

Metropolitan Planning Commission



Staff Reports

April 9, 2026



Metro Planning Commission Meeting of 4/9/2026

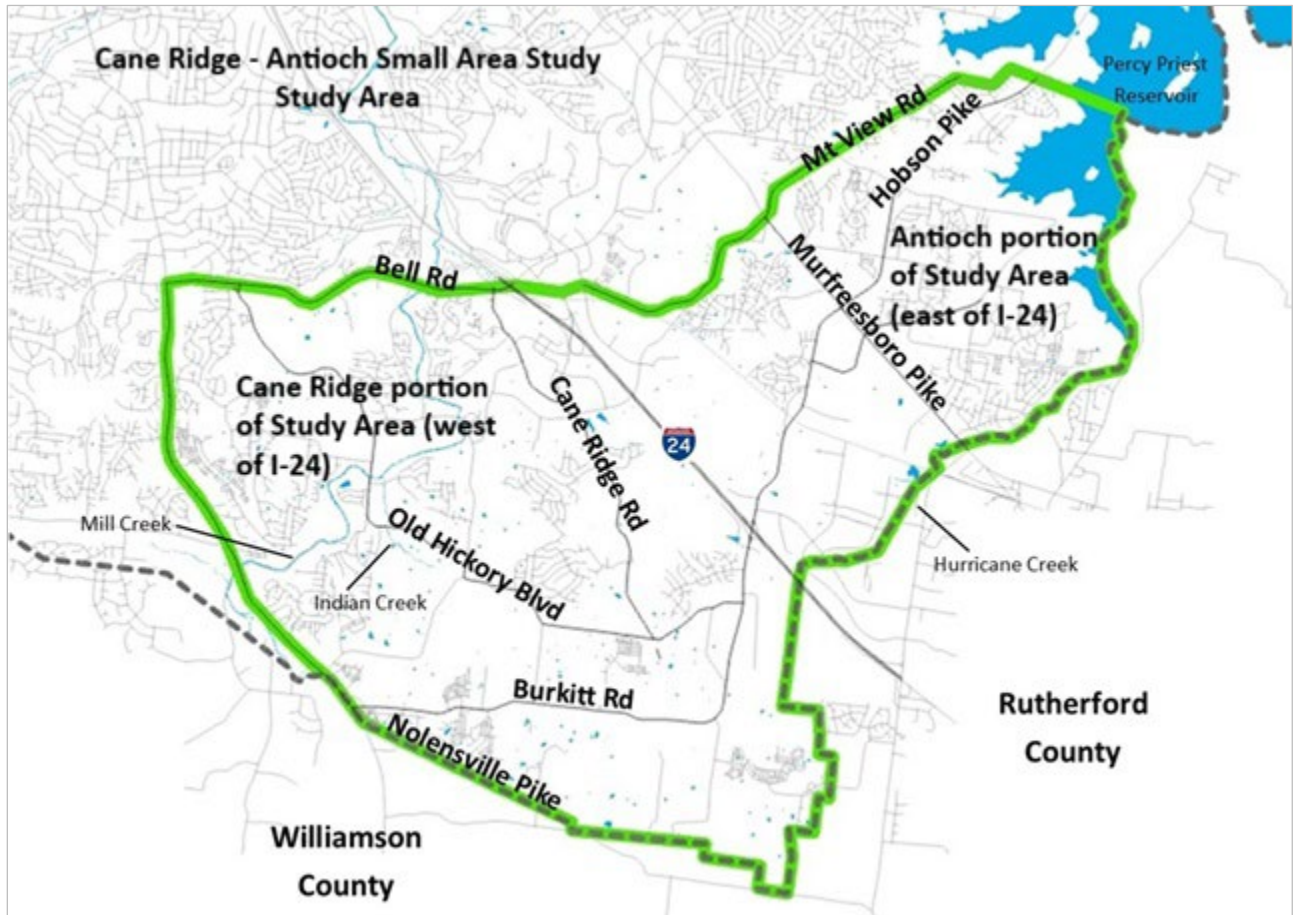
Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



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2025CP-012-001

CANE RIDGE – ANTIOCH SMALL AREA STUDY

12, Southeast; 13, Antioch – Priest Lake

Various Maps, Various Parcels

8 (Deonté Harrell); 31 (John Rutherford); 32 (Joy Styles); 33 (Antionette Lee)



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Item #1	Major Plan Amendment 2025CP-012-001
Project Name	Cane Ridge – Antioch Small Area Study
Council District	08 – Harrell; 31 – Rutherford; 32 – Styles; 33 – Lee
School District	02 – Elrod; 06 – Mayes
Requested by	Metro Planning Department, applicant; various owners.
Deferrals	This item was deferred at the March 26, 2026, Planning Commission meeting. No public hearing was held.
Staff Reviewer	McCaig / Anthony
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend the Southeast and Antioch – Priest Lake Community Plans.

Major Plan Amendment

A request to amend the Southeast and Antioch – Priest Lake Community Plans by adopting the Cane Ridge – Antioch Small Area Study and the Cane Ridge Supplemental Policy (SPA12-CO-01) for properties located along and south of Old Hickory Boulevard, Bell Road, and Mt. View Road, along and east of Nolensville Pike, along and west of Percy Priest Lake, and along and north of the Davidson County boundary (approximately 20,597 acres).

BACKGROUND

The Cane Ridge – Antioch Small Area Study includes portions of two community planning areas: Southeast and Antioch – Priest Lake. The Cane Ridge – Antioch study area consists of approximately 32 square miles in southeastern Davidson County. Rough boundaries include Nolensville Pike on the west, Bell Road and Mt. View Road on the north, Percy Priest Lake on the east, and the Davidson County line on the south. Interstate 24 bisects the study area; for purposes of this study, Cane Ridge is the portion of the study area lying west of Interstate 24, while Antioch lies east of Interstate 24.

Cane Ridge is a thriving community situated at the seam of rural and suburban development patterns. Sustained growth in Cane Ridge has generated several concerns and questions for the area. While its rolling hills, narrow roadways, and large, pastoral lots suggest an agrarian past, new residential and mixed-use developments demonstrate a clear shift to contemporary suburban patterns. Throughout the study process, participants grappled with finding what it means for a community to be situated at the intersections of rural and suburban, history and change, and preservation and growth.

East of Interstate 24, the land flattens, roadways widen, suburban neighborhoods become more prominent and frequent, and a broad mix of uses—including commercial and industrial uses—congregate around major thoroughfares. The lower Antioch area is considerably different from Cane Ridge in development form and street infrastructure; environmental and historic features are also less prominent in this portion of Antioch. Yet, Antioch and Cane Ridge share a major common concern: the effects of fast growth on community character and area infrastructure.



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The Cane Ridge and Antioch communities have experienced tremendous growth in recent years. Over a five-year period from 2017 to 2022, the study area grew by nearly 8,000 people as the total population reached nearly 55,000, accounting for a large portion of the County's growth. The study area is quite diverse racially and ethnically; individuals who identify as Hispanic or Asian constitute nearly 17 percent of the study area's population. The study area is younger than the County as a whole; only 7.5 percent of the study area's population is aged 65 or above, and 26.2 percent is aged 19 or lower, compared to 13.3 percent and 22.3 percent, respectively, for the County. The study area's poverty rate of 9.6 percent is considerably less than the County's rate of 14 percent. The study area boasts a homeownership rate of more than 57 percent, nine percentage points higher than that of the County.

Natural features in the study area, especially in Cane Ridge, include hillsides, waterbodies, floodplains, caves, sinkholes, forests and woodlands, headwaters, river basins, limestone flats, and wildlife habitat. The study area also includes numerous historic structures, sites, and cemeteries. Community members are concerned about losing these valuable resources as development occurs.

In response to community concerns, Community Plans staff organized a small area planning process that started in February 2023. Over the course of nine months, Planning staff, working with community residents and stakeholders: documented community history; reviewed existing conditions and trends; developed a vision, principles, and strategies; and identified implementation measures. This planning process resulted in the Cane Ridge – Antioch Small Area Study.

The study was undertaken during an exciting time for land use and infrastructure planning in Nashville. While the study was underway, Nashville voters overwhelmingly approved the Choose How You Move initiative, establishing a source of dedicated funding for public transit and transportation-related infrastructure. Additionally, Countywide planning processes related to housing, transportation, and parks either began or continued while the Cane Ridge – Antioch Study was underway. Efforts were made to ensure that all studies and plans were coordinated and consistent.

COMMUNITY PARTICIPATION

Gathering community input was an essential component of the study process. The study included community meetings, an online questionnaire, and participation at Councilmembers' district meetings to learn more about community members' concerns and visions for Cane Ridge and lower Antioch. Because of the broad geographic scale of the study area, staff arranged for community engagement events to be held in both Cane Ridge and Antioch.

As part of background research for the small area study, staff conducted interviews with key stakeholders (including other Metro departments) attended community meetings and held many informal discussions with interested parties and decision-makers including Councilmembers and leaders of community organizations.

The Planning Department has long-standing relationships with various neighborhood organizations in the study area, including the Cane Ridge Community Club (CRCC). Community Plans staff attended several of the CRCC's monthly meetings, beginning in December 2024 and continuing



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through September 2025, to listen to the community, to share analysis, and to create recommendations. In Antioch, staff attended several of Councilmembers Deonté Harrell's and Joy Styles' district meetings for the same actions as listed above.

Beginning in April 2025, Planning staff hosted two rounds of community engagement. The first round of meetings focused on listening to concerns and gathering issues. Following the first round of community engagement, draft goals for Cane Ridge and Antioch were created to address the major themes that had emerged. For Cane Ridge, the guiding themes were: growth and development; mobility and infrastructure; and natural and historic resources. For Antioch, the guiding themes were: growth and development; mobility and infrastructure; housing diversity and affordability; and community resources and amenities. The goals and corresponding action items evolved throughout the remainder of the community engagement process.

In Spring 2025, Planning utilized Metro's Public Input platform to create a website that would provide project updates and serve as a repository of project-related documents. Additionally, throughout the months of May and June 2025, stakeholders in Cane Ridge and Antioch were invited to participate in an online questionnaire. Staff utilized the Public Input engagement platform to record responses to a standard set of questions; the questionnaire also included open comment fields, giving participants the opportunity to emphasize issues that were most important to them or raise new issues that were not covered in the questionnaire.

During the second round of community engagement, staff sought feedback on the draft goals and action items from stakeholders in Cane Ridge and Antioch. In July 2025, staff attended the CRCC's annual cookout and gave a presentation on the draft goals and action items for the Cane Ridge community. Attendees were invited to view display boards with more information about the goals and action items and engage in one-on-one conversations with staff. The action item that drew the most interest and discussion was a proposed supplemental policy, which would be focused primarily on the preservation of natural and historic resources throughout Cane Ridge. At the conclusion of the presentation—which included an overview of the draft supplemental policy—and subsequent question-and-answer session, staff asked whether attendees supported the idea of a preservation-centered policy; attendees overwhelmingly expressed support for such a policy, details of which are discussed later in this report.

On Saturday, July 26, 2025, Planning staff participated in Southeast Community Day, an annual event organized for residents of Antioch and surrounding areas. The event took place at Mill Ridge Park—within the boundaries of the study area—and drew thousands of attendees for a day of music, food, and games. Staff set up a tent alongside dozens of other organizations and businesses. Staff engaged with attendees in one-on-one interactions—including Spanish-language interactions with Spanish speakers—distributing handouts with additional information about the study and listening to attendees' ideas and concerns. These interactions confirmed the feedback shared at the first community meeting in Antioch; traffic, transportation options, community perceptions, and a lack of community amenities were the primary concerns raised by attendees.

Also in July 2025, staff attended Councilmember Joy Styles' District 32 meeting. Staff delivered an update of the study, fielded questions, and engaged attendees in an interactive poster display.



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Attendees' concerns were focused primarily on transportation and traffic issues, consistent with the feedback received at previous events in Antioch. Attendees affirmed the goals and action items during discussion and an interactive board exercise.

At Councilmember Deonté Harrell's request, staff attended a special District 8 meeting in August 2025. Staff provided an update of the study process and reviewed previous meetings and staff findings. Attendees expressed agreement with staff's findings.

In September 2025, staff held meetings to discuss the draft study components. Staff shared recommendations and answered questions. Once again, community input reinforced the study's findings, goals, and recommended actions.

The draft Cane Ridge – Antioch Small Area Study was placed online 30 days prior to the MPC public hearing. Participants in the study as well as District Councilmembers and community and neighborhood associations were notified, and the notice was provided on the study website.

Overall, throughout the planning process, more than 150 community members participated in the study. Group and individual conversations were typically lively and productive, and certain concerns became clear through multiple meetings and conversations. In Cane Ridge, participants repeatedly expressed a shared belief that their community is losing its character to development. In Antioch, participants consistently expressed concern that infrastructure is not keeping pace with growth in the area.

STUDY PURPOSE

The Cane Ridge – Antioch Small Area Study is designed to supplement the Southeast and Antioch – Priest Lake Community Plans. The purposes of the study are to document existing conditions and community goals and serve as a guide for future actions. It is not intended to be a comprehensive plan for the Cane Ridge and Antioch communities. The Southeast and Antioch – Priest Lake Community Plans continue to provide roadmaps for future growth and development. This study is meant to augment the existing Community Plans by providing community-driven goals and action items designed specifically for the study area. Goals are generally focused on infrastructure improvements, transportation options, preservation of natural and historic resources, and contextual site and building design.

NATURAL AND HISTORIC RESOURCES

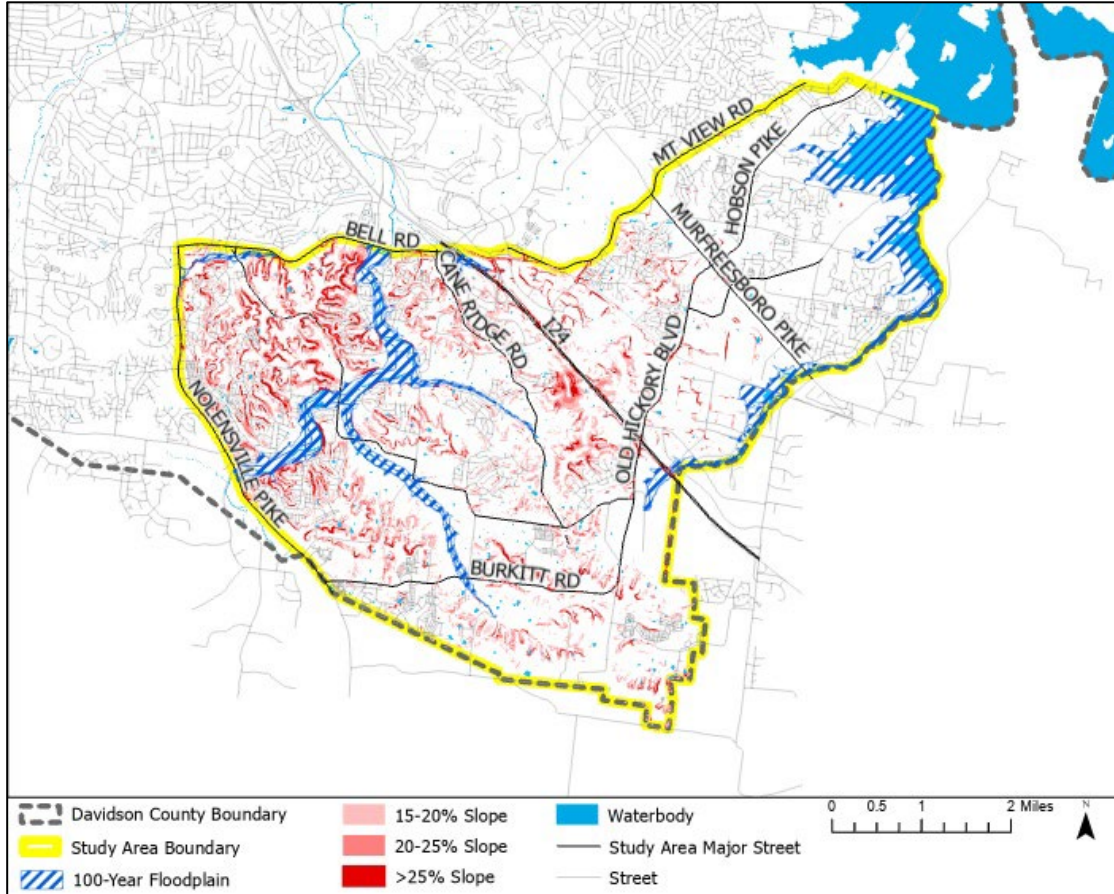
As previously mentioned, there are numerous natural and historic resources, especially in Cane Ridge. Slopes exceeding 20 percent grade (shown in red on Map 1) are prominent throughout Cane Ridge; the Antioch portion of the study area has flatter terrain. Steep slopes are particularly clustered in the northwestern corner of the study area, near the intersection of Nolensville Road and Bell Road. Major waterbodies (shown in blue) in the study area include Percy Priest Lake and Mill, Hurricane, and Indian Creeks. Each waterbody has a corresponding 100-year floodplain (shown in blue-hatch).

Development in both floodplains and steeply sloped areas is governed by Metro's regulations. These include the Metro Zoning Code, Subdivision Regulations, and Stormwater Regulations.



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Generally, when subdividing sites that meet certain criteria and are at least partially developable, Metro's conservation development standards apply. The conservation development standards require that environmentally sensitive features remain undisturbed.



Map 1. Steep Slopes and Water Bodies

In addition to the natural resources shown on Map 1, tree coverage is prominent throughout the study area and is particularly heavy in Cane Ridge and east of Murfreesboro Pike in Antioch. Tree coverage tends to be lighter along portions of the Interstate 24 corridor and in the industrial area between Interstate 24 and Murfreesboro Pike.

Although Cane Ridge's history spans nearly two centuries, its surviving physical remnants trace back to 1826, when 3.75 acres at the headwaters of Hurricane Creek were deeded for a church, a burying ground, and subscription school. This multi-purpose tract became the nucleus of community life, serving families from both Davidson and Rutherford counties. These institutions reflect a common frontier pattern in Middle Tennessee, where religious and educational functions intertwined to stabilize emerging settlements. Cane Ridge maintained its identity as a rural enclave, even as later decades introduced suburban pressures. Today, this past is evident primarily in log homes, supporting outbuildings, and archaeological potential.



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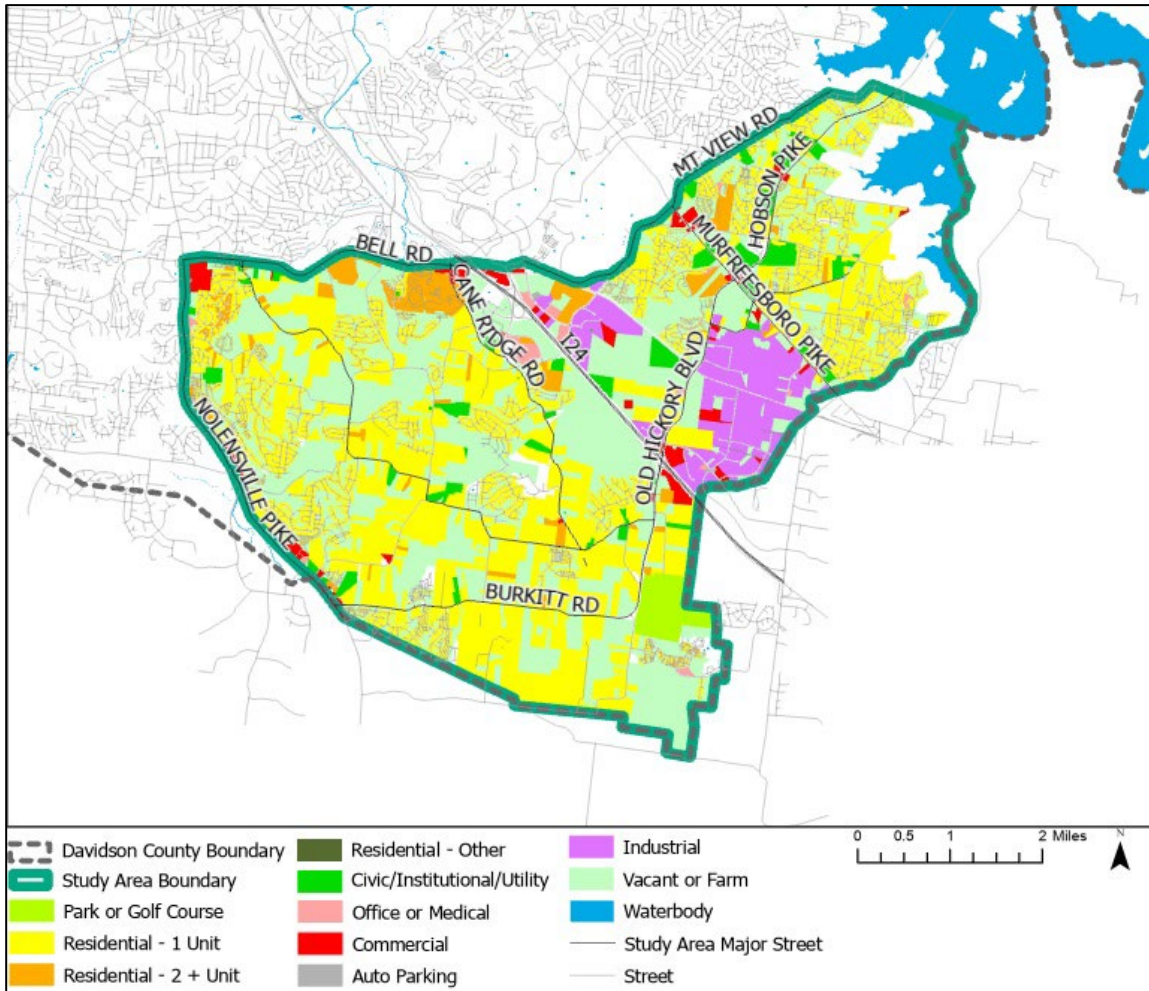
Notably, historic resources in the Cane Ridge portion of the study area tend to be located along or near waterbodies, particularly creeks. Likewise, proposed greenways in Cane Ridge closely follow creek paths. Area parks—including Mill Creek Park, Orchard Bend Park, and Cane Ridge Park—are located adjacent to historic properties. In fact, one historic structure is located within the boundaries of Cane Ridge Park. The convergence of area parks, planned greenways, and historic resources could provide an opportunity for a future historic trail in the Cane Ridge area. Refer to the map in Appendix B of the study document to see historic resources in Cane Ridge.

Preservation of natural and historic resources is a major goal of the study in Cane Ridge and is covered by the Supplemental Policy Area discussed later in this report.

CURRENT LAND USES

Cane Ridge and the portion of Antioch located east of Murfreesboro Pike consist primarily of single-family residential uses. Major residential subdivisions in Cane Ridge include: October Woods, Old Hickory Hills, Cane Ridge Farms, Oak Highlands, Autumn Woods, Burkitt Village, and Carothers Crossing, among others. Lenox Village—a mixed use development featuring commercial, single-family residential, and multifamily residential uses—is situated along the eastern side of Nolensville Pike on the western edge of the study area. Major residential subdivisions in Antioch east of Murfreesboro Pike include: Hickory Woods, Peppertree Forest, Heritage Landing, Harvest Grove, Long Hunter Chase, Villages of Long Hunter, and Lakeside Cove, among others.

Uses along the Interstate 24 and Murfreesboro Pike corridors and between those corridors vary greatly and include a mix of single-family residential, multifamily residential, industrial, and commercial. Industrial, warehousing, and logistics uses are most prominent in the portion of the study area bounded by Interstate 24, Old Hickory Boulevard, Murfreesboro Pike, and the county line. Many sites in this area have access to an active rail line via numerous rail spurs. Major industrial, warehousing, and logistics users include FedEx, Amazon, Wirtgen, Feintool, and Talos, among others. Map 2 shows current land uses throughout the study area.



Map 2. Current Land Uses

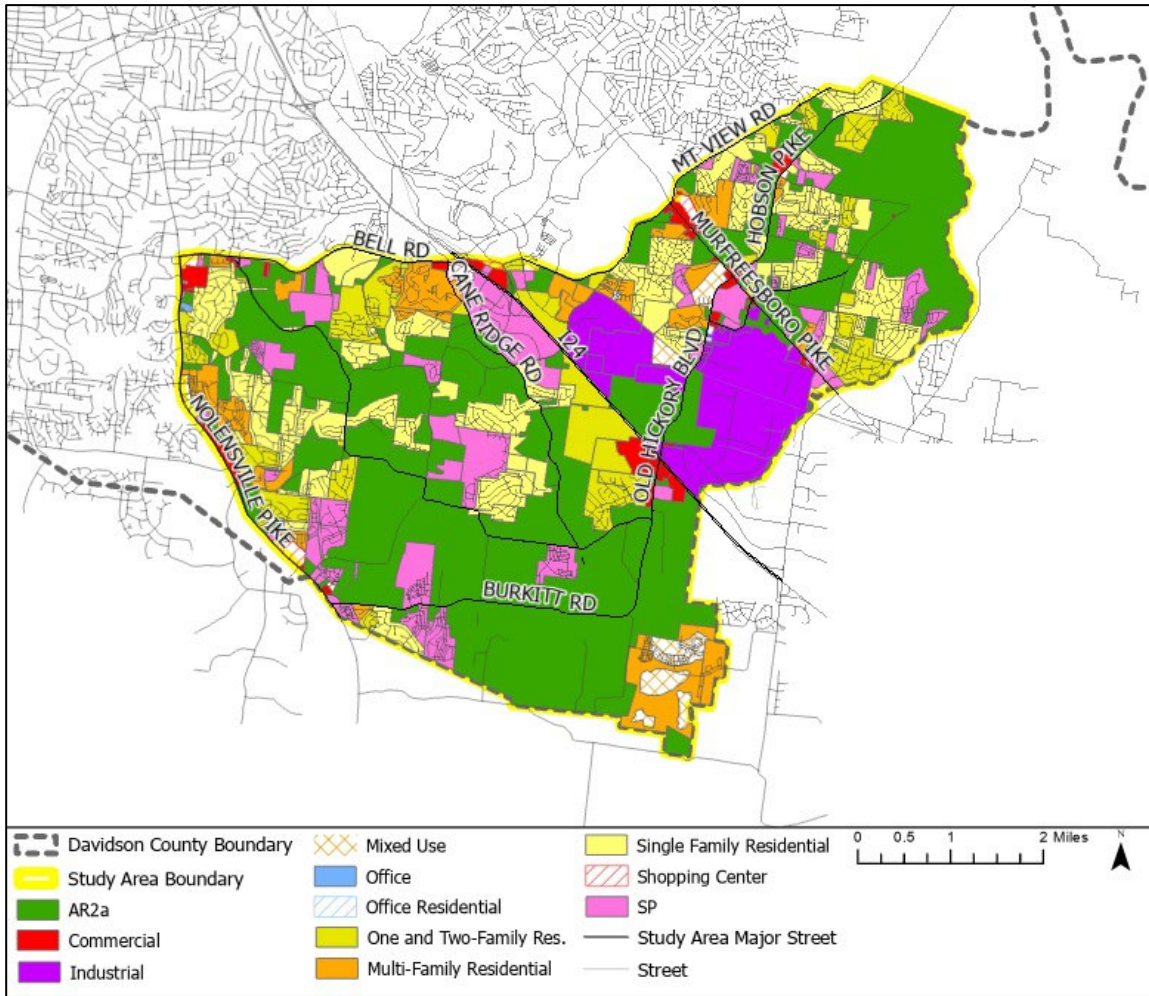
CURRENT ZONING

Properties along the major corridors in the study area are affected by a broad mix of zoning districts. These range from single-family residential districts along portions of Mt. View Road and Bell Road to industrial and commercial districts along Murfreesboro Pike, Nolensville Pike, and Interstate 24. Industrial zoning makes up a large portion of the area between Interstate 24 and Murfreesboro Pike.

In Cane Ridge, east of Murfreesboro Pike in Antioch, and away from the major corridors, single-family residential, one and two-family residential, and agricultural residential are the most prominent zoning districts. One major exception is the Carothers Crossing development in the southernmost portion of Cane Ridge. When it was approved in 2005, Carothers Crossing was envisioned as a mixed-use development with various base zoning districts and an Urban Design Overlay (UDO). Map 3 shows base zoning districts for the study area. Residential and agricultural zoning districts account for nearly 80 percent of the study area's acreage.



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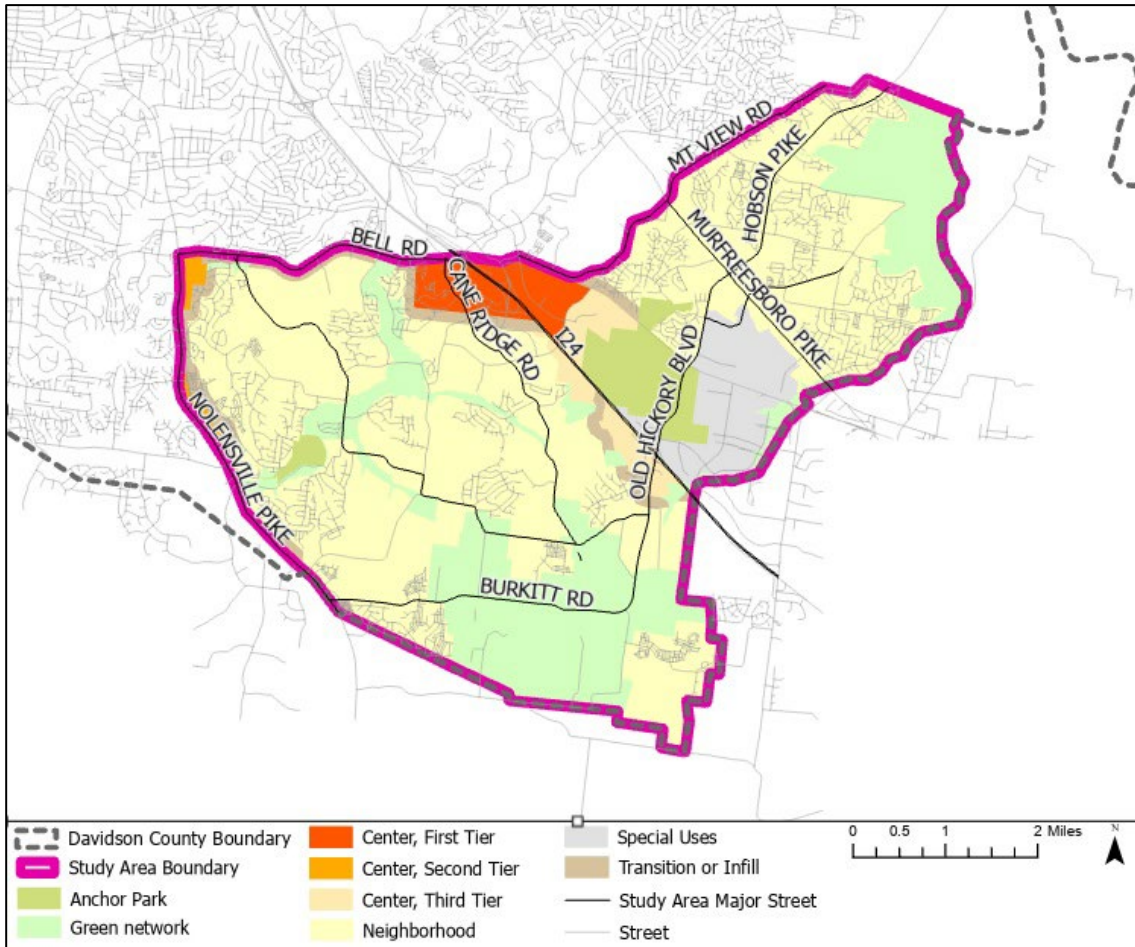
Map 3. Current Zoning

NASHVILLENEXT GROWTH AND PRESERVATION CONCEPT MAP

The *NashvilleNext* Growth and Preservation Concept Map identifies future growth patterns and areas designated for preservation. As shown in Map 4 below, most of the study area is identified as Neighborhood, meaning residential uses will be primary in the area. Centers are shown along both the Interstate 24 and Nolensville Pike corridors. *NashvilleNext* characterizes centers as pedestrian-friendly areas with frequent transit service that contain a dense mix of homes, shops, jobs, and parks, as well as services, schools, and cultural amenities. The center that lies along the Interstate 24 corridor near the Bell Road interchange includes a major regional commercial hub and several multi-family residential developments and the mix of uses at Century Farms. The Global Mall (formerly Hickory Hollow Mall) site lies near the northeastern corner of the interchange. Metro government completed a master plan for Global Mall in 2024. Areas near Percy Priest Lake on the east and along Burkitt Road on the southwest are identified as green network, recognizing the sensitive natural features in those areas.



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Map 4. Growth and Preservation Concept Map

COMMUNITY CHARACTER POLICIES

With the exception of the area between Interstate 24 and Murfreesboro Pike, the most prominent applicable policy throughout the study area is Suburban Neighborhood Evolving (T3 NE). The T3 NE policy supports greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques. The T3 NE policy is characterized in part by moderate density residential development, moderate building setbacks and spacing, moderate to high levels of connectivity, and typical building heights of one to three stories. The T3 NE policy is appropriate in areas where lot design flexibility is needed to protect natural features.

The Suburban Neighborhood Maintenance (T3 NM) policy applies to several existing neighborhoods near the Hobson Pike, Murfreesboro Pike, and Nolensville Pike corridors. The T3 NM policy supports retaining a neighborhood's existing character when new development occurs. Metro's Subdivision Regulations include specific standards for subdividing properties in T3 NM areas. These standards relate to lot size, lot frontage, street setback, and lot configuration, ensuring that new development is designed to be compatible with existing, surrounding development. The T3 NM policy generally supports single-family residential and one and two-family residential zoning districts.



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A portion of the study area along Burkitt Road and south to the County line falls within the Rural Maintenance (T2 RM) policy area. The T2 RM policy supports agricultural zoning and is intended to balance maintaining the rural countryside and existing rural development patterns with new development. Conservation (CO) policy is also prominent in the study area due to the presence of waterbodies, floodplains, and steep slopes. Note that preservation of historic resources is appropriate in all policies.

The portion of the study area from the Interstate 24 corridor to the Murfreesboro Pike corridor contains a mix of more intense policy areas. These include Suburban Community Center (T3 CC), Suburban Mixed Use Corridor (T3 CM), District Destination Retail (D DR), and District Industrial (D IN). Both the T3 CC and T3 CM policies support a mix of land uses, while D DR and D IN are singularly focused on certain nonresidential uses.

Map 5 shows applicable policies for the study area. These policies are not proposed to change with adoption of this study. A proposed Supplemental Policy Area to provide additional policy guidance is discussed later in the report.

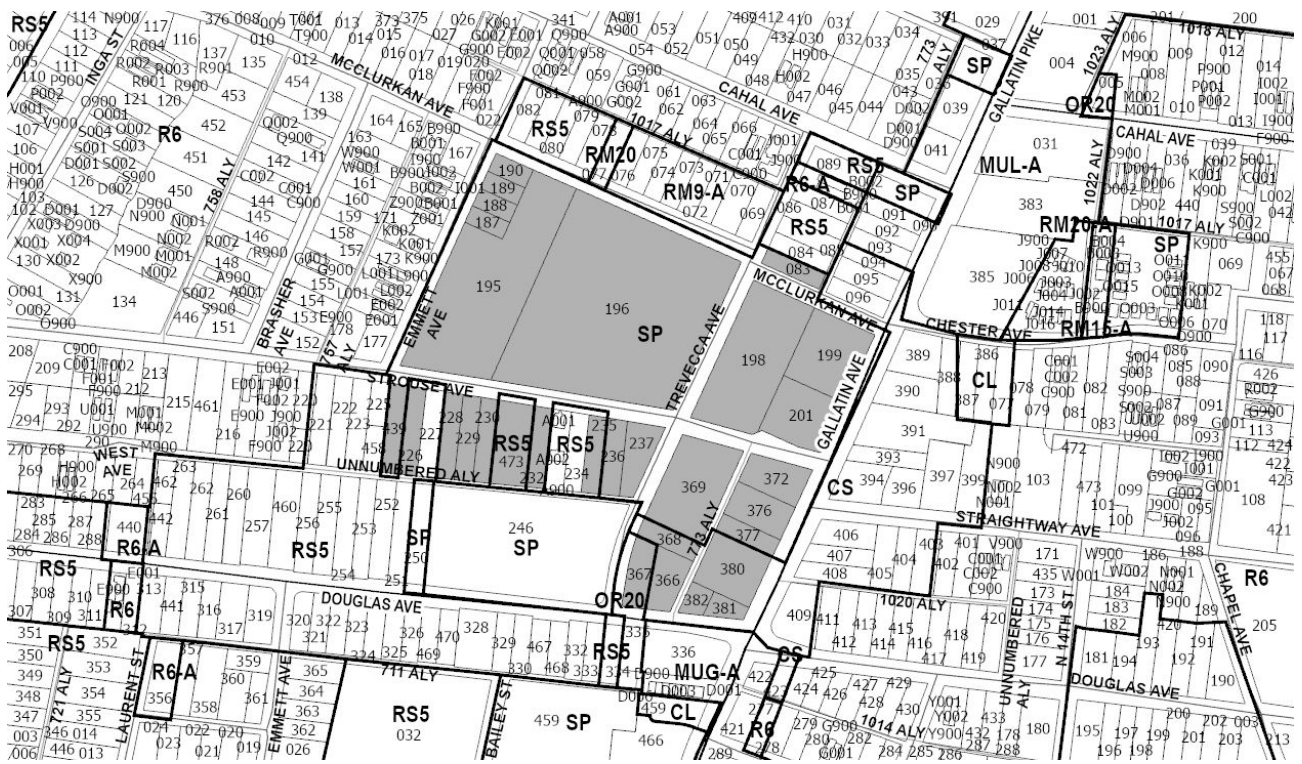
Both Cane Ridge and Antioch have experienced extraordinary population growth over the last several decades. This growth—paired with similar growth patterns in neighboring counties to the south—has placed tremendous strain on the area’s infrastructure, particularly its streets. As far back as 1991, Metro recognized the pressures that rapid, continued growth were placing on public infrastructure and the area’s natural resources. Community plans were crafted to find creative ways to address future housing and transportation demands while preserving sensitive natural features.



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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)



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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 case was deferred at the February 12, 2026, and March 12, 2026, Planning Commission meetings. No public hearing has been held.

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

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.

Existing Zoning

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

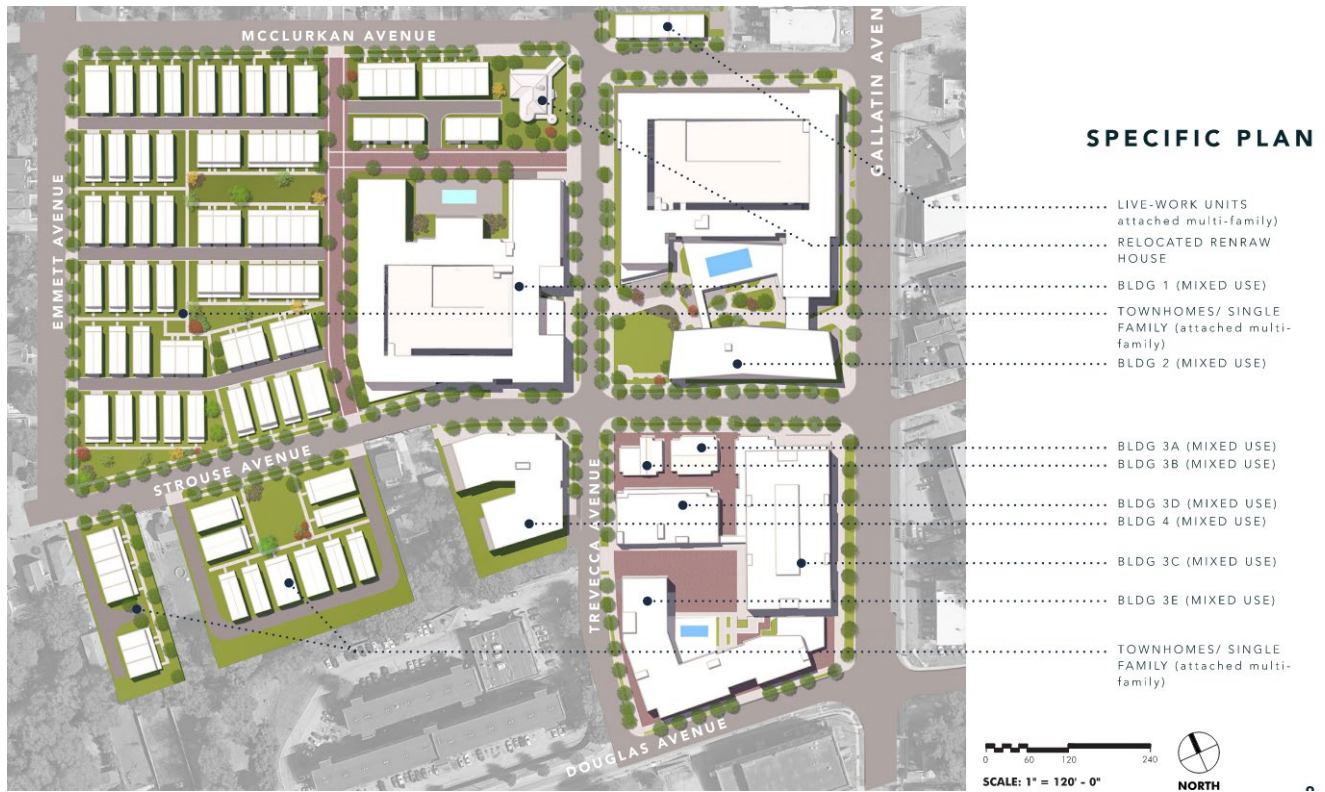
Commercial Service (CS) is intended for retail, consumer service, financial, restaurant, office, self-service storage, light manufacturing, and small warehouse uses.

Office/Residential 20 (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *Based on the acreage of the site currently zoned OR20 (approximately 0.3 acres), OR20 would permit a maximum of six units.*

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 8.71 dwelling units per acre. *Based on acreage of the site currently zoned RS (approximately 1.01 acres), RS5 would permit a maximum of eight lots. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*



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Proposed SP Amended Plan



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Proposed Zoning

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

EAST NASHVILLE 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.

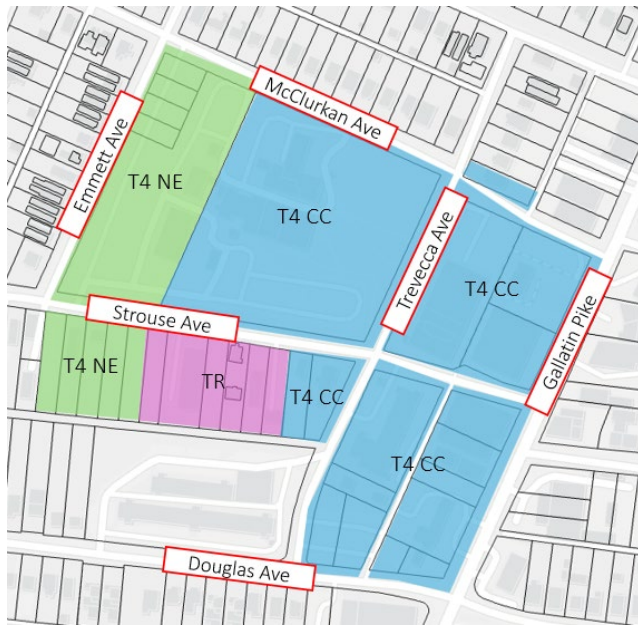
T4 Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings.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

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

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



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Policy Map

SITE CONTEXT AND PLAN DETAILS

The request is to amend the existing The Lincoln Tech SP approved by Council in 2023 (2022SP-075-001/BL2023-1709) to add additional parcels along the southern portion of the site currently zoned OR20, RS5, and CS. The amended SP would permit 950 multi-family residential units, 350,000 square feet of non-residential uses, and a 99 key hotel. The previous plan permitted the same number of multi-family residential units, 300,000 square feet of non-residential land uses. Hotel was a permitted use, however there was not a limitation on the number of keys.

The amended site area consists of 30 parcels located west of Gallatin Pike, north of Douglas Lane, and east of Emmett Avenue. All parcels fall south of McClurkan Avenue except Parcel 083, which is on the north side of the street. There is a mix of uses presently on the site including one- and two-family residential, office or medical, industrial, and vacant lots. A large portion of the site was previously developed with the Lincoln College of Technology. Many of the structures associated with this use were demolished in 2025. The historic Renraw House (former home of Percy Warner) is located on parcel 196 and with this plan it is proposed to be moved to the corner of Trevecca Avenue and McClurkan Avenue. Uses west of Trevecca Avenue include one- and two-family residential, variously zoned RM9-A, RM20, R6, and RS5. Uses east of Trevecca Avenue include industrial, commercial, and residential uses, zoned CS and RS5.

Site Plan

The SP is intended to create a mixed-use development. The SP includes a site plan, bulk and architectural standards, an access diagram, and preliminary landscaping notes.

The plan is split into two districts; the first is a mixed-use district and the second is a residential district. Across the mixed-use district, there are several structures ranging from three stories to seven stories. At the center of the site and northwest corner of the intersection of Strouse and



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Trevecca Avenues is Building 1, a seven-story mixed use building, with the other two seven-story mixed use buildings proposed as Building 3C and Building 3E on the block at the southeast corner of the intersection. A programmable public open space is at the northeast corner of Strouse and Trevecca Avenues with open space connecting Trevecca Avenue to Gallatin Pike. Active ground floor uses or areas of open space are present on all four corners of the intersection of Strouse and Trevecca Avenues. Building 2 is six stories and occupies most of the block northeast of the intersection of Strouse and Trevecca Avenues. With the approved preliminary SP, the north-south public alley that was located between Trevecca Avenue and Gallatin Pike on the block at the northeast corner of the site has been abandoned. Buildings 1 and 2 are proposed in its place. Building 4 is a five-story maximum mixed-use building at the southwest corner of the intersection of Strouse and Trevecca Avenues.

North of McClurkan Avenue, a single-family lot will become five live/work units oriented to the south. The Renraw House will be moved to the corner of McClurkan and Trevecca Avenues subject to conditions from Metropolitan Historical Zoning Commission staff.

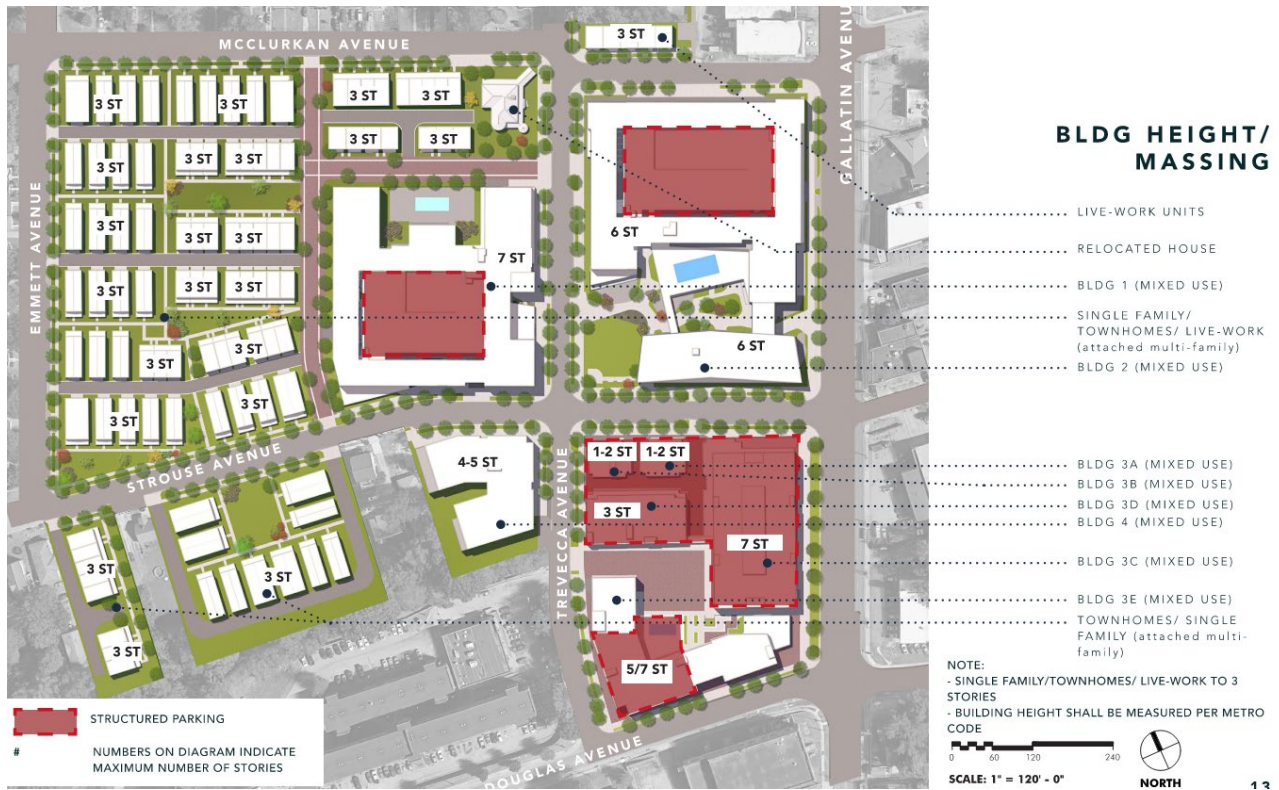
Structured parking will be integrated into four of the mixed-use buildings with most garage parking being lined with uses. There is also language in the SP document for architectural design enhancements to integrate exposed garage facades.

The second district, the residential district, is primarily comprised of attached and detached residential units. North of Strouse Avenue and west of the mixed-use building are attached and detached townhomes which are three stories in height. South of Strouse Avenue, the smaller parcels include cottage court residential uses no taller than three stories. Sidewalks and open space will be provided throughout the site.

Residential density for the site is approximately 50 units per acre. Approximately 3.48 acres (18.2 percent of the site) is open space, with 2.56 acres of that to be publicly accessible. Landscaping in the form of a Type A-3 buffer is shown behind the five-story building at Strouse and Trevecca Avenues adjacent to RS5 zoning. Street trees will line all street frontages spaced 30 to 40 feet apart based on space constraints, retail frontage programming, and coordination with utility providers.



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Building Heights and Parking Structures



Proposed Building Massing looking North



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Parking in the mixed use district is per the Urban Zoning Overlay (UZO) maximum standards or an approved shared parking agreement. Parking in the residential district is set at 1.5 spaces per unit, to be provided by private garages, surface parking behind units, and on-street parking.

The plan includes the proposed realignment of Strouse Avenue through the site. The development will implement the Major and Collector Street Plan (MCSP) requirements for ROW dedication and improvements along Gallatin Avenue including a 4-foot planting strip and 10-foot sidewalk. Gallatin Pike has been designated as an All-Access Corridor within the Choose How You Move (CHYM) Plan. As proposed, there is one right in/right out vehicular access point shown on Gallatin Pike on the northeastern block of the site. Additional comments related to this access point are included below in the analysis. Additional streetscape improvements along Douglas Avenue meet the MCSP requirements include a 4-foot planting strip and 8-foot sidewalk. Other streets in the development will be classified as active (8-foot sidewalk and 4-foot planting strip) or neighborhood (5-foot sidewalk and 4-foot planting strip). The amendment introduces a new street, designated as a “shared street” that bisects the northwestern block of the plan. This street is proposed to have a 3-5-foot pedestrian zone, 18-foot vehicular/pedestrian zone, and 8-foot minimum as an on-street parking zone.

ANALYSIS

The proposed plan meets many of the shared goals of the three policy areas on the site. The portion between Gallatin Avenue and Trevecca Avenue, the office use at the southwest corner of Trevecca Avenue and Strouse Avenue, and the majority of the Renraw House property is under the T4 CC policy. The mixed use buildings, along with the central public open space, meet the policy goals of providing an intense mixed use environment consisting of regularly spaced buildings built to the back edge of the sidewalk, relegating parking to behind or within structures, and creating highly connected pedestrian-focused street networks. The development is located along the busiest WeGo route (56 Gallatin Pike). As mentioned above, Gallatin Pike is an All-Access Corridor within the CHYM Plan. In the conditions of approval, staff is recommending that this access point not be permitted at this time due to the ongoing development of conceptual designs for the Gallatin All-Access Corridor. This condition includes language for the applicant to coordinate with Planning, NDOT, WeGo, and the CHYM team to review and analyze the future final site plan in order to make a final determination on the entrance.

Buildings of all types in T4-CC areas are generally three to five stories tall and taller buildings may be found within Tiered Centers such as this one. The proposed buildings contribute to the overall fabric of the center by providing active ground floor uses along Gallatin, Douglas, Strouse, McClurkan, and Trevecca Avenues, as shown in the active ground floor use diagram included in the SP plan set.

The portion of the residential zone that fall within the T4 NE and TR policies will be developed with appropriately dense single- and multi-family residential uses at a smaller scale, providing an appropriate transition to the surrounding one- and two-family neighborhood.

In addition to contextually sensitive development patterns created through the use of townhomes adjacent to the existing single-family fabric, the combination of active uses and residential



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townhome typology contribute to pedestrian-friendly streetscapes and open spaces throughout the development, consistent with guidance included in the T4 CC and T4 NE policies. Additionally, the development proposes the creation of a large open space to serve as a gathering area for the greater neighborhood, framed by active uses and high-density multi-family units.



Building Massing (looking southwest from McClurkan and Trevecca Avenues)

The historic Renraw House will be moved to the corner of McClurkan and Trevecca Avenues. The T4 CC policy supports the preservation of structures important to the community's history through adaptive reuse provided the proposed development is consistent with the character of the urban policy. Uses for the preserved home have not yet been identified.

Staff recommends approval with conditions and disapproval without all conditions. The proposed SP amendment would permit a mixed-use development that achieves the intent of the urban policy areas within which it is located. In instances where the policy calls for more context-sensitive design based on the surrounding context, the SP amendment includes design standards that integrate new structures and density into the existing urban fabric. The proposal will enhance this prominent location along a multimodal corridor while also providing more opportunities to meet the needs of the surrounding community.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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



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WEGO RECOMMENDATION

Approve with conditions

WeGo conditions from 2022SP-075-001 and BL2023-1709 shall continue to apply. These WeGo conditions both repeat and further clarify previous WeGo conditions, and address changes proposed in this amendment:

- Developer shall replace existing southbound bus stop at Gallatin & Douglas with an in-lane frequent (Rapid) service shelter stop with appurtenances as per latest WeGo Design Guidelines. The bus stop passenger waiting pad must be a minimum of 55ft x 8ft x 6in concrete behind tangent curb. Pad must be flushed with curb and sidewalk. Bus stops shall not be in turn lanes.
- Development shall relocate and upgrade Northbound bus stop at Gallatin & Douglas. Stop to be an in-lane frequent service (Rapid) shelter type stop with appurtenances as per latest WeGo Design Guidelines. The design may be constrained by existing ROW and utilities. The bus stop passenger waiting pad must be a minimum of 65ft x 8ft x 6in concrete behind tangent curb. Pad must be flushed with curb and sidewalk but may be subject to existing ROW and existing utilities constraints. Bus stops shall be placed so that a 60ft bus at the bus stops are clear of driveways, crosswalks, and vertical obstructions.
- All new or upgraded bus stops shall be located at existing or new crosswalks over Gallatin Pike.
- Development shall construct new crosswalks across Gallatin & Strouse/Straightway. If the development provides a new alignment and new traffic signal on Gallatin Pike at Strouse & Straightway, all legs of the new signal shall have marked crosswalks. Bus stops shall be integrated with new crosswalk(s) over Gallatin Pike.
- WeGo strongly encourages the development to coordinate with Megan Mathison (Meghan.Mathison@nashville.gov) to develop a Travel Demand Management Plan that shall include goals for high transit mode split and include WeGo in that coordination.
- WeGo strongly encourages the development to develop Traffic Management Plans to display alternative pedestrian routes and bus stop locations as agreed by WeGo.
- Bus stops with appurtenances and crosswalks must be shown on plans on the next SP submittal.
- Bus stops must be completed prior to any occupancy or use of the site.
- Developer shall liaise and reach agreement with WeGo Philip.randall@nashville.gov about all WeGo conditions prior to the next SP phase.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

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



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issuance of building permits. Unless and until 100% of Capacity Charge has been paid, No Water/Sanitary Sewer Capacity is guaranteed.

NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. For final plans w/ new public roads, plans shall include proposed public roadway profiles, curvature, grade, drainage and utility data. Public roadway construction drawings shall comply with NDOT Subdivision Street Design Standards and specifications. All public commercial ramps, residential driveways and street intersections shall meet code spacing requirements. All public street intersections should be provided with stop control and ADA compliant pedestrian access ramps. Any public access point (ramps, drives) and/or intersection should meet AASHTO stopping sight distance requirements. For reference, provide call outs on the final site plan for MCSP requirements.
- In general, with a final: Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT standard details.
- If the project is in the Urban Services Tax District (USD), a street lighting plan will be required with the final SP. Coordinate w/ Teresa Neal (teresa.neal@bargedesign.com) for street lighting plan approval. Submit landscape plan with the final SP.
- A mandatory referral approval will be required for proposed abandonments of existing ROW and/or encroachments into existing ROW. There shall be no earthen retaining walls installed in the public ROW. There shall be no vertical obstructions in new public sidewalks(or roadways) and the removal, or relocation, of utilities will be required to accommodate new public sidewalks. Residential and commercial ramps, driveways shall meet metro spacing code.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov). Submit waste/recycle disposal plan with final SP.
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW.
- Comply w/ NDOT traffic comments/conditions of approval.

NASHVILLE DOT ROADS RECOMMENDATION

Approve with conditions

1. The right-in/right-out access on Gallatin Ave is not approved at this time, because Metro does not have conceptual design plans for the Gallatin All-Access Corridor. The applicant with submittal of their final site plan, shall work with Planning, NDOT, WeGo, and Chose How You Move teams to review and analyze their plans to make a final determination as to the appropriateness of the entrance.
2. The applicant shall comply with the MCSP requirements on all public frontages.
3. The on-street parking along the Northside of Strouse Ave between Gallatin Pike and the start of the raised intersection shall be limited to four spaces reduce queuing spill back into Gallatin Ave. All other on-street parking spaces shall be spaced 30' from intersections and driveways. All on-street parking is maintained by NDOT. NDOT reserves the right to meter any on-street parking along the development frontages.



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4. Buildings 3A-E shall have one consolidated access point on Trevecca for standard traffic and loading/deliveries.
5. At Final SP, further coordination with NDOT will be required regarding the proposed design and limits of the raised intersection at Strouse Ave & Trevecca Ave.
6. The townhomes along Strouse Ave should be designed to allow a future alley connection that will be provided 2023SP-033-001.
7. At Final SP, the applicant shall submit a truck turning movement exhibit for all the proposed loading & delivery docks/locations to accommodate the proposed mixed uses.
8. Per the MMTA Review;
 - a. All off-site improvements identified in the MMTA are to be included in the building permit plan set. Call out off-site improvements that are to be done with the Final SP submittal.
 - b. The new signalized intersection at Gallatin Pike/Strouse/Straightway Ave will need to include crosswalks on all 4 legs, ADA ramps, and an LPI shall be implemented with the signal. The Eastbound approach of Strouse shall be widened to include a RTL with a storage length of 150'. The Westbound approach of Straightway shall be striped to include a RTL with 50' storage.
 - c. The development team will continue to coordinate with NDOT on improving the visibility within the off-set intersection of McClurkan Avenue and Trevecca Avenue to improve the safety and operations of the intersection.
 - d. Per the conditions of approval of 2022SP-075-001, a contribution of \$50,000 towards safety improvements within the study area shall still be required.
 - e. At Gallatin Pike & McClurkan Avenue/Chester Avenue: Modify existing signal to include protected/permissive LT phasing on NB and SB approaches; and, include pedestrian phasing. Install a crosswalk across Southern leg (NB approach). Include ped signal heads, push buttons, ADA ramps & detectable warning mats.
 - f. At the intersection of Gallatin Pike and Douglas Ave; convert the shared/left/through/right lane to a shared through/right lane, remove the split phasing and provide protected permissive phasing for the Eastbound & Westbound approaches, leading pedestrian intervals shall also be incorporated into the signal timing. Modifications to the signal timing improvements may be granted due to CHYM corridor improvements.
 - g. At Douglas Ave & Trevecca Ave If feasible in existing ROW, the SB approach should be widened to include a SB RTL with 75' of storage. Install detectable warning mats on both sides of crosswalk.
 - h. The applicant should coordinate with NDOT's Traffic Demand Management (TDM) coordinators to identify implementable strategies for the future residents, employees, and patrons of this development.
9. The applicant's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

METROPOLITAN HISTORICAL ZONING COMMISSION STAFF RECOMMENDATION
Approve with conditions



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- The amendment does not include any revisions to the original plan to move the historic building; therefore, historic zoning staff recommends approval.
- Conditions of 2022SP-075-001 still apply.

Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	-	-	950 U	5,176	311	385

Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	-	-	62,500 SF	2,359	58	238

Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	-	-	62,500 SF	7,011	622	611

Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	-	-	62,500 SF	1,826	191	194

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)	1.24	8.71 F	10 U	125	12	11

Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	1.22	0.60 F	31,885SF	1204	30	121



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	0.15	20 D	3 U	15	1	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.15	0.8 F	5,227 SF	61	31	7

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	-	-	950 U	5,176	311	385

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	-	3	116,666 SF	1,232	136	132

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	-	3	116,666 SF	4,404	110	444

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	-	3	116,666 SF	13,088	1,160	1,140

Traffic changes between maximum: **RS5, OR20, CS, SP and SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+6,123	+461	+532



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METRO SCHOOL BOARD REPORT

Projected student generation proposed SP-MU district: 131 Elementary 93 Middle 77 High

The proposed SP-MU zoning is expected to generate a total of 301 students, which is an increase from the 175 students anticipated by the preliminary SP. Students would attend Hattie Cotton Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools are identified as having capacity for additional students. 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 950 multi-family residential units, 350,000 square feet of non-residential land uses as defined on the plan, and a 99 key hotel. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited in the entirety of the SP.
2. The right in/right out is not approved at this time. As Metro does not have conceptual design for the Gallatin All-Access Corridor, the applicant with submittal of their final site plan, shall work with Planning, NDOT, WeGo, and Choose How You Move teams to review and analyze their plans to make a final determination as to the appropriateness of the entrance.
3. On the corrected copy, replace architectural standard 9 and the bullet point associated with the following language: "Building facades shall be constructed of brick, brick veneer, stone, cast stone, cementitious siding, glass, or materials substantially similar in form and function, unless otherwise approved on detailed building elevations included with the preliminary SP."
4. On the corrected copy, update the prohibited uses in the Residential District in accordance with the use condition above.
5. On the corrected copy, remove the last bullet point note 2 in Architectural Standards.
6. On the corrected copy, replace note 14 under Architectural Standards with the following, "Parking decks located at street level shall have no less than seventy-five percent of the lineal street frontage devoted to non-residential or residential uses at a minimum depth of twenty feet and shall complement the architectural character of the primary structure. Any portion of parking garage facade above street level that is visible and facing a public street shall also complement the architectural character of the primary structure. This may be accomplished through one or a combination of the following design strategies: vertical and/or horizontal articulation, opening design and rhythm, architectural cladding, screening, materiality, color or art/mural."
7. With the first final site plan, provide a plan for the relocation of the Renraw House that includes the timing of the proposed relocation in relation to the other elements of the project, including when Historic Landmark Zoning Overlay status will be requested.
8. Ground floor space along Gallatin Pike should be primarily comprised of active uses including but not limited to retail, restaurant, and other commercial uses, and in limited instances residential units with access to Gallatin Pike. Back of house functions should not be located along Gallatin Pike.

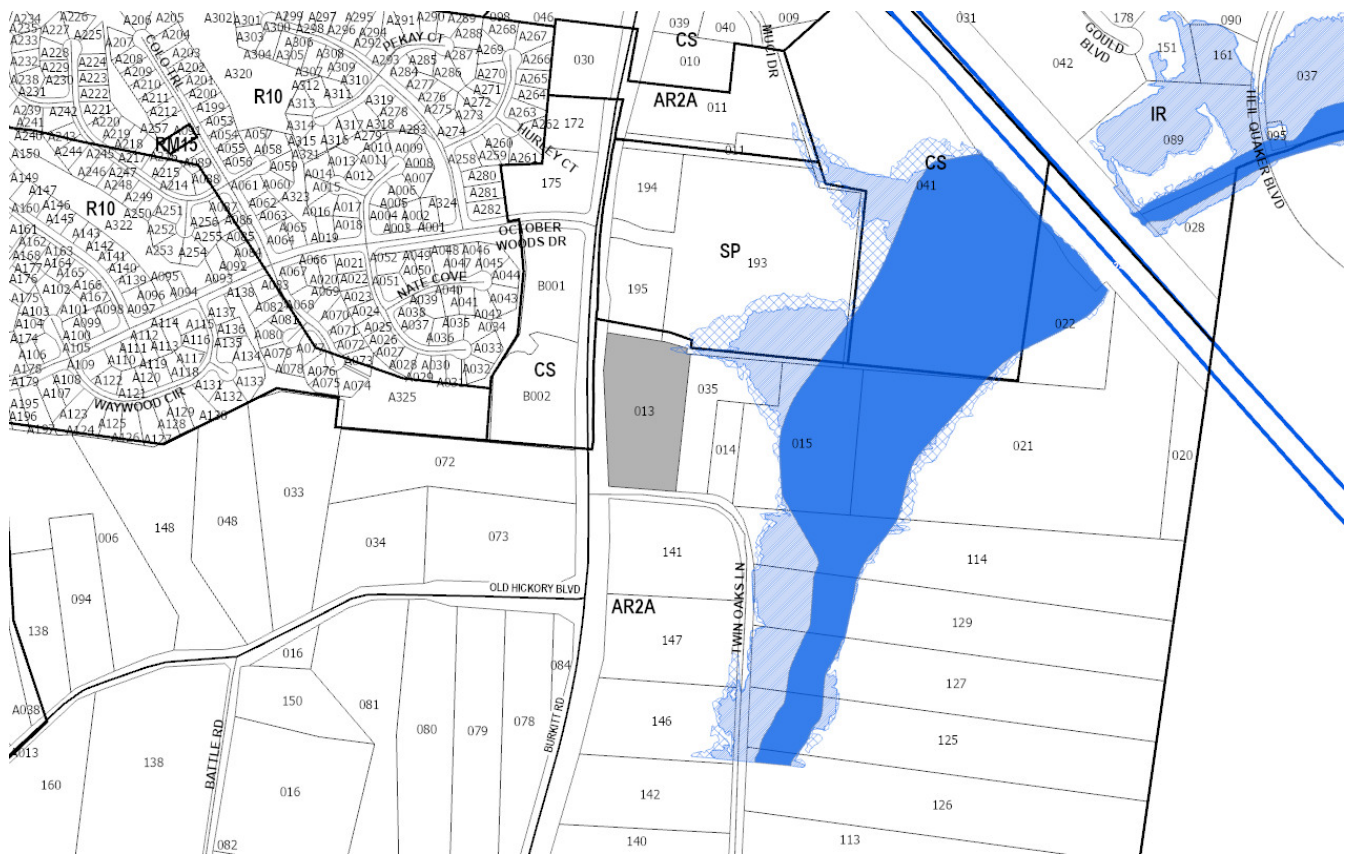


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9. Live-work units shall comply with the home occupation standards per 17.16.250.D of the Metro Code.
10. Areas shown as open space will need to remain as useable open spaces, not to serve as stormwater features. Below grade stormwater features may be permitted in areas shown as open space.
11. The approval of this plan does not approve any right-of-way abandonment. Continue to coordinate with Planning and NDOT on any proposed abandonments to right-of-way. Prior to final plat, mandatory referrals may be required.
12. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
13. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
14. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
15. Comply with all conditions and requirements of Metro reviewing agencies.
16. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the Mixed Use District of the property shall be subject to the standards, regulations and requirements of the MUG-A zoning district and the Residential District of the property shall be subject to the standards, regulations and requirements of the R6-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
17. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
18. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
19. No master permit/HPR shall be recorded prior to final SP approval.
20. Final plat may be required prior to permitting.



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2025SP-046-001
KERSEY PROPERTY SP
Map 183, Parcel(s) 013
12, Southeast
33 (Antoinette Lee)



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Item #3	Specific Plan 2025SP-046-001
Project Name	Kersey Property SP
Council District	33 – Lee
School District	06 – Mayes
Requested by	Anderson, Delk, Epps, & Associates, Inc., applicant; The Grandview Eight, LLC, owner.
Staff Reviewer	Schenk
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit a mixed use development.

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning district for property located at 13181 Old Hickory Boulevard at the corner of Old Hickory Boulevard and Twin Oaks Lane (4.97 acres), to permit a mixed-use development.

Existing Zoning

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and is intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of two duplex lots for a total of four units.*

Proposed Zoning

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

SOUTHEAST COMMUNITY PLAN

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



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MAP 183, PARCEL 35
DONALD AND LORI CHAFFER
INSTR. No. 2009020-012963
PLAT BK 8250, PG 348
R.O.D.C., TENN.

Proposed Preliminary SP





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

SITE CONTEXT

The site consists of a single parcel totaling approximately 4.97 acres in size. The site is located at the northeast corner of Old Hickory Boulevard, which is classified as a Scenic Arterial in the Major and Collector Street Plan (MCSP) and Twin Oaks Lane, which is a local street. The site has been zoned AR2a since 1974 and is currently vacant, although previously there was a single-family residence on the property. The surrounding parcels to east and south are zoned AR2a. The properties to the west are zoned Commercial Service (CS) and AR2a. The properties to the north are zoned Specific Plan (SP) and allow for commercial and multi-family residential uses. The surrounding parcels have developed with commercial, single-family residential, and multi-family residential uses. Additionally, the parcel to the south is currently vacant.

PLAN DETAILS

The proposed SP consists of 46 multi-family residential units in the form of townhomes and a maximum of 32,300 square feet of non-residential uses. The nonresidential uses would be limited to two buildings centrally located on the site facing Old Hickory Boulevard. Surrounding these non-residential buildings on the eastern, northern, and southern portions of the site are the 46 residential units. All of the residential units are proposed to face public streets or internal open spaces.

The plan proposes vehicular access from Old Hickory Boulevard and Twin Oaks Lane, with a private drive network connecting units and parking areas. Parking for the site would consist of surface parking lots, screened from public streets by the non-residential buildings and residential units. Additionally, each unit is proposed to have garage parking. Along all public streets, the plan proposes sidewalks and grass strips consistent with the Major and Collector Street Plan (MCSP), with pedestrian connections from these sidewalks to both the residential units and non-residential buildings.

The plan proposes architectural design standards, including standards for building materials and minimum glazing requirements. All buildings on the plan are proposed to have a maximum building height of three stories and 45 feet, including the buildings with nonresidential uses. The nonresidential buildings are identified with building footprints of approximately 7,150 square feet and 9,000 square feet. The plan includes formal landscaping requirements, including a ten-foot landscape easement along Old Hickory Boulevard, consistent with the Scenic Arterial requirements. A landscape buffer along the eastern property line is also provided. The plan also preserves existing stream buffers on the northern property boundary associated with Hurricane Creek.



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ANALYSIS

The proposed SP is located within the T3 Suburban Community Center (T3 CC) and Conservation (CO) policy areas. The T3 CC policy is intended to enhance and create suburban community centers that serve suburban communities generally within a 10- to 20-minute drive, with pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial, and institutional land uses. The Conservation (CO) policy on the site is limited to an area of stream buffer along the northern property boundary.

The proposed plan incorporates several policy goals of the T3 CC policy. The plan's proposed mix of uses, with both non-residential uses and residential units, is consistent with the policy goals of enhancing regional centers, by providing land uses to serve communities within a reasonable driving distance. The site layout, with regularly spaced buildings articulated towards public streets along the perimeter of the site, shallow setbacks, and parking generally behind buildings is consistent with the bulk standards of the T3 CC policy. Additionally, the proposed building heights of three stories is consistent with policy guidance. The CO policy on the site is limited to a stream buffer along the northern portion of the site. The proposed plan leaves this area undisturbed.

FIRE MARSHAL RECOMMENDATION

Approve

- Reviewed revised plan dated 03/18/26.- Approved

STORMWATER RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only.
- Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final SP approval.
- The approved construction plans must match the Final Site Plan/SP plans.
- The required capacity fees must also be paid prior to Final Site Plan/SP approval, a minimum of 30% of capacity & 100% of DAPARC fees must be paid in order to receive approval. (Water & Sewer Capacity Fee Permit No's. T2025061678 & T2025061682). Unless and until 100% of capacity charge has been paid, no water/sewer capacity is guaranteed.

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- Any public access point(ramps, drives) and/or intersection should meet AASHTO stopping sight distance requirements.



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- For reference, provide call outs on the final site plan for any MCSP requirements along the ROW frontages.
- In general, with a final: Any proposed roadway sections, pavement widening, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called outed per NDOT standard details.
- There shall be no earthen retaining walls installed in the public ROW. 3:1 side slopes are required off new public sidewalks in the ROW. Any retaining walls off the public ROW, below road and/or sidewalk elevation, should consist of cast-in-place, reinforced, concrete and the retaining wall design shall be stamped by a licensed geotechnical or structural engineer.
- Bridge culvert extension proposed shall be per TDOT standards and specifications.
- There shall be no vertical obstructions in new public sidewalks, roadways, curb/gutter and the removal, or relocation, of utilities will be required to accommodate new public infrastructure.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov). Submit waste/recycle disposal plan with final SP.
- 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 with conditions

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

Maximum Uses in Existing Zoning District: **AR2a**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	5.31	0.5 F	4 U	54	8	5

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	2.65	-	46 U	249	16	21



Metro Planning Commission Meeting of 4/9/2026

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	1.32	0.88	32,300 SF	1,219	31	123

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	1.32	0.88	32,300 SF	3,623	321	316

Traffic changes between maximum: **AR2a and SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+5,037	+360	+455

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a district: 0 Elementary 0 Middle 0 High

Projected student generation proposed SP-MU district: 5 Elementary 4 Middle 3 High

The proposed SP zoning is expected to generate 12 additional students than the existing AR2a zoning district. Students would attend A.Z. Kelley Elementary School, Thurgood Marshall Middle School, and Cane Ridge High School. A.Z. Kelley Elementary School is identified as exceedingly overcapacity, Thurgood Marshall Middle School is identified as exceedingly undercapacity, and Cane Ridge High School is identified as at capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 46 multi-family residential units and a maximum of 32,300 square feet of nonresidential uses of the MUL-NS zoning district, with the exception of prohibited uses as defined on the plan. Short-term rental property, owner occupied and short-term rental property, not-owner occupied, shall be prohibited for the entire development.
2. On the corrected copy, replace the language in the purpose note with the Permitted Uses condition.
3. On the corrected copy, refer to all residential units as multi-family residential units.
4. On the corrected copy, replace “commercial” with “nonresidential uses.”



Metro Planning Commission Meeting of 4/9/2026

5. On the corrected copy, remove “commercial uses proposed” and replace with, “Preliminary nonresidential uses proposed. Final uses to be confirmed with the final site plan per the Permitted Uses condition.”
6. On the corrected copy, update fallback zoning to MUL-A-NS.
7. The landscaping buffer along the eastern property boundary, as shown on the preliminary plan, shall have plantings consistent with the requirements of a Type C landscaping buffer. Minimum width of buffer area shall be provided as identified on the preliminary site plan.
8. Final location of sidewalk connections between the public sidewalk on Old Hickory Boulevard to the non-residential buildings shall be determined at the final site plan for consistency with actual building entrances. Adjustments may be required at final site plan to minimize sidewalks within the 10’ landscape easement along Old Hickory Boulevard.
9. All surface parking lots shall be screened from Old Hickory Boulevard and Twin Oaks Lane by buildings or landscaping or a combination of both.
10. No signage is included in the approval of this plan. No signage shall be located within the 10’ landscape easement on Old Hickory Boulevard.
11. Right-of-way dedication areas and road improvement details shall be identified on the final site plan consistent with the applicable local and/or MCSP requirements. Any additional areas of dedication not currently identified on the preliminary SP to meet road width standards shall be provided.
12. Comply with all conditions and requirements of Metro reviewing agencies.
13. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
14. No master permit/HPR shall be recorded prior to final SP approval.
15. Final plat may be required prior to permitting.
16. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the MUL-A-NS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
17. The final site plan shall label all internal driveways as “Private Driveways.” A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
18. 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.
19. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
20. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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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 4/9/2026

Item #4	Specific Plan 2025SP-048-001
Project Name	New Hope Gardens SP
Council District	12 – Evans
School District	04 – Nabaa-McKinney
Requested by	Dale and Associates, Inc, applicant. Proverbs Build Homes, owner.

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

Staff Reviewer	Comme
Staff Recommendation	<i>Defer to the April 23, 2026, Planning Commission meeting.</i>

APPLICANT REQUEST

Rezone from RS15 to SP to permit 44 multi-family residential units.

Preliminary SP

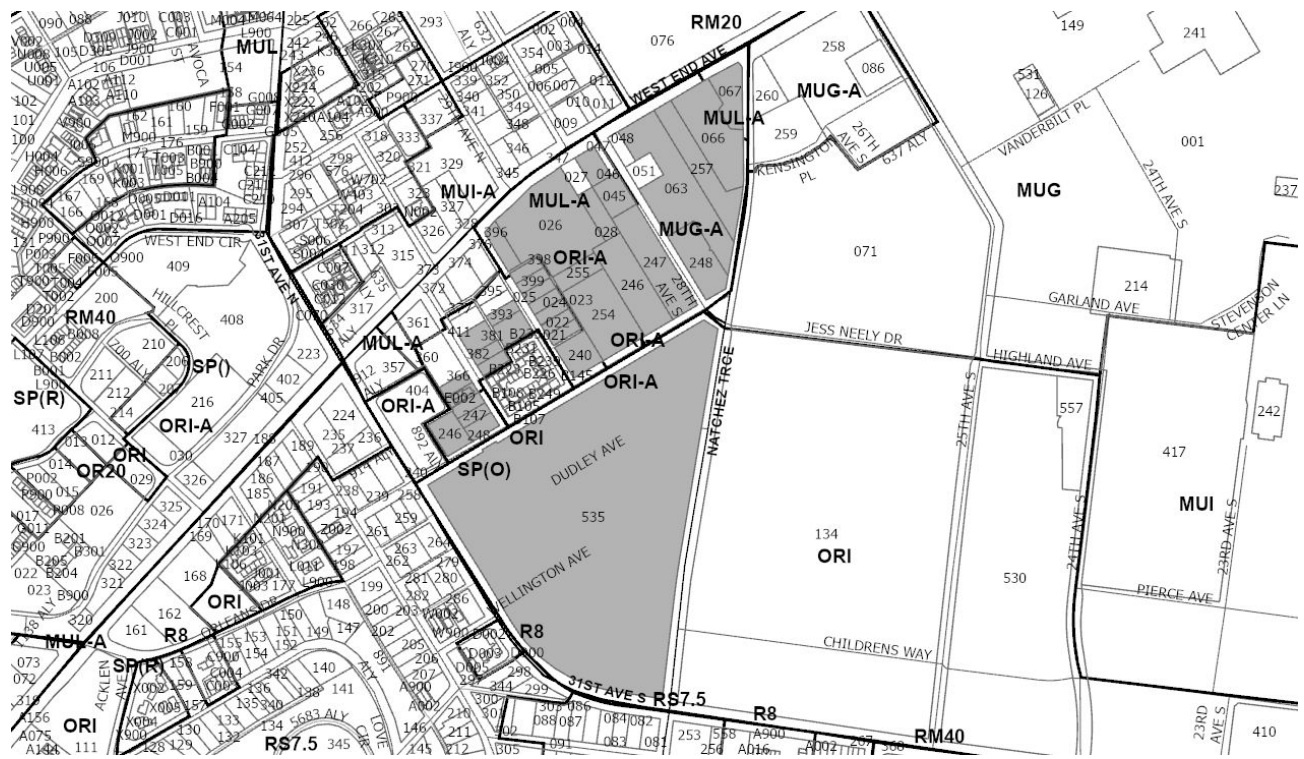
A request to rezone from Single-Family Residential (RS15) to Specific Plan (SP) zoning for property located at 6114 North New Hope Road, approximately 352 feet north of Central Pike (3.0 acres), to permit 44 multi-family residential units.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 4/9/2026



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 4/9/2026

Item #5a	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.

Deferrals This case was deferred at the March 12, 2026, Planning Commission meeting. No public hearing was held.

Staff Reviewer Marton
Staff Recommendation *Defer to the April 23, 2026, Planning Commission meeting.*

APPLICANT REQUEST

Preliminary SP to permit a mixed-use development.

Preliminary SP

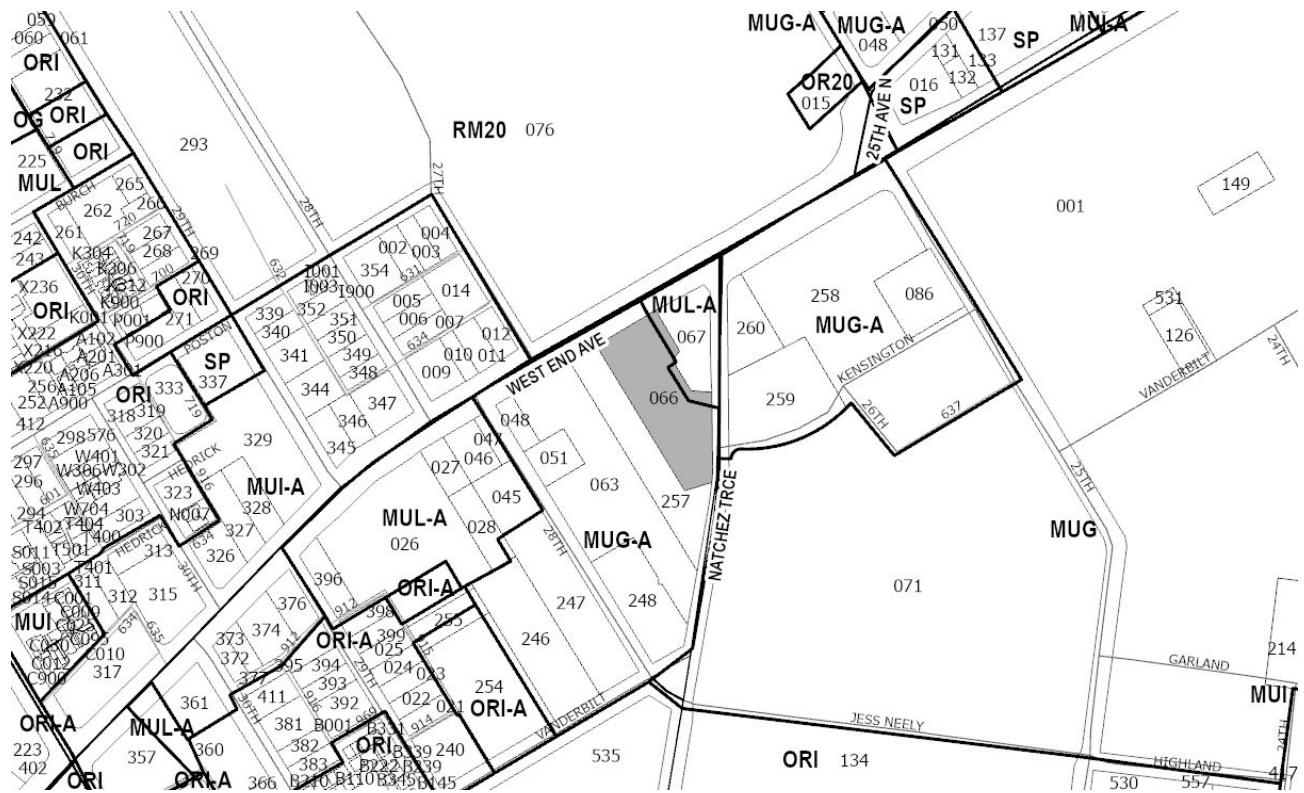
A request to rezone from Office/Residential Intensive (ORI), Office/Residential Intensive-Alternative (ORI-A), Mixed Use Limited-Alternative (MUL-A), Specific Plan-Office (SP-O), and Mixed Use General-Alternative (MUG-A) to Specific Plan-Mixed Use (SP-MU) zoning for various properties located from the corner of 30th Avenue South and West End Avenue to Natchez Trace, south to 31st Avenue South, and along 31st Avenue 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 23, 2026, Planning Commission meeting.



Metro Planning Commission Meeting of 4/9/2026



2005P-035-001

J. ALEXANDER'S (PUD CANCELATION)

Map 104-03, Parcel(s) 066

10, Green Hills – Midtown

18 (Tom Cash)



Metro Planning Commission Meeting of 4/9/2026

Item #5b	Planned Unit Development 2005P-035-001
Project Name	J. Alexander's (PUD Cancelation)
Associated Case	2026SP-004-001
Council District	18 - Cash
School District	05 - Fayne
Requested by	Hastings Architecture, LLC, applicant; Vanderbilt University, owner.

Deferrals This case was deferred at the March 12, 2026, Planning Commission meeting. No public hearing was held.

Staff Reviewer Marton
Staff Recommendation *Defer to the April 23, 2026, Planning Commission meeting.*

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 23, 2026, Planning Commission meeting.



Metro Planning Commission Meeting of 4/9/2026

Item #6	Specific Plan 2026SP-008-001
Project Name	Dragon Bowl & Boba
Council District	21 – Taylor
School District	05 – Fayne
Requested by	1038 28 th LLC, applicant and owner.
Staff Reviewer	Garland
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit a mixed-use development.

Preliminary SP

A request to rezone from One and Two-Family (R6) to Specific Plan (SP) zoning for property located at 1038 28th Avenue North, approximately 138 feet north of Meharry Boulevard (0.10 acres), to permit a mixed-use development.

Existing Zoning

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

Proposed Zoning

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

NORTH NASHVILLE COMMUNITY PLAN

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



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The approximately 3,968 square foot site is located on the east side of 28th Avenue North. The subject site has frontage on 28th Avenue North and abuts an improved alley #581 bordering the north side of the property. Hadley Park Library is located on the western side of 28th Avenue North. The site is within 500 feet of the nearest bus stops at the corner of Jefferson Street and Ed Temple Boulevard. Surrounding zoning districts include R6, Commercial Service (CS), Multi-family Residential (RM40), Mixed-Use Limited Alternative (MUL-A), and Commercial Neighborhood (CN) with surrounding land uses including residential, vacant, commercial, office/medical, and civic. This site is also on a policy seam of multiple policies. Urban Community Center (T4 CC) is to the north and west, Urban Neighborhood Maintenance (T4 NM) is to the east, and Civic (CI) and Open Space (OS) are to the south.

PLAN DETAILS

The plan proposes to rehabilitate the existing structure, which is currently vacant, to permit a mixed-use development. No expansion of the building footprint is proposed with this request. The proposal includes a new roof and increases square footage on the second level. The existing structure is approximately 1,446 square feet, including square footage from the first and second levels. The plan proposes a restaurant on the first floor and office space on the second floor. The restaurant is proposed at 1,046 square feet and the office is proposed at 1,046 square feet. Vehicular access to the site is through an improved alley on the north side. Four parking spaces are provided in the rear of the site. Since this site is within the Urban Zoning Overlay (UZO) parking is not required. The site has frontage on 28th Avenue North which is identified as an arterial boulevard in the Major and Collector Street Plan (MCSP). There is an existing sidewalk along the frontage of 28th Avenue North which is proposed to remain with the proposal.

ANALYSIS

The subject site is located within the T4 CM policy area. The T4 CM policy is intended to enhance mixed-use corridors by encouraging greater variety of residential and mixed use development. The subject site was a part of a recent policy change from Urban Neighborhood Maintenance (T4 NM) to T4 CM (2026CP-008-001) that was approved at the March 12th, 2026, Planning Commission meeting. The staff report provided the following information related to the policy change: The policy change to T4 CM was determined to be most appropriate as it supports a mix of uses and provides opportunities for additional housing and mixed-use development along the corridor based on the Community Plans staff report. The subject site is in an area that 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.

The existing structure on the property is oriented towards 28th Avenue North and the structure is currently vacant. The proposed mixed-use development presents an opportunity for reinvestment consistent with corridor-focused policy guidance. Additionally, the presence of alleys, bike lanes, and existing transit opportunities within the surrounding blocks further enhances local connectivity and supports multimodal circulation. The subject site is within a five-minute walk to the nearest WeGo bus stop just north of the site. Also, just north of the site, 28th Avenue North includes protected bike lanes north of Jefferson Street at Ed Temple Boulevard, providing north-south connectivity. The plan meets the policy goals by providing a layout consistent with the intent of the



Metro Planning Commission Meeting of 4/9/2026

policy to provide mixed uses, therefore staff recommends approval with conditions and disapproval without all conditions.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Limited building and site details provided for review. Construction, site access and/or use shall comply with all applicable fire and building code requirements. Change of occupancy, use/ classification. Renovations must comply with currently adopted codes

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called outed per NDOT standard details.
- There shall be no earthen retaining walls installed in the public ROW. There shall be no vertical obstructions in new public sidewalks(or roadways) and the removal, or relocation, of utilities will be required to accommodate new public sidewalks. A private hauler may be required for waste/recycle disposal.
- Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov). Submit waste/recycle disposal plan with final SP. Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by NDOT.
- Final design and improvements may vary based on actual field conditions.
- Any proposed public roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called outed per NDOT detail standards. Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- There are to be no vertical obstructions in new public sidewalks.



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- 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. (cont.) Extents to be coordinated in field with NDOT inspector.
- Comply with NDOT Roads.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.10	17.26 F	2 U	15	5	1

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	-	-	1,046 SF	117	11	10

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	-	-	1,046 SF	13	28	1

Traffic changes between maximum: **R6-A and SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+115	+34	+10

METRO SCHOOL BOARD REPORT

The proposed SP-MU zoning includes a mix of uses which could vary and assumption of school impact at this point is premature. Students would attend Park Avenue Elementary School, Moses McKissack Middle School, and Pearl-Cohn High School. Park Avenue Elementary School, Moses McKissack Middle School, and Pearl-Cohn High School are identified as being exceedingly under capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.



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CONDITIONS

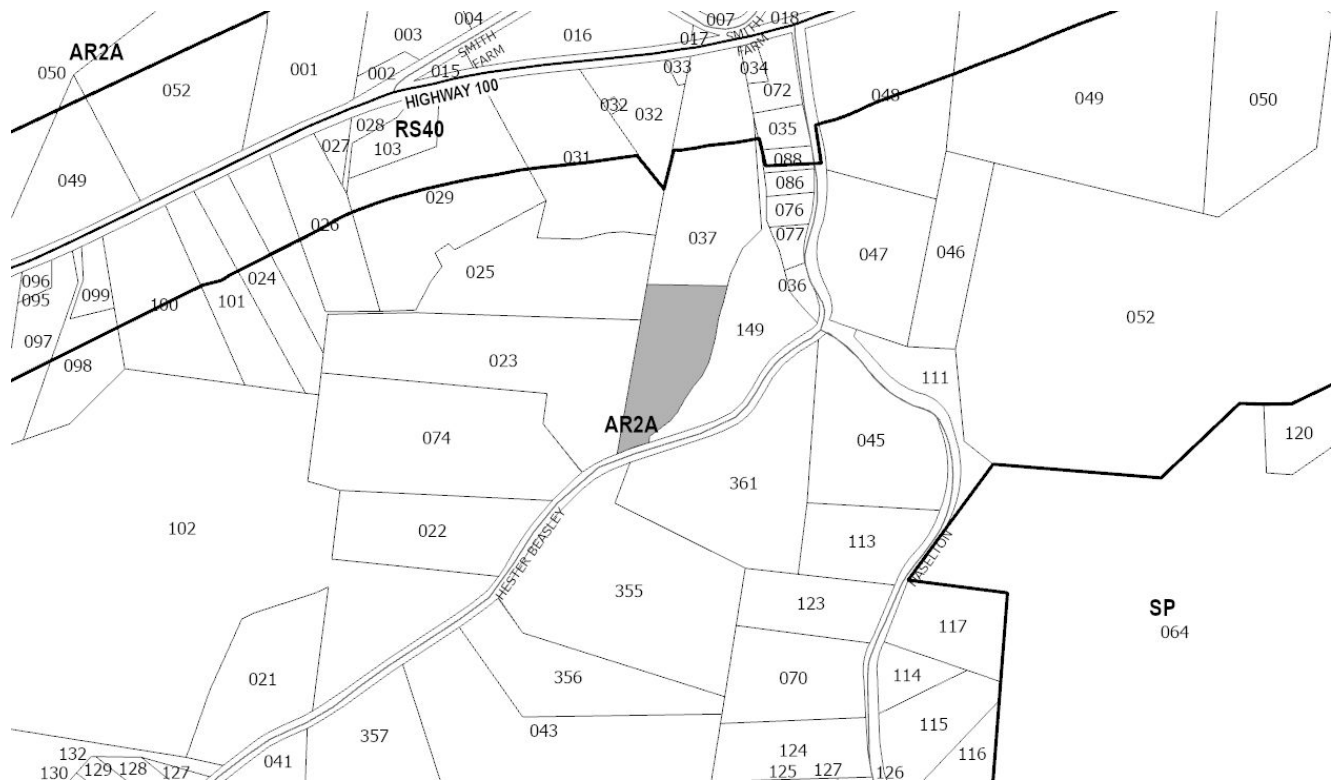
1. Permitted uses shall be limited to restaurant and office uses. Short term rental properties, owner occupied and short term rental properties, not owner occupied, shall be prohibited.
2. No changes to the building footprint or building additions are permitted with this approval. All permitted uses are to take place in the existing building.
3. 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.
4. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
5. 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.
6. Comply with all conditions and requirements of Metro reviewing agencies.
7. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the MUN-A zoning district, as of the date of the applicable request or application.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. No master permit/HPR shall be recorded prior to final SP approval.
11. Final plat may be required prior to permitting.



SEE NEXT PAGE



Metro Planning Commission Meeting of 4/9/2026



2026S-034-001
PULLIAM SUBDIVISION
Map 169, Portion of Parcel(s) 037
06, Bellevue
35 (Jason Spain)



Metro Planning Commission Meeting of 4/9/2026

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

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

Staff Reviewer Schenk
Staff Recommendation *Approve with conditions, including variances to Section 4-2 of the Metro Subdivision Regulations.*

APPLICANT REQUEST

Request for final plat approval to create one lot.

Final Plat

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

SITE DATA AND CONTEXT

Location: The site consists of a portion of a single parcel located at Highway 100 (unnumbered) approximately 215 feet northwest of Hester Beasley Road. The site is a portion of a larger parcel that consists of approximately 11.12 total acres. This site is creating a 3.37-acre lot on a portion of this parcel.

Street Type: The site has frontage on Hester Beasley Road, a local street, with an existing right-of-way width of 21.4 feet.

Approximate Acreage: 3.37 acres, or approximately 147,020.2 square feet.

Parcel/Site History: The site consists of a portion of one parcel that was created by deed in 1905.

Zoning History: This portion of the parcel is zoned Agricultural/Residential (AR2a) and has had this zoning since 1974. The remaining portion of the parcel has been zoned AR2a since 1974 and Single-Family Residential (RS40) since 1986.

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



Metro Planning Commission Meeting of 4/9/2026

INSTRUMENT #
0170316-0025949 R.O.D.C.
PROPERTY MAP 169
PARCEL (25)

SET 4" CAPPED IRON PIN "CHAPDELAINE"
N:619090.74
E:1676290.69

(196.14')

(149.56')

(137.21')

S 85°10'26" E 286.77'(TOTAL DIST.)

(143.01')

1 **

3.37 ACRES
147,020.2 SQ.FT.

EXISTING 30' NON-EXCLUSIVE IN AND UTILITY E/P (ref. Deed Book 6491 Pg

PRIOR TO THE OBTAINING PERMIT FOR CONSTRUCTION OF THE PROPOSED SUBDIVISION SHALL BE IN CONFORMANCE WITH THE METRO SUBDIVISION ACT

NESSEE, LLC
1000 W. HESTER ROAD
1000 W. HESTER ROAD R.O.D.C.
PARCEL (23)

542.52' TOTAL
N 10°32'31" E (514.15')

AREA #2

AREA #1

EXISTING MAG NAIL

EXISTING 4" IRON PIN "CHAPDELAINE"

4.07
73.97
WITNESS CHAPDELAINE"

(28.37')

101.40'

N 72°18'42" E

S 72°18'42" W 104.17'

EXISTING 6" WATER LINE HARPETH VALLEY UTILITY DISTRICT

S 72°18'42" W (279.13)

REFERENCE 94°51'2" E 82.48'

STATE PLANE NORTH

HESTER

BEAST

Proposed Final Plat



Metro Planning Commission Meeting of 4/9/2026

Surrounding land use and zoning:

- North: Single-Family Residential (RS40)/Agricultural/Residential (AR2a)
- South: Agricultural/Residential (AR2a)
- East: Agricultural/Residential (AR2a)
- West: Agricultural/Residential (AR2a)

Zoning: Agricultural/Residential (AR2a)

Min. lot size: 2 acres

Max. building coverage: 0.20

Min. rear setback: 20 feet

Min. side setback: 20 feet

Max. height: 3 stories

Min. street setback: 40 feet

PROPOSAL DETAILS

Number of Lots: 1

Lot sizes: Lot 1 is 3.37 acres (147,020.20 square feet).

Access: Access to the lot is provided by an existing recorded shared access easement along the eastern portion of the lot. This access easement provides vehicular access to Hester Beasley Road.

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

APPLICABLE SUBDIVISION REGULATIONS

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

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

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



Metro Planning Commission Meeting of 4/9/2026

4-2. Development Standards

4-2.1 Identification of Primary Conservation Land

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

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

4-2.2 Preservation of Conservation Land

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

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

4-2.3 Development Footprint

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

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

4-2.4 Building Placement

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

The site contains areas of conservation features primarily in the form of steep slopes. A small area of problem soils is also present at the northwest corner. A building envelope has been identified on Lot 1 outside of these conservation features.

4-2.5 Rural Character Design

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

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

a. *Building Setback along existing public streets.*

Does not comply. The building setbacks are required to be varied, and a minimum setback line is required to be platted when the average setback of



Metro Planning Commission Meeting of 4/9/2026

abutting parcels is more than the minimum required street setback established by the zoning. Where the minimum required street setback is less than the average of the street setback of the two parcels abutting either side of the lot proposed to be subdivided, a minimum building setback line shall be included on the proposed lots at the average setback of the abutting parcels. The average front setback of the abutting parcels is approximately 104.97 feet, which is greater than the required 40 feet per the AR2a zoning district. A front setback of 75.2 feet is shown on the plat. *Since the front setback shown is less than the required minimum building setback, a variance is required and will be discussed below.*

- b. *Lot Depth along existing public streets.*
Complies. The minimum depth for lots along existing public streets shall be the building setback required by Sec 4-2.5(a) plus 300 feet. This provision requires a 404.97-foot lot depth. As proposed, the average depth of the proposed lot measured at the midpoint of the frontage is approximately 685.53 feet, which is greater than the required minimum depth.
- c. *Lot size along existing public streets.*
Does not comply. A compatibility analysis was conducted per this requirement based on the surrounding parcels. The minimum lot size is to be either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than the smallest of the surrounding parcels, whichever is greater. The result of the analysis is that the minimum lot size required is approximately 3.72 acres or 162,043 square feet. The area of the proposed lot is 3.37 acres, or 147,020 square feet, which does not meet the 3.72-acre minimum lot size. *A variance is required and will be discussed below.*
- d. *Lot frontage abutting existing public streets.*
Does not comply. A compatibility analysis was conducted per this requirement based on the surrounding parcels. The result of the analysis is that the minimum lot frontage required along Hester Beasley Road is approximately 197.09 feet. The frontage of the proposed lot is 101.40 feet, which is below the required minimum. *A variance is required and will be discussed below.*
- e. *Street lights.*
Not applicable for this case.
- f. *Conservation Development.*
Not applicable for this case.
- g. *Compact Development.*
Not applicable for this case.



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

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

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

Variance Analysis

Variance Request-Minimum Building Setback

Section 4-2.5.a.1.a. requires the minimum front setback to be the average setback of the abutting parcels. The average front setback of the abutting parcels is approximately 104.97 feet, which is greater than the minimum front setback based on the AR2a zoning district. The AR2a zoning district would require a front setback of 40 feet. A building envelope, with a front setback of 75.2 feet is shown on the plat. In considering the surrounding parcels, staff notes that two adjacent parcels that were included in the compatibility analysis, have larger front setbacks than most existing houses on the same block. Several parcels, including one of the adjacent parcels, and two other nearby parcels, have setbacks of 58, 72, and 75 feet, which are all shallower than the proposed setback. Additionally, the smaller front setback reduces disturbance into areas of steep slopes which are located towards the rear of the site. When considering this range of setbacks, Staff finds that a variance for minimum building setback would not conflict with the intent of the Rural Subdivision Regulations and meets all the requirements for the Commission to grant a variance.

Variance Request-Minimum Lot Size

Section 4-2.5.a.1.c. requires the minimum lot size along existing public streets to be equal to or greater than 70% of the average size of surrounding parcels or equal to or greater than the smallest parcel, whichever is greater. In this case, the minimum required lot size for the proposed lot is approximately 3.72 acres or 162,043 square feet. As proposed, the size of the proposed lot is approximately 3.37 acres or 147,020 square feet. When considering the lot size pattern of the broader area along the same block as Hester Beasley Road, several existing parcels have lot sizes



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less than the proposed 3.37-acre lot, including four parcels to the east that we included in the lot size analysis, ranging in size between 0.25 and 0.45 acres. Due to the range of lot sizes in the surrounding area, and existing lot sizes less than the size of this proposed lot, Staff finds that a variance for minimum lot size would not conflict with the intent of the Rural Subdivision Regulations and meets all the requirements for the Commission to grant a variance.

Variance Request-Minimum Lot Frontage

Section 4-2.5.a.1.d. requires the minimum lot frontage along existing public streets to be equal to or greater than 70% of the average size of surrounding parcels or equal to or greater than the smallest, whichever is greater. In this case, the minimum required lot frontage for the proposed lot is approximately 197.09 feet, which is greater than the proposed lot frontage of 101.4 feet. When considering the lot frontages of parcels in the broader area, several parcels have lot frontages smaller than the minimum required frontage, including frontages between 70 and 100 feet, which is less than the proposed lot frontage. Since there is a varied lot frontage pattern in the surrounding area and the proposed lot frontage is larger than the smallest lot frontage in this area, Staff finds that a variance for minimum lot frontage would not conflict with the intent of the Rural Subdivision Regulations and meets all the requirements for the Commission to grant a variance.

PLANNING STAFF COMMENTS

Except for the minimum building setback, lot size, and lot frontage requirements, the proposed lot meets the standards of the Metro Subdivision Regulations and Metro Zoning Code.

POLICY CONSIDERATIONS

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

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

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve



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STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

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

WATER SERVICES RECOMMENDATION

Not Applicable

- HVUD

METRO HEALTH RECOMMENDATION

Approve

HARPETH VALLEY UTILITY DISTRICT

Letter of availability provided.

STAFF RECOMMENDATION

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

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2026S-034-001 with conditions, including variances to Section 4-2.5 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.

CONDITIONS

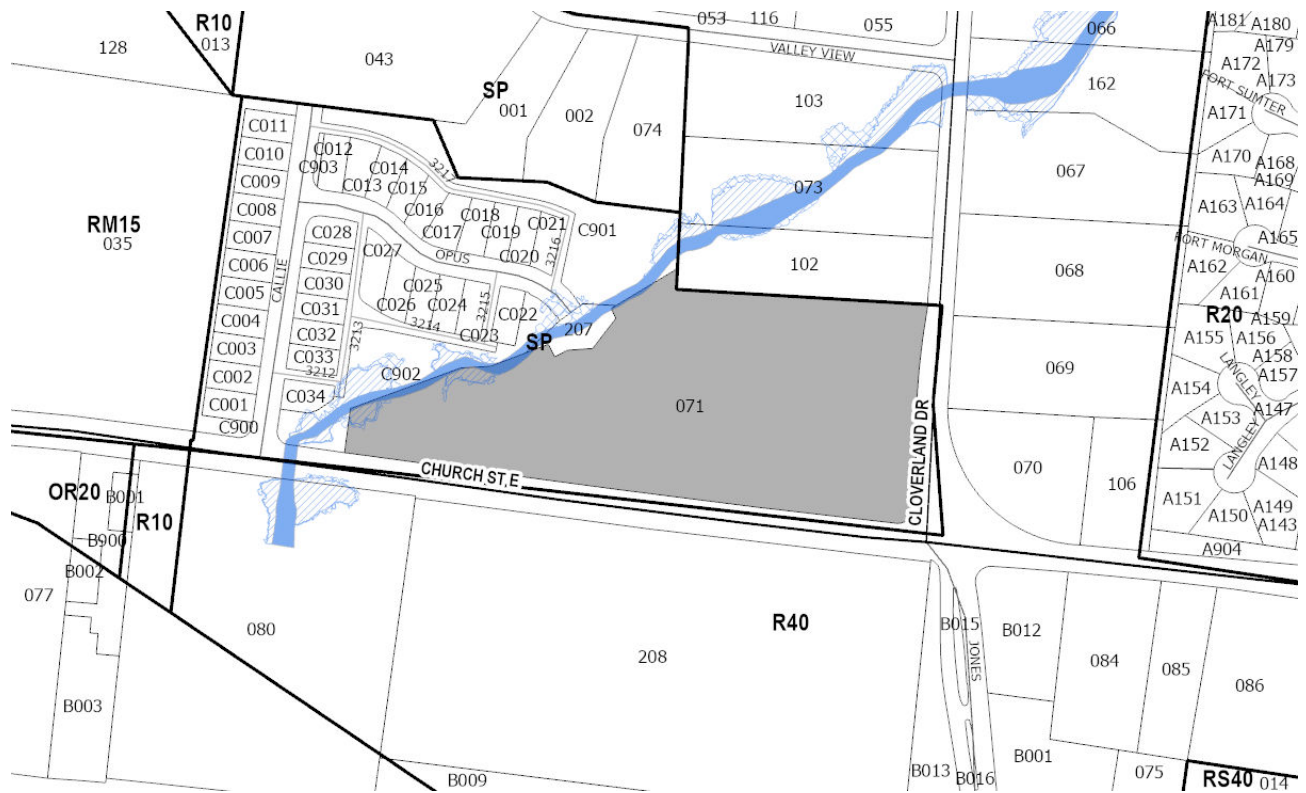
1. Comply with all conditions and requirements of Metro reviewing agencies.
2. On the corrected copy, add Map 169, Parcel 367, to the face of the plat and as a note to the Notes section.
3. On the corrected copy, include the boundary and map and parcel numbers for the adjacent parcel to the east (16900014900).
4. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.
5. The mylar shall be approved and signed by the Metro Health Department prior to recording.



SEE NEXT PAGE



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



Metro Planning Commission Meeting of 4/9/2026

Item #8
Project Name
Council District
School District
Requested by

Final Plat 2026S-037-001
Callie Subdivision Phase 2
26 – Johnston
08 – O’Hara Block
Dale and Associates, Inc, applicant. Church Holding Company, LLC, owner.

Deferrals

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

Staff Reviewer
Staff Recommendation

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

APPLICANT REQUEST

Request for final plat approval to create 36 lots.

Final Plat

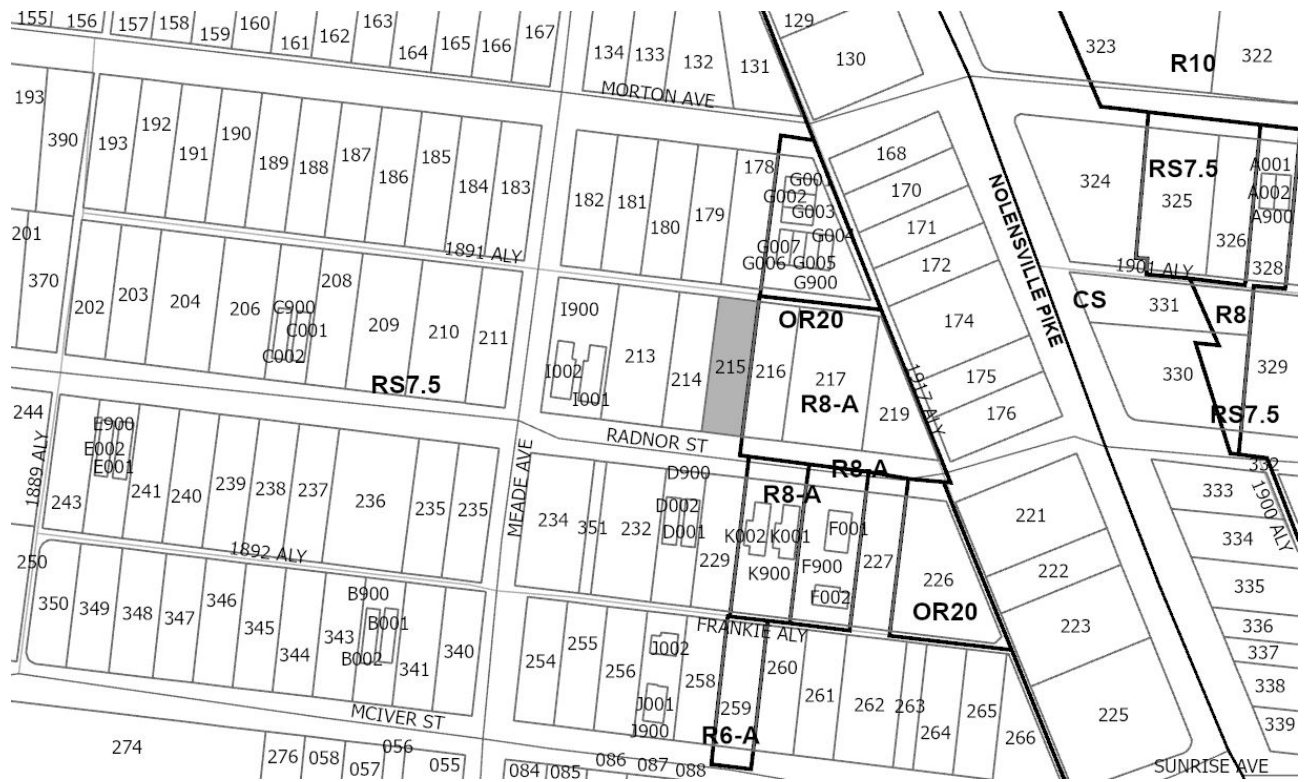
A request for final plat approval to create 36 lots on property located at 5693 Cloverland Drive, at the northwest corner of Cloverland Drive and Church Street East, zoned Specific Plan (SP) (8.28 acres).

STAFF RECOMMENDATION

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



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2026Z-012PR-001
Map 119-13, Parcel(s) 215
11, South Nashville
16 (Ginny Welsch)



Metro Planning Commission Meeting of 4/9/2026

Item #9	Zone Change 2026Z-012PR-001
Council District	16 – Welsch
School District	07 – Player
Requested by	Bruce Yazdian, applicant; Giti3 Properties, LLC, owner.
Deferrals	This item was deferred at the March 26, 2026, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Commey
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from RS7.5 to R8-A.

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to One- and Two-Family Residential Alternative (R8-A) zoning district for property located at 470 Radnor Street, approximately 217 feet northeast of Meade Avenue (0.2 acres).

Existing Zoning

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

Proposed Zoning

One- and Two-Family Residential Alternative (R8-A) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.45 dwelling units per acre and is designed to create walkable neighborhoods through appropriate building placement and bulk standards. *Based on acreage alone, R8-A would permit a maximum of one duplex lot.*

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 0.2 acres located on the north side of Radnor Street. The property has been zoned Single-Family Residential (RS7.5) since 2004 and was previously zoned One and Two-Family Residential (R8). The site is developed with a single-story, single-family residential structure. The surrounding properties are zoned Single-family Residential (RS7.5), One- and Two-Family Residential Alternative (R8-A), Office/Residential (OR20) and Commercial Service (CS) while surrounding land uses are predominantly single-family residential



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and two-family residential. Other land uses include automobile uses, retail and restaurant uses. The property has frontage on Radnor Street, which is classified as a local street. This request was originally for parcel 215 and 216 and noticed as such, however, parcel 216 was removed from the request as it is currently zoned R8-A.

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

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

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

FIRE RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.2	5.81 F	1 U	15	5	1



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.2	10.44 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 RS7.5 district: 0 Elementary 0 Middle 0 High

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

The proposed zoning is not expected to generate any additional students than the existing RS7.5 zoning district. Students would attend Glencliff Elementary School, Wright Middle School and Glencliff High School. Glencliff Elementary School is identified as being at overcapacity. Wright Middle School is identified as being exceedingly under capacity. Glencliff High School is identified as being under capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



NO SKETCH



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Item #10	Text Amendment 2026Z-008TX-001
Project Name	Housekeeping Amendments
Council Bill No.	BL2026-1314
Council District	Countywide
School District	Countywide
Requested by	Councilmember Rollin Horton

Deferral/ MPC Rules and Procedures

Approve, including an exception to Sec. VIII. D of the Planning Commission Rules and Procedures due to the housekeeping nature of this request.

Staff Reviewer	Harrison
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend Titles 2, 6, 13, 15 and 17 of the Metropolitan Code of Laws to amend typographical errors, incorrect references, redundancies, and other minor errors.

PROPOSED AMENDMENT TO TITLE 17

The proposed housekeeping amendment includes numerous changes within the Zoning Code related to spelling corrections, references to other sections of the Code, and departmental name updates. The bill, alongside amendments to Title 17, also includes changes to Titles 2, 6, 13, and 15. These items are not included in this report as the Planning Commission is authorized to review changes to Title 17.

SUMMARY

Amendments within to two sections (17.16.230 and 17.28.010) are related to the changing of “insure” to “ensure.” Within 17.28.065, there is a correction to the spelling of a tree species and correction to a reference to another section within this chapter that is referring to the incorrect subsection. An additional reference within the Code is updated to the corrected section (17.24.140). The amendment to 17.36.130 removes a duplicate paragraph. The last amendment within this ordinance, Section 10, is related to updating references to “the department of public works” to “the department of transportation and multimodal infrastructure” for various sections throughout Title 17. There are other instances where “public works” is mentioned within the Code, but Staff’s understanding is that there is a broader Code update from the Nashville Department of Transportation (NDOT) that may be forthcoming which addressed these other instances. The sections being updated are ones regularly referenced by Metro Water Services (MWS), which has filed this legislation.

ANALYSIS

The proposed amendments to Title 17 of the Metropolitan Code are housekeeping in nature. There are no changes to any requirements or how the Code is to be interpreted.



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FISCAL IMPACT RECOMMENDATION

There is no fiscal impact identified with this amendment.

COUNCIL

The proposed text amendment passed on first reading at the March 17, 2026, Metro Council meeting. The public hearing at Council is scheduled for July 7, 2026.

MPC RULES AND PROCEDURES/TEXT AMENDMENT REVIEW PROCESS

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

The Planning Commission public hearing is scheduled for April 9, 2026. Given the housekeeping nature of this amendment and that the proposed legislation does not change the standards or application of the Code, staff is recommending that the Commission suspend the rules for a second hearing at the Planning Commission. If the rules are not suspended then this item will need to be deferred to the May 14, 2026, Planning Commission meeting for consideration.

STAFF RECOMMENDATION

Staff recommends approval.

ORDINANCE NO. BL2026-1314

An ordinance amending certain sections and subsections of Chapters 2.104, 6.26, 13.32, 17.20, 17.24, 17.28, and 17.36 of the Metropolitan Code of Laws to correct typographical errors, incorrect references, redundancies, and other minor errors. (Proposal No. 2026Z-008TX-001).

WHEREAS, certain provisions within the Metropolitan Code of Laws include minor typographical errors, outdated or incorrect references to other sections of the Metro Code, redundant provisions, or other minor errors warranting correction; and

WHEREAS, the minor corrective amendments herein do not alter the substantive meaning or effect of the existing Code provisions but merely update the text for accuracy and consistency.

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

Section 1. Subsection 2.104.030(A) of the Metropolitan Code shall be deleted in its entirety and replaced with the following:

- A. The urban forester shall have general oversight over all tree planting undertaken by the metropolitan government but shall have no direct supervisory power over metropolitan government employees engaged in tree planting. He or she shall ensure that planting of public



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trees progresses in a systematic manner to assure diversity of age, classes and species. He or she shall further provide information to all Metro agencies as to appropriate tree size, density and planting techniques.

Section 2. Section 13.32.210 of the Metropolitan Code shall be deleted in its entirety and replaced with the following:

No person shall willfully break, pull down, hurt or destroy any tree which is now or may hereafter be planted within the urban services district; provided, that nothing in this section shall be so construed as to prevent the metropolitan government from removing any tree which it may deem so situated as to obstruct any street or sidewalk, or to prevent any proprietor of a lot from cutting down any tree on or in front of his or her lot.

Section 3. Section 15.64.010 of the Metropolitan Code of Laws is hereby amended by deleting the definitions for the terms “Green infrastructure” and “Green street” in their entirety, as neither term appears elsewhere in the Code.

Section 4. Subsection 17.16.230(B)(10)(c)(i) of the Metropolitan Code shall be deleted in its entirety and replaced with the following:

i. Ground vibration: .50 inches per second peak particle velocity for frequencies below forty Hertz and 2.0 inches per second peak particle velocity for frequencies greater than 40 hz; the charge weight delay shall be adjusted accordingly to ensure compliance with this standard.

Section 5. Subsection 17.24.140.C of the Metropolitan Code shall be deleted in its entirety and replaced with the following:

C. All trees planted or preserved to satisfy the requirements of this article shall count towards the tree density requirements of 17.28.065.

Section 6. Subsection 17.28.065.C.3.b.iii of the Metropolitan Code shall be deleted in its entirety and replaced with the following:

iii. Alternative tree density requirements for single and two-family residential lots. In lieu of the requirements of subsection 3.b.ii of this section, a home builder may petition the urban forester for credit for retaining existing trees on the building lot, provided that the overall tree density, including both replacement and retained trees, is not less than seven units per acre. Retained trees used to satisfy this requirement shall be protected according to Section 17.28.065.A. Proof of compliance with this requirement shall be provided prior to the issuance of a certificate of occupancy.

Section 7. Subsection 17.28.010 of the Metropolitan Code shall be deleted in its entirety and replaced with the following:



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The purpose of this article is to establish standards for development in environmentally sensitive areas, in a manner which provides for reasonable use of the land while retaining to the maximum extent possible the environmentally sensitive portions in a predeveloped state. This article is predicated on the concept that land use policy decisions and zoning decisions must be made in the context of the land's characteristics. The choice of residential land uses should be based on site-specific characteristics which coincide with the many available varieties of housing. Commercial land use decision-making, conversely, is likely driven more by market forces, such as location or access, than by site characteristics. It is the intent of this article to offer incentives to minimize environmental disturbance. The requirements and standards of this article are intended to promote low-impact development in the sensitive hillsides and areas of special flood hazard of the community through incentives to preserve these lands in an undeveloped state, to ensure protection of special vegetative assets and to promote well-conceived development which recognizes the problem soils of the community.

Section 8. Section 17.28.065 of the Metropolitan Code shall be amended by deleting references to “Ginko” and substituting therefore “Ginkgo.”

Section 9. Section 17.36.160 of the Metropolitan Code of Laws is hereby amended by deleting subsection C in its entirety, as it is duplicative of subsection B.

Section 10. Sections 2.104.050, 2.104.100, 6.26.060, 6.26.190, 17.20.120, 17.24.075, 17.28.030, and 17.28.065 of the Metropolitan Code of Laws are hereby amended by deleting all references therein to “the department of public works” and substituting therefore “the department of transportation and multimodal infrastructure.”

Section 11. This Ordinance shall take effect from and after its final passage, and such change shall be published in a newspaper of general circulation, the welfare of the Metropolitan Government of Nashville and Davidson County requiring it.

INTRODUCED BY:

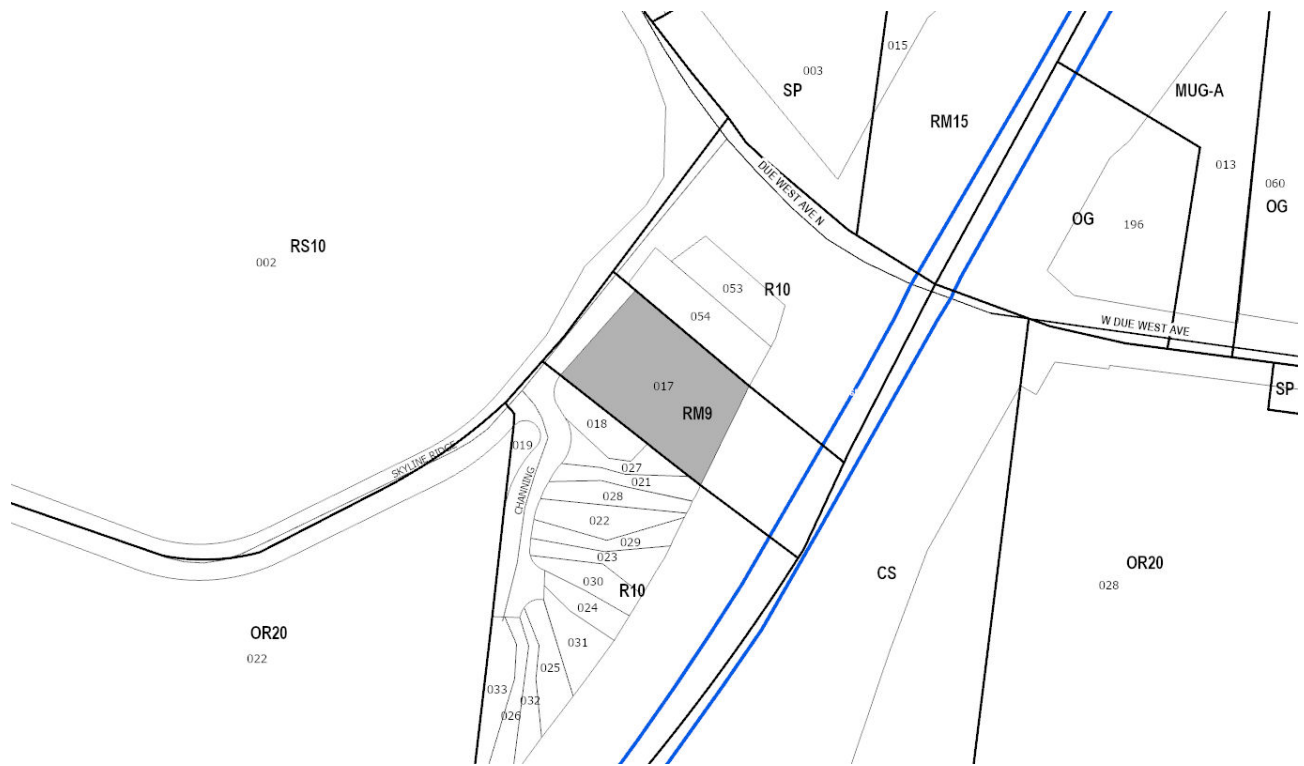
Rollin Horton
Member of Council



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2026Z-024PR-001
Map 051-05, Parcel(s) 017
02, Parkwood-Union Hill
05 (Sean Parker)



Metro Planning Commission Meeting of 4/9/2026

Item #11**Council District****School District****Requested by****Zone Change 2026Z-024PR-001**

05 – Parker

01 – Taylor

Catalyst Design Group, applicant; 705 Skyline Ridge Drive, LLC, owner.

Staff Reviewer

Chen

Staff Recommendation*Approve.***APPLICANT REQUEST****Zone change from RM9 to RM15-A-NS.**Zone Change

A request to rezone from Multi-Family Residential (RM9) to Multi-Family Residential-Alternative-No Short-Term Rental (RM15-A-NS) zoning for property located at 705 A Skyline Ridge Drive, approximately 44 feet north of Channing Drive (0.84 acres).

Existing Zoning

Multi-Family Residential (RM9) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre. *Based on acreage alone, RM9 would permit a maximum of eight units.*

Proposed Zoning

Multi-Family Residential-Alternative-No Short-Term Rental (RM15-A-NS) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre 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. Based on acreage alone, RM15-A-NS would permit a maximum of 13 units.*

PARKWOOD - UNION HILL COMMUNITY PLAN

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

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5



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Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed. *The CO policy on this site is limited to an area of a stream and stream buffers along the rear property boundary.*

ANALYSIS

The application consists of one parcel totaling 0.84 acres located on the southeast side of Skyline Ridge Drive, approximately 260 feet south of the intersection with Due West Avenue North. The subject site is adjacent to Interstate 65 to the east. The property has been zoned RM9 since 1998. The site is currently developed with a structure that contains six units. Skyline Ridge Drive is a local street. Due West Avenue North is identified as a Collector Avenue in the Major and Collector Street Plan (MCSP).

Surrounding properties are zoned Single-Family Residential (RS10), One and Two-Family Residential (R10), Office/Residential (OR20), and Specific Plan (SP). The SP (BL2017-820) to the northeast was approved in 2017 and permits 28 multi-family residential units. To the south, the OR20-zoned land covers a broad area, including a 29.79-acre NES solar facility owned by the Metro Government. To the north, the RS10-zoned district also includes a broader area, one property of which is a 23.52-acre multi-family residential development with 250 units that was built in 1960. Although the property is zoned RS10, it was previously developed with multi-family residential that remains today and is located directly across Skyline Ridge Drive, on the opposite side of the street from the subject site. The properties immediately east and west of the subject site are currently zoned R10 and are developed with attached residential units. The broader area along Skyline Ridge Drive and Due West Avenue North includes a mix of existing and approved residential development, including one- and two-family and multi-family residential. Single-family residential development is more prominent further north along Due West Avenue North.

The property is located within the T3 Suburban Neighborhood Evolving (T3 NE) policy area, which supports a broader mix of housing types with a moderate increase in density to provide for housing choice. Based on acreage alone, the proposed RM15-A-NS zoning could allow up to 13 units, while the existing RM9 zoning could allow up to eight units. The proposed zoning district at this site is consistent with the goals of the policy by allowing for a moderate increase in density and providing more housing choice. The Alternative (-A) standards associated with RM15-A-NS, including setbacks and building height controls, are also consistent with the policy. The -NS designation will prohibit owner-occupied and not-owner-occupied short-term rentals, ensuring that future development will meet the intent of the policy to create permanent housing opportunities. Therefore, staff recommends approval of the requested RM15-A-NS zoning district.

FIRE RECOMMENDATION

Approve



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Maximum Uses in Existing Zoning District: **RM9**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	0.84	9 D	8 U	42	3	4

Maximum Uses in Proposed Zoning District: **RM15**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	0.84	15 D	13 U	69	4	6

Traffic changes between maximum: **RM9 and RM15**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+27	+1	+2

METRO SCHOOL BOARD REPORT

Projected student generation existing RM9 district: 1 Elementary 1 Middle 1 High

Projected student generation proposed RM15-A-NS district: 2 Elementary 1 Middle 1 High

The proposed RM15-A-NS zoning is expected to generate one additional student than the existing RM9 zoning district. Students would attend Chadwell Elementary School, Jere Baxter Middle School, and Maplewood High School. Chadwell Elementary School is identified as overcapacity while Jere Baxter Middle School is identified as under capacity and Maplewood High School is identified as at 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.