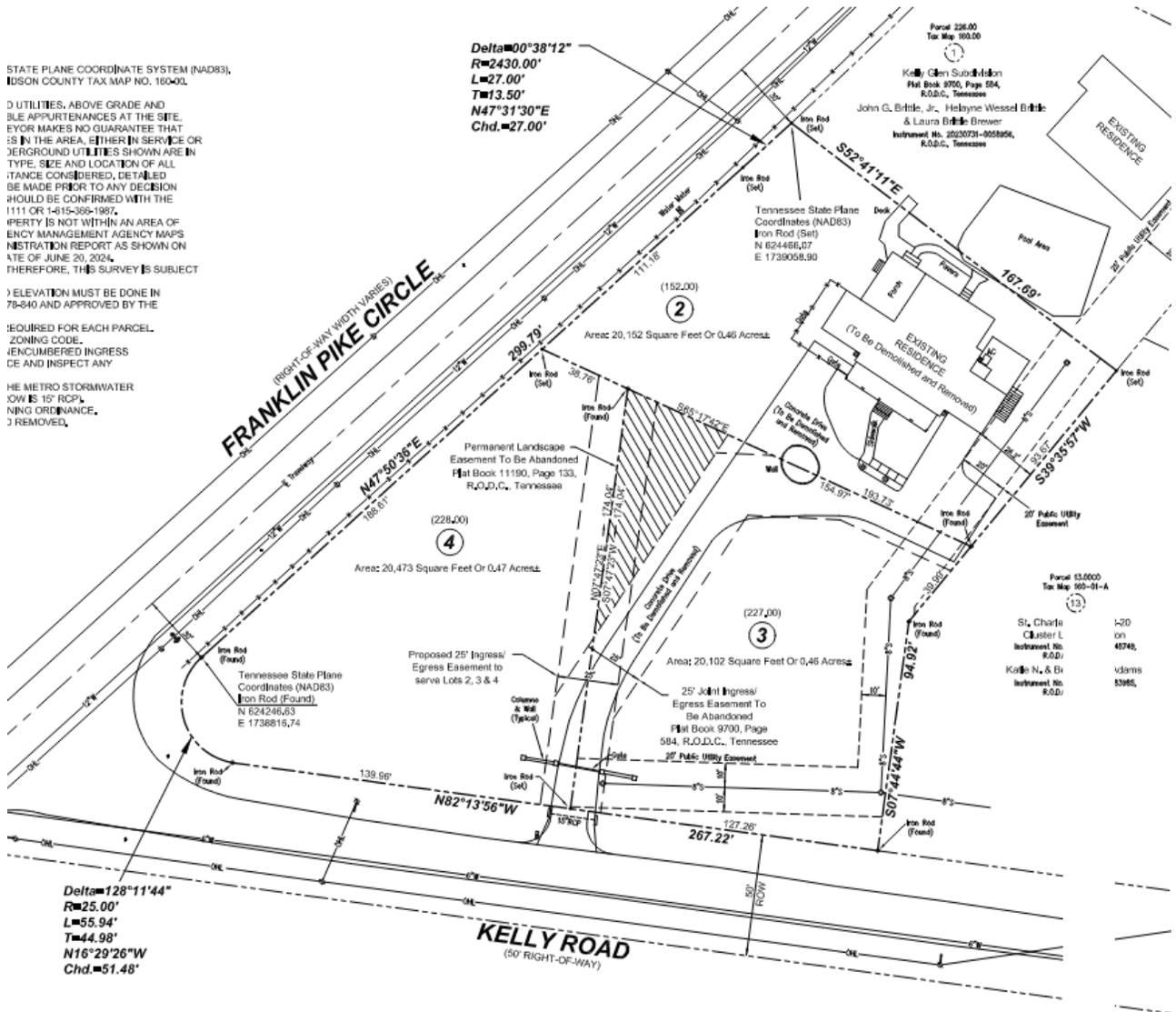
STATE PLANE COORDINATE SYSTEM (NAD83),  
MUSON COUNTY TAX MAP NO. 180-001

UTILITIES, ABOVE GRADE AND BELOW APPURTENANCES AT THE SITE. THE SURVEYOR MAKES NO GUARANTEE THAT THE UTILITIES SHOWN ARE IN THE AREA, EITHER IN SERVICE OR IN THE GROUND. UTILITIES SHOWN ARE IN TYPE, SIZE AND LOCATION OF ALL UTILITIES CONSIDERED, DETAILED INFORMATION SHOULD BE CONFIRMED WITH THE UTILITY OWNERS PRIOR TO ANY DECISION. THE SURVEYOR IS NOT RESPONSIBLE FOR ANY DAMAGE TO PROPERTY IS NOT WITHIN AN AREA OF AGENCY MANAGEMENT AGENCY MAPS OR INSTRUMENTATION REPORT AS SHOWN ON DATE OF JUNE 20, 2024. THEREFORE, THIS SURVEY IS SUBJECT TO ANY CHANGES MADE BY THE UTILITY OWNERS.

ELEVATION MUST BE DONE IN ACCORDANCE WITH THE 78-840 AND APPROVED BY THE SURVEYOR.

REQUIRED FOR EACH PARCEL. ZONING CODE. UNENCUMBERED INGRESS AND EGRESS. SURVEYOR TO INSPECT ANY ENCUMBERMENTS.

THE METRO STORMWATER DESIGN IS IN ACCORDANCE WITH THE 15' R.O.P. ZONING ORDINANCE. REMOVED.



## Proposed Final Plat



## Metro Planning Commission Meeting of 2/12/2026

**Zoning:** One and Two-Family Residential (R20)

Min. lot size: 20,000 square feet

Max. building coverage: 0.35

Min. rear setback: 20 feet

Min. side setback: 10 feet

Max. height: 3 stories

Min. street setback: Per Zoning Code

### PROPOSAL DETAILS

**Number of lots:** 3

**Lot sizes:** Lot 2 is approximately 0.46 acres (20,152 square feet); Lot 3 is approximately 0.46 acres (20,102 square feet) and Lot 4 is 0.47 acres (20,473 square feet).

**Access:** As currently platted, all three lots share an existing access easement. The scope of this plat includes a modification to the existing shared access easement, however a 25 foot wide easement from Kelly Road remains to serve all three lots.

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

### APPLICABLE SUBDIVISION REGULATIONS

**3-1 General Requirements**

The plat 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 plat does not propose any new streets.

**3-3 Suitability of the Land**

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

**3-4 Lot Requirements**

The lots comply with the minimum standards of the Zoning Code and are legally created lots. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of R20. All proposed lots are greater than 20,000 square feet and have frontage on public streets, Franklin Pike Circle and Kelly Road.

The original plat shows a shared access easement to provide access from all three lots from Kelly Road, a local road. Franklin Pike Circle is a collector road. Section 3-4.4 of the Subdivision Regulations provides guidance on when vehicular access can be taken from collector streets with a preference given to access from local streets. Vehicular access to the collector road is not permitted with this plat as the modified shared access easement only shifts the existing access where it connects to Kelly Road. The location of the shared access



## Metro Planning Commission Meeting of 2/12/2026

easement is shifting on the properties, however, it retains along Kelly Road same function and provisions as the original platted access easement.

### **3-5 Infill Subdivisions**

Not applicable. No new lots are being created along an existing street. No changes to the existing lot boundaries are proposed with this plat.

### **PLANNING STAFF COMMENTS**

The plat meets the standards of the Metro Subdivision Regulations and Metro Zoning Code. Future development will be required to meet the standards of the Metro Zoning Code regarding setbacks, building heights, etc. Staff recommends approval with conditions.

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

#### **FIRE MARSHAL RECOMMENDATION**

**Approve**

#### **STORMWATER RECOMMENDATION**

**Approve**

#### **NASHVILLE DOT RECOMMENDATION**

**Approve**

- Approval on plat dated 12-19-2025.

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

**Approve with conditions**

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

#### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

- The W&S Capacity fees must be paid prior to service connections.

#### **STAFF RECOMMENDATION**

**Approve with conditions.**

#### **CONDITIONS**

1. If the existing structure is removed prior to recording, the structure should be removed from the face of the mylar.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.



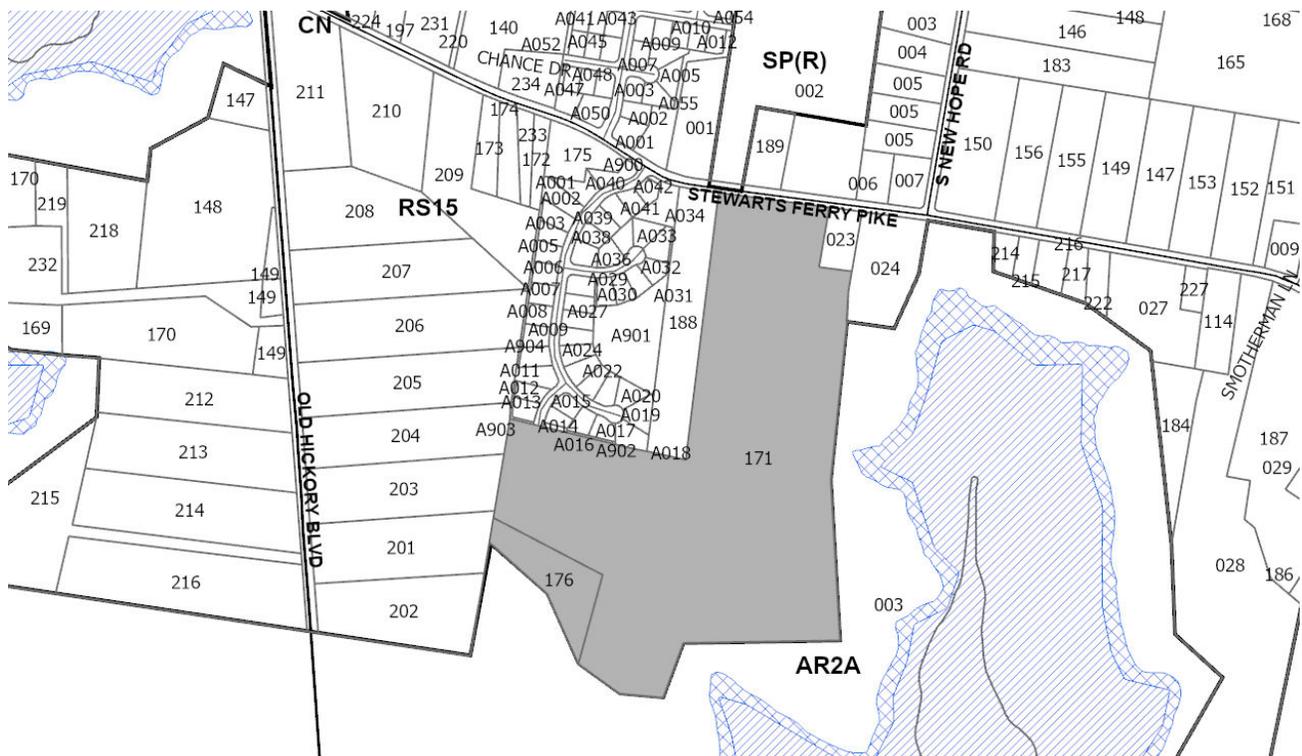
## Metro Planning Commission Meeting of 2/12/2026

### **RECOMMENDED ACTION**

Motion to approve proposed subdivision Case No. 2025S-059-001 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 2/12/2026



**2026S-016-001**  
JENKINS LANDING SUBDIVISION  
Map 109, Parcel(s) 176.01  
Map 110, Parcel(s) 171  
14, Donelson-Hermitage-Old Hickory  
12 (Erin Evans)



## Metro Planning Commission Meeting of 2/12/2026

|                             |   |
|-----------------------------|---|
| <b>Item #20</b>             | <b>Concept Plan 2026S-016-001</b>                                   |
| <b>Project Name</b>         | <b>Jenkins Landing Subdivision</b>                                  |
| <b>Council District</b>     | 12 – Evans  |
| <b>School District</b>      | 04 – Nabaa-McKinney   |
| <b>Requested by</b>         | Kimley Horn, applicant; Richard and Barbara Jenkins, owners.        |
| <b>Staff Reviewer</b>       | Schenk  |
| <b>Staff Recommendation</b> | <i>Defer to the February 26, 2026, Planning Commission meeting.</i> |

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### **APPLICANT REQUEST**

**Request for final plat approval to create 87 lots.**

#### Concept Plan

A request for concept plan approval to create 87 lots utilizing conservation development standards on properties located at Stewarts Ferry Pike (unnumbered), approximately 482 feet west of South New Hope Road, zoned Single-Family Residential (RS15) (47.61 acres).

### **STAFF RECOMMENDATION**

Staff recommends deferral to the February 26, 2026, Planning Commission meeting.





## Metro Planning Commission Meeting of 2/12/2026

|                             |  |
|-----------------------------|--|
| <b>Item #21</b>             | <b>Final Plat 2026S-028-001</b>  |
| <b>Project Name</b>         | <b>Davis Property</b>  |
| <b>Council District</b>     | 33 – Lee   |
| <b>School District</b>      | 06 – Mayes   |
| <b>Requested by</b>         | Hughes Surveying, applicant; Jeremy Chad & Rachal D. Davis, owners.  |
| <b>Staff Reviewer</b>       | Commeey  |
| <b>Staff Recommendation</b> | <i>Approve with conditions, including variances to Section 4-2.5 of the Metro Subdivision Regulations.</i> |

### APPLICANT REQUEST

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

#### Final Plat

A request for final plat approval to create two lots on property located at 13390 Old Hickory Boulevard, approximately 690 feet west of Red Apple Road, zoned Agricultural Residential (AR2a) (4.87 acres).

### SITE DATA AND CONTEXT

**Location:** The site consists of one parcel located on the north side of Old Hickory Boulevard, west of Red Apple Road.

**Street Type:** The site has frontage on Old Hickory Boulevard, a collector avenue, in the Major and Collector Street Plan (MCSP).

**Approximate Acreage:** 4.87 acres, or approximately 212,137 square feet.

**Parcel/Site History:** The site consists of one parcel which was created by deed in 1967 as of record in Book 4192 page 385.

**Zoning History:** The parcel has been zoned Agricultural Residential (AR2a) since 1974.

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

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

- North: Agricultural Residential (AR2a)/One and Two-Family Residential (R10)
- South: Agricultural Residential (AR2a)
- East: Agricultural Residential (AR2a)
- West: Agricultural Residential (AR2a)





## Metro Planning Commission Meeting of 2/12/2026

### **Zoning:** Agricultural Residential (AR2a)

Min. lot size: 2 acres

Max. building coverage: 0.20

Min. rear setback: 20 feet

Min. side setback: 20 feet

Max. height: 3 stories

Min. street setback: 40 feet

### **PROPOSAL DETAILS**

#### **Number of Lots:** 2

**Lot sizes:** Lot 1 is 2.46 acres (107,157 square feet) and Lot 2 is 2.41 acres (104,979 square feet).

**Access:** Access to the lots is provided by Old Hickory Boulevard via a shared access easement.

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

### **APPLICABLE SUBDIVISION REGULATIONS**

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

Prior versions of the Subdivision Regulations for Nashville and Davidson County contained a uniform set of standards that were applied Metro-wide. This did not take into account the diverse character that exists across the County. In order to achieve harmonious development within the diversity of development patterns that exist in Nashville and Davidson County, the Planning Commission has adopted the current Subdivision Regulations. The Subdivision Regulations incorporate the General Plan policies by including rules or standards for each specific transect. This allows policies of the General Plan to be followed through application of the varying Subdivision Regulations to reflect the unique characteristics found in the different transects. This site is located within the Rural Maintenance (T2 RM) policy. For sites within the T2 Rural transect, the regulations found in Chapter 4 are utilized.

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

### **4-2. Development Standards**

#### **4-2.1 Identification of Primary Conservation Land**

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



## Metro Planning Commission Meeting of 2/12/2026

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

### 4-2.2 Preservation of Conservation Land

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

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

### 4-2.3 Development Footprint

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

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

### 4-2.4 Building Placement

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

Lots 1 has been developed with a single-family residential use, and the structure is identified to be retained. Lot 2 is vacant and a building envelope has been identified. The site contains steep slopes located near the center of the property, however, the proposed building envelope is situated toward the rear of the site, outside of the areas of the steep slope areas.

### 4-2.5 Rural Character Design

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

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

a. *Building Setback along existing public streets.*

Does not comply. A minimum setback line is required to be platted when the average setback of abutting parcels is more than the minimum required street setback established by the zoning. Where the minimum required street setback is less than the average of the street setback of the two parcels abutting either side of the lot proposed to be subdivided, a minimum building setback line shall be included on the proposed lots at the average setback of the abutting parcels. The average front setback of the abutting parcels is approximately 292 feet. The building envelope on Lot 2 is approximately 572 feet from the street, which



## Metro Planning Commission Meeting of 2/12/2026

exceeds the required setback. The existing building on Lot 1 is set back approximately 84.5 feet and proposed to remain. Therefore, a setback is not included on the plat given the proposed building envelope on lot 2 and the existing structure remaining on Lot 1. As the existing structure on Lot 1 is approximately 84.5 feet from Old Hickory Boulevard, which is less than the required 292-foot building setback. A variance is required for Lot 1 and will be discussed below.

b. *Lot Depth along existing public streets.*

Complies. The minimum depth for lots along existing public streets shall be the building setback required by Sec 4-2.5(a) plus 300 feet. This provision requires a 592-foot lot depth. As proposed, the depth of Lot 1 is approximately 614 feet, which is more than the required minimum depth. The proposed depth of Lot 2 is approximately 696 feet, more than the required minimum depth.

c. *Lot size along existing public streets.*

Does not comply. A compatibility analysis was conducted per this requirement based on the surrounding parcels. The minimum lot size is to be either equal to or greater than 70 percent of the lot size of the average size of surrounding parcels or equal to or larger than the smallest of the surrounding parcels, whichever is greater. The result of the analysis is that the minimum lot size required is approximately 3.7 acres or 162,073 square feet. The area of Lot 1 is proposed to be 2.46 acres, or 107,157 square feet, and the area of Lot 2 is 2.41 acres or 104,979 square feet, both of which do not meet the 3.7-acre minimum lot size. A variance is required and will be discussed below.

d. *Lot frontage abutting existing public streets.*

Does not comply. A compatibility analysis was conducted per this requirement based on the surround parcels. The result of the analysis is that the minimum lot frontage along Old Hickory Boulevard required is 324 feet. The frontage of Lot 1 is proposed to be approximately 276.53 feet, and the frontage of Lot 2 is proposed to be approximately 146.48, both of which do not meet the 324 feet minimum lot frontage. A variance is required and will be discussed below.

e. *Street lights.*

Not applicable for this case.

f. *Conservation Development.*

Not applicable for this case.

g. *Compact Development.*

Not applicable for this case.



## Metro Planning Commission Meeting of 2/12/2026

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

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

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

### **Variance Analysis**

#### Variance Request - Minimum Building Setback

Section 4-2.5.a.1.a. requires the minimum front setback to be the average setback of the abutting parcels. The average front setback of the abutting parcels is approximately 292 feet. The existing structure on Lot 1 has a front setback of approximately 84.5 feet and is proposed to be retained. Requiring compliance with the 292-foot setback would necessitate removal or significant relocation of the existing structure, resulting in unnecessary disturbance and loss of an established building that is compatible with the rural character of the area. Retaining the existing structure minimizes site disruption and maintains consistency with the surrounding development pattern, where setbacks vary in a rural context. Staff finds that granting an exception to the front setback requirement for Lot 1 would not conflict with the intent of the Rural Subdivision Regulations and meets all the requirements for the Commission to grant a variance.

#### Variance Request - Minimum Lot Size

Section 4-2.5.a.1.c. requires the minimum lot size along existing public streets be equal to or greater than 70% percent of the average size of surrounding parcels or equal to or greater than the smallest, whichever is greater. Based on this standard, the minimum required lot size for both proposed lots is approximately 3.7 acres. As proposed, the size of Lot 1 is approximately 2.46 acres, and the size of Lot 2 is 2.41 acres which do not meet the minimum required lot size per the compatibility standards. However, when considering the broader lot size pattern along the same block, parcels range from approximately 2.4 acres to 19 acres, indicating that both smaller and larger parcels coexist in the area.



## Metro Planning Commission Meeting of 2/12/2026

Several existing parcels are smaller than the required 3.7 acres, including the smallest at about 2.4 acres. The proposed lots would be comparable to these smaller parcels and are generally consistent with the established development pattern. Staff finds that granting a variance for minimum lot size would not conflict with the intent of the Rural Subdivision Regulations and meets all requirements for the Commission to grant a variance.

### Variance Request - Minimum Lot Frontage

Section 4-2.5.a.1.d. requires the minimum lot frontage along existing public streets be equal to or greater than 70 percent of the average size of surrounding parcels or equal to or greater than the smallest, whichever is greater. Based on this standard, the minimum required lot frontage for both lots is approximately 324 feet. The proposed lot frontage for Lot 1 is 276.53 feet, while the proposed lot frontage for Lot 2 is 146.48 feet, which do not meet the minimum frontage required per the compatibility standards. When considering the frontages of parcels in the broader area, several parcels have frontages between 150 and 646 feet in the surrounding area. While the smallest lot frontage of 150 feet is still larger than the proposed frontage for lot 2, the proposal consolidates access by having a shared drive which limits curb cuts on Old Hickory Boulevard. Absent the shared drive, staff may not be supportive of the requested variance. Staff finds that a variance for minimum lot frontage would not conflict with the intent of the Rural Subdivision Regulations and meets all the requirements for the Commission to grant a variance.

### **PLANNING STAFF COMMENTS**

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

### **POLICY CONSIDERATIONS**

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

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

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

#### **FIRE MARSHAL RECOMMENDATION**

**Approve**



## **Metro Planning Commission Meeting of 2/12/2026**

### **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 January 28, 2026) on which we recommend approval. The W&S Capacity fees must be paid prior to service connections.

### **METRO HEALTH RECOMMENDATION**

**Approve**

### **STAFF RECOMMENDATION**

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

### **RECOMMENDED ACTION**

Motion to approve proposed subdivision Case No. 2026S-028-001 with conditions, including variances to Section 4-2.5 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.

### **CONDITIONS**

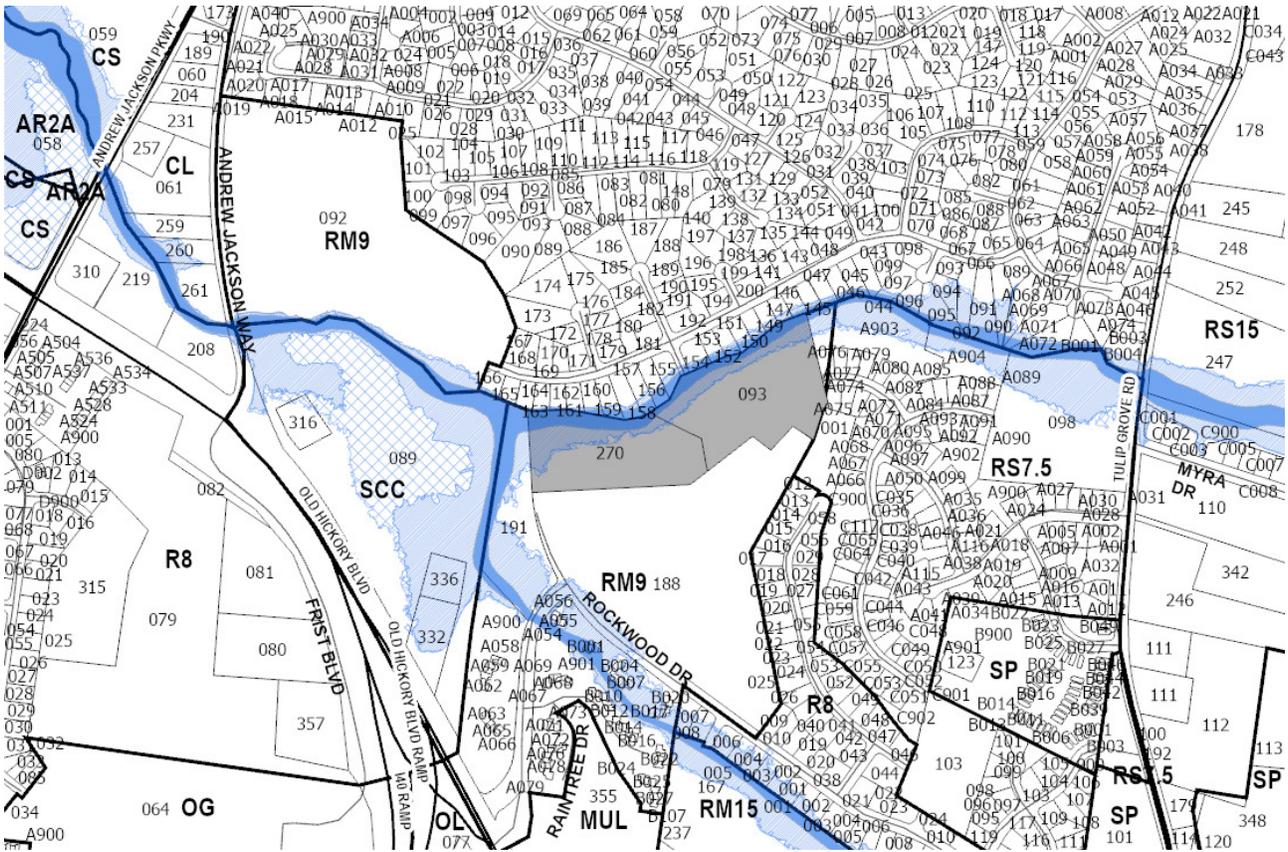
1. On the corrected copy, include lot size information with size in acreages and square feet measurements.
2. On the corrected copy, add note "If existing building is demolished, the new structure will be required to have a setback of 292 feet."
3. Comply with all conditions and requirements of Metro 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. The mylar shall be approved and signed by the Metro Health Department prior to recording.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 2/12/2026



**154-73P-002**  
HERMITAGE WOODS (AMENDMENT)  
Map 086, Parcel(s) 093, 270  
14, Donelson-Hermitage-Old Hickory  
12 (Erin Evans)



## Metro Planning Commission Meeting of 2/12/2026

**Item #22****Project Name****Council District****School District****Requested by****PUD Amendment 154-73P-002****Hermitage Woods (Amendment)**

12 - Evans

04 – Nabba-McKinney

Thomas and Hutton, applicant; Universal Builders, owner.

**Staff Reviewer**

Garland

**Staff Recommendation***Defer to the February 26, 2026, Planning Commission meeting.*

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**APPLICANT REQUEST****Amend a Planned Unit Development.**PUD Amendment

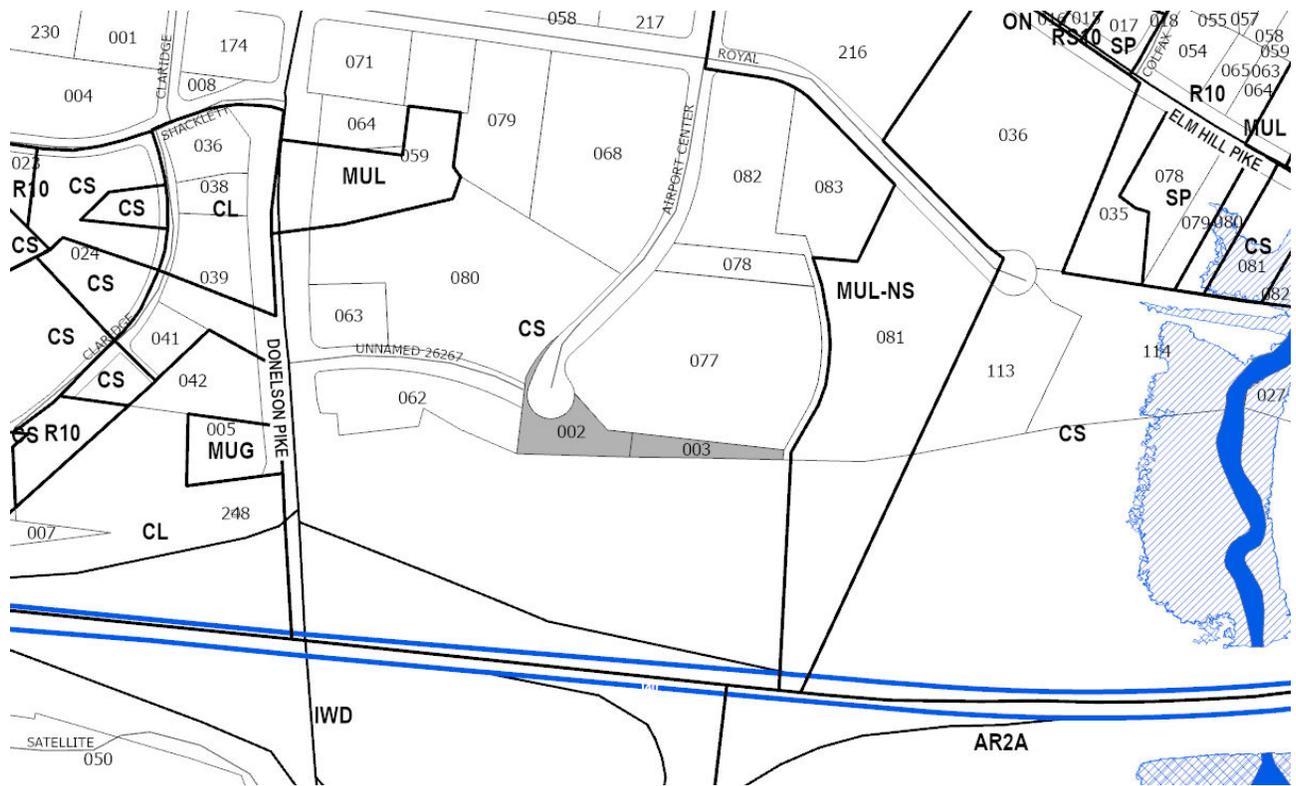
A request to amend a portion of a Planned Unit Development (PUD) Overlay District on property located at Old Lebanon Dirt Road (unnumbered) and 1704 Robards Way, at the terminus of Dutchfalls Cove (11.4 acres), zoned Multi-Family Residential (RM9), located within a Planned Unit Overlay District, to permit 77 multi-family residential units.

**STAFF RECOMMENDED ACTION**

Staff recommends deferral to the February 26, 2026, Planning Commission meeting.



# Metro Planning Commission Meeting of 2/12/2026



**46-83P-007**  
RUNWAY MOTEL (REVISION & FINAL)  
Map 108-05, Parcel(s) 002-003  
14, Donelson-Hermitage-Old Hickory  
15 (Jeff Gregg)



## Metro Planning Commission Meeting of 2/12/2026

**Item #23**

**Planned Unit Development 46-83P-007**

**Project Name**

**Runway Motel (Revision & Final)**

**Council District**

15 – Gregg

**School District**

04 – Nabaa-McKinney

**Requested by**

Snyder Engineering, applicant; Lyman G. and Martha R. Forkum, owners.

**Staff Reviewer**

Schenk

**Staff Recommendation**

*Approve with conditions.*

### APPLICANT REQUEST

**Revise preliminary PUD and for final site plan approval.**

#### PUD Revision and Final

A request to revise the preliminary plan and for final site plan approval for properties located at 1121 and 1125 Airport Center Drive, at the current terminus of Airport Center Drive (1.08 acres), within a Planned Unit Development Overlay District, zoned Commercial Service (CS), to permit a hotel.

#### **Existing Zoning**

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

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

### REQUEST DETAILS

This is a request to revise the preliminary PUD and for final site plan approval for a portion of the Metro Airport Center PUD. Metro Council adopted the Metro Airport Center PUD in 1983, to permit commercial and office uses. The PUD has since developed with a variety of commercial uses, including commercial office, hotel, retail, and restaurant uses.

In July of 1995, the Planning Commission reviewed and approved a final site plan for Parcel 002, which is the western parcel. This approved plan permitted a 3,256 square foot office building, which has been developed. Parcel 003 is currently undeveloped. The current request is for approval of a revision to the preliminary plan and for final site plan approval for Parcel 003 to permit a 17,580 square foot building for hotel use and to change the internal access and parking areas on Parcel 002. The existing office use on Parcel 002 will remain.





## Metro Planning Commission Meeting of 2/12/2026

### SITE CONTEXT AND PLAN DETAILS

The subject property is located 1121 and 1125 Airport Center Drive at the current terminus of Airport Center Drive. The adjacent properties to the north and west are zoned Commercial Service (CS), the property to the east is zoned Mixed-Use Limited (MUL) and the adjacent property to the south is part of the right-of-way for Interstate 40. The parcels to the north, east, and west are also within the same Planned Unit Development Overlay (PUD) district. Adjacent properties have developed with commercial and office uses, including hotel uses. The eastern parcel within this application is currently a reserve parcel. A final plat application (Case No. 2024S-180-001) has been filed to remove the reserve parcel status on this parcel.

The site plan consists of a 17,580 square foot, 34-room hotel building with a surface parking lot. The building footprint comprises approximately 5,860 square feet. The building is proposed to be three stories. The existing 3,210 square-foot office building and associated parking would also remain on the western parcel. A total of 34 parking spaces, which will be shared between the office and hotel uses, will be provided on the site, consistent with Metro Code. Access to the site will be from existing access easements and drives on Airport Center Drive. No other changes are proposed for the remaining portion of the PUD.

### ANALYSIS

Section 17.40.120.G permits the Planning Commission to approve “minor modifications” under certain conditions. Staff finds that the request is consistent with and meets all of the criteria of Section 17.40.120.G, which is provided below for review.

- A. Status of Earlier Planned Unit Developments (PUDs). The following provisions shall apply to a planned unit development (PUD) approved under the authority of a previous Zoning Code and remaining a part of the official zoning map upon the enactment of this title.
1. The planned unit development (PUD) shall be recognized by this title according to the master development plan and its associated conditions specified in the PUD ordinance last approved by the metropolitan council prior to the effective date of the ordinance codified in this title.
  2. The planning commission may consider and approve minor modifications to a previously approved planned unit development subject to the following limitations. All other modifications shall be considered by the planning commission as an amendment to the previously approved planned unit development and shall be referred back to the council for approval according to the procedures of Section 17.40.120(A)(5). That portion of a planned unit development master plan being amended by the council shall adhere to all provisions of this code:
    - a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
    - b. The boundary of the planned unit development overlay district is not expanded;
    - c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);
    - d. There is no deviation from special performance criteria,



## Metro Planning Commission Meeting of 2/12/2026

- design standards, or other specific requirements made part of the enacting ordinance by the council;
- d. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;
  - e. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;
  - f. There is no change from a PUD approved exclusively for single-family units to another residential structure type;
  - g. The total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council;
  - h. If originally limited to office activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
  - i. If originally limited to office, retail and other general commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to include industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
  - j. If originally limited to commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
  - k. In the determination of the commission, the nature of the change will have no greater adverse impact on those environmentally sensitive features identified in Chapter 17.28 of this code than would have occurred had the development proceeded in conformance with the previous approval.
  - l. In the judgment of the commission, the planned unit development or portion thereof to be modified does not meet the criteria for inactivity of Section 17.40.120.H.4.a.

As proposed, the revision is consistent with the Council approved plan. The plan does not increase the approved square footage of commercial uses over what is permitted by the PUD. Additionally, this revision does not propose a use not permitted in the PUD, nor does it include any new access points. Staff recommends approval with conditions since the plan meets the criteria to be approved as a minor modification by the Metro Planning Commission.



## Metro Planning Commission Meeting of 2/12/2026

### **FIRE MARSHAL RECOMMENDATION**

**Approve**

### **STORMWATER RECOMMENDATION**

**Approve with conditions**

- See SWGR 2025088764.

### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

- As construction plans have been approved on 06/04/2025 , Metro Project Nos. 25SL0042 & 25WL0018 and largely match the latest SP plan revision (uploaded to Planning on 12/30/2025), MWS recommends approval.
- Approval does not apply to private water and sewer line design. Plans for these must be submitted and approved through a separate review process with Metro Water Permits, before their construction may begin.
- A minimum of 30% of W&S Capacity must be paid before issuance of building permits. (Water & Sewer Capacity Fee Permit No's. T2025091774 and T2025091783).
- Unless and until 100% of capacity charge has been paid, no water/sewer capacity is guaranteed.

### **NASHVILLE DOT RECOMMENDATION**

**Approve with conditions**

- Final constructions plans shall comply with the design regulations established by NDOT.
- Final design and improvements may vary based on actual field conditions.
- The following are general approval comments and conditions; All public commercial ramps should meet code spacing requirements. Any public access point(ramps, drives) should meet AASHTO sight distance requirements.
- For reference on building permit plans, provide call outs and dimensions for any MCSP requirements that were coordinated with metro planning.
- With any MCSP requirements, call out and dimension any ROW dedications that are needed to accommodate MCSP.
- In general, and with the building permit plans, any proposed roadway half-sections, pavement widening, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called outed per NDOT standard details.
- A mandatory referral(MR) approval will be required for any proposed abandonments of existing ROW and/or encroachments into existing ROW.
- Cleary label any ROW encroachments and/or abandonments on building permit plan submittals.
- Provide any MR approval notes on cover sheet of building permit plan submittal.
- There should be no earthen retaining walls installed in the public ROW.
- There should be no vertical obstructions in new public sidewalks and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
- Note: A private hauler may be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov). Additional 1-



## Metro Planning Commission Meeting of 2/12/2026

1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW. (cont.)

- Comply w/ NDOT traffic comments/conditions of approval.

### **TRAFFIC & PARKING RECOMMENDATION**

#### **Approve with conditions**

- Ensure final designs follow the codes and requirements of all metro agencies.
- The applicant's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

1. On the corrected copy, add the total square footage of the hotel use: 17,580 square feet.
2. A final plat removing the reserve parcel status for Parcel 003 is required to be approved and recorded before building permits are approved.
3. A shared access easement over the shared parking and access is required to be platted between Parcel 002 and Parcel 003 prior to the issuance of building permits.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
6. 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.
7. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require reapproval by the Planning Commission and/or Metro Council.
8. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.



**SEE NEXT PAGE**





## Metro Planning Commission Meeting of 2/12/2026

**Item #24a****Project Name****Associated Case****Council District****School District****Requested by****PUD Cancelation 95P-004-003****Alan Estates PUD (Cancelation)**

2026Z-014-001

14 – Huffman

04 – Nabaa-McKinney

Stone Ridge Engineering, applicant; Kirk A & Cynthia  
Donna Knight Living Trust, owner.**Staff Reviewer**

Konigstein

**Staff Recommendation***Defer to the February 26, 2026, Planning Commission  
meeting.*

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**APPLICANT REQUEST****Zone change from R10 to RM9.**Zone Change

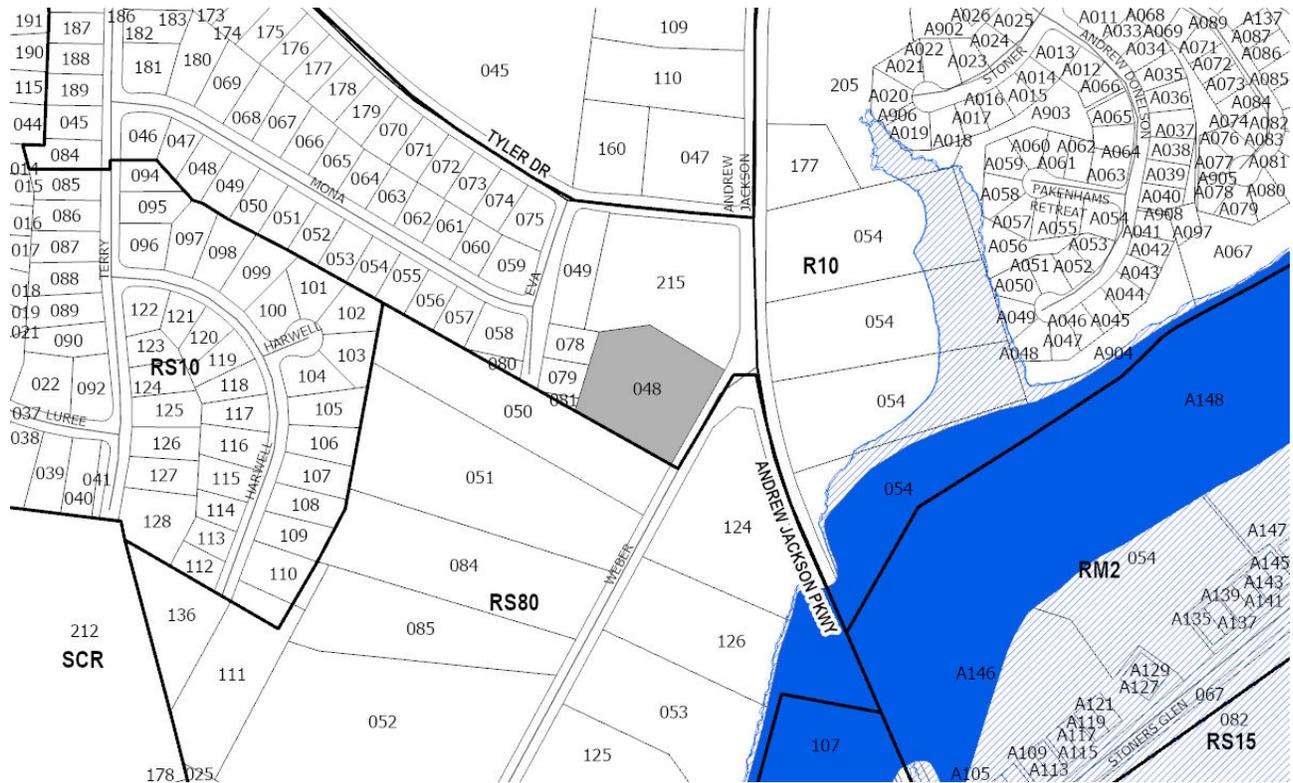
A request to cancel a portion of a Planned Unit Development Overlay District located at 5309 Weber Road, approximately 85 feet west of Andrew Jackson Parkway (2.02 acres), zoned One- and Two-Family Residential (R10) and located within a Planned Unit Development Overlay District.

**STAFF RECOMMENDATION**

Staff recommends deferral to the February 26, 2026, Planning Commission meeting.



# Metro Planning Commission Meeting of 2/12/2026



## 2026Z-014PR-001

Map 075, Parcel(s) 048

14, Donelson – Hermitage – Old Hickory

14 (Jordan Huffman)



## Metro Planning Commission Meeting of 2/12/2026

**Item #24b**

**Associated Case**

**Council District**

**School District**

**Requested by**

**Zone Change 2026Z-014PR-001**

**95P-004-003**

14 – Huffman

04 – Nabaa-McKinney

Stone Ridge Engineering, applicant; Kirk A & Cynthia  
Donna Knight Living Trust, owner.

**Staff Reviewer**

**Staff Recommendation**

Konigstein

*Defer to the February 26, 2026, Planning Commission  
meeting.*

---

**APPLICANT REQUEST**

**Zone change from R10 to RM9.**

Zone Change

A request to rezone from One- and Two-Family Residential (R10) to Multi-family Residential (RM9) zoning for property located at 5309 Weber Road, approximately 85 feet west of Andrew Jackson Parkway (2.02 acres), and located within a Planned Unit Development Overlay District.

**STAFF RECOMMENDATION**

Staff recommends deferral to the February 26, 2026, Planning Commission meeting.



**NO SKETCH**



## Metro Planning Commission Meeting of 2/12/2026

|                             |  |
|-----------------------------|--|
| <b>Item #25</b>             | <b>UDO Amendment 2017UD-005-012</b>            |
| <b>Project Name</b>         | <b>River North UDO Amendment Subdistrict 3</b> |
| <b>Council District</b>     | 19 - Kupin                                     |
| <b>School District</b>      | 01 - Taylor                                    |
| <b>Requested by</b>         | Hawkins Partners, Inc.                         |
| <b>Staff Reviewer</b>       | Lange  |
| <b>Staff Recommendation</b> | <i>Approve with conditions.</i>                |

### APPLICANT REQUEST

Amend the River North Urban Design Overlay for various properties located on Cowan Street, Cowan Court, and Waterside Drive, approximately 1,200 feet north of Jefferson Street (70.84 acres), zoned MUI-A, to create a new Subdistrict 3.

### BACKGROUND

The River North UDO was created in 2018 by BL2017-932 to produce more predictable design outcomes by establishing form-based standards on 165.21 acres of land to the immediate east of the Cumberland River. These standards were largely based on those of the Downtown Code (DTC). The River North Urban Design Overlay (UDO) was amended in 2024 to increase urban design quality. The amendment added four standards related to structured parking, including a maximum ratio of parking facade to habitable space facade, new facade treatment standards specific to garages, more specific cladding alternatives, and regulation on architectural lighting relating to the screening.

Between 2021 and 2025, Oracle America, Inc. purchased adjacent parcels within the River North UDO totaling 70.84 acres of land for a riverfront campus to serve as Oracle’s global headquarters. The proposed design currently in development for this site includes a private, secure campus as well as surrounding public amenities, including a pedestrian bridge over the Cumberland River linking the River North area to the Germantown area, a riverfront park at the landing of the bridge, the provision of greenways along the riverfront, and other public infrastructure as part of the Economic Impact Plan for the River North Infrastructure Economic Development Area approved by Metro Council in 2021.

The current proposal for the Oracle site envisions the campus as a large park behind a secure boundary, with low-rise office buildings nestled within a landscape emulating the natural features of the area pre-industrialization. The private campus is lined with retail and the public amenities and infrastructure mentioned above, with the surrounding greenway and multi-modal paths maintaining views of the campus’ natural features and a two-acre public park adjacent to the campus to anchor the neighborhood.

This design proposes development in this area at a much lower intensity than previously envisioned by the River North UDO, which was originally created with the intention of establishing a compact, urban mixed-use neighborhood. The creation of the proposed Subdistrict 3 for Oracle-owned land would accommodate the current campus proposal while allowing the rest of the properties within the UDO to maintain current entitlements and development standards.



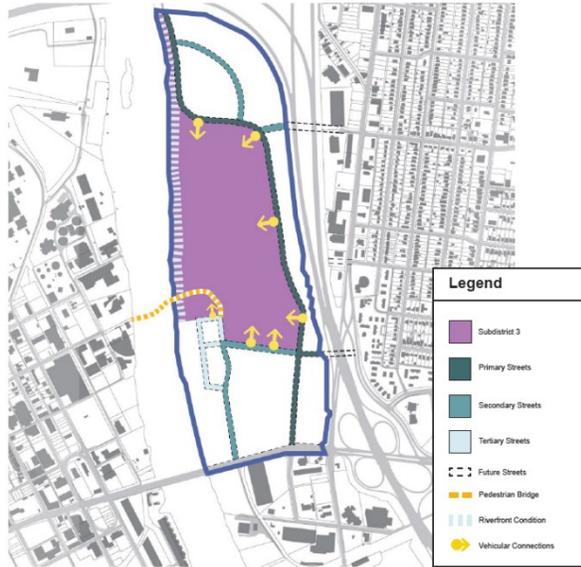
## Metro Planning Commission Meeting of 2/12/2026

Per the conditions of approval of the UDO, the standards of the UDO do not apply to properties zoned Industrial General (IG) until such time as those properties are rezoned to a zoning district more aligned with the goals of the UDO. While there are no properties zoned IG in the proposed Subdistrict 3, there are properties zoned IG within the UDO boundary. This amendment does not alter that condition of approval.

### PROPOSED AMENDMENTS TO UDO

The proposed amendment would amend the River North UDO to add a new Subdistrict 3 as well as update the Future Streets and Open Space subsections of the General Standards pertaining to the creation of Subdistrict 3. Properties now within the proposed Subdistrict 3 were previously located in Subdistrict 2. Requirements for Subdistricts 1 and 2 will not be modified and properties within those Subdistricts will retain those designations.

#### Subdistrict 3: Building Regulations



**Figure 3. Regulating Plan**

Frontage requirements in this subdistrict differ from Subdistricts 1 and 2 in that there are no Build-to-Zone, Façade Width, Building Setback, or Step-back requirements. Instead, a Transition Zone is established as a way to address the grade transition from the public right-of-way to the ground floor finished floor elevation of the campus buildings using sloped topography and landscape planting. Building height regulations are the same as Subdistrict 1, although there is no Bonus Height available in Subdistrict 3. Regulations for accessory structures are also specifically included in Subdistrict 3 to serve the ancillary needs of the primary buildings, including but not limited to guard houses, outdoor pavilions, or similar structures. Accessory structures shall be a maximum of 25 feet tall and 5,000 square feet per structure.

#### Subdistrict 3: Secure Boundary

A Secure Boundary is another defined term specific to Subdistrict 3 as a means of delineating publicly accessible space from the private development area or secure campus. This boundary may take the form of a fence or body of water internal to Subdistrict 3. The Transition Zone is located within the secure campus between the Secure Boundary and the campus buildings.

In areas of Subdistrict 3 when the Secure Boundary is a fence, requirements for the fence are based on the requirements of the Fences and Walls subsection of the General Standards of the UDO. All fences shall maintain a minimum of 30 percent opacity and shall not exceed 10 feet in height when the fence is located more than 15 feet from any public right-of-way. Subdistrict 3 differs from the



## Metro Planning Commission Meeting of 2/12/2026

fencing regulations of the General Standards in that when a fence is located between 6 feet and 15 feet from a public right-of-way it shall be a maximum of 6 feet tall. No fence shall be located less than 6 feet from any public right-of-way.

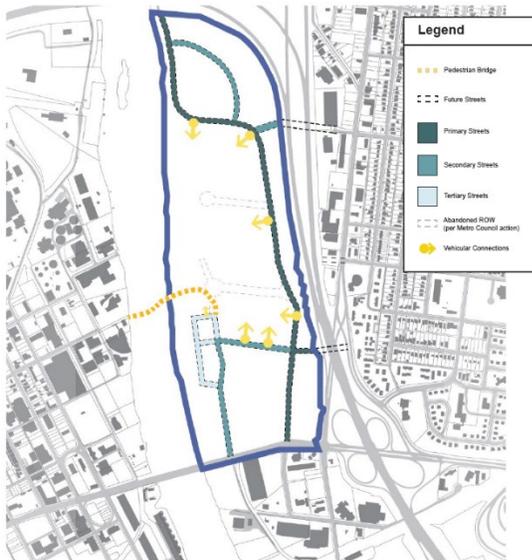
### Subdistrict 3: Structured Parking

Subdistrict 3 requirements for Structured Parking comply with Parking and Access requirements of the General Standards of the UDO. Within Subdistrict 3, open structured parking may be utilized as a resilient building solution to accommodate the flow of water through the site in flood conditions. Where structured parking and exposed foundations are visible from public rights-of-way, including the greenway, outdoor spaces, and multi-modal paths, the Innovative Design approach per General Standards for Garage Treatment shall be utilized.

The Innovative Design approach may include topography and landscaping in the Transition Zone, and architectural features such as colonnades, landscape terraces, and building overhangs to obscure parking from view. When topography and landscaping are the primary methods of visually shielding structured parking from the public realm within the UDO, the planting quantities of the D-1 buffer as listed in Section 17.24.240 of the Metro Code are required when a building is located less than 200 feet from any public right-of-way.

### General Standards: Future Streets

The proposed amendment includes substantial changes to the Future Streets network of the UDO.



Cowan Street will retain its classification as a Primary Street, running adjacent to the secure campus to the east of Subdistrict 3, with four defined vehicular entrances into the campus.

Marine Drive and Waterside Drive are also shown in this amendment in the same location and with the same classifications as Secondary Streets. Three vehicular entrances to Subdistrict 3 are shown along Marine Drive and one on Waterside Drive. However, an extension of Marine Drive to the east of the intersection of Marine Drive and Cowan Street has been added and classified as a Primary Street. The regulating plan also shows a Future Street connection extending east from Marine Drive to Dickerson Pike underneath the Interstate. Plans for this extension are currently underway between Metro Departments and TDOT. The

**Figure 4. Future Streets**

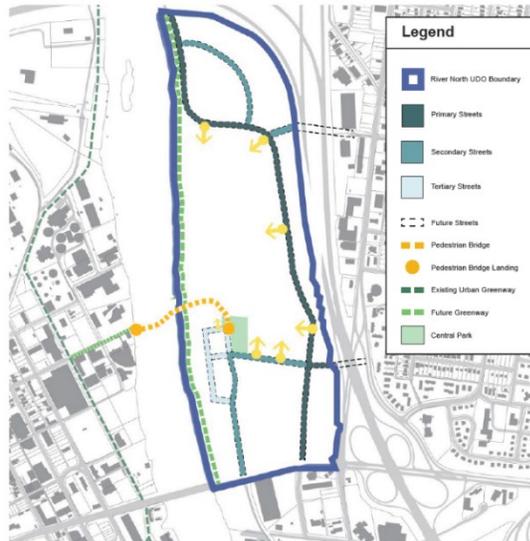
other Future Street connection from the UDO to the neighborhood to the east, a connection at Cleveland Street, has been maintained in this amendment.



## Metro Planning Commission Meeting of 2/12/2026

The extensive grid network of Primary, Secondary, and Tertiary streets has been removed with this amendment where Subdistrict 3 is currently proposed, and two existing rights-of-way within Subdistrict 3 will be abandoned subject to future Metro approvals.

### General Standards: Open Space



The proposed amendment also includes updates to the Open Space Network plan. The existing Urban Greenway across the river and Future Greenway locations have been retained, but the areas of Open Space, previously shown throughout the UDO and integrated into the previous street grid network throughout what is now Subdistrict 3, have changed. This amendment as proposed shows the approximate location of a Central Park, a minimum of two acres in size and adjacent to the Oracle Campus, beginning at the intersection of Marine Drive and Waterside drive, extending west and south to the Pedestrian Bridge landing and the Greenway. Final design and location of the park will be confirmed with a Final Site Plan submittal.

**Figure 5. Open Space**

Open Space components of the General Standards have largely remained the same, with the addition of a description of the Pedestrian Bridge and Privately Owned Public Spaces (POPS). Requirements for POPS have been added to ensure that clear signage is provided, and all spaces meet ADA standards and are accessible during daylight hours at a minimum throughout the year. Requirements for a Central Park, Riverfront Greenway, and Green Connections have been expanded upon with greater detail as well. The Central Park will now be located in Subdistrict 3, whereas before the location was not specified, and be riverfront adjacent with a direct connection to the Pedestrian Bridge landing. Programmatic requirements for a Central Park have also been added.

The specification for a minimum width of 14 feet for the Riverfront Greenway is included with this amendment, as well as a requirement to provide places of respite, which may include seating and bike racks, every one-half mile at minimum. A minimum width of 12 feet specification has also been added to Green Connections, with the additional provision that these connections shall not accommodate vehicular traffic.

### **ANALYSIS**

With the creation of a new Subdistrict 3, the proposed UDO amendment enables the unique design of the forthcoming Oracle Campus while allowing Subdistrict 1 and 2 standards to remain in place. All changes to the General Standards of the UDO are based on the inclusion of this new subdistrict and will allow future development in the other subdistricts to proceed as originally entitled.

The proposed amendment provides enforceable standards for Subdistrict 3 to provide the public amenities and infrastructure outlined by the Economic Impact Plan for the River North



## Metro Planning Commission Meeting of 2/12/2026

Infrastructure Economic Development Area approved by Metro Council in 2021. These standards will ensure that these amenities and infrastructural elements foster a high-quality public realm that is connected, well-designed, and accessible for all.

### **ZONING ADMINISTRATOR RECOMMENDATION**

No exception taken.

### **FISCAL IMPACT RECOMMENDATION**

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

### **COUNCIL**

A council bill has not yet been filed. The proposed amendment is targeted for first reading at the March 3, 2026, Council meeting and for a public hearing on April 7, 2026.

### **NASHVILLE DOT RECOMMENDATION**

#### **Approve with conditions:**

1. Replace subsection Valet and Drop-off areas of the UDO document in its entirety with the following:
  - Reference the Nashville Department of Transportation and Multi-Modal Infrastructure (NDOT)'s most current "Lay-by Policy" for any proposed recessed curbside areas to accommodate valet & loading operations of passengers and/or goods and services.
2. Replace subsection Vehicular Access of the UDO document in its entirety with the following:
  - The department of transportation and multimodal infrastructure (NDOT) Access Management Manual sets forth the metropolitan government's policy for all driveway requirements for new and infill land development. The Manual also details best practices for access design. Access constructed on public rights-of-way in the area of the metropolitan government shall comply with the requirements and standards set forth within the Manual.

### **STAFF RECOMMENDATION**

Staff recommends approval of the proposed change with conditions.

### **CONDITIONS**

1. Applicant shall continue to coordinate with NDOT, Planning, Metro Water Services, and other applicable agencies on an MCSP amendment to establish the proposed street network for the area that enables the fulfillment of planned utility infrastructure, including stormwater and sewer.
2. If using a phased approach, the Central Park, Greenway, and Multi-modal pathways, shall be included with the Final Site Plan submittal associated with those portions of land within the UDO. Construction and completion of the Central Park, Greenway and multi-modal pathways will require separate approval by Metro Council, which will include dates for completion.
3. Add the following sentence to the Riverfront Greenway subsection of the UDO document:



## Metro Planning Commission Meeting of 2/12/2026

- a. Applicant shall consult Metro Parks and Greenways on the design, access, programming, and signage for the Riverfront Greenway.
  4. Comply with all conditions and requirements of Metro Reviewing Agencies.
  5. A corrected copy of the UDO document incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to final site plan application.
- 

### 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, by amending the River North Urban Design Overlay District for various properties located on Cowan Street, Cowan Court, and Waterside Drive, approximately 1,200 feet north of Jefferson Street (70.84 acres), zoned MUI-A, to create a new Subdistrict 3 and update the General Standards related to Future Streets and Open Space, all of which is described herein (Proposal No. 2017UD-005-012)**

WHEREAS, The Council of The Metropolitan Government of Nashville and Davidson County adopted the River North Urban Design Overlay (UDO) on May 5, 2018; and

WHEREAS, The Metropolitan Government recognizes the importance of updating, clarifying, and refining the UDO standards to encourage high quality, sustainable urban development, public infrastructure, and amenities; and

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

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

Section 1. That Title 17 of the Code of Laws of The Metropolitan Government of Nashville and Davidson County, is hereby amended by changing the Official Zoning Map for Metropolitan Nashville and Davidson County, which is made a part of Title 17 by reference, as follows:

By amending the River North Urban Design Overlay District for various properties located on Cowan Street, Cowan Court, and Waterside Drive, approximately 1,200 feet north of Jefferson Street (70.84 acres), zoned MUI-A, to create a new Subdistrict 3, being on various Property Parcel Nos. as designated on various Maps of the Official Property Identification Maps of The Metropolitan Government of Nashville and Davidson County, all of which is described by lines, words and figures on the plan that was duly considered by the Metropolitan Planning Commission, and which is on file with the Metropolitan Planning Department and Metropolitan Clerk's Department and made a part of this ordinance as though copied herein.



## **Metro Planning Commission Meeting of 2/12/2026**

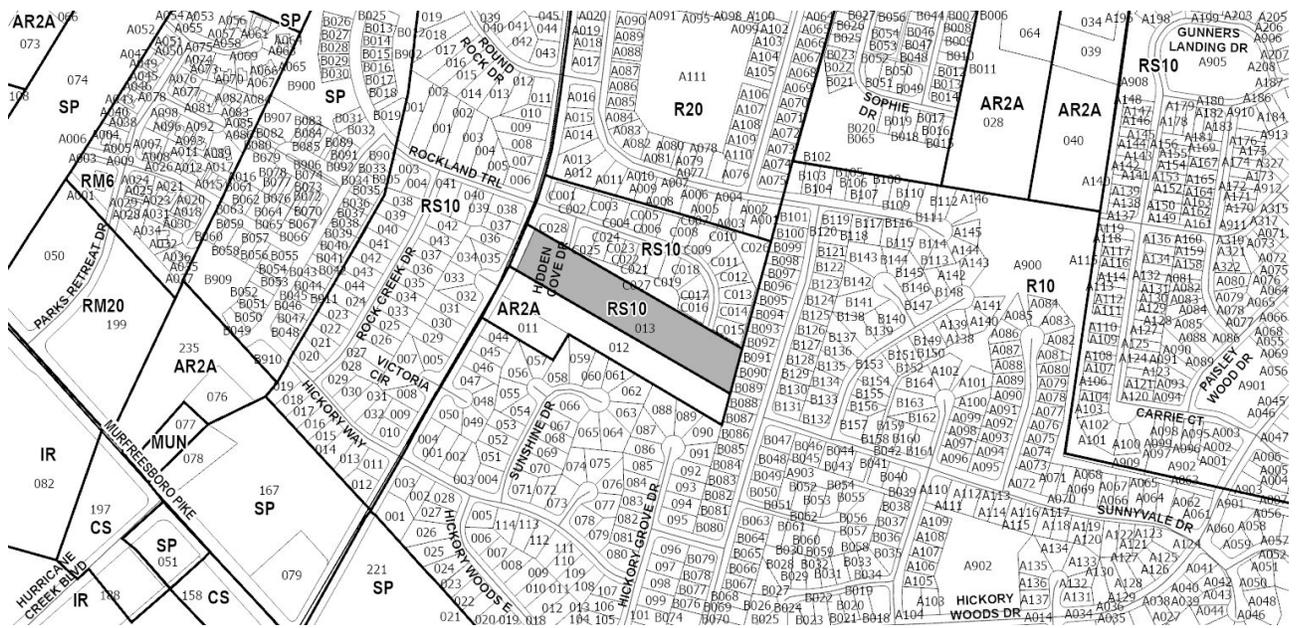
Section 2. Be it further enacted, that the Metropolitan Clerk is hereby authorized and directed, upon the enactment and approval of this ordinance, to cause the change to be various maps of said Official Zoning Map for Metropolitan Nashville and Davidson County, as set out in Section 1 of this ordinance, and to make notation thereon of reference to the date of passage and approval of this amendatory ordinance.

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

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



# Metro Planning Commission Meeting of 2/12/2026



**2026Z-002PR-001**  
Map 176, Parcel(s) 013  
13, Antioch - Priest Lake  
08 (Deonté Harrell)



## Metro Planning Commission Meeting of 2/12/2026

|                             |  |
|-----------------------------|--|
| <b>Item #26</b>             | <b>Zone Change 2026Z-002PR-001</b>                           |
| <b>Council District</b>     | 08 – Harrell   |
| <b>School District</b>      | 06 – Mayes   |
| <b>Requested by</b>         | Lis Perez, applicant; Briceno Revocable Living Trust, owner. |
| <b>Staff Reviewer</b>       | Chen   |
| <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 4465 LaVergne Couchville Pike, approximately 97 feet south of Rockland Trail (5.01 acres).

#### **Existing Zoning**

Single-Family Residential (RS10) requires a minimum of 10,000 square-foot lot and is intended for single-family dwellings at a density of 4.36 dwelling units per acre. *Based on acreage alone, RS10 would permit a maximum of 21 lots. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

#### **Proposed Zoning**

One and Two-Family Residential (R10) requires a minimum 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 21 duplex lots. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

### 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 2/12/2026

### ANALYSIS

The application consists of one parcel totaling 5.01 acres, located at 4465 LaVergne Couchville Pike, approximately 97 feet south of Rockland Trail. The property has been zoned Single-Family Residential (RS10) since 2020 when it was rezoned from Agricultural/Residential (AR2a). The property contains a single-family structure and two accessory structures. With the exception of two abutting AR2a-zoned properties to the south, the surrounding area consists primarily of single-family residential uses, with a development pattern generally characterized by previously subdivided residential lots in the R and RS-zoning districts, including RS10 and R10. The subject parcel has frontage along LaVergne Couchville Pike, which is a Collector Avenue identified by the Major and Collector Street Plan (MCSP). The subject site abuts two public stub streets along the northern property line. If this property were to redevelop in the future, those stub streets may provide for additional connectivity for the existing neighborhood and future development.

The T3 Suburban Neighborhood Evolving (T3 NE) policy supports maintaining existing suburban development patterns while supporting, based on location and context, modest increases in intensity to provide a broader range of housing types. Given the subject property's size, which is larger than any other surrounding properties, its frontage along a collector street, and proximity to existing stub streets, there is opportunity for suburban infill development at this site that would be in keeping with lot sizes in the surrounding area. The proposed R10 zoning represents an incremental change that allows additional housing choice while maintaining the overall suburban character. Therefore, the proposed R10 zoning meets the intent of the T3 NE policy and 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) | 5.01  | 4.35 F      | 21 U                        | 247                   | 20           | 22           |

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) | 5.01  | 4.55 F      | 42 U                        | 468                   | 35           | 44           |

\*Based on all duplex lots. Counts may vary depending on the number of units developed

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 |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| -                   | -     | -           | -                           | +221                  | +15          | +22          |



## Metro Planning Commission Meeting of 2/12/2026

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing RS10 districts: 4 Elementary 3 Middle 3 High**

**Projected student generation proposed R10 district: 5 Elementary 4 Middle 4 High**

The proposed R10 zoning is expected to generate three additional students than the existing RS10 zoning. Students would attend Mt. View Elementary School, J.F Kennedy Middle School, and Antioch High School. Mt. View Elementary is identified as exceedingly over capacity, J.F Kennedy Middle School is identified as at capacity, and Antioch High School is identified as at capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

Staff recommends approval.



# Metro Planning Commission Meeting of 2/12/2026



**2026Z-005PR-001**  
Map 103-16, Parcel(s) 106  
Map 104-13, Parcel(s) 108.01, 108-112  
10, Green Hills – Midtown  
24 (Brenda Gadd)



## Metro Planning Commission Meeting of 2/12/2026

|                             |   |
|-----------------------------|---|
| <b>Item #27</b>             | <b>Zone Change 2026Z-005PR-001</b>                    |
| <b>Council District</b>     | 24 – Gadd   |
| <b>Council Bill No.</b>     | BL2026-1251   |
| <b>School District</b>      | 08 – O’Hara Block                                     |
| <b>Requested by</b>         | Councilmember Brenda Gadd, applicant; various owners. |
| <b>Staff Reviewer</b>       | Garland   |
| <b>Staff Recommendation</b> | <i>Approve.</i>                                       |

### APPLICANT REQUEST

#### Zone change from R8 to RS10.

#### Zone Change

A request to rezone from One and Two-Family Residential (R8) to Single-Family Residential (RS10) zoning for various properties located along Rolland Road, east of Wilson Boulevard and west of Carden Avenue (2.4 acres).

#### **Existing Zoning**

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.45 dwelling units per acre. *Based on acreage alone, R8 would permit a maximum of 13 duplex lots. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

#### **Proposed Zoning**

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

### **GREEN HILLS - MIDTOWN COMMUNITY PLAN**

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

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



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### ANALYSIS

The application consists of seven parcels totaling 2.4 acres. One of the application parcels is located on the north side of Rolland Road, while the other six parcels are on the south side of Rolland Road and are contiguous. The parcels all have existing structures on them. Surrounding uses include single-family and one- and two-family residential uses, with properties to the west, north, south, and east being zoned Single-Family Residential (RS7.5) and One and Two-Family Residential (R8, R10). There is a Planned Unit Development (PUD) (Case No. 92-86-P) to the east of the subject sites that permits multi-family development.

The Conservation (CO) policy area on the parcels reflects floodway and steep slopes. The front portions of the lots on the south side of Rolland Road are in areas of conservation policy due to slopes around 15 percent, and the parcel on the north side of Rolland Road is entirely within the conservation policy due to the floodplain. Single-family zoning with reduced development potential may be more appropriate here since development should be limited due to the sensitive features on these parcels.

The requested RS10 zoning is supported by the T3 Suburban Neighborhood Maintenance (T3 NM) policy. The T3 NM policy is intended to maintain the general character of developed suburban residential neighborhoods. The surrounding neighborhood of the subject property has an established development pattern with moderate density and moderate building setbacks and includes single- and two-family uses.

All properties application subject parcels meet the minimum zoning requirement of 10,000 square feet. Within the surrounding T3 NM area to the west and south lot sizes are approximately 10,000 square feet or greater. The subject parcels are also located in the interior to the neighborhood and on a local street, which typically supports lower density developments than say locations on primary corridors.

There is a range of R and RS zoning in the area that is supported by the T3 NM policy. Given the environmental features on and adjacent to the site, a lower density zoning district may be appropriate. The requested rezoning is a slight decrease in intensity and is supported by the goals of the policy. For these reasons, staff recommends approval of the rezoning.

### FIRE RECOMMENDATION

#### Approve

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

| Land Use (ITE Code)                   | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| One and Two-Family Residential* (210) | 2.4   | 5.78 D      | 26 U                        | 301                   | 23           | 28           |

\*Based on all duplex lots. Counts may vary depending on the number of units developed



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

| Land Use (ITE Code)             | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Single-Family Residential (210) | 2.4   | 4.35 F      | 10 U                        | 125                   | 12           | 11           |

Traffic changes between maximum: **R8 and RS10**

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| -                   | -     | -           | -                           | -176                  | -11          | -17          |

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing R8 district: 1 Elementary 1 Middle 0 High**

**Projected student generation proposed RS10 district: 1 Elementary 0 Middle 0 High**

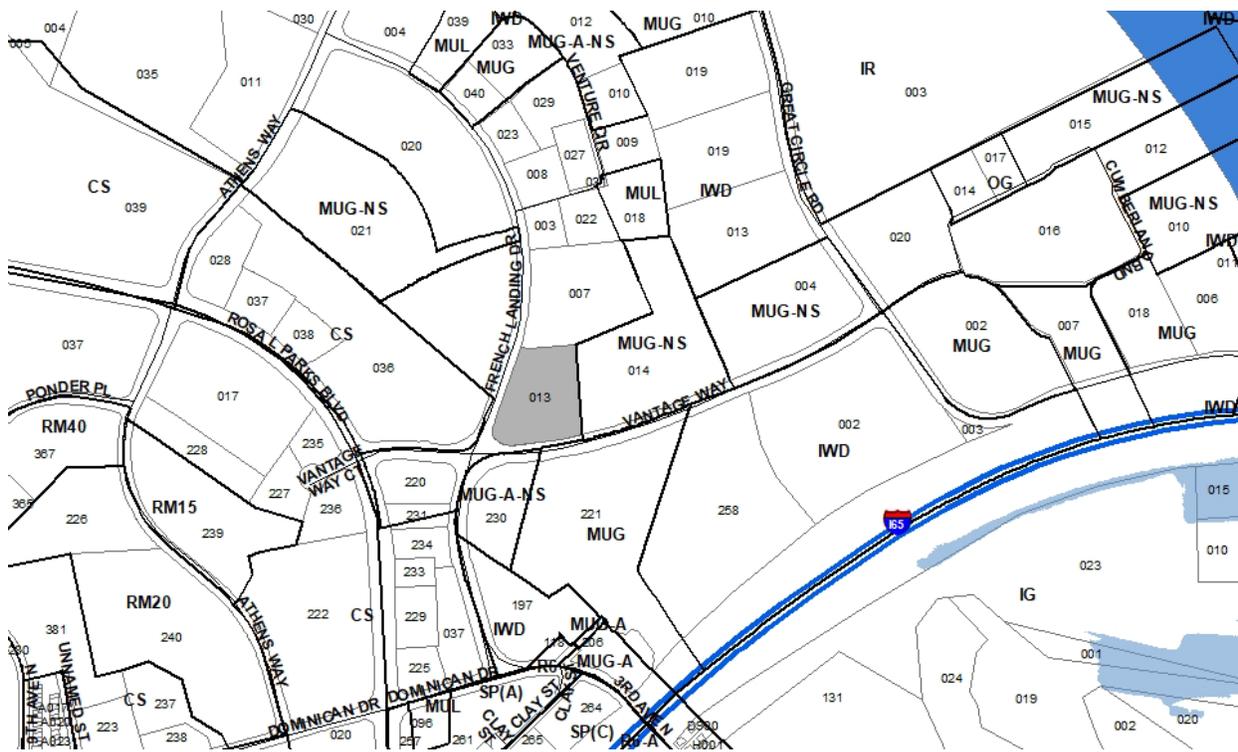
The proposed RS10 zoning is not expected to generate any more students than the existing R8 zoning district. Students would attend Eakin Elementary, West End Middle School, and Hillsboro High School. Cumberland Elementary School and Hillsboro High School are identified as being at capacity while Eakin Elementary 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.

### **STAFF RECOMMENDATION**

Staff recommends approval.



# Metro Planning Commission Meeting of 2/12/2026



**2026Z-010PR-001**  
Map 070-16, Parcel(s) 013  
08, North Nashville  
02 (Kyonzté Toombs)



## Metro Planning Commission Meeting of 2/12/2026

|                             |   |
|-----------------------------|---|
| <b>Item #28</b>             | <b>Zone Change 2026Z-010PR-001</b>  |
| <b>Council Bill No.</b>     | BL2026-1271   |
| <b>Council District</b>     | 02 – Toombs   |
| <b>School District</b>      | 05 – Fayne  |
| <b>Requested by</b>         | Bradley Arant Boulton Cummings, LLP, applicant; Fifty Vantage Way Partnership, owner. |
| <b>Staff Reviewer</b>       | Dhital  |
| <b>Staff Recommendation</b> | <i>Approve.</i>   |

### APPLICANT REQUEST

#### Zone change from IWD to MUG-NS.

#### Zone Change

A request to rezone from Industrial Warehousing/Distribution (IWD) to Mixed Use General-No STRP (MUG-NS) zoning for property located at 50 Vantage Way, located at the corner of French Landing Drive and Vantage Way (3.43 acres)

#### **Existing Zoning**

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

#### **Proposed Zoning**

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

### **NORTH NASHVILLE COMMUNITY PLAN**

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

### **ANALYSIS**

The subject property has been zoned IWD since 1998 and is developed with an office building. The surrounding land uses include office, medical office, multi-family residential, and terminal/distribution warehouse. The surrounding zoning includes MUG-NS, IWD, MUG (Mixed-Use General), Commercial Service (CS), and MUL (Mixed-Use Limited). The site is accessible from Vantage Way and French Landing Drive, both local streets. The proposed zoning district allows for commercial and residential uses. The -NS designation prohibits both owner-occupied and non-owner occupied short-term rental properties from the district.



## Metro Planning Commission Meeting of 2/12/2026

The property is located within the District Employment Center (D EC) policy which is intended to enhance and create concentrations of employment that are often in a campus-like setting. The policy area primarily supports a mix of office and commercial uses, with retail, dining, services, and medium- to high-density residential development considered appropriate as secondary uses. The MUG-NS zoning district aligns with the D EC policy by promoting employment centers complemented by supporting commercial activities and housing options. The proposed rezoning will provide opportunities for redevelopment with a wider mix of uses consistent with the policy. There have been recent rezonings to MUG-NS in the surrounding area between 2021-2025, reflecting a trend toward increasing mixed use development in the area. The adjacent property to the east was rezoned to MUG-NS in 2021. The Planning Commission also recommended approval of rezoning to MUG-NS on nearby properties to the east, on the west side of Great Circle Road at the October 23, 2025, meeting (2025Z-090PR-01). This rezoning was recently adopted by Metro Council at its February 3, 2026, meeting. District Employment Centers must maintain a balance between job-focused development and supporting residential uses, ensuring housing does not overshadow employment opportunities. The MUG-NS zoning district supports this balance by permitting retail, restaurants, and residential uses consistent with the primary goal of D-EC policy areas.

Given the existing development pattern in the area, the proposed MUG-NS district introduces a mixture of uses at an appropriate scale and is consistent with the character of the surrounding employment context. This rezoning supports the land use goals of the D-EC policy by strengthening the area’s role as an employment center while allowing supportive housing and services.

### FIRE RECOMMENDATION

#### Approve

##### Maximum Uses in Existing Zoning District: IWD

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Warehousing (150)   | 3.43  | 0.8 F       | 119,528 SF                  | 234                   | 21           | 23           |

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

| Land Use (ITE Code)                  | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|--------------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Multi- Family Residential 3-10 (221) | 1.71  | 3.0 F       | 74 U                        | 402                   | 26           | 33           |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Retail (820)        | 0.85  | 3.0 F       | 111,078 SF                  | 4,193                 | 105          | 423          |



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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Restaurant (932)    | 0.85  | 3.0 F       | 111,078 SF                  | 12,461                | 1,104        | 1,085        |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| -                   | -     | -           | -                           | +16,822               | +1,214       | +1,518       |

### **METRO SCHOOL BOARD REPORT**

The proposed MUG-NS zoning district includes a mix of uses which could vary and an assumption of school impact at this point is premature. Students would attend Jones Paideia Elementary Magnet School, John Early Middle School, and Pearl-Cohn High School. Jones Paideia Elementary Magnet School is identified under capacity, and John Early Middle School and Pearl-Cohn High Schools are identified as exceedingly under capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

Staff recommends approval.



# Metro Planning Commission Meeting of 2/12/2026



**2026Z-011PR-001**  
Map 051, Parcel(s) 119-123  
05, East Nashville  
05 (Sean Parker)



## Metro Planning Commission Meeting of 2/12/2026

**Item #29****Council District****School District****Requested by****Zone Change 2026Z-011PR-001**

05 – Parker

01 – Taylor

C&amp;R Associates, applicant; Best Street, Laura and Samantha Seger, and Jaaron Investment Partners 2 LLC, owners.

**Staff Reviewer**

Ordonez

**Staff Recommendation***Approve.***APPLICANT REQUEST****Zone change from RS10 to RM20-A-NS.**Zone Change

A request to rezone from Single Family Residential (RS10) to Multi-Family Residential - Alternative (RM20-A-NS) zoning for properties located at 3311, 3313, 3315A, 3317 and 3319 Walton Lane, approximately 34 feet west of Arrowhead Drive (4.13 acres).

**Existing Zoning**

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 4.36 dwelling units per acre. *Based on acreage alone, RS10 would permit a maximum of 17 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**

Multi-Family Residential-Alternative-No Short Term Rental (RM20-A-NS) 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 the use of appropriate building placement and bulk standards. The -NS designation prohibits Short-Term Rental Property – Owner Occupied and Short-Term Rental Property - Not Owner Occupied uses from the district. *RM20-A-NS would permit a maximum of 83 units.*

**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 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 2/12/2026

### ANALYSIS

The application consists of five parcels totaling 4.13 acres, located on Walton Lane approximately 34 feet west of Arrowhead Drive. The property has been zoned RS10 since 1998 and contains five single-family structures on individual lots, while surrounding land uses include single-family and multi-family residential. Walton Lane is a local street.

The site is located within the T4 Neighborhood Evolving (T4 NE) policy area, which aims to foster and enhance urban residential neighborhoods that offer a variety of housing options, improved connectivity for pedestrians, bicycles, and vehicles, and development patterns. Factors such as the site’s proximity to centers, corridors, and multi-modal transportation should be taken into account when considering rezoning.

The surrounding properties are zoned RM20, RM40, and Specific Plan (SP) which permit multi-family development at varying densities. The SPs to the north permit densities ranging from 11.5 units an acre to 25 units an acre. The site is located north of Broadmoor Drive which is identified as a collector in the Major and Collector Street Plan (MCSP). The site has limited access to transit services, but is located north of Maplewood High School and less than half a mile to Broadmoor Drive. There is an existing sidewalk network on the north side of Maplewood Trace which also connects to Dickerson Pike which has bus service and is identified as a Center in the NashvilleNext Growth and Preservation Concept Map. Given the proximity near a school and access to centers and corridors, staff recommends approval of the request.

### 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) | 4.13  | 4.35 F      | 17 U                        | 204                   | 17           | 19           |

Maximum Uses in Proposed 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) | 4.13  | 20 D        | 83 U                        | 451                   | 28           | 37           |

Traffic changes between maximum: **RS10 and RM20**

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| -                   | -     | -           | -                           | +247                  | +11          | +18          |



## Metro Planning Commission Meeting of 2/12/2026

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing RS10 district: 2 Elementary 2 Middle 2 High**

**Projected student generation proposed RM20-A-NS district: 11 Elementary 8 Middle 7 High**

The proposed RM20-A-NS zoning is expected to generate 21 more students than the existing RS10 zoning district. Students would attend Chadwell Elementary School, Jere Baxter Middle School, and Maplewood High School. Chadwell Elementary School is identified as over capacity while Jere Baxter Middle School is identified as under capacity and 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 2/12/2026



**2026Z-013PR-001**  
Map 092-02, Parcel(s) 364  
08, North Nashville  
21 (Brandon Taylor)



## Metro Planning Commission Meeting of 2/12/2026

**Item #30****Council District****School District****Requested by****Zone Change 2026Z-013PR-001**

21 – Taylor

05 – Fayne

Inheritance Holdings, LLC, applicant; Bell Rock Income Fund 1, LLC, owner.

**Staff Reviewer**

Chen

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

A request to rezone from Single-Family Residential (RS5) zoning to One and Two-Family Residential–Alternative (R6–A) zoning for property located at 2507 Meharry Boulevard, approximately 166 feet west of 25th Avenue North (0.17 acres), and within a Detached Accessory Dwelling Unit Overlay District.

**Existing Zoning**

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

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

**Proposed Zoning**

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

**NORTH NASHVILLE COMMUNITY PLAN**

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



## Metro Planning Commission Meeting of 2/12/2026

### ANALYSIS

The application consists of one 0.17-acre parcel located on the south side of Meharry Boulevard, south of I-40 and Jefferson Street. The property has been zoned RS5 since 2006. The surrounding land uses are predominantly single-family residential and one- and two-family residential, with some vacant lots. The property has frontage along Meharry Boulevard, a local street, and an improved alley at the rear (Alley #584). The site is approximately 0.3 miles from 21st Avenue North to the east, classified as a Collector-Avenue, and approximately 0.50 miles from Dr. D.B. Todd Jr. Boulevard to the east, an Arterial-Boulevard, identified in the Major and Collector Street Plan (MCSP). Dr. D.B. Todd Jr. Boulevard is served by existing WeGo Route 75. The site's proximity to higher-capacity roadways and transit service supports the T4 Urban Neighborhood Maintenance policy, which anticipates incremental residential infill in locations with strong connectivity and access to multimodal transportation. The site is also identified as within a Transition or Infill Area by the NashvilleNext Growth & Preservation Concept Map, where higher density housing may be appropriate along and around corridors and centers to provide a harmonious connection to surrounding neighborhoods. Areas to the north and east, along Jefferson Street and Meharry Boulevard, are designated as Tier One Centers which are intended to be highly focused centers with frequent or increased transit service. The requested R6-A zoning allows for a modest increase in housing intensity that is appropriately scaled for a site located near established corridors, while remaining compatible with the surrounding urban residential context.

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: **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 all duplex lots. Counts may vary depending on the number of units developed



## Metro Planning Commission Meeting of 2/12/2026

Traffic changes between maximum: RS5 and R6-A

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

The proposed zoning is not expected to generate any additional students than the existing RS5 zoning district. Students would attend Park Avenue Elementary School, Moses McKissack Middle School and Pearl-Cohn High School. Park Avenue Elementary School, Moses McKissack Middle School and Pearl-Cohn High School are identified as exceedingly under capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval.