

Metropolitan Planning Commission



Staff Reports

March 12, 2026



Metro Planning Commission Meeting of 3/12/2026

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.



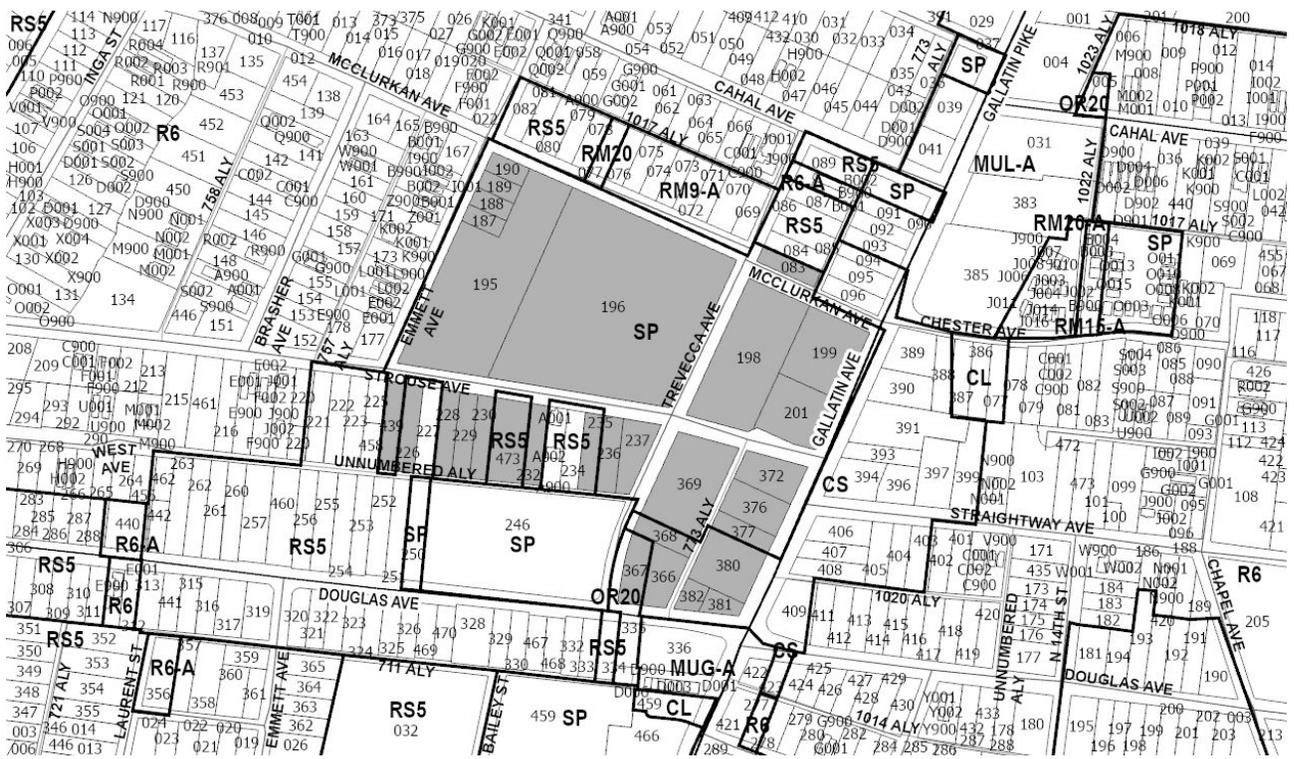
SEE NEXT PAGE



NO SKETCH



Metro Planning Commission Meeting of 3/12/2026



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 3/12/2026

Item #2	Specific Plan 2022SP-075-002
Project Name	Lincoln Tech SP (Amendment)
Council District	05 – Parker
School District	01 – Taylor
Requested by	Barge Civil Associates, applicant; East Nashville Owner, LLC, and TM Investment, LLC, owners.
Deferrals	This item was deferred at the February 12, 2026, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Konigstein
Staff Recommendation	<i>Defer to the April 9, 2026, Planning Commission meeting.</i>

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 April 9, 2026, Planning Commission meeting.



Metro Planning Commission Meeting of 3/12/2026



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 3/12/2026

Item #3
Project Name Specific Plan 2025SP-048-001
Council District New Hope Gardens SP
School District 12 – Evans
Requested by 04 – Nabaa-McKinney
Dale and Associates, Inc, applicant. Proverbs Build
Homes, owner.

Deferrals This item was deferred at the February 12, 2026, and February 26, 2026, Planning Commission meetings. No public hearing was held.

Staff Reviewer Commey
Staff Recommendation *Defer to the April 9, 2026, Planning Commission meeting.*

APPLICANT REQUEST

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

Preliminary SP

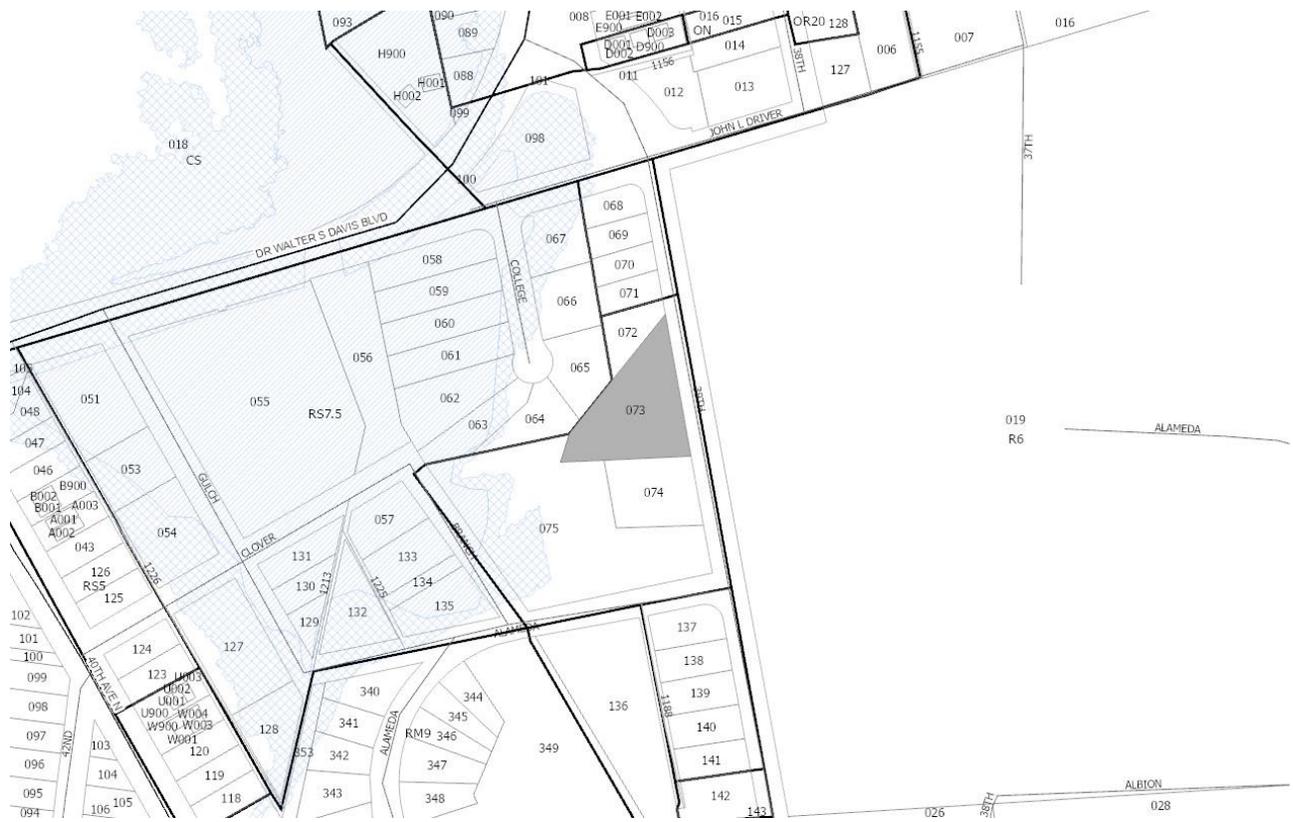
A request to rezone from Single-Family Residential (RS15) to Specific Plan (SP) zoning for property located at 6114 North New Hope Road, approximately 352 feet north of Central Pike (3.0 acres), to permit 47 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the April 9, 2026, Planning Commission meeting.



Metro Planning Commission Meeting of 3/12/2026



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 3/12/2026

Item #4	Final Plat 2025S-145-001
Project Name	Re-Subdivision of Part of Lot 40 Plan of Clifton
Council District	21 – Taylor
School District	05 – Fayne
Requested by	Dale & Associates, applicant; Rightway Properties Plus II, LLC, owner.
Deferrals	This item was deferred at the September 11, 2025, October 23, 2025, November 13, 2025, December 11, 2025, January 8, 2026, February 12, 2026, and February 26, 2026, Planning Commission meetings. No public hearing was held.
Staff Reviewer	Konigstein
Staff Recommendation	<i>Approve with conditions, including an exception to Section 3-5.2.d.2 for lot area.</i>

APPLICANT REQUEST

Request for final plat approval to create four lots.

Final Plat

A request for final plat approval to create four lots on property located at 39th Avenue North (unnumbered), approximately 218 feet north of Alameda Street, zoned Single-Family Residential (RS7.5) (0.78 acres).

SITE DATA AND CONTEXT

Location: The property is located on the western side of 39th Avenue North south of the intersection of John L. Driver Avenue and 39th Avenue North.

Street type: The property has frontage on 39th Avenue North, a local street.

Approximate Acreage: 0.78 acres or approximately 33,868 square feet.

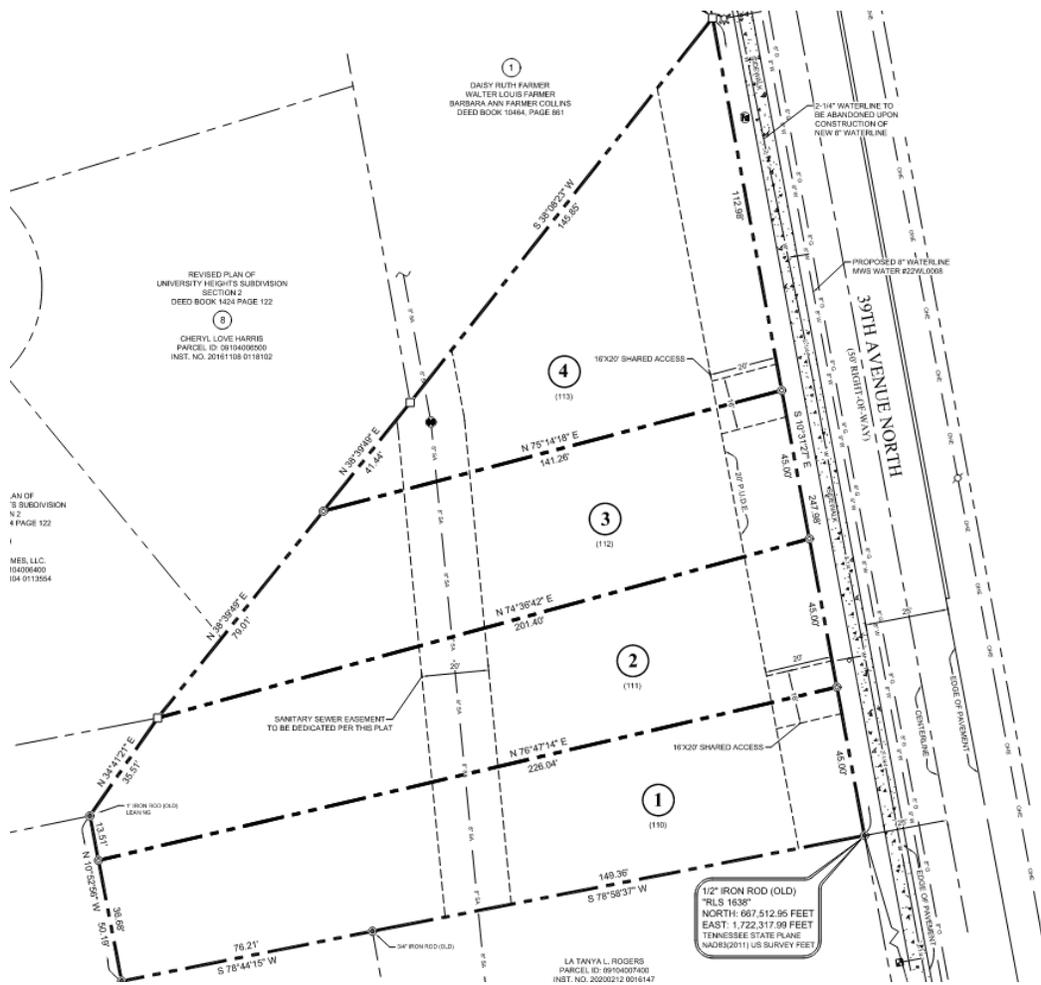
Parcel/Site History: The subject parcel comprised of part of Lot 40 which was created by plat in 1858 (Book 21, Page 35) and a portion of unplatted property. The current parcel configuration dates back to 1966.

Zoning History: The property has been zoned RS7.5, Single Family Residential, since 2006.

Existing land use: The site is currently vacant.



Metro Planning Commission Meeting of 3/12/2026



Proposed Final Plat

SITE DATA CHART	
Zoning Site:	RS7.5
Within the Urban Zoning Overlay (UZO)	
Address:	0 39th Avenue N, Nashville, TN 37209
Proposed:	4 lot Subdivision
Total Gross Area:	0.776 Acres
	33,868 Square feet
Map:	091-04, Parcel 73
Subdivision Case Number:	
Council District #21:	Brandon Taylor
Owner/Developer:	Rightway Properties Plus II, LLC P.O. Box 90584 Nashville, TN 37209

AREA TABLE	
PARCEL ID:	09104007300 (ALL)
RIGHTWAY PROPERTIES PLUS II, LLC	
TOTAL:	0.777 Acres or 33,868 Sq. Ft.
NEW LOT 1:	0.211 Acres or 9,194 Sq. Ft.
NEW LOT 2:	0.204 Acres or 8,903 Sq. Ft.
NEW LOT 3:	0.180 Acres or 7,841 Sq. Ft.
NEW LOT 4:	0.182 Acres or 7,930 Sq. Ft.



Metro Planning Commission Meeting of 3/12/2026

Surrounding land use and zoning:

- North: Single-Family Residential / RS7.5
- South: Single-Family Residential / RS7.5
- East: Tennessee State University / R6
- West: Single-Family Residential / RS7.5

Zoning: Single-Family Residential (RS7.5)

Min. lot size: 7,500 square feet

Max. building coverage: 0.45

Min. rear setback: 20 feet

Min. side setback: 5 feet

Max. height: 3 stories

Min. street setback: Contextual per Zoning Code

PROPOSAL DETAILS

Number of lots: 4

Lot sizes: Proposed Lot 1 is 9,194 square feet or 0.211 acres, Lot 2 is approximately 8,903 square feet or 0.204 acres, Lot 3 is approximately 7,841 square feet or 0.180 acres and Lot 4 is 7,930 square feet or 0.182 acres.

Access: All lots have frontage on 39th Avenue North. Due to Lots 1-3 having less than 50 feet of frontage, there are two shared access easements shown.

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

APPLICABLE SUBDIVISION REGULATIONS

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

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



Metro Planning Commission Meeting of 3/12/2026

3-1 General Requirements

The proposal meets the requirements of 3-1.

3-2 Monument Requirements

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

3-3 Suitability of the Land

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

3-4 Lot Requirements

All lots comply with the minimum standards of the zoning code. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of RS7.5 zoning at the time of building permit. All proposed lots are greater than 7,500 square feet.

3-5 Infill Subdivisions

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

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

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

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

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

Complies. All lots have frontage on 39th Avenue North.

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

Complies. RS7.5 requires a minimum of 7,500 square foot lot and is intended for single-family dwellings at a density of 5.81 dwelling units per acre.

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



Metro Planning Commission Meeting of 3/12/2026

1. *Lot frontage is either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater.*
Complies. All lots require a minimum of 42.4 feet of frontage. Lots 1-3 have proposed frontages of 45 feet each and Lot 4 has a proposed frontage approximately 112 feet.
2. *Lot size is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than the smallest surrounding lot, whichever is greater.*
The minimum lot size requirement per the compatibility standards is 12,747 square feet. None of the proposed lots comply. Proposed Lot 1 is 9,194 square feet, Lot 2 is 8,903 square feet, Lot 3 is 7,841 square feet and Lot 4 is 7,930 square feet. All lots meet the minimum lot size of 7,500 square feet required by the Zoning Code. Per Section 3-5.2, in cases where lots do not meet the required minimum lot area, the Planning Commission may grant an exception to the compatibility requirement by considering a larger area to evaluate general compatibility. More information is provided in the Variance/Exceptions Analysis section below.
3. *Where the minimum required street setback is less than the average of the street setback of the two parcels abutting either side of the lot proposed to be subdivided, a minimum building setback line shall be included on the proposed lots at the average setback. When one of the abutting parcels is vacant, the next developed parcel shall be used. For a corner lot, both block faces shall be used; and*
Based on preliminary calculations, the required contextual setback per Code would be greater than the setbacks calculated per the Subdivision Regulations, therefore a setback line was not shown on the plat.
4. *Orientation of proposed lots shall be consistent with the surrounding parcels. For a corner lot, both block faces shall be evaluated.*
Complies. All lots are proposed to be oriented to 39th Avenue north, consistent with surrounding lots.
- e. *The current standards of all reviewing agencies are met.*
All agencies have recommended approval or approval with conditions.
- f. *If the proposed subdivision meets subsections a, b, c and e of this section but fails to meet subsection d, the Planning Commission, following a public hearing in accordance with the Planning Commission Rules and Procedures, may consider whether the subdivision can provide for the harmonious development of the community by otherwise meeting the provisions of TCA 13-4-303(a). In considering whether the proposed subdivision meets this threshold, the Commission shall specifically consider the development pattern of the area, any unique geographic, topographic and environmental factors, and other relevant information. The Commission may place reasonable conditions, as outlined in Section 3-5.6, necessary to ensure that the*



Metro Planning Commission Meeting of 3/12/2026

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

The proposed lots do not meet the compatibility standards for lot area. Section 3-5.2.f. above states that if the compatibility requirements are not met, the Planning Commission may consider other factors including the development pattern of the area.

The Planning Commission may grant an exception to the compatibility criteria by considering a larger area to evaluate general compatibility. The following section discusses the exceptions for lot area.

3-6 Blocks

Not applicable. No new blocks are being created.

3-7 Improvements

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

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

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

3-9 Requirements for Streets

Not applicable. No new streets are proposed.

3-10 Requirements for Dedication, Reservations, or Improvements

No additional right-of-way is required as the minimum for a local street is met.

3-11 Inspections During Construction

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

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

Not applicable. No new streets are proposed.

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

Not applicable to this case. This plat does not propose any new private streets.

3-14 Drainage and Storm Sewers

Drainage and storm sewer requirements are reviewed by Metro Stormwater. Metro Stormwater has reviewed the proposed concept plan and found it to comply with all



Metro Planning Commission Meeting of 3/12/2026

applicable standards of this section. Metro Stormwater recommends approval with conditions.

3-15 Public Water Facilities

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

3-16 Sewerage Facilities

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

3-17 Underground Utilities

There are no new utilities proposed.

Variances/Exceptions Analysis

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

Lot Area

All proposed lots are under the 12,747 square feet required by the compatibility standards based on surrounding parcels. Proposed Lot 1 is 9,194 square feet, Lot 2 is 8,903 square feet, Lot 3 is 7,841 square feet and Lot 4 is 7,930 square feet. The lots used to calculate compatibility were the five to the north of the subject site and two to the south. Within the parcels used for compatibility, the parcel furthest to the south has an area of over 79,400 square feet, well over the other parcels used for compatibility which ranged between 5,400 square feet and 17,840 square feet. If the 79,400 square foot parcel was removed from the compatibility calculations, the required minimum lot size would be 5,605 square feet which is less than the minimum required by the zoning code. The 79,400 square foot parcel impacts the minimum required lot size for the lots to meet.

Considering the larger area, there is a mix of uses including institutional, multi-family as well as one-and two-family residential. The mix of uses contributes to an inconsistent lot pattern, however, there is an informal parcel pattern along 39th Avenue North where parcels meet either the 5,000 or 7,500 square foot minimums consistent with the minimum lot size requirements of the zoning district. The current parcel is irregularly shaped, more triangular, leading to lots with varying depths with varying lot areas. The broader area, including parcels along College Avenue and Alameda Street, have parcels with areas between 6,500 and 13,000 square feet and the proposed lots fall within that range. Lot depth is not as readily perceived compared to lot frontage, therefore, the proposed lots would visually meet the compatibility requirements since minimum frontage amounts are met.

Staff finds that the proposed lot areas are comparable to parcels in the surrounding area and that the proposed subdivision can provide for harmonious development. Given this information, staff finds the proposed lots to be consistent with those in the larger area and that an exception to compatibility requirements may be appropriate.



Metro Planning Commission Meeting of 3/12/2026

PLANNING STAFF COMMENTS

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

POLICY CONSIDERATIONS

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

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

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Narrow lot frontage (sub 50') - Confirm with Planning on subdivision regulations if a shared access will be required for any lots. Identify shared access easement on the properties.
- In the Vicinity Map ' Merritt BLVD' is not correct, it should be 'Dr. Walters Davis Blvd'.

TRAFFIC AND PARKING RECOMMENDATION

Approve

- Traffic conditions to be set at the time of final site plan or building permit approval for individual lots. Conditions maybe and not limited to: Traffic studies, driveway distances, and/or access sight triangles.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Attached is a copy of the above-referenced subdivision (uploaded by Planning on March 2, 2026) on which we have noted our comments and recommend approval. Approval is



Metro Planning Commission Meeting of 3/12/2026

contingent on construction and completion of MWS Project #'s 22WL0008. A bond amount of \$64,000.00 is assigned to 22WL0008.

STAFF RECOMMENDATION

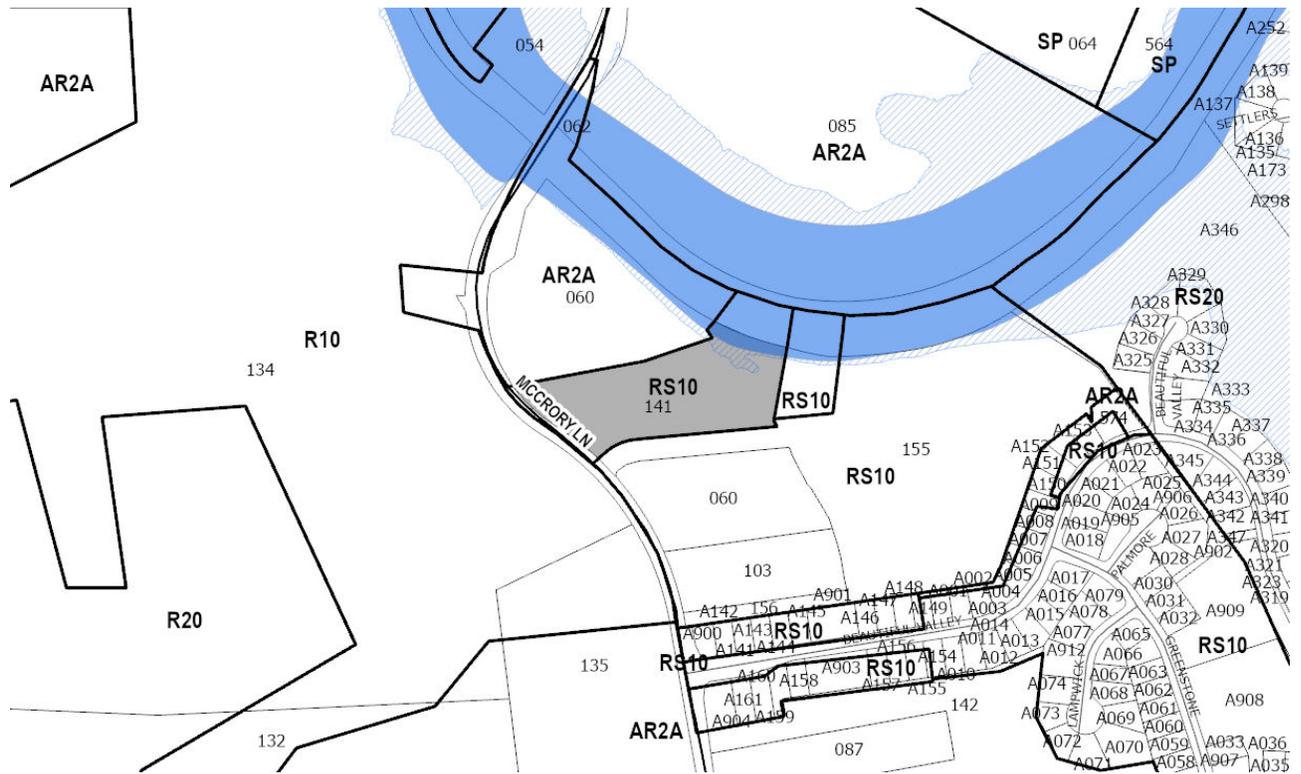
Approve with conditions, including an exception to Section 3-5.2.d.2 for lot area.

CONDITIONS

1. On the corrected copy, modify note 22 to state: Landscaping and tree density requirements per Metro Zoning Ordinance.
2. Comply with all conditions of Metro Reviewing agencies.
3. Pursuant to 2-2.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.
4. 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.



Metro Planning Commission Meeting of 3/12/2026



2025S-203-001
HARPETH OVERLOOK – PHASE 2
 Map 126, Parcel(s) 141
 06, Bellevue
 35 (Jason Spain)



Metro Planning Commission Meeting of 3/12/2026

Item #5 **Concept Plan 2025S-203-001**
Project Name **Harpeth Overlook – Phase 2**
Council District 35 – Spain
School District 09 – Tylor
Requested by Catalyst Design Group, applicant; William & Shawna Travis II, owners.

Deferrals This item was deferred at the February 26, 2026, Planning Commission meeting. No public hearing was held.

Staff Reviewer Konigstein
Staff Recommendation *Defer to the May 14, 2026, Planning Commission meeting.*

APPLICANT REQUEST

Request for concept plan approval to create nine lots.

Concept plan

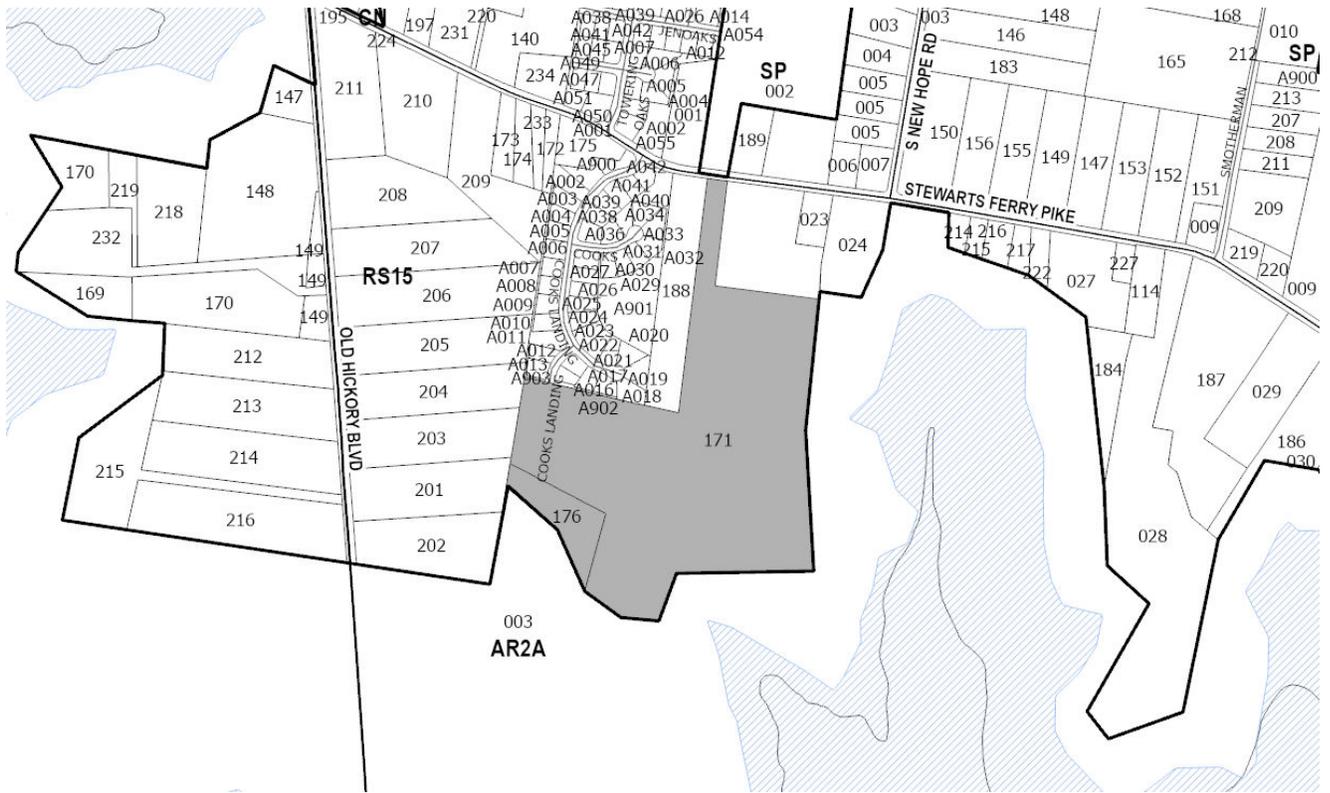
A request for concept plan approval to create nine lots utilizing conservation development standards on property located at 7934 McCrory Lane, approximately 770 feet north of Beautiful Valley Drive, zoned Single Family Residential (RS10) (5 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the May 14, 2026, Planning Commission meeting.



Metro Planning Commission Meeting of 3/12/2026



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



Metro Planning Commission Meeting of 3/12/2026

Item #6 **Concept Plan 2026S-016-001**
Project Name **Jenkins Landing Subdivision**
Council District 12 – Evans
School District 04 – Nabaa-McKinney
Requested by Kimley Horn, applicant; Richards W. and Barbara D. Jenkins, owners.

Deferrals This case was deferred at the February 12, 2026 and February 26, 2026, Planning Commission meetings. No public hearing was held.

Staff Reviewer Schenk
Staff Recommendation *Approve with conditions.*

APPLICANT REQUEST

Request for final plat approval to create 61 lots.

Concept Plan

A request for concept plan approval to create 61 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) (41.27 acres).

SITE DATA AND CONTEXT

Location: The site consists of the entirety of one parcel (Parcel 176.01) and the western and rear portions of a second parcel (Parcel 171), on the south side of Stewarts Ferry Pike. The remaining portion of Parcel 171 is 6.33 acres and is not included in the proposed subdivision.

Street Type: The site has frontage on Stewarts Ferry Pike which is classified as a collector avenue in the Major and Collector Street Plan (MCSP). The concept plan proposes new local streets.

Approximate Acreage: 41.27 acres (1,797,721 square feet).

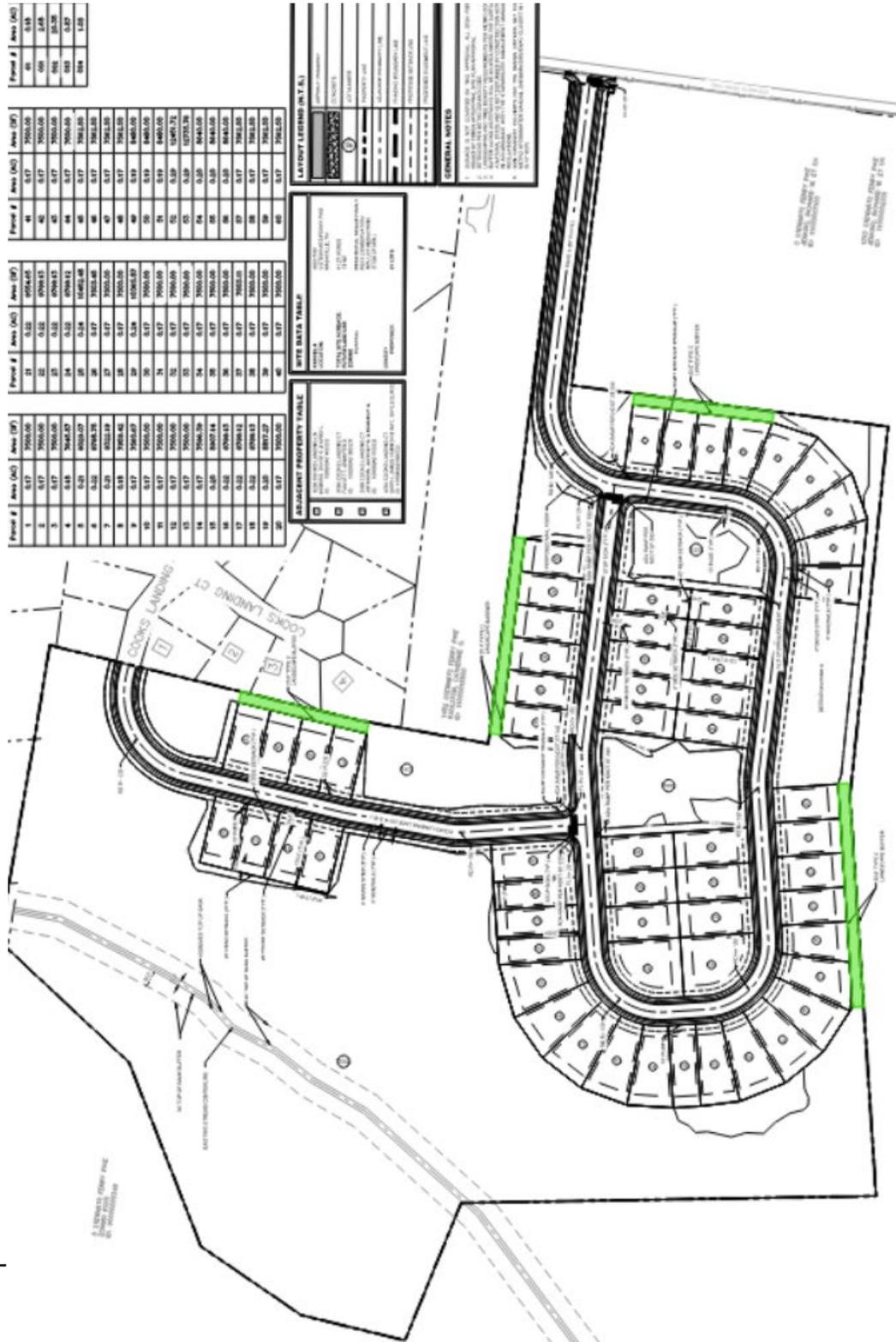
Parcel/Site History: Parcel 171 was created by deed in 1979. Parcel 176.01 was created by deed in 1983.

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

Existing Land Use: Parcel 171 has developed with a single-family residential use, while parcel 176.01 is currently vacant.



Metro Planning Commission Meeting of 3/12/2026



Proposed Concept Plan



Metro Planning Commission Meeting of 3/12/2026

Surrounding Land Use and Zoning:

- North: Single Family/Single Family Residential (RS15) and Specific Plan (SP)
- South: Open Space
- East: Single Family/Single Family Residential (RS15) and Open Space
- West: Single Family/Single Family Residential (RS15)

Zoning: Single-Family Residential (RS15)

Minimum lot size: 15,000 square feet

Maximum building coverage: 0.35

Minimum rear setback: 20 feet

Minimum side setback: 10 feet

Maximum height: 3 stories

Minimum street setback: 40 feet

PROPOSAL DETAILS

Number of lots: 61 lots.

Lot sizes: The proposed lot sizes vary from 7,500 square feet to 12,735 square feet. The plan utilizes the Conservation Development standards to permit lot size flexibility in exchange for protection of natural areas present on the site. The Conservation Development Standards (17.12.090) allow subdivisions to reduce lots in size from the minimum required by the base zoning district by equivalent percentage of the site that is to remain natural open space. The site is 41.27 acres (approximately 1,797,721 square feet), while the plan proposes 21.24 acres of natural open space to be preserved, resulting in allowable lot size reduction of 50 percent. This reduction would result in a minimum lot size of 7,500 square feet. All proposed lots exceed the minimum lot size.

Access: The plan proposes a new street network, consisting of local streets, including a new access point at Stewarts Ferry Pike and the extension of Cooks Landing Lane from the adjacent property. The street names will need to be reviewed and approved by NDOT prior to approval of the final plat.

Subdivision Variances or Exceptions Requested: None.

Conservation Development Standards (17.12.090)

- Purpose and Intent. Conservation development is a set of standards that shall be utilized in the design of subdivisions as provided in this section. The purpose of these standards is to:*
 - Preserve unique or sensitive natural resources such as steep slopes; hillsides; streams, wetlands, floodways, and floodplains; problem soils; archaeological resources; and native forests or unique vegetation through the creation of natural open space.*
 - Encourage the creation of lots on less environmentally sensitive areas of the site.*
 - Provide flexibility in design of subdivisions within existing zoning districts to promote environmental resource protection.*
- Applicability. Subdivisions proposed in the R/R-A and RS/RS-A zoning districts that meet both of the following standards shall utilize the provisions of this section.*



Metro Planning Commission Meeting of 3/12/2026

1. *Minimum Site Area. The minimum site area of no less than ten times the minimum lot area for the base zoning district as established by Table 17.12.020A. For example, in the R10 district the minimum area for the subdivision would be one hundred thousand square feet. (Ten thousand square feet minimum lot size times ten).*
Complies. The site is zoned RS15 which would require a minimum area of 150,000 square feet. The proposed site has a total area of 41.27 acres (1,797,721 square feet) which meets the minimum site area.
2. *Minimum Natural Area. A minimum of ten percent of the site contains any, or a combination of, the following:*
 - a. *Areas shown on FEMA maps as part of the 100-year floodplain or identified in local studies as confirmed by Metro Stormwater;*
 - b. *All perennial and intermittent streams, floodways, and associated buffers, as determined by Metro Stormwater or the State;*
 - c. *Areas of natural slopes of twenty percent or greater of at least ten thousand square foot contiguous area;*
 - d. *Areas containing problem soils as established by Section 17.28.050; wetlands, as determined by metro stormwater;*
 - e. *Known habitat for federally or state listed or proposed rare, threatened, or endangered species;*
 - f. *Areas containing a protected Cedar Glade plant species as established by Section 17.28.060;*
 - g. *Archaeological or historic sites, cemeteries, and burial grounds; or*
 - h. *Protected, heritage and historic and specimen trees, as defined by Section 17.40.450 of the Metro Zoning Code.*

More than 10 percent of the site contains features described in items b, c, and h. A stream buffer is identified in the southwestern corner of the site, meeting the criteria for item b. The southern, western, and portions of the central areas of the site contain areas of slopes greater than 20 percent and protected, heritage and historic and specimen trees, identified in items c and h.

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

The total site area is approximately 41.27 acres. Eighty percent of the gross acreage of the site is approximately 33.02 acres. The maximum lot yield is 95 lots based on a minimum of 15,000 square feet for an RS15 residential lot. A total of 61 lots are proposed, which does not exceed the maximum lot yield.

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



Metro Planning Commission Meeting of 3/12/2026

The proposal sets aside approximately 51.47 percent of the 41.27-acre site for undisturbed natural area (21.24 acres). The plan proposes to reduce the minimum lot size by 50 percent from RS15 to RS7.5.

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

Existing natural areas on the site include areas of stream buffers, slopes, and protected, heritage, historic, and specimen trees. Areas identified as protected natural open space comprise approximately 21.24 acres of qualifying trees, which are identified on the western and southern portions of the site.

F. Application Requirements

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

APPLICABLE SUBDIVISION REGULATIONS

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

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

3-1 General Requirements

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

3-2 Monument Requirements

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



Metro Planning Commission Meeting of 3/12/2026

3-3 Suitability of the Land

The site includes natural areas as defined by the Conservation Development Standards in the zoning code including areas of stream buffers, natural slopes, and heritage trees. The Conservation Development standards are intended to address the environmental factors and preserve these areas from development. The site contains areas of these natural features along the southern and western portions of the property. The plan proposes lots that avoid areas of slopes and stream buffers, as well as maintain large portions of heritage trees. Based on the areas identified as areas to remain preserved, staff finds that the remaining land is suitable for development consistent with this section.

3-4 Lot Requirements

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

3-5 Infill Subdivisions

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

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

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

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

Not applicable to this case.

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

Not applicable to this case.

3-5.5 *Infill Subdivision Frontage*

Not applicable to this case.



Metro Planning Commission Meeting of 3/12/2026

3-5.6 *Reasonable Conditions*

Not applicable to this case.

3-6 **Blocks**

All blocks do not exceed the maximum 1,200-foot block length as prescribed in the subdivision regulations.

3-7 **Improvements**

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

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

The proposed subdivision includes new public streets, including the extension of an existing street from a road stub to the north. Sidewalks are shown along all new public streets.

3-9 **Requirements for Streets**

The proposed subdivision includes a street extension and a new public street. NDOT has reviewed and recommended approval with conditions. New public streets are to comply with AASHTO and the NDOT Subdivision Street Design Standards and Specifications.

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

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

3-11 **Inspections During Construction**

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

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

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

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

Not applicable. No private streets are proposed.

3-14 **Drainage and Storm Sewers**

Drainage and storm sewer requirements are reviewed by Metro Stormwater. Stormwater recommends approval.

3-15 **Public Water Facilities**

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



Metro Planning Commission Meeting of 3/12/2026

3-16 Sewerage Facilities

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

3-17 Underground Utilities

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

PLANNING STAFF COMMENTS – SUBDIVISION REGULATIONS

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

POLICY CONSIDERATIONS

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

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

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

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve with conditions

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



Metro Planning Commission Meeting of 3/12/2026

Specifications and NDOT standard specifications/ cross sections. Any plan resubmittals, addendums, or updates will need a cursory review to ensure overall adherence to previously approved road plans.

- Areas along road A that appears to create a spite strip should be either dedicated ROW or area to be noted on plat for an ingress/egress cross access easement to neighboring parcels.
- Note that a 3' pedestrian easement is to be placed on the plat behind the public walk. A max grade of 3:1 will be allowable within this area.
- Final plans and road grades shall comply with the design regulations established by the Nashville Department of Transportation. Slopes along roadways shall not exceed a 3:1 slope.
- Any lot that has less than 50' of frontage may be required to have a shared access, to be depicted on construction plan set.
- The design speed of the road even if meeting the Low Volume road guidance (20 mph design speed) will still have a signed regulatory speed of 25 mph. Ensure correct signage and striping are shown on construction plan set.
- All public sidewalks along the roadway shall follow the grade of the roadway and shall not be adjusted to meet private sidewalk connections. The adjustments shall be made outside of the ROW.
- All ped ramps are to be ADA compliant and have 'safety yellow' detectable tactile dome warning mats.
- Drainage from site shall not flow over the public walk.
- Ensure all storm inlets remain outside of any ped or access ramps. Storm frame and grate to be JBS 3300V or equivalent.
- Curb and gutter is the responsibility of the contractor but once in place shall function as designed. C&G installed may be tested to verify positive flow to the storm drain system. Drainage shall not pool in roadways.
- Ensure all utility boxes, meters, cleanouts, etc. are located behind walk.
- Comply with MMTA recommendations and NDOT traffic.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Applicant's Traffic Engineer shall continue to coordinate with NDOT on the offsite Improvements established by the MMTA Process.
- Applicant's Traffic Engineer shall continue to coordinate with NDOT on the improvements & design to be installed at the intersection of John Hagar Road and S New Hope Rd (Intersection 1 as defined in MMTA).
- The offsite improvements shall be finalized and agreed upon with NDOT before Final Plat approval shall be given.

STAFF RECOMMENDATION

Staff recommends approval with conditions.



Metro Planning Commission Meeting of 3/12/2026

CONDITIONS

1. On the corrected copy, under Max. Lot Yield in the Lot Yield Note table, update maximum lot yield to be 95 lots and based on 20% of total site. Note that this subdivision proposes 61 lots and no more than 61 lots would be permitted with this plan.
2. Pursuant to 2-2.5.f of the Metro Subdivision Regulations, the approval a of concept plan shall be effective for four years from the date of Planning Commission approval to the recording of the final plat or a phase of the plat as described in Section 2-2.5.g.
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
5. The clearing, grading, and disturbance of natural open space shall be prohibited, unless otherwise identified in the concept plan. Minor changes may be allowed during review of the final based on engineering and construction plans. However, if the amount of open space is reduced, the lots may need to increase in size per the requirements of the Conservation Development standards.
6. All landscaping buffers shall meet the requirements of the buffer type as shown on the preliminary plan. Landscape buffers identified within the natural open space shall be used to supplement existing vegetation only. If the buffer is to utilize existing vegetation, details of the existing vegetation shall be reviewed by staff with the landscaping plan included with the final site plan.

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2026S-016-001 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 3/12/2026

Item #7 **Final Plat 2026S-034-001**
Project Name **Pulliam Subdivision**
Council District 35 – Spain
School District 09 – Tylor
Requested by Chapdelaine & Associates Land Surveying, applicant;
Robert P. Pulliam, owner.

Deferrals This case was deferred at the February 26, 2026, Planning Commission meeting. No public hearing was held.

Staff Reviewer Schenk
Staff Recommendation *Defer to the March 26, 2026, Planning Commission meeting.*

APPLICANT REQUEST

Request for final plat approval to create one lot.

Final Plat

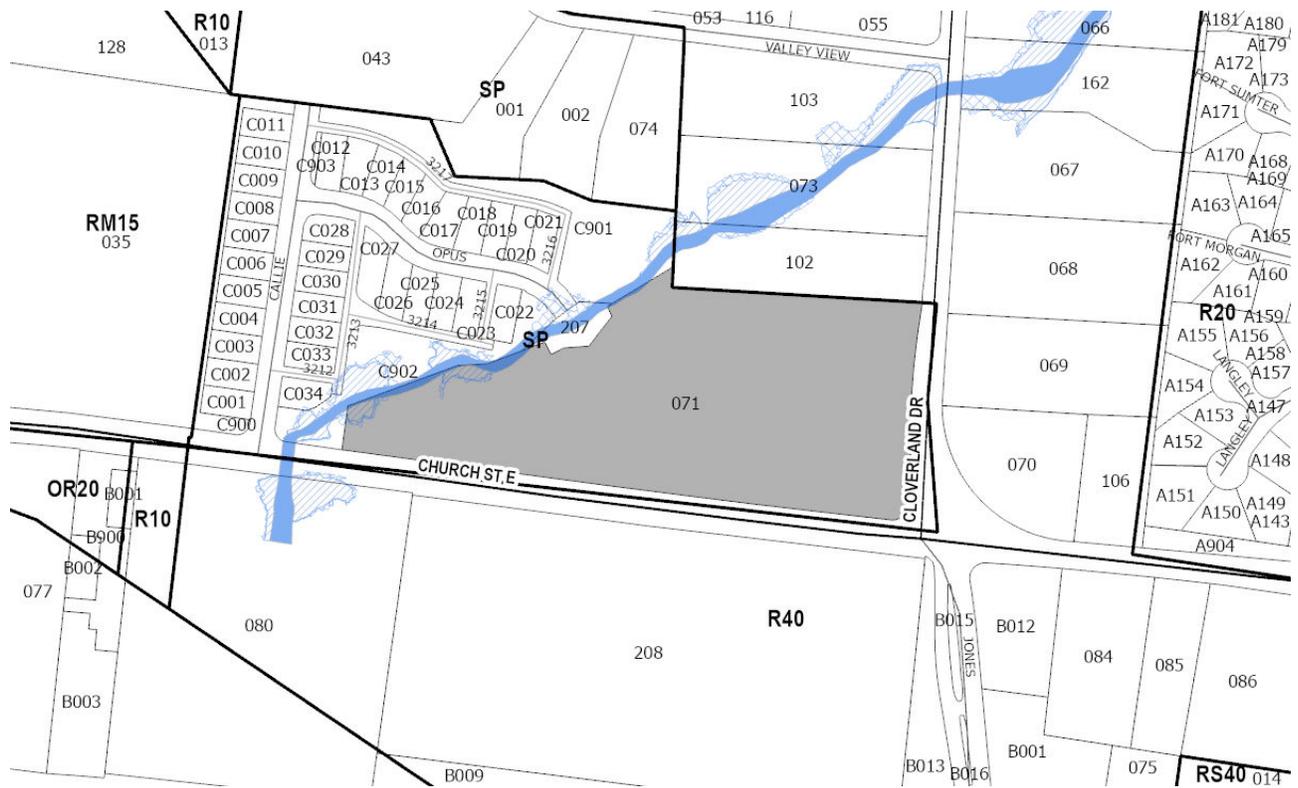
A request for final plat approval to create one lot on a portion of property located at Highway 100 (unnumbered), approximately 215 feet northwest of Hester Beasley Road, zoned Agricultural/Residential (AR2a) (3.37 acres).

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 3/12/2026



2026S-037-001
CALLIE SUBDIVISION PHASE 2
Map 171, Parcel(s) 071
12, Southeast
26 (Courtney Johnston)



Metro Planning Commission Meeting of 3/12/2026

Item #8	Final Plat 2026S-037-001
Project Name	Callie Subdivision Phase 2
Council District	26 – Johnston
School District	08 – O’Hara Block
Requested by	Dale and Associates, Inc, applicant. Church Holding Company, LLC, owner.

Deferrals This item was deferred at the February 26, 2026, Planning Commission meeting. No public hearing was held.

Staff Reviewer Commey
Staff Recommendation *Defer to the March 26, 2026, Planning Commission meeting.*

APPLICANT REQUEST

Request for final plat approval to create 36 lots.

Final Plat

A request for final plat approval to create 36 lots on property located at 5693 Cloverland Drive, at the northwest corner of Cloverland Drive and Church Street East, zoned Specific Plan (SP) (8.28 acres).

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 3/12/2026



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



Metro Planning Commission Meeting of 3/12/2026

Item #9	Zone Change 2025Z-104PR-001
Council District	10 – Webb
School District	03 – Young
Requested by	Summit Builders Corp, applicant; Summit Properties Elite, LLC, owner.
Deferrals	This item was deferred at the January 8, 2026 and February 12, 2026, Planning Commission meetings. No public hearing was held.
Staff Reviewer	Commey
Staff Recommendation	<i>Defer to the March 26, 2026, Planning Commission meeting</i>

APPLICANT REQUEST

Zone change from RM20-A to MUL-A.

Zone Change

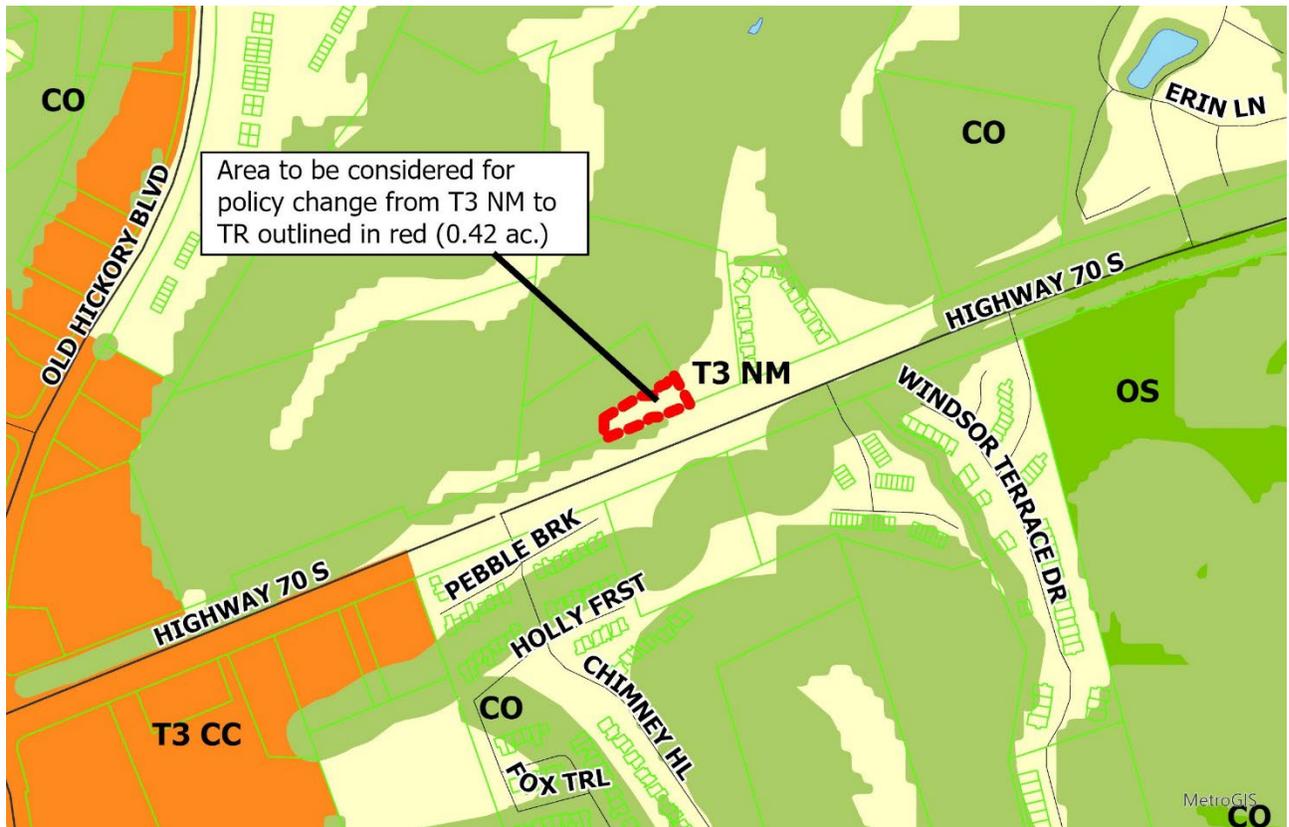
A request to rezone from Multi-Family Residential Alternative (RM20-A) to Mixed Use Limited-Alternative (MUL-A) zoning for properties located at 1176 and 1180 Dickerson Pike, approximately 640 feet southwest of Robert Cartwright Drive (0.72 acres).

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 3/12/2026



2025CP-006-001
BELLEVUE COMMUNITY PLAN AMENDMENT
Map 142, Part of Parcel 22
06, Bellevue
23 (Thom Druffel)



Metro Planning Commission Meeting of 3/12/2026

Item #10

Project Name

Council District

School District

Requested by

Major Plan Amendment 2025CP-006-001

Bellevue Community Plan Amendment

23 – Druffel

09 – Tylor

Fulmer Lucas Engineering, applicant; Vue Properties LLC, owner.

Staff Reviewer

Pokhrel

Staff Recommendation

Defer to the April 23, 2026, Planning Commission meeting.

APPLICANT REQUEST

Amend the Bellevue Community Plan to change the policy.

Major Plan Amendment

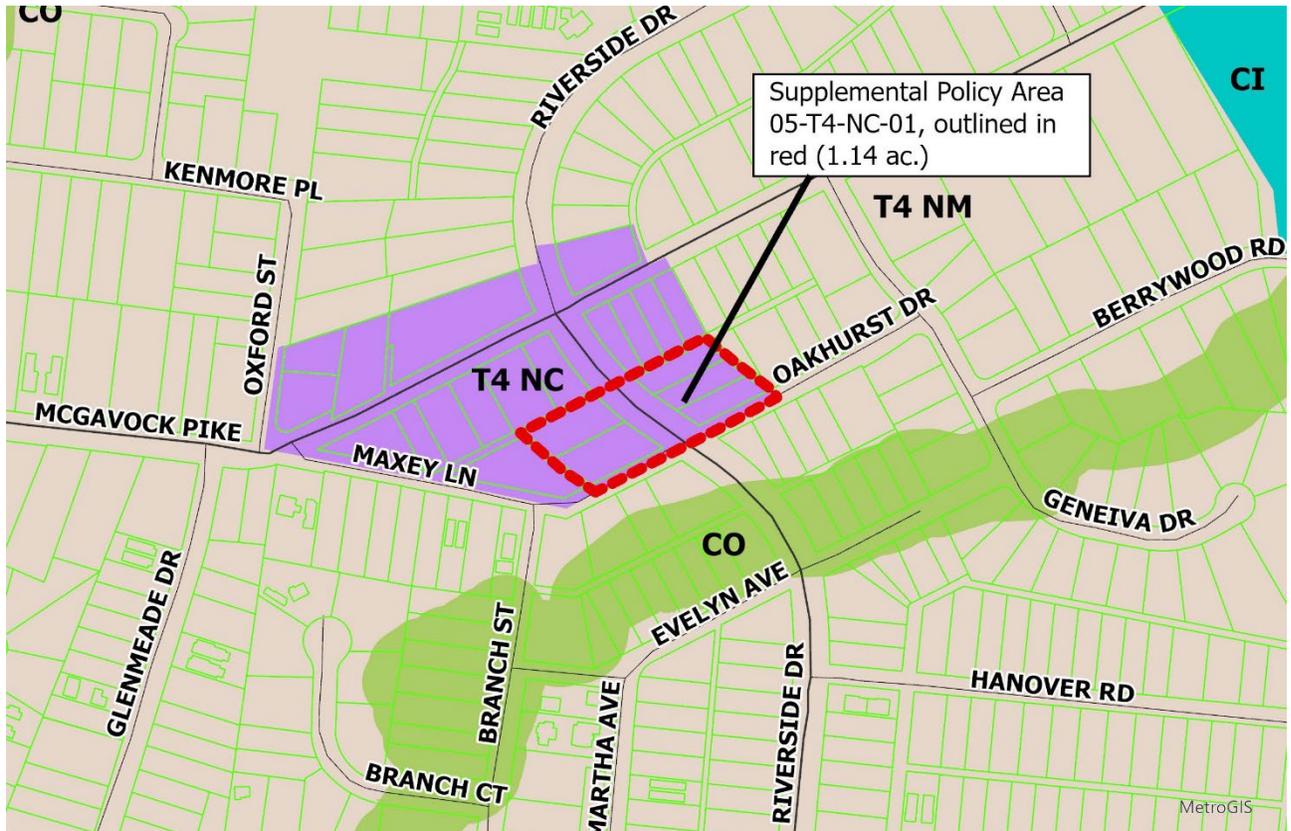
A request to amend the Bellevue Community Plan by changing the community character policy from Suburban Neighborhood Maintenance (T3 NM) policy to Transition (TR) policy, for a portion of property located at 6970 Highway 70 South (0.42 acres).

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 3/12/2026



2026CP-005-001

EAST NASHVILLE COMMUNITY PLAN AMENDMENT

Map 072-70, Parcel(s) 236-237, 294-296

05, East Nashville

07 (Emily Benedict)



Metro Planning Commission Meeting of 3/12/2026

Item #11	Minor Plan Amendment 2026CP-005-001
Project Name	East Nashville Community Plan Amendment
Council District	07 – Benedict
School District	03 – Young
Requested by	Councilmember Emily Benedict, applicant; Riverside Drive, LLC, owner.
Staff Reviewer	Pokhrel
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend the East Nashville Community Plan to cancel the Supplemental Policy.

Minor Plan Amendment

A request to amend the East Nashville Community Plan by canceling Supplemental Policy 05-T4-NC-01 for properties located at 2212, 2213, 2215, and 2216 Riverside Drive and Riverside Drive (unnumbered) (1.14 acres).

EAST NASHVILLE COMMUNITY PLAN

Current Policies

Urban Neighborhood Center (T4 NC) policy is intended to maintain, enhance, and create urban neighborhood centers that provide daily needs and services for surrounding urban neighborhoods. Generally located at the intersection of two prominent roads, these areas act as focal points for neighborhood activity. They are characterized by high levels of connectivity and accessibility through multiple modes of transportation including pedestrian, bicycle, and vehicular networks. T4 NC areas typically include a mix of commercial, residential, institutional, and mixed-use developments that support daily life and services. Buildings are generally two to three stories in height, maintaining a comfortable and human-scale urban environment that promotes walkability and community interaction. *No change to the base T4 NC policy is proposed with this amendment.*

Supplemental Policy Area (SPA) 05-T4-NC-01 consists of five parcels totaling 1.14 acres located along Riverside Drive, north of the intersection of Riverside Drive and Oakhurst Drive. The Supplemental Policy calls for appropriate transitions, buffering, use limitations, and infrastructure/connectivity improvements. The Supplemental Policy is described in more detail in the Analysis section of this report.

Requested Policy

Cancel SPA 05-T4-NC-01. Retain underlying T4 NC policy.

BACKGROUND

The applicant, Councilmember Emily Benedict, requested that Planning staff study Supplemental Policy Area (SPA) 05-T4-NC-01 (Riverside Village South) to determine whether all or a portion of the Supplemental Policy Area should be canceled. The Supplemental Policy was adopted in 2007. Since the time the Supplemental Policy was adopted, the broader neighborhood has experienced significant growth.



Metro Planning Commission Meeting of 3/12/2026

COMMUNITY PARTICIPATION

As part of the community plan amendment review process, Planning staff determined that the request qualified as a minor amendment with a required community meeting. Community meeting notices were mailed to 169 property owners within 600 feet of the policy amendment area, and details of the community meeting were made readily available on the Planning Department's website. A virtual meeting was held on February 23, 2026; four people attended along with the District Councilmember and Planning staff. Attendees had questions and concerns including:

- Land uses that could result from canceling the Supplemental Policy;
- Scale of proposed development;
- Potential for incremental creep of non-residential uses; and
- Changes to neighborhood character over time.

Attendees requested the presentation materials and additional time to review information in order to better understand the proposal. The meeting was recorded and posted to Metro's YouTube page for public access, and Planning staff contact information was provided for anyone with additional questions or concerns.

ANALYSIS

Community Character Policy Application

There are 14 Community Plans that provide the development vision and policy guidance for neighborhoods and communities across Davidson County. These plans utilize the Community Character Manual (CCM), which defines a framework of policy types that help guide appropriate land use, development patterns, and community form. The East Nashville Community Plan applies these community character policy elements to ensure that growth and change occur in a manner consistent with the community's vision and values. Through this approach, the plan reinforces the preservation of existing neighborhood character while allowing for context-sensitive development that aligns with community expectations.

Planning staff analyzed the properties subject to SPA 05-T4-NC-01 to evaluate the existing policy framework. The study area's base policy is Urban Neighborhood Center (T4 NC), which is intended to support walkable neighborhood centers. Supplemental Policies are used when additional guidance is needed beyond what is provided with the base policy. The Supplemental Policy that covers the study area is intended to limit uses that are potentially incompatible with residential development while supporting infrastructure improvements. Specific provisions of the Supplemental Policy include:

- Provide for an appropriate transition between the more intense mixed uses fronting McGavock Pike and the adjacent residential area to the south.
- Limit uses in scale and intensity from those allowed within the T4 NC properties to the north and exclude Restaurant and Bar or Nightclub commercial land uses on the southernmost parcels.
- Provide appropriate landscape buffers between properties fronting the west side of Riverside Drive and the adjacent residential areas.
- Require improvements to Oakhurst Drive and Alley #1125.

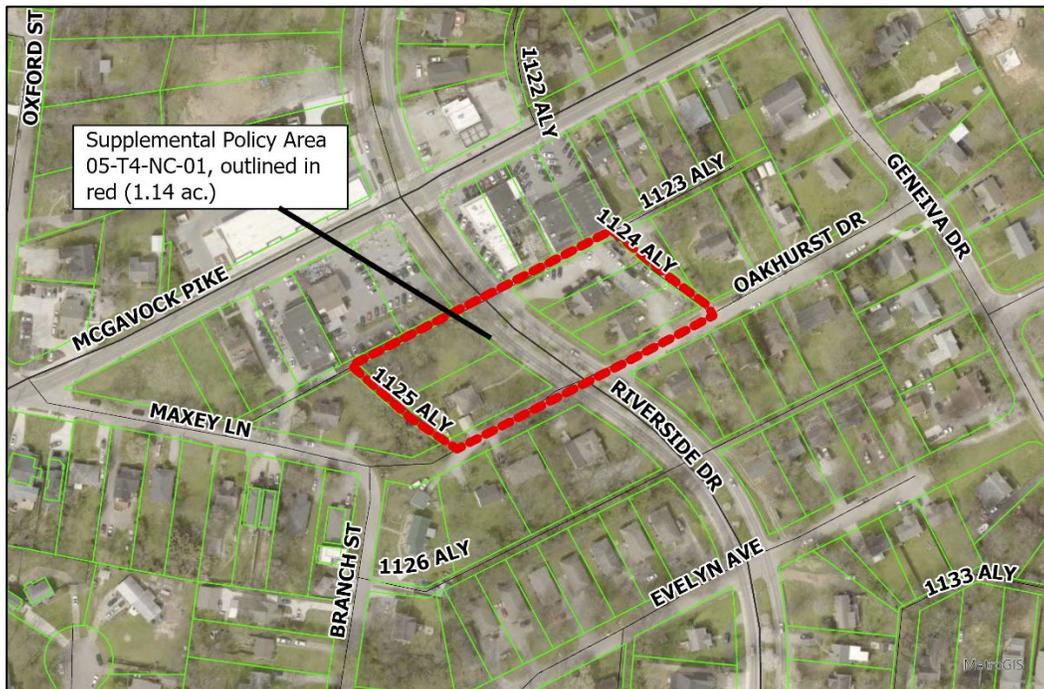


Metro Planning Commission Meeting of 3/12/2026

- Require improvements to pedestrian and bicycle connectivity from Oakhurst Drive to Maxey Drive and Branch Street.
- Require design-based zoning based on the provisions of MUN-A, with the exception of specified prohibited uses.

The Supplemental Policy is located adjacent to other neighborhood center properties to the north and Urban Neighborhood Maintenance (T4 NM) residential areas to the south. The proposed amendment would cancel the Supplemental Policy while retaining the underlying T4 NC policy designation and its guidance.

Staff examined parcel characteristics, surrounding development patterns, adopted policy guidance, and the provisions contained within the Supplemental Policy. The analysis focused on understanding how the Supplemental Policy functions in relation to the broader T4 NC policy and the surrounding neighborhood context. The following map shows the boundaries of the Supplemental Policy Area.



Aerial Photograph of Study Area and Surroundings

▲ North

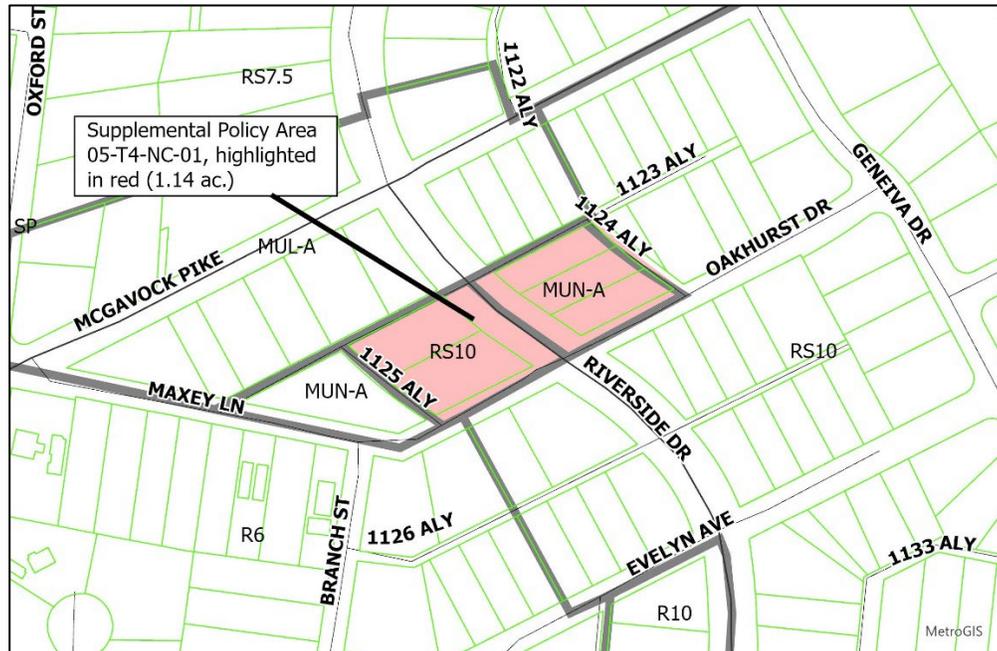
Retention of the T4 NC policy would continue to support a walkable, neighborhood-scale mixed-use environment consistent with the adopted community vision. Future development would remain subject to the broader T4 NC guidance, ensuring compatibility and appropriate transitions with surrounding residential areas, while maintaining the intended function of the study area as part of the Riverside Village neighborhood center. Removing the Supplemental Policy would mean a non-design-based zoning district could be appropriate; the Supplemental Policy's specific policy guidance on use limitations, landscape buffers, and infrastructure improvements would no longer be applicable.



Metro Planning Commission Meeting of 3/12/2026

Current Land Uses and Zoning

Existing land uses within the Supplemental Policy Area include single-family residential, two-family residential, vacant residential land, and a surface parking lot. The properties on the east side of Riverside Drive were rezoned to Mixed Use Neighborhood (MUN-A) in 2013. The properties on the west side of Riverside Drive were excluded from that rezoning and the following year were rezoned to single-family residential (RS10). The following map shows current zoning for the study area and surroundings.



Base Zoning Districts

▲ North

Surrounding land uses include a mix of residential types (single-family and two-family) to the east, west, and south. Commercial uses are prominent to the north at the intersection of Riverside Drive and McGavock Pike. Similarly, parcels to the north are zoned Mixed Use (MUL-A), while parcels to the south are zoned Single-Family Residential (RS10) and One- and Two-Family Residential (R6). An adjacent parcel to the west (1309 Maxey Lane) was rezoned to MUN-A in 2013.

Today, all the properties in the Supplemental Policy Area, on both sides of Riverside Drive, are under common ownership. The owner has indicated an interest in rezoning the two properties (that were excluded in 2013) to MUN-A like the adjacent properties to the west and east. MUN-A would support a step down in intensity from the MUL-A zoned properties to the north. Note that any rezoning request would be considered separately by the Planning Commission at a future meeting.

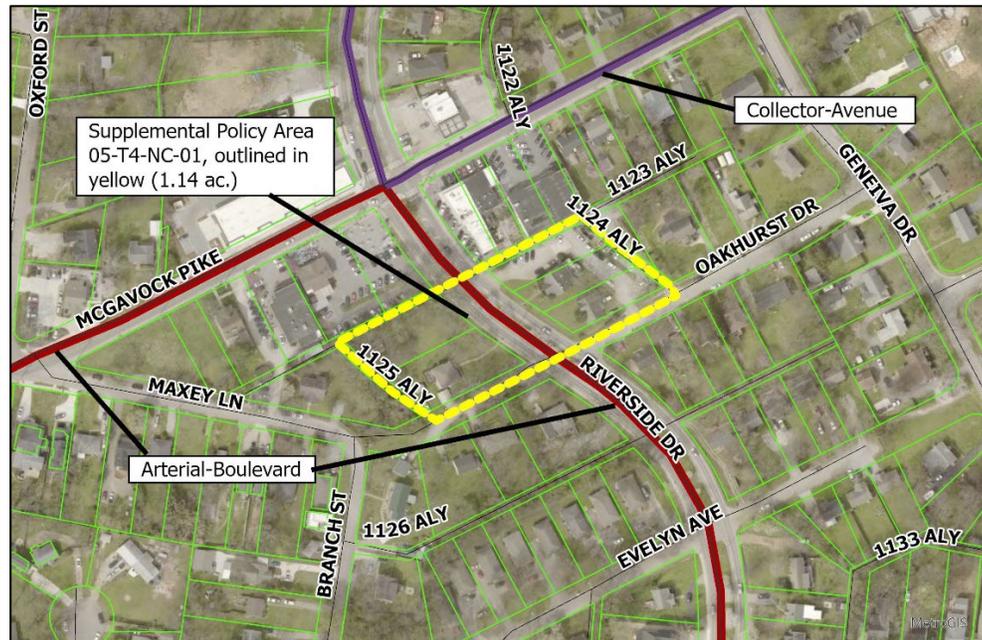
Mobility and Connectivity

The study area's five parcels are located along Riverside Drive north of the intersection of Riverside Drive and Oakhurst Drive. All five parcels have frontage on Riverside Drive. Riverside Drive is classified as an arterial boulevard in the Major and Collector Street Plan (MCSP), serving as a key north-south connection through the area. McGavock Pike, located to the north, is classified as an



Metro Planning Commission Meeting of 3/12/2026

arterial boulevard west of Riverside Drive and a collector avenue east of Riverside Drive. McGavock Pike provides an important east-west connection to surrounding neighborhoods and commercial areas. The following map shows MCSP designations for area streets.



Major and Collector Street Plan

▲ North

Riverside Drive also carries a unique designation as a historic, scenic boulevard developed in the early 20th century; Riverside Drive is known for its tree-lined streets, central medians, and early 20th-century residential architecture. The Metro Historical Commission has deemed Riverside Drive eligible for listing in the National Register of Historic Places. In the 1930s, the community began taking an active interest in beautification of the median greenspace, planting it with poppies, irises, and trees in honor of American servicemen. In 1959, Inglewood garden clubs erected a plaque dedicating the greenspace to American servicemen who fought in World Wars I and II and the Korean War.

Oakhurst Drive, situated along the southern boundary of the study area, functions as a local street connecting Riverside Drive to interior residential streets. West of Riverside Drive, Oakhurst Drive is substandard and needs improvement. The Supplemental Policy calls for Oakhurst Drive to be improved to local street standards with redevelopment of properties in the Supplemental Policy Area. However, doing so might take a much more intense redevelopment project than the neighborhood envisions to balance the cost of infrastructure upgrades. The District Councilmember is currently working with NDOT on the possibility of Metro-led improvements to Oakhurst Drive.

The surrounding street network provides access to adjacent residential neighborhoods and supports connectivity to nearby commercial and mixed-use areas within Riverside Village. Sidewalks are present along the west side of Riverside Drive, and a designated bike lane is provided, enhancing multimodal connectivity in the corridor. In addition, WeGo Local Route 4 operates along Riverside Drive, offering local transit service and improving access.



Metro Planning Commission Meeting of 3/12/2026

Analysis Summary

Planning staff's review indicates that the underlying T4 NC policy provides sufficient guidance to address land use intensity, building scale, walkability, and transitions to surrounding residential areas. The broader T4 NC framework already emphasizes neighborhood-scale development, multimodal connectivity, and compatibility with adjacent residential contexts. There is already an established pattern with mixed-use zoning (MUN-A) to step down in intensity to the south.

Given existing development patterns, property ownership, zoning patterns, and the District Councilmember's willingness to engage NDOT and possibly work through the Capital Spending Program (CSP) to initiate infrastructure improvements, Planning staff has determined that the Supplemental Policy is no longer necessary to achieve the intended planning objectives. Removal of Supplemental Policy 05-T4-NC-01 would simplify the policy framework while maintaining consistency with the East Nashville Community Plan and the NashvilleNext vision for the area.

STAFF RECOMMENDATION

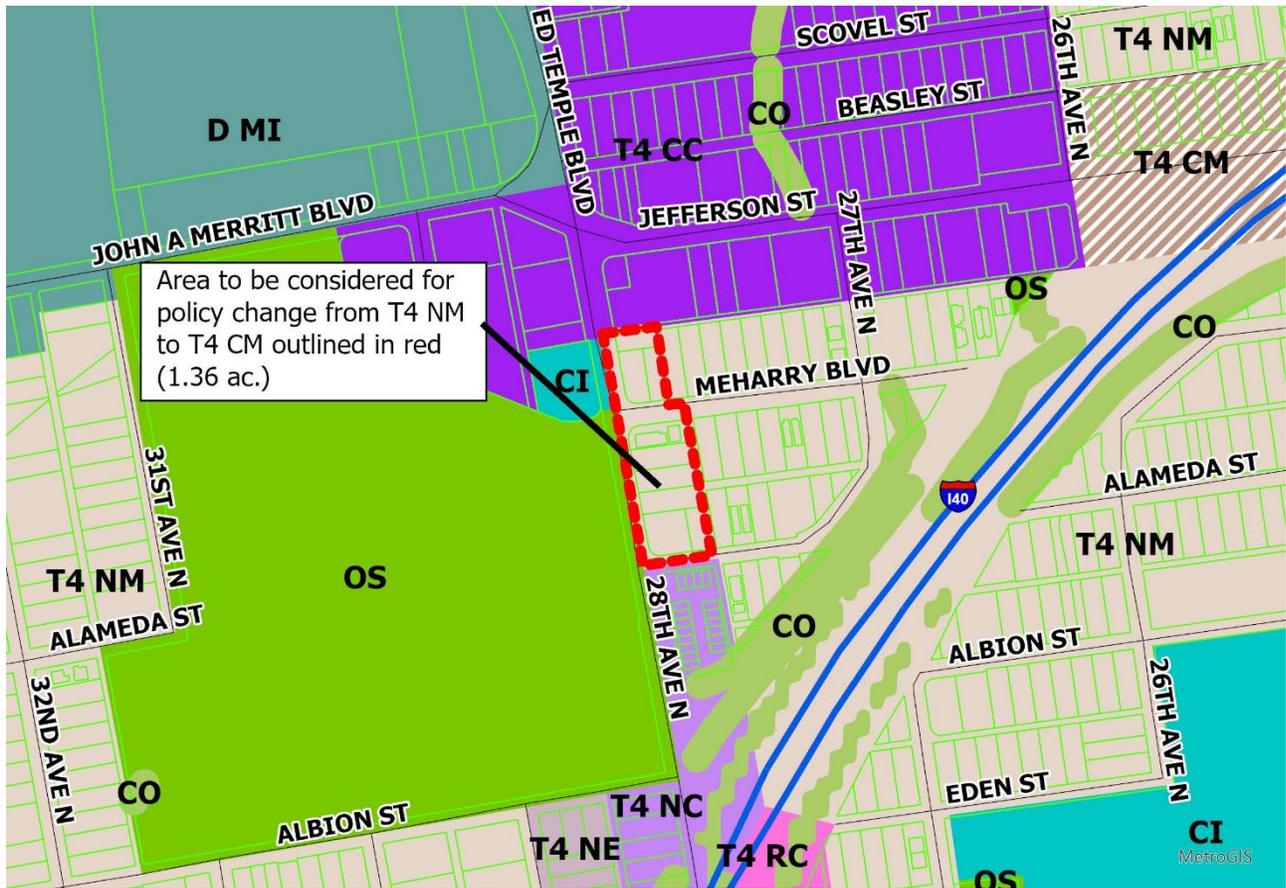
Staff recommends cancelation of Supplemental Policy Area 05-T4-NC-01 from the East Nashville Community Plan.



SEE NEXT PAGE



Metro Planning Commission Meeting of 3/12/2026



2026CP-008-001

NORTH NASHVILLE COMMUNITY PLAN AMENDMENT

Map 092-20, Various Parcels

08, North Nashville

21 (Brandon Taylor)



Metro Planning Commission Meeting of 3/12/2026

Item #12	Major Plan Amendment 2026CP-008-001
Project Name	North Nashville Community Plan Amendment
Council District	21 – Taylor
School District	05 – Fayne
Requested by	1038 28th, LLC, applicant; various owners.
Staff Reviewer	Barbour
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend the North Nashville Community Plan to change the policy.

Major Plan Amendment

A request to amend the North Nashville Community Plan by changing the community character policy from Urban Neighborhood Maintenance (T4 NM) policy to Urban Mixed Use Corridor (T4 CM) policy for various properties located along 28th Avenue North, Meharry Boulevard, and Alameda Street (1.36 acres).

NORTH NASHVILLE COMMUNITY PLAN

Current Policy

Urban Neighborhood Maintenance (T4 NM) policy is meant to protect and maintain existing urban neighborhoods. These areas already have established homes, streets, and buildings, and the goal is to keep their overall look and feel while allowing limited, thoughtful updates over time. These areas are established urban neighborhoods with moderate- to high-density housing and community uses such as schools or churches. Buildings are typically close together, set near the street, and follow a consistent pattern along the block, often with access from alleys. Streets usually include sidewalks, lighting, and landscaping, and the area is well connected for walking, biking, driving, and transit. While some change may occur over time, new or expanded development is expected to fit the existing neighborhood character rather than alter it.

Requested Policy

Urban Mixed Use Corridor (T4 CM) policy promotes enhancement of key corridors through higher-density residential and mixed-use development, encouraging higher-intensity commercial uses at intersections and favoring residential uses between intersections. These corridors are intended to function as complete streets that efficiently accommodate vehicles, pedestrians, bicyclists, and transit, with infrastructure improvements made as needed to support multimodal connectivity. T4 CM areas are typically prominent arterial or collector corridors that serve as edges of urban neighborhoods and are characterized by buildings oriented to the sidewalk, parking located to the rear or side, consistent streetscape elements, strong access management, and highly connected transportation networks.

BACKGROUND

The amendment request was initiated by the owner of the 0.10-acre property located at 1038 28th Avenue North. The applicant is also seeking rezoning to Specific Plan (SP) to permit a take-out



Metro Planning Commission Meeting of 3/12/2026

restaurant on the property. The rezoning application will be considered separately by the Planning Commission at a future meeting.

During its review of the amendment request, Planning staff determined that the amendment area should be expanded to include other properties along the eastern side of 28th Avenue North between Alley #581 on the north and Alameda Street on the south. The expanded study area includes a total of 11 parcels in 1.36 acres. Parcels included in the expanded study area include:

<u>Parcel ID</u>	<u>Address</u>	<u>Acreage</u>
09202012500	1038 28 th Ave. N.	0.10
09202012700	2720 Meharry Blvd.	0.18
09202012800	2718 Meharry Blvd.	0.13
092020K90000CO	2719 B Meharry Blvd.	0.16
092020K00100CO	1032 28 th Ave N.	0.00
092020K00200CO	2719 Meharry Blvd.	0.00
09202016700	1030 28 th Ave. N.	0.16
09202016800	1028 28 th Ave. N.	0.16
09202016900	1028 28 th Ave. N.	0.16
09202017000	1024 28 th Ave. N.	0.20
09202017100	2716 Alameda St.	0.11

The properties are generally situated along 28th Avenue North, an arterial boulevard with strong multimodal connectivity, including WeGo transit service, existing bicycle facilities, and sidewalks. The study area’s location along a well-connected corridor makes it well positioned for corridor-oriented development.

COMMUNITY PARTICIPATION

The proposed community plan amendment is considered a major amendment to the North Nashville Community Plan. A community meeting was held on Thursday, February 19, 2026, at the Hadley Park Community Center, located at 1037 28th Avenue North. Approximately six residents attended, along with the applicant, district Councilmember, and Planning staff.

Attendees’ questions and comments focused primarily on the site’s development proposal—not the proposed policy changes—and included questions related to:

- Hours of operation
- Parking
- Outdoor dining
- Project timeline



Metro Planning Commission Meeting of 3/12/2026

Community members were encouraged to submit comments to Planning staff and the Planning Commission. At the time of staff report publication, no written comments had been received.

ANALYSIS

Planning staff began its review by analyzing the subject property at 1038 28th Avenue North (0.10 acres) and then expanded the review to include other properties along the 28th Avenue North corridor between Alley #581 on the north and Alameda Street on the south. The expanded study area includes 11 parcels and 1.36 acres. Staff evaluated the appropriateness of revising the boundaries of the existing Urban Neighborhood Maintenance (T4 NM) policy and updating the policy to Urban Mixed Use Corridor (T4 CM).

Planning staff's analysis included parcel-level characteristics such as lot size, configuration, existing development patterns, and recent policy and zoning trends in the surrounding area. Staff concludes that the proposed policy change to T4 CM is appropriate, as it supports a mix of uses and provides opportunities for additional housing and mixed-use development along the corridor. The existing structure at 1038 28th Avenue North is currently vacant, presenting an opportunity for reinvestment consistent with corridor-focused policy guidance. Other opportunities for context-appropriate development may arise along the corridor, as additional properties are currently vacant.

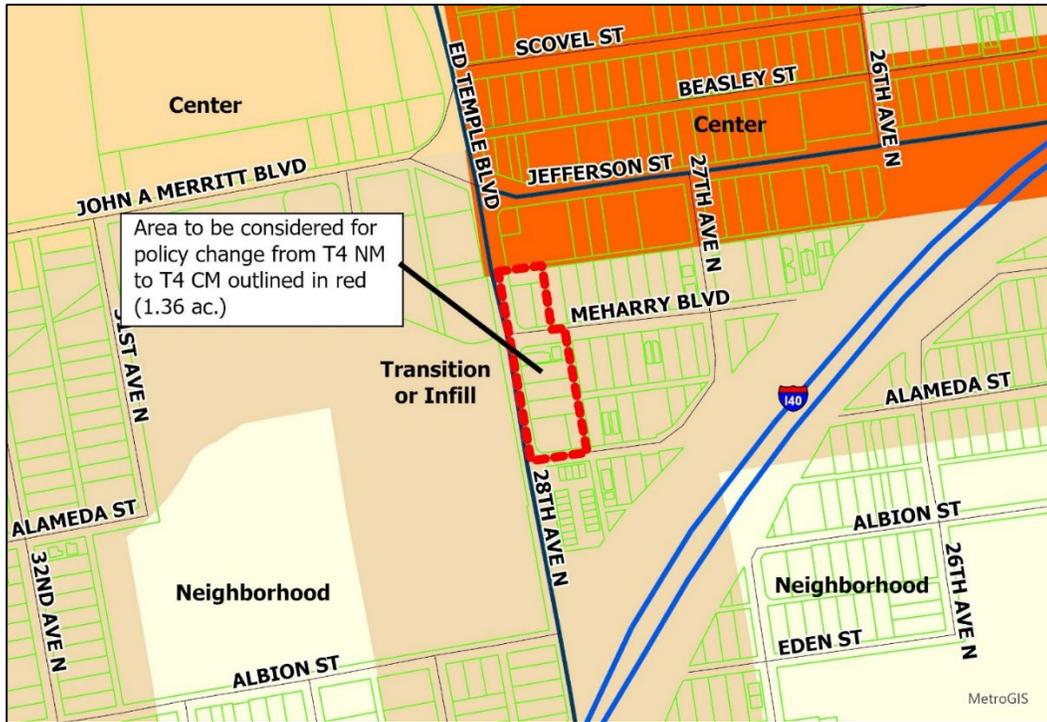
Growth & Preservation Concept Map

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

As shown in the following image, the Concept Map identifies the study area as Transition, bordered to the north by a Tier 1 Center and to the west by the Green Network, represented by the open space anchor of Hadley Park. Transition areas are intended to accommodate moderately dense residential uses and small-scale offices that are appropriate along and around prominent corridors and centers, providing a harmonious connection to surrounding neighborhoods.



Metro Planning Commission Meeting of 3/12/2026



Growth and Preservation Concept Map

▲ North

Transition areas serve an important role in stepping down building type, scale, and form between higher-intensity uses or major thoroughfares and lower-density residential neighborhoods. They support housing and office uses in proximity to transit and commercial services, increasing the likelihood that residents can walk or bike to meet daily needs. Transition areas also promote a diversity of housing types attractive to Nashvillians.

Tier 1 Centers are the focus of coordinated public and private investment intended to shape growth and support transit services within the next 10 years. In North Nashville, Tier 1 Centers are located along Jefferson Street. The Tier 1 designation signals Metro’s intent to coordinate investment and regulatory tools to support development and redevelopment. However, the designation does not imply endorsement of all zoning changes within the center; each rezoning must be evaluated against the applicable Community Character Policy and any relevant supplemental policies.

The proposed policy change to T4 CM would not alter the Concept Map or the vision for maintaining an urban corridor. Instead, the change would reinforce the Transition area identified on the Concept Map.

Community Character Policy Application

There are 14 community plans that establish the development vision and policy guidance for neighborhoods and communities across Davidson County. These plans utilize the Community Character Manual (CCM), which defines a framework of policy types that guide appropriate land use patterns and community form. The North Nashville Community Plan applies these community character policy elements to help ensure that growth and change occur in a manner consistent with



Metro Planning Commission Meeting of 3/12/2026

the area's vision and values. Through this approach, the plan reinforces preservation of existing neighborhood character while allowing for context-sensitive development aligned with community expectations.

While the applicant initially requested Urban Neighborhood Center (T4 NC), that policy is intended for compact, walkable hubs at key intersections that primarily serve nearby residents. Its intent does not fully match the broader, corridor-oriented context along 28th Avenue North. Similarly, Urban Community Center (T4 CC), adjacent to the north along Jefferson Street is designed for larger, more intense mixed-use hubs that serve a wide area of surrounding neighborhoods.

T4 CM is the more appropriate policy for the study area. The area functions as a linear corridor rather than a clearly defined activity center. T4 CM policy is specifically intended to support mixed-use development along major corridors, emphasizing higher intensity uses at intersections while allowing residential development between nodes.

Applying T4 CM policy to multiple properties fronting 28th Avenue North, rather than only the parcel at 1038 28th Avenue North that was the subject of the initial request, helps create a cohesive and appropriate land use pattern along the corridor. A broader application reduces the risk of isolated policy changes that could create inconsistencies in development intensity, urban form, and access management. Including the additional properties in the study area promotes a coordinated corridor approach and aligns future redevelopment expectations across similarly situated parcels. Hadley Park, located across the street from the study area on the west side of 28th Avenue North, provides open space and is an amenity for the community, further supporting a corridor-type development pattern.

From a policy perspective, the surrounding area already reflects an urbanizing corridor pattern. T4 CC policy is located to the north, supporting more intensive mixed-use activity along Jefferson Street. T4 NC policy exists to the south, supporting neighborhood-scale services, transitioning to residential neighborhoods beyond. The interior neighborhood is guided by T4 NM policy. Hadley Park is across 28th Avenue North to the west. These conditions make frontage-focused, corridor-oriented development along 28th Avenue North particularly appropriate, while preserving the character of the interior neighborhood. T4 CM policy better reflects the existing development patterns, transportation function, and long-term vision associated with the corridor, making T4 CM the appropriate policy for this location. See the following image for proposed change to the North Nashville Community Plan.



Metro Planning Commission Meeting of 3/12/2026



Proposed Community Plan Amendment and Surrounding Policies ▲ North

Natural Features

The study area does not contain any natural features.

Historic Zoning

An existing Historical Commission marker (Marker No. 256) in the study area recognizes the John Thomas Patton House located at 1014 28th Avenue North, approximately two parcels south of 1038 28th Avenue North. Historic Zoning staff confirmed that the proposed policy change would not negatively impact the historic resource, as the subject property does not contain the original structure associated with the marker. Therefore, no impacts to the historical marker commemorating the John Thomas Patton House are anticipated.

Current Land Uses and Zoning

The applicant’s parcel at 1038 28th Avenue North is currently vacant and zoned R6, a medium-density residential district that permits one- and two-family dwellings on minimum 6,000-square-foot lots. R6 zoning is commonly found in denser urban neighborhoods and is often utilized for residential infill development. The additional properties included in the study area are also zoned R6. These consist of one duplex (2720 Meharry Boulevard) and single-family residential homes (the remaining properties).

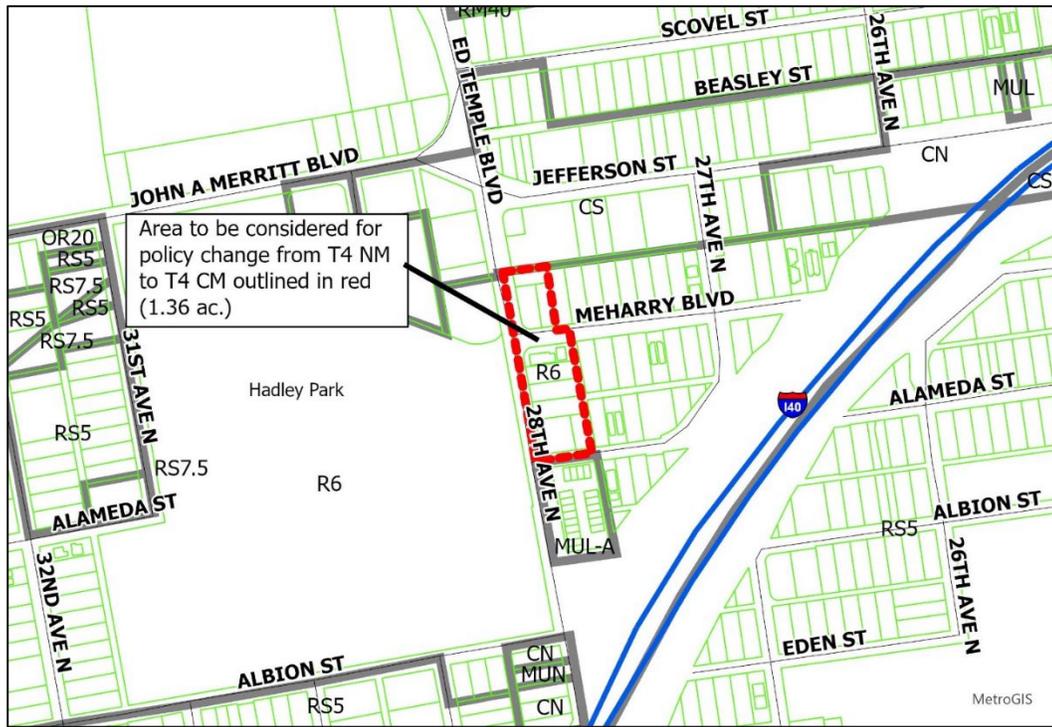
The study area occupies frontage directly across 28th Avenue North from Hadley Park, the Hadley Community Center, and the Hadley Branch of the Metro Nashville Public Library. The surrounding context reflects a mix of residential and non-residential uses. Adjacent and nearby residential development includes both single-family homes and a significant concentration of multi-family



Metro Planning Commission Meeting of 3/12/2026

housing. To the north are office, commercial, and institutional uses, including Tennessee State University, a gas station, a shopping plaza with restaurants and retail, and multiple apartment communities.

Adjacent to the north, properties are zoned CS (Commercial Services). The surrounding area also includes MUL-A (Mixed-Use Limited Alternative) zoning, which is intended to accommodate moderate-intensity, and walkable mixed-use development. Given the existing mix of R6, CS, and MUL-A zoning in the vicinity, the proposed policy change to T4 CM would support and complement the established zoning pattern and development context. The map below shows the existing zoning districts in the area.



Existing Zoning Districts

▲ North

Mobility and Connectivity

Corridors in T4 CM areas are intended to function as complete streets designed to enable safe, attractive, and comfortable access for all users. These corridors are intended to move vehicular traffic efficiently while also accommodating sidewalks, bikeways, and existing or planned mass transit. Where transportation infrastructure is insufficient or not present, enhancements may be necessary to improve pedestrian, bicycle, and vehicular connectivity.

T4 CM areas are supported by arterial boulevards and collector avenues that accommodate residential, commercial, and mixed-use development and are served by multiple modes of transportation. Corridors are intended to function as complete streets designed and operated to enable safe, attractive, and comfortable access for all users. Such corridors are typically prominent due to their geographic location, scale, and accessibility by a variety of transportation modes.



Metro Planning Commission Meeting of 3/12/2026

The study area's mobility network and Major and Collector Street Plan (MCSP) designations include:

- 28th Avenue North/Ed Temple Boulevard, classified as an arterial boulevard; and
- Jefferson Street, classified as an arterial boulevard.

In this context, 28th Avenue North functions as an arterial boulevard with strong network connections, meeting a key criterion for application of the T4 CM policy. Additionally, the presence of alleys within the surrounding blocks further enhances local connectivity and supports multimodal circulation. The following map shows MCSP designations near the study area.



Major and Collector Street Plan

▲ North

North of the study area, 28th Avenue North includes protected bike lanes north of Jefferson Street at Ed Temple Boulevard, providing north–south connectivity. These facilities eventually connect to the 28th–31st Avenue Connector near Charlotte Avenue and Centennial Park, representing one of the limited dedicated bicycle connections in this portion of the city. The 28th Avenue North corridor also includes sidewalks.

The Meharry Boulevard and Alameda Street parcels have alley access that helps delineate them from the interior neighborhood. While the parcels adjacent to 1038 28th Avenue North do not have an immediate rear alley, there is an alley to the north that could function as a logical boundary for the T4 CM designation.



Metro Planning Commission Meeting of 3/12/2026

The 28th Avenue North corridor is served by WeGo Public Transit Route 77 (connector service) and Route 29 (local service), providing multiple transit options within the general area. Consistent with the MCSP, the proposed policy change would support mobility and connectivity in the area.

Analysis Summary

The proposed policy change to T4 CM policy is supported by the site's location along a multimodal corridor, surrounding mixed-use context, and adopted planning guidance. The 28th Avenue North corridor is intended to function as a complete street designed and operated to enable safe, attractive, and comfortable access for all users. 28th Avenue North is served by transit and pedestrian and bicycle infrastructure, meeting the policy's intent of being pedestrian friendly and served by multiple modes of transportation. The study area is located directly across 28th Avenue North from Hadley Park and near institutional and commercial uses along Jefferson Street.

The corridor transitions between T4 CC policy to the north and T4 NC policy to the south. Existing zoning patterns and strong multimodal connectivity further support the policy shift. Applying T4 CM would reinforce cohesive, corridor-focused development while buffering the residential interior. Overall, the policy change strengthens an emerging mixed-use corridor, supports a mix of uses, and maintains compatibility with surrounding neighborhoods.

STAFF RECOMMENDATION

Staff recommends approval of the requested policy change from Urban Neighborhood Maintenance (T4 NM) to Urban Mixed Use Corridor (T4 CM) for the study area.



NO SKETCH



Metro Planning Commission Meeting of 3/12/2026

Item #13

2026CP-009-001

(Housekeeping Plan Amendment)

Project Name

Downtown Community Plan Amendment

Council District

19 – Kupin

School District

01 – Taylor and 05 – Fayne

Requested by

Metro Planning Department, applicant; various owners.

Staff Reviewer

Brooks

Staff Recommendation

Approve.

APPLICANT REQUEST

Amend the Downtown Community Plan to change the policy.

Housekeeping Plan Amendment

A request to amend the Downtown Community Plan by adding design guidance for River Gateways (RG)—sites fronting the Cumberland River and adjacent to major bridges, arterials, or collectors in the Downtown area.

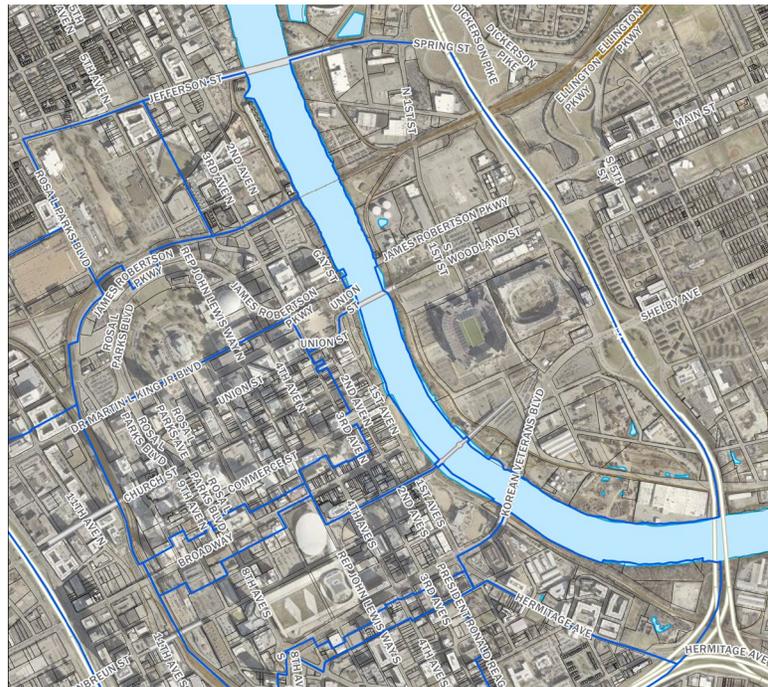


Figure 1: Downtown Community Plan Area & Cumberland River Bridges

REQUESTED POLICY

The base policies will remain in place with a Supplemental Policy Area (SPA) proposed to be added to the Downtown Community Plan area. Sites with the River Gateway characteristics, as outlined



Metro Planning Commission Meeting of 3/12/2026

below, may be considered for this policy upon review by Planning staff at the time of application of a final site plan or rezoning.

Supplemental Policy Area 09-T6-DN-RG-01: River Gateway (RG) provides design guidance for riverfront sites at major bridges, arterials, or collectors, including how proposals will 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.

BACKGROUND

At its February 12, 2026, meeting, the Metro Planning Commission recommended approval of an amendment to the Downtown Code (DTC) to create the East Bend subdistrict bounded by Korean Veterans Boulevard, Interstate 24, and the Cumberland River. In its deliberation, the Planning Commission discussed how to appropriately review proposals on riverfront sites adjacent to major bridges or corridors. As part of its recommendation of approval for the subdistrict, the Commission included a condition that staff should amend planning policy with additional design guidance for riverfront sites at major bridges, arterials, or collectors to support this consideration in the future. This policy can be used by the Planning Commission and the Downtown Code Design Review Committee when making decisions about proposals on sites with River Gateway characteristics, both inside the Downtown Code and outside the Downtown Code.

COMMUNITY PARTICIPATION

As part of the community plan amendment review process, Planning staff determined that the proposed community plan amendment qualified as a housekeeping amendment with no community meeting required.

ANALYSIS

While the Commission's directive was related to a text amendment for the East Bank, planning staff determined that the need for additional design guidance for riverfront sites at bridges, major arterials, or collectors was not isolated to the East Bank but was a condition relevant to several sites within the Downtown Community Plan area. The Downtown Community Plan area extends beyond the boundaries of the DTC to a variety of mixed use and industrial zoning districts, including riverfront sites on both sides of the river. The SPA for River Gateway sites may be applicable to sites in the DTC and outside the DTC; details are discussed below.

NashvilleNext Growth and Preservation Concept Map

As shown in the following image, the NashvilleNext Growth and Preservation Concept Map classifies the study area as part of a broader Tier One Center for the Downtown area. Designating an area as a Tier One Center indicates Metro's intent to coordinate investments to shape growth and support increased transit service in the area.



Metro Planning Commission Meeting of 3/12/2026

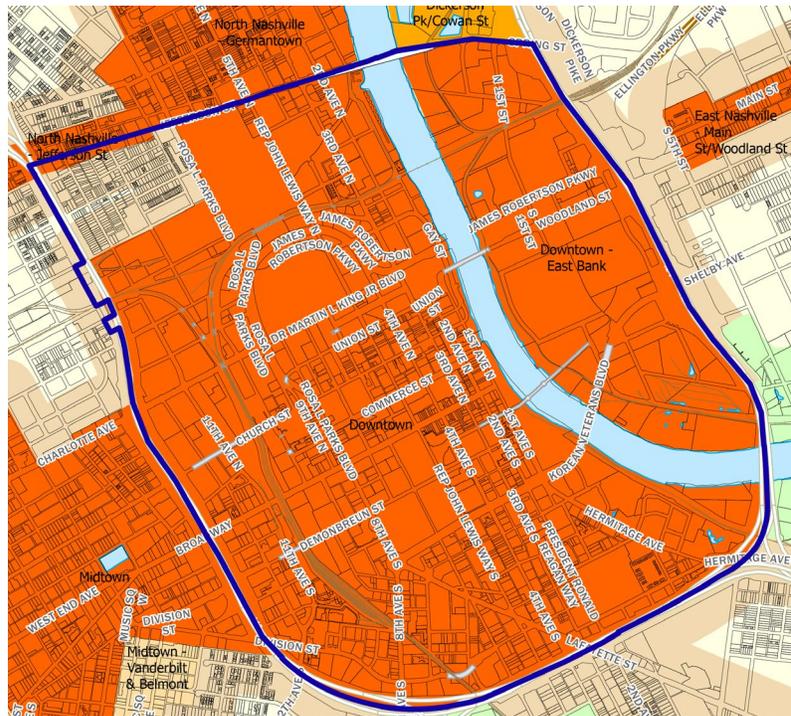


Figure 2: NashvilleNext Growth & Preservation Concept Map with Downtown Community Plan Area

Community Character Policy Application

The study area is comprised of a variety of policy designations found in the Downtown Community Plan. All policy designations support context-sensitive design guidance to help advance policy objectives.

Two objectives for the SPA are to elevate architectural design and to reorient Downtown's urban fabric towards the Cumberland River, on sites where the river is a significant contextual element. The proposed River Gateway SPA provides critical design guidance, clarity, and specificity to support these policy objectives. The base policies will remain in place with an SPA created for River Gateway sites.

The supplemental policy language is as follows:

Supplemental Policy Area 09-T6-DN-RG-01: River Gateway (RG) provides design guidance for riverfront sites at major bridges, arterials, or collectors, including how proposals will 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.

As significant, highly visible sites that can act as landmarks and connectors between the east and west banks of the river, substantial building height may be appropriate if a proposal meets the



Metro Planning Commission Meeting of 3/12/2026

objectives set forth in the following additional design criteria as well as other applicable guidance, like the Downtown Code Design Guidelines within property zoned DTC.

Site Design and Context

- The proposal enhances the overarching fabric of the city by acknowledging and responding to the following conditions:
 - The site's placement and orientation in relation to the Downtown skyline,
 - The site's visibility from significant locations, such as from the opposite side of the river or from the Seigenthaler Pedestrian Bridge,
 - Topographical context (such as its location on a bluff, bend, or bottom in relation to the river or providing solutions for riverbank stabilization)
 - Historic and cultural context of the site, such as the history of the industrial uses on the East Bank or historically designated properties.
- The proposal advances the following policy objectives to:
 - Reorient Downtown towards the Cumberland River by promoting greater activation and porosity to the riverfront,
 - Link the east and west sides of the river,
 - Improve connectivity and public accessibility to the riverfront through greenways, publicly accessible outdoor spaces, and parks,
 - Enhance the visibility of the river for pedestrians in the public realm with pedestrian corridors, view corridors, and landmarks linking neighborhoods to the river,
 - Bolster flood resiliency and stormwater management, and
 - Support a robust, publicly accessible outdoor space network.
- The proposal appropriately addresses its location as a highly visible site within the Downtown landscape in the following ways:
 - Activates all public frontages, including the riverfront, adjacent bridges or viaducts, and adjacent streets,
 - Determines façade hierarchy in relationship to the river and adjacent corridors, and
 - Provides publicly accessible vertical connectivity from viaducts or bridges to the ground plane, where desirable.

Building Design

- A fitting architectural response will respect the significance, placement, and visibility of River Gateway sites within the Downtown Community Plan and achieve the following:
 - Elevate design quality along the riverfront with exemplary architectural design composed of high-quality, resilient materials.



Metro Planning Commission Meeting of 3/12/2026

- Complement its context through massing, orientation, articulation, geometry, and materiality. This includes the following:
 - Size and orient tower massings to respond to the site’s specific riverfront location and viaduct adjacencies.
 - Articulate the façade through considered proportions, material treatment, and fenestration.
 - Design base building or podiums to integrate with adjacent viaducts.
 - Effectively screen parking from the public realm without sacrificing building activation or architectural integrity.

End of supplemental policy wording.

Natural Features

Notably, this study area is bifurcated by the Cumberland River, Nashville’s most noteworthy natural feature, making these riverfront sites extremely visible in the urban landscape.

Land Use and Zoning

The entire study area is within the Downtown Community Plan area. For properties specifically in the DTC, each of these subdistricts includes riverfront sites adjacent to bridges, arterials, or collectors. Outside of the DTC, but still within the Downtown Community Plan area, there are remaining sites primarily on the East Bank within mixed use (MUI, MUI-A), industrial general (IG), and industrial restricted (IR) zoning districts and that are critical to the success of the riverfront.

Analysis Summary

Additional River Gateway (RG) design guidance is appropriate for the study area due to the unique positioning of these riverfront sites at elevated bridges and arterials. The design guidance will help achieve the objectives of the land use policies in this area and its position as a Tier 1 center in *NashvilleNext*.

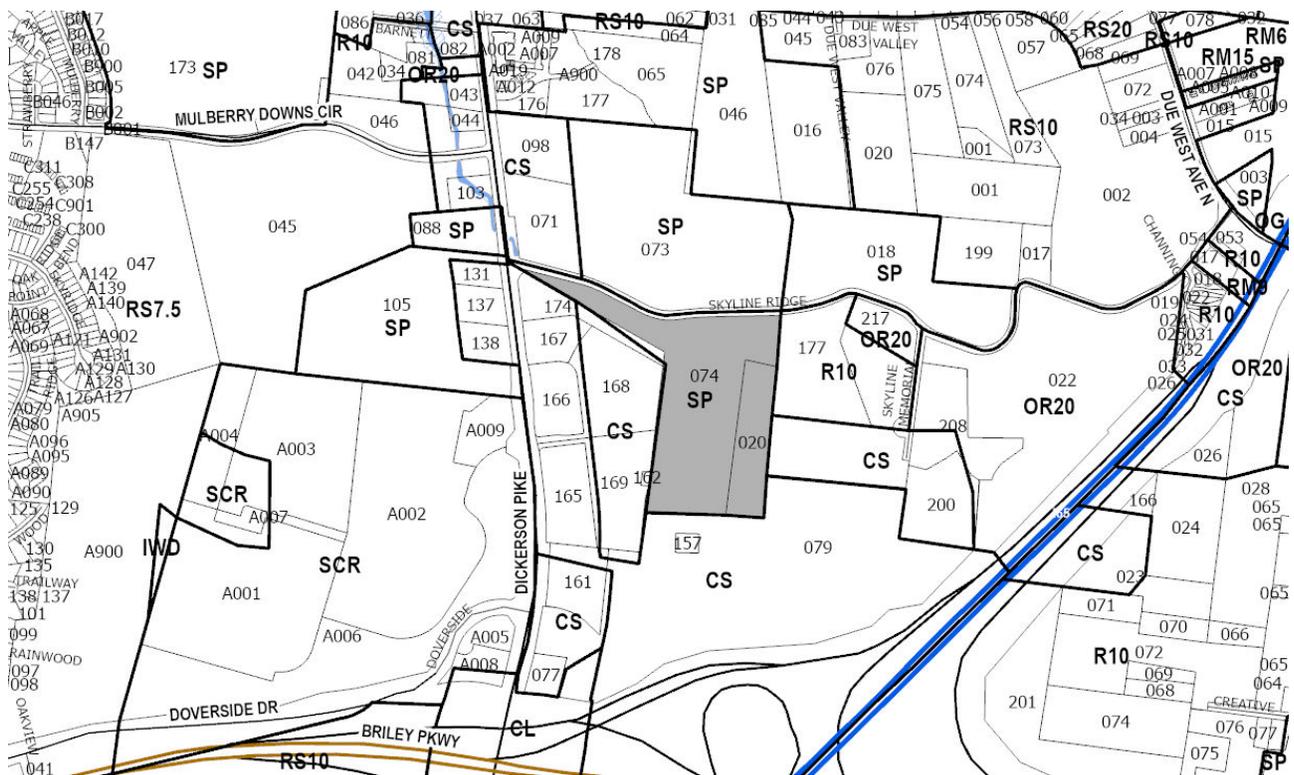
The River Gateway (RG) design guidance is compatible with the mix of uses and zoning found in the surrounding area. Applying this additional design guidance through a supplemental policy to the study area could foster better design outcomes at these critical riverfront sites within Downtown.

STAFF RECOMMENDATION

Staff recommends approval of Supplemental Policy Area 09-T6-DN-RG-01, incorporating River Gateway design guidance into Downtown’s planning policy.



Metro Planning Commission Meeting of 3/12/2026



2013SP-038-002
SKYLINE APARTMENTS (AMENDMENT)
Map 050, Parcel(s) 074
Map 051, Parcel(s) 020
05, East Nashville
05 (Sean Parker)



Metro Planning Commission Meeting of 3/12/2026

Item #14	Specific Plan 2013SP-038-002
Project Name	Skyline Apartments (Amendment)
Council District	05 – Parker
School District	01 – Taylor
Requested by	Kimley-Horn, applicant; Altitude at 41, LLC, owner.
Staff Reviewer	Marton
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

SP Amendment to permit a multi-family residential development.

SP Amendment

A request to amend a Specific Plan for properties located at 915 and 927 Skyline Ridge Drive, approximately 911 feet west of Skyline Memorial Court, to permit 280 multi-family residential units, zoned SP (21.95 acres).

Existing Zoning

Specific Plan-Mixed Residential 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. *The existing Specific Plan includes two residential building types.*

Proposed Zoning

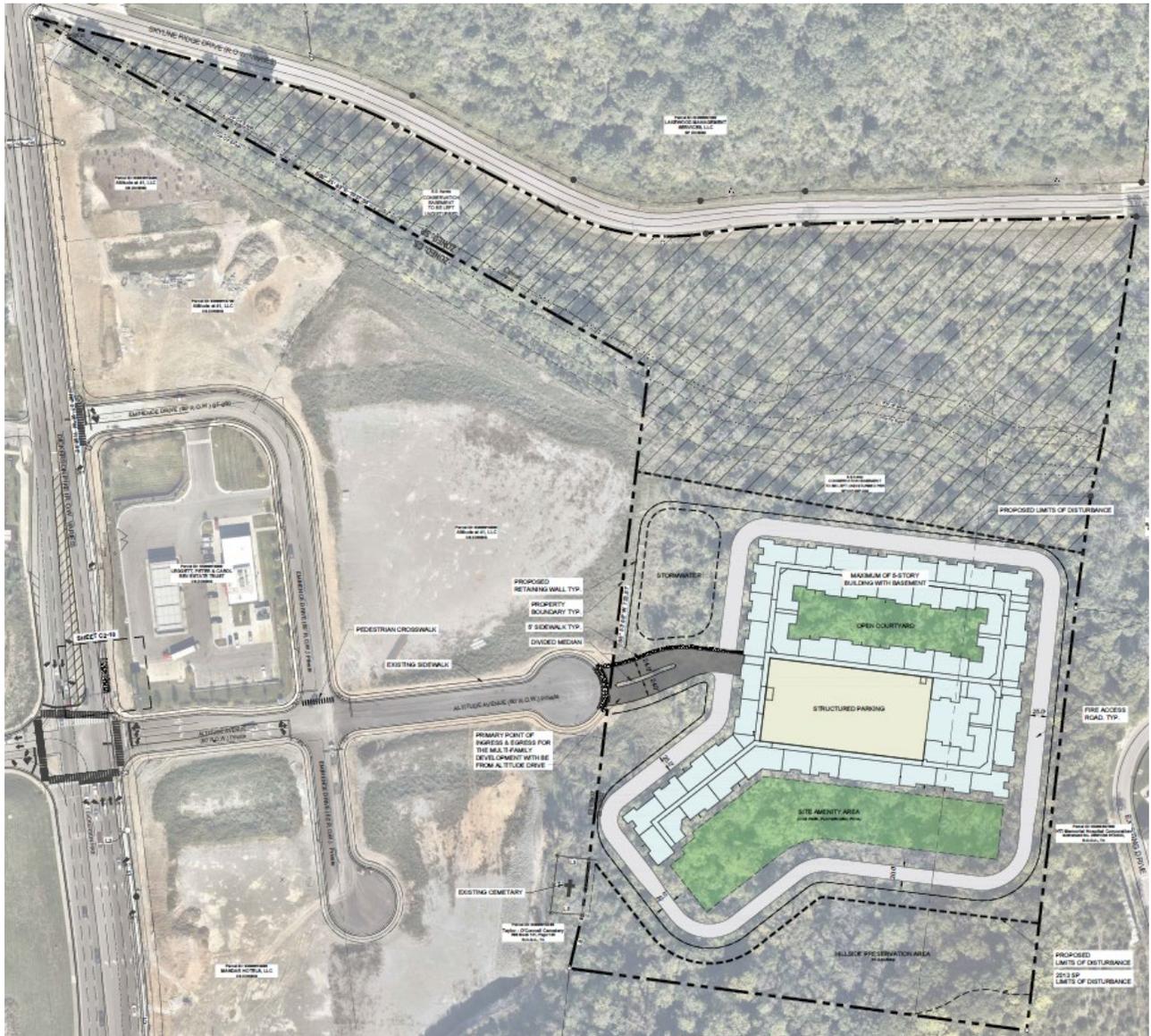
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes only one residential building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

EAST NASHVILLE COMMUNITY PLAN

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 3/12/2026



Proposed SP



Metro Planning Commission Meeting of 3/12/2026

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

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

SITE CONTEXT

The subject site consists of two parcels totaling 21.95 acres, located east of Dickerson Pike. The properties are currently within the Skyline Apartments SP (2013SP-038-001) which included a larger area as originally approved in 2014 to permit a maximum of 280 multi-family residential units at the subject site and 480 assisted care beds on the north side of Skyline Ridge Drive (formerly named Old Due West Avenue). In 2021, the northern portion of the Skyline Apartments SP, which included the area designated for the 480 assisted care living beds, was split off into what is now known as the Skyline Ridge SP (2021SP-064-001). The Skyline Ridge SP was approved in 2021 and updated the northern portion of the site, replacing assisted care beds with 240 multi-family residential units. In addition to the Skyline Ridge SP to the north, surrounding properties are zoned Commercial Service (CS) and One- and Two-Family Residential (R10) and The 808 at Skyline Ridge SP (2018SP-083-001), is located to the northeast.

PLAN DETAILS

The proposed plan amendment retains the 280 multi-family residential units on the site and seeks to allow for additional building height. The amendment proposes a maximum building height of five stories with a basement level in an average elevation of 65 feet while the existing plan permits buildings up to four stories in 45 feet. The plan proposes one building that steps down from the hillside instead of the 10 buildings that were shown clustered on the site in the existing SP. The site is accessed via an extension of Altitude Avenue (Private) from Dickerson Pike and incorporates structured parking into the building. Along the northern portion of the site, the plan retains the 8.9-acre area between Skyline Ridge Drive as conservation area to be left undisturbed. Along the southern portion of the site, the plan includes a hillside preservation area. Short term rentals, owner and not owner-occupied, are proposed to be prohibited from the entire development.



Metro Planning Commission Meeting of 3/12/2026

ANALYSIS

Staff finds that the proposed SP amendment is consistent with the T3 NE policy. The plan would allow a total of 280 multi-family residential units at a density of approximately 12.75 units an acre, which is the same density that is allowed on the site currently.

The proposed plan consolidates units into a single structure, rather than multiple buildings that were previously approved, which results in a more compact development footprint. The southern portion of the property contains the steepest slopes and problem soils and is the most sensitive areas identified under the Conservation (CO) policy. Consolidating the units into one building allows the development to shift further north of the steep slopes and problem soils, reducing further grading and disturbance and preserving additional tree canopy in that area, consistent with the CO policy. While the proposed building is a modest increase from the previously approved four-story buildings, the building is pulled away from Dickerson Pike and the site abuts the Skyline Medical Center which has building heights up to seven stories.

Overall, the SP amendment advances the goals of T3 NE policy to create more housing choices and is more considerate of the CO policy, resulting in less environmental disturbance.

WEGO RECOMMENDATION

Approve with conditions

- Developer shall provide an ADA-compliant in-lane local service bus stop passenger waiting area as per latest WeGo Transit Design Guidelines and as per plans.
- Developer shall coordinate and reach agreement with WeGo Robert.Johnson@Nashville.gov about all WeGo conditions prior to any future case approvals.
- All WeGo conditions shall be completed prior to any occupancy or use of this phase of the development.

FIRE MARSHAL RECOMMENDATION

Approve

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 In general, with a final: Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT standard details. Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov). Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW. Comply w/ NDOT traffic comments/conditions of approval.

TRAFFIC & PARKING RECOMMENDATION

Approve

- Per the TIS & Traffic Improvement Memo, coordinate and comply with WeGo on the necessary Bus Stop upgrade along Dickerson Pike.



Metro Planning Commission Meeting of 3/12/2026

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. Any proposed public roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called 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. Submit any ROW dedications to NDOT, in tandem with building permit plans. Additional 1-1/2' mill and overlay may be required to cover full extents of utility work in public ROW. Extents to be coordinated in field with NDOT inspector.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

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

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

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)	21.95	-	280 U	1524	93	119

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

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)	21.95	-	280 U	1524	93	119

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

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

METRO SCHOOL BOARD REPORT

Projected student generation existing SP district: 39 Elementary 27 Middle 23 High

Projected student generation proposed SP district: 39 Elementary 27 Middle 23 High



Metro Planning Commission Meeting of 3/12/2026

METRO SCHOOL BOARD REPORT

The proposed SP district is expected to generate no more students than the existing SP district. Students would attend Chadwell Elementary School, Jere Baxter Middle School, and Maplewood High School. Chadwell Elementary School is identified as over capacity, 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 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 280 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 on the elevations the height measurements in feet to reflect the height calculation standard of SP Standard Note #17.
3. The 8.9 acres of conservation area in the northern portion of the site are to remain as undisturbed open space and are not to be graded, disturbed or otherwise developed.
4. A geotechnical study shall be completed by a licensed engineer and submitted with the final site plan application. If the geotechnical study determines that portions of the site are unsuitable for development, the plan should be modified to remove development in areas deemed unsuitable.
5. With the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
6. Comply with all conditions and requirements of Metro Reviewing Agencies.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with the final site plan application.
8. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM20 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
9. 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.
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 Property Owners' Association.
11. No master permit/HPR shall be recorded prior to final SP approval.
12. Final plat may be required prior to permitting.
13. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted



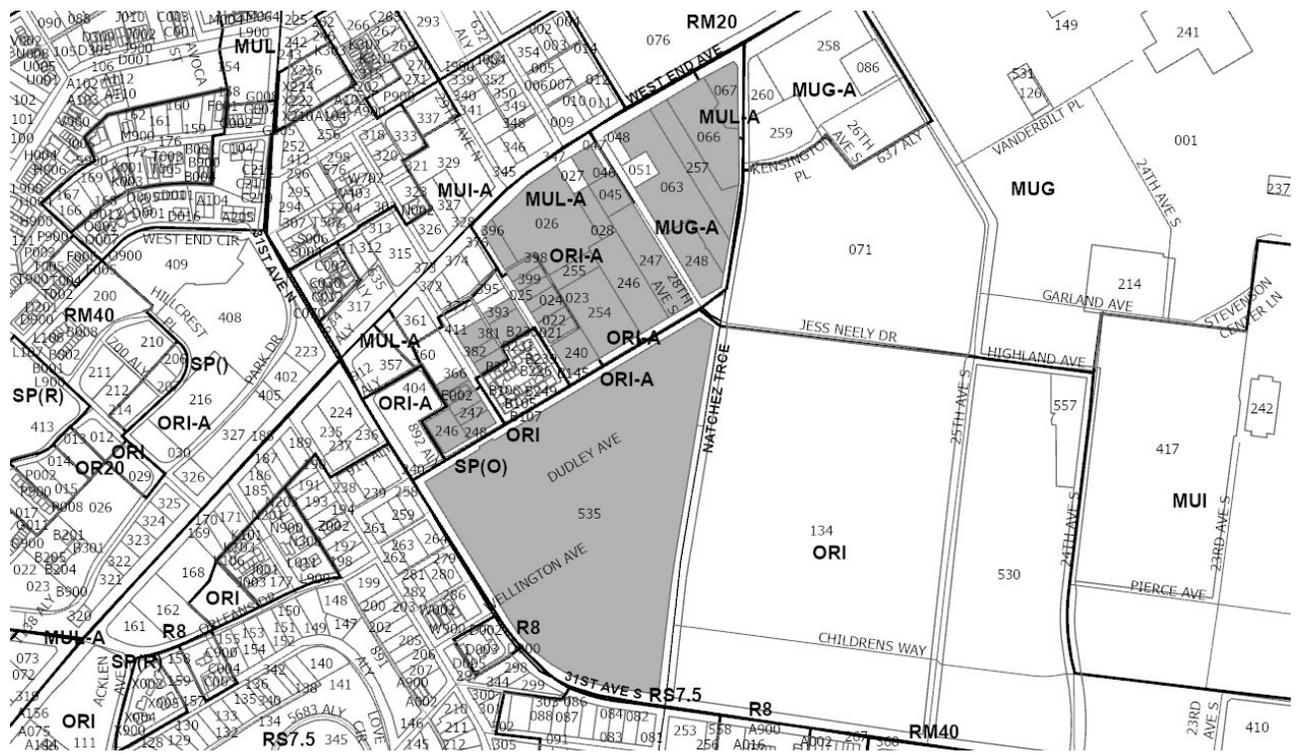
Metro Planning Commission Meeting of 3/12/2026

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

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.



Metro Planning Commission Meeting of 3/12/2026



2026SP-004-001

INNOVATION NEIGHBORHOOD SP

Map 104-02, Parcel(s) 366, 381-383, 392, 393, 396, 398, 399, 575

Map 104-02-4-E, Parcel(s) 001-003, 900

Map 104-03, Parcel(s) 021-026, 028, 045, 046, 063, 066, 067, 240, 246-248, 254, 255, 257

Map 104-06, Parcel(s) 246-248

Map 104-07, Parcel(s) 535

10, Green Hills – Midtown

18 (Tom Cash)



Metro Planning Commission Meeting of 3/12/2026

Item #15a	Specific Plan 2026SP-004-001
Project Name	Innovation Neighborhood SP
Associated Case No.	2005P-035-001
Council District	18 - Cash
School District	05 – Fayne
Requested by	Hastings Architecture, LLC, applicant; Vanderbilt University, owner.

Staff Reviewer	Marton
Staff Recommendation	<i>Defer to the April 9, 2026, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit a mixed-use development.

Preliminary SP

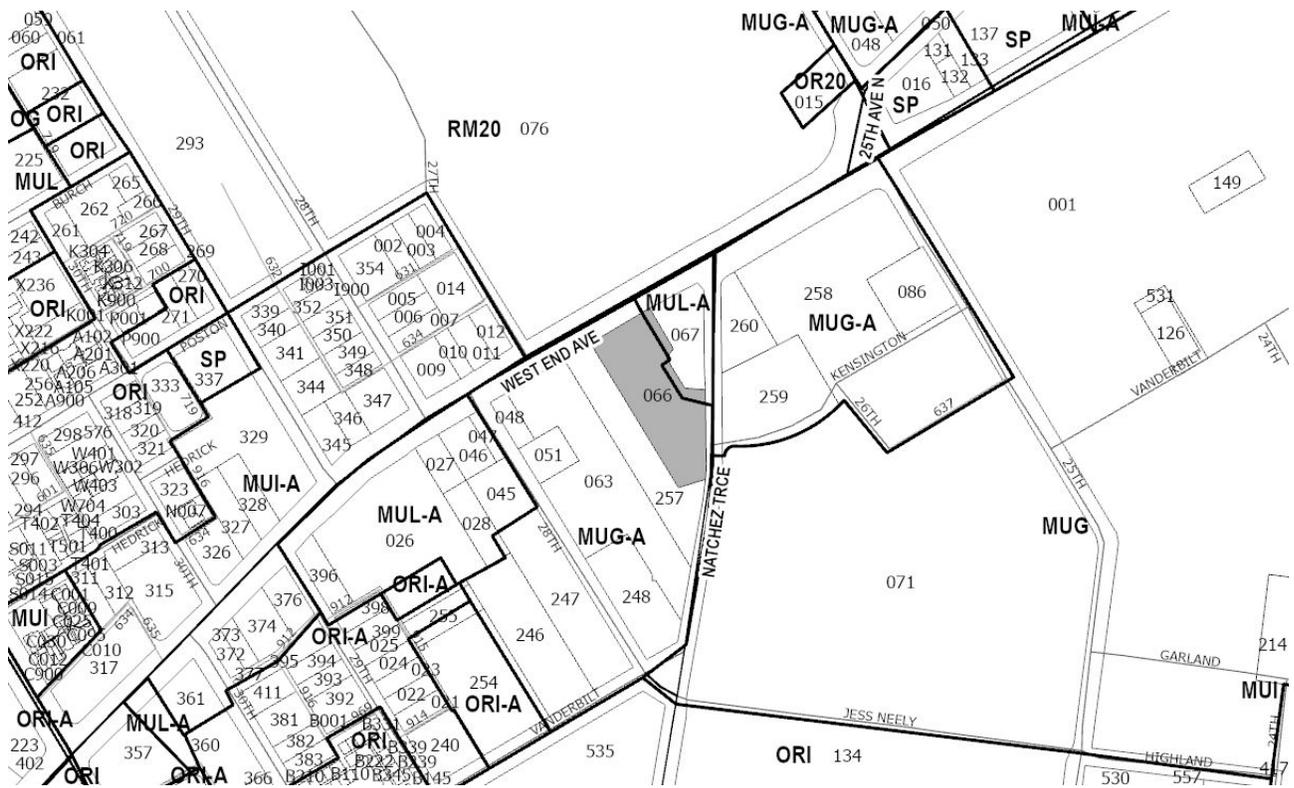
A request to rezone from Office/Residential Intensive (ORI), Office/Residential Intensive-Alternative (ORI-A), Mixed Use Limited-Alternative (MUL-A), Mixed Use General-Alternative (MUG-A), and Specific Plan-Office (SP-O) to Specific Plan-Mixed Use (SP-MU) zoning for various properties located from the corner of 30th Avenue South and West End Avenue to Natchez Trace, south to 31st Avenue South, and along 31st Ave South, Vanderbilt Place, and 30th Avenue South to West End Avenue (43.16 acres), and partially located within a Planned Unit Development Overlay District, to permit a mixed-use development.

STAFF RECOMMENDATION

Staff recommends deferral to the April 9, 2026, Planning Commission Meeting.



Metro Planning Commission Meeting of 3/12/2026



2005P-035-001

2609 WEST END AVENUE (PUD CANCELATION)

Map 104-03, Parcel(s) 066

10, Green Hills – Midtown

18 (Tom Cash)



Metro Planning Commission Meeting of 3/12/2026

Item #15b	Planned Unit Development 2005P-035-001
Project Name	2609 West End Avenue (PUD Cancelation)
Associated Case No.	2026SP-004-001
Council District	18 - Cash
School District	05 - Fayne
Requested by	Hastings Architecture, LLC, applicant; Vanderbilt University, owner.
Staff Reviewer	Marton
Staff Recommendation	<i>Defer to the April 9, 2026, Planning Commission meeting.</i>

APPLICANT REQUEST

Cancel a Planned Unit Development.

PUD Cancelation

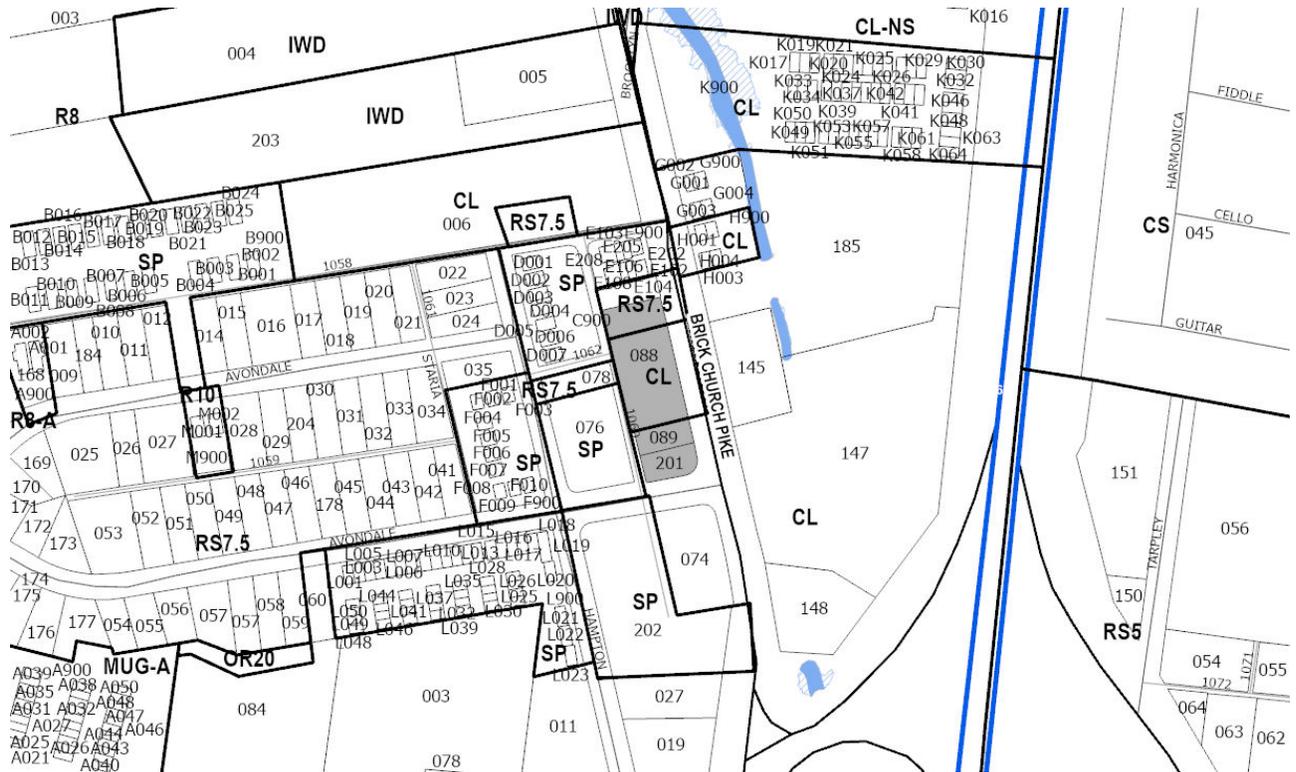
A request to cancel a Planned Unit Development Overlay District for property located at 2609 West End Avenue, located approximately 197 feet southwest of Natchez Trace, zoned Mixed Use General-Alternative (MUG-A) (1.56 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the April 9, 2026, Planning Commission Meeting.



Metro Planning Commission Meeting of 3/12/2026



2026Z-019PR-001
Map 071-02, Parcel(s) 088-089, 201
03, Bordeaux – Whites Creek – Haynes Trinity
02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 3/12/2026

Item #16

Zone Change 2026Z-019PR-001

Council District

02 – Toombs

School District

01 - Taylor

Requested by

Clay Adkisson, applicant; Hampton Street Property, LLC and TMF, LLC, owners.

Staff Reviewer

Konigstein

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from CL and RS7.5 to MUL-A-NS.

Zone Change

A request to rezone from Commercial Limited (CL) and Single-Family Residential (RS7.5) to Mixed-Use Limited Alternative-No STRP (MUL-A-NS) zoning for properties located at 2400, 2402, and 2404 Brick Church Pike, at the northwest corner between Avondale Circle and Brick Church Pike (0.95 acres).

Existing Zoning

Commercial Limited (CL) is intended for retail, consumer service, financial, restaurant, and office uses.

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 5.81 dwelling units per acre. *Based on acreage alone, RS7.5 would permit a maximum of one residential lot on the RS7.5 zoned portion of the property.*

Proposed Zoning

Mixed Use Limited-Alternative-No STRP (MUL-A-NS) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses, and is designed to create walkable neighborhoods through appropriate building placement and bulk standards. The -NS designation prohibits Short Term Rental Property – Owner Occupied and Short-Term Rental Property – Not-Owner Occupied uses from the district.

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

T4 Urban Community Center (T4 CC) is intended to maintain, enhance and create urban community centers that contain commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T4 Urban Community Centers serve urban communities generally within a five-minute drive or a five-to-10-minute walk. T4 CC areas are pedestrian friendly areas, generally located at intersections of prominent urban streets. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

SITE AND CONTEXT

The approximately 0.95-acre site is located at the northwest corner of Avondale Circle and Brick Church Pike. The southern portion of the site has been developed with a parking lot and the



Metro Planning Commission Meeting of 3/12/2026

northern portion of the site is vacant. Surrounding zoning districts include RS7.5, CL, and SP. Surrounding land uses include vacant commercial land, parking lots, and multi- and single-family residential.

ANALYSIS

The site is split zoned and located in the Urban Community Center (T4 CC) policy. According to policy guidance, additional density may be supported along centers and major corridors and zoning districts that bring a site closer to conforming to the policy intent are encouraged. The proposed zoning request would rezone all parcels to MUL-A-NS.

The site is located at an intersection, with a majority of the frontage along Brick Church Pike. Brick Church Pike is classified as an arterial boulevard by the Major and Collector Street Plan (MCSP). The site is also near an existing transit stop less than a quarter mile to the south on Brick Church Pike, serviced by Bus Route 41. An increase in density would be appropriate considering the existing infrastructure, access to transit, and corner location of the site.

The proposed MUL-A-NS would permit mixed-use development consistent with the goals of the policy and consistent with the surrounding uses along the corridor. The -A district adds additional design standards to provide an urban form, consistent with the policy guidance. The -NS designation prohibits short term rental uses which aids in providing long term housing along corridors. The policy finds building heights between three and five stories to be appropriate, and the proposed MUL-A-NS could permit a maximum height of four stories in 60 feet, in line with the policy guidance.

FIRE RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: CL

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.95	0.60 F	24,829SF	937	23	94

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	0.47	1.0 F	20 U	107	7	10



Metro Planning Commission Meeting of 3/12/2026

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.23	1.0 F	10,345 SF	391	10	39

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.23	1.0 F	10,345 SF	1,161	103	101

Traffic changes between maximum: **CL and MUL-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+722	+97	+56

METRO SCHOOL BOARD REPORT

The proposed MUL-A-NS zoning includes a mix of uses which could vary and assumption of school impact at this point is premature. Students would attend Alex Green Elementary School, Richard H. Dinkins Middle School and Whites Creek High School. Alex Green Elementary School is identified as being exceedingly over capacity, Richard H. Dinkins Middle School as exceedingly under capacity, and Whites Creek High School has been identified as 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 3/12/2026

Item #17	Zone Change 2026Z-020PR-001
Council District	16 - Welsch
School District	07 – Player
Requested by	Donna Scurlock, applicant; Dawn Susie Bean & Donna F. Scurlock, owners.
Staff Reviewer	Chen
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 2318 Foster Avenue, located approximately 134 feet north of Peachtree Street (0.17 acres).

Existing Zoning

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

Proposed Zoning

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

SOUTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The application consists of one parcel totaling 0.17 acres, located along the east side of Foster Avenue, and 134 feet north of Peachtree Street. The property has been zoned Single-Family Residential (RS5) since 2004 and contains a single-story, single-family residence. The application proposes to rezone the property from RS5 to R6-A.



Metro Planning Commission Meeting of 3/12/2026

The surrounding properties are primarily zoned RS5 and there are a couple of properties that were rezoned to R6-A in the last few years. The surrounding land uses are primarily single-family with some two-family land uses in the area as well as some civic uses. This parcel has frontage along Foster Avenue, which is classified as an Arterial Boulevard in the Major and Collector Street Plan (MCSP). The parcel also has vehicular access via an improved alley (Alley# 1863) at the rear of the property. The property is located within the T4 Urban Neighborhood Maintenance (T4 NM) policy area which intends to maintain the general character of existing urban residential neighborhoods. The T4 NM policy supports moderate to high density residential development. The site is located along an arterial boulevard, where additional intensity may be appropriate based on policy guidance. The subject property is accessed via an improved alley at the rear, which also assists in being able to accommodate a slight increase in density as it limits additional access being taken from Foster Avenue. Properties zoned R6-A should have good access to arterial streets with preference given to locations with mass transit service. This site is within a half mile radius of WeGo transit stops along Nolensville Pike. The Alternative (-A) designation provides additional guidelines for access and driveways, garages, and includes a minimum raised foundation requirement, to be in line with urban development standards as called for in the T4 NM policy. The -A district standards would ensure that future development on the site has an urban form, consistent with the policy guidance. As the proposed R6-A district increases density modestly and aligns with the goals of T4 NM policy, staff recommends approval.

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

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



Metro Planning Commission Meeting of 3/12/2026

The proposed R6-A zoning is not expected to generate any additional students than the existing RS5 zoning. Students would attend John B. Whitsitt Elementary School, LEAD Cameron Middle School, and Glencliff High School. John B. Whitsitt Elementary is identified as over capacity, LEAD Cameron Middle School is identified as exceedingly under capacity, and Glencliff High School is identified as 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.