

Metropolitan Planning Commission



Staff Reports

April 23, 2026



Metro Planning Commission Meeting of 4/23/2026

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



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NO SKETCH



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Item #1 **CIB FY2026-27**
Project Name **Capital Improvements Budget for 2026-27 to 2031-32**

Council District Countywide
School District Countywide
Required by Metro Charter

Staff Reviewer Claxton
Staff Recommendation *Approve.*

CAPITAL IMPROVEMENTS BUDGET

Submit the FY2026-27 Capital Improvements Budget for consideration by the Mayor.

BACKGROUND

The Charter of the Metropolitan Government for Nashville and Davidson County requires that the Planning Commission submit a list of recommended capital improvements that are necessary or desirable to be constructed or provided during the next six years.

The Capital Improvements Budget is a planning tool to prioritize and coordinate investments in long-term, durable improvements. Investments are considered to be capital improvements when they:

- Have a lifetime greater than 10 years and
- Cost more than \$50,000.

Capital improvements include Metro facilities and equipment, such as office buildings, fire trucks, or information systems. Capital improvements also include infrastructure, such as water and sewer lines, roads and sidewalks, parks, and libraries.

Some Metro investments shape private market activity by influencing where people want to live or business owners want to locate. Some investments, such as providing access to water, sewer, or transportation networks, are required for any development pattern beyond very low density rural character. In other cases, Metro investments in parks, schools, or other public spaces are amenities or resources that make a place more desirable for a home or business. Projects that interact with the private market in either of these ways should be guided by the General Plan. Other Metro investments, such as vehicles or hospital equipment, have limited impact on the private market and are not guided by the General Plan.

Identifying and funding most capital improvements involve two separate documents:

- **The Capital Improvements Budget (CIB):** All capital improvements requested from Departments and members of the Metro Council with a six-year time horizon. By Charter, any capital improvement must be included in the Capital Improvements Budget. Planning Commission compiles and makes recommendations on the CIB.



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- **Capital Spending Plan:** Recommended projects during the first fiscal year of the CIB, proposed to be funded through General Obligation bonds. The Mayor submits the Capital Spending Plan to the Metro Council, which approves new bonds through a bond resolution.

Other capital improvements are funded through ordinances or resolutions authorizing the use of 4% funds, operating funds, or revenue bonds. Planning Commission does not make recommendations on the Capital Spending Plan or other funding authorizations.

Developing, recommending, adopting, and funding capital projects bring Metro Departments, Planning Commission, the Mayor, and Metro Council together, with public oversight, to decide what investments to make each year.

CAPITAL IMPROVEMENTS BUDGET PROCESS

Councilmembers begin the CIB process by requesting projects in October. Requests are reviewed by implementing departments and the Planning Department to develop cost estimates and identify how requests align with long-range plans. Planning staff compile these responses in a report submitted to the Metro Council, typically by December 15. The Council's Budget & Finance and Planning, Zoning, & Historical Committees jointly work with all Councilmembers to establish Council priorities for projects requested for the next year's Capital Improvements Budget.

The Metro Charter specifies the process to create the Capital Improvements Budget. Each year begins with the Finance Department collecting requested projects from Metro Departments. By Charter, Finance delivers these requests to the Planning Commission four months before the end of the Fiscal Year.

Once project requests are submitted, Planning staff assess them for alignment with Metro's General Plan, NashvilleNext. The Planning Commission must recommend project priorities to the Mayor by sixty days before the start of the next Fiscal Year, which is on May 2 each year. This staff report and CIB are in support of this step in the process. Copies of the draft Capital Improvements Budget will be posted online in document form at <https://www.nashville.gov/departments/planning/long-range-planning/capital-improvements> on Monday 4/20/2026.

Once the Mayor has received the Planning Commission's recommendations, the Charter requires the Mayor to submit his recommended Capital Improvements Budget to the Metro Council by May 15 each year. Metro Council must adopt the Capital Improvements Budget (with any modifications or amendments as it sees fit) by June 15.

COORDINATION WITH DEPARTMENT MASTER PLANS

Metro Departments conduct their own master and functional plans to guide operations and capital investments. They identify department needs and priorities for different capital programs. Though not formally part of NashvilleNext or the Capital Improvements Budget, these master plans play a critical role in achieving the community's vision for Nashville's future. Because they involve more detailed and technical planning, departments may also uncover issues that make NashvilleNext difficult to implement.



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Planning staff supports other departments' efforts to update their master plans to ensure they are coordinated with NashvilleNext and provide a transparent way of supporting capital project requests. Additionally, if departments discover aspects of NashvilleNext that are difficult to implement, Planning staff may bring those issues to Planning Commission to determine if a change to NashvilleNext is required. This ensures that NashvilleNext remains relevant and up-to-date.

FY2026-27 Capital Improvements Budget

The FY2026-27 Capital Improvements Budget includes requests for 1,476 projects costing \$26.9 billion, of which \$5.0 billion is for projects beyond the six-years required for the Capital Improvements Budget.

The six year CIB includes spending requests drawing on a variety of funding sources:

Funding Method	Spending requests
C Proposed G.O. Bonds	\$18,274,739,400
E Proposed Revenue Bonds	\$3,890,140,600
S Special Revenue Funds	\$3,335,625,894
H Enterprise Funds	\$1,186,249,000
M Proposed 4% Funds	\$71,160,500
A Miscellaneous Funds	\$50,700,000
B Approved G.O. Bonds	\$28,513,000
F Federal Funds	\$24,600,000
G State Funds	\$7,500,000

The CIB also identifies projects by type, such as new standalone assets, ongoing programs, or asset protection.

Project Type	Description	Count of projects
Single asset	A single asset is a new or rehabilitated physical asset that is purchased once, has a useful life of more than ten years, and is expensive to purchase.	958
Capital program	A capital program is a collection of smaller infrastructure improvements organized by an overarching plan.	305
Asset protection	Asset protection involves major renovations or improvements to existing facilities that would extend the useful life and/or add value to the asset.	172
Study or plan	Funding for a study or plan.	26
Contingency	Funding for project start-up and unexpected costs.	15



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The FY2026-27 CIB organizes project requests in three sections:

- I. **Projects Funded by the Urban Services District:** a brief list of all projects requesting funding from the Urban Services District.
- II. **Projects Funded by the General Services District:** a brief list of all projects requesting funding from the General Services District.
- III. **Detail Project Descriptions:** detailed descriptions of each requested project.

Section III reports projects' titles and descriptions, department, project status, council district, tax district, and project type, as well as requested funding by year. Projects also include maps, when available.

Projects are organized by departments, with departments grouped as follows:

- a. **Metro Council** (includes requests from Metro Council members not shown with other departments; some Council requests appear grouped within other Department programs, such as sidewalks)
- b. **Schools**
- c. **Enterprises** (Water & Sewer, Farmer's Market, Municipal Auditorium, State Fair Board, and District Energy System,)
- d. **Facilities & technology** (includes Administrative, the Agricultural Extension, County Clerk, Election Commission, Finance, General Services, Health, Information Technology Service, Metro Action Commission, and Social Services)
- e. **Safety** (includes District Attorney, Fire, Juvenile Court, Office of Emergency Management, and Police)
- f. **Development & culture** (includes Arts Commission, Historical Commission, MDHA, Parks, Planning Commission, and Public Library)
- g. **Transportation** (includes CHYM, MTA, and NDOT)

ALIGNMENT WITH THE GENERAL PLAN

Based on substantial community engagement, NashvilleNext identifies how Nashvillians want Nashville and Davidson County to manage change over the next 25 years. Aligning capital investments to this vision is a critical tool in achieving the community's desires. For FY2026-27, Planning staff conducted an assessment of projects based on NashvilleNext.

Alignment with the Guiding Principles

The General Plan includes seven Guiding Principles that represent the fundamental values expressed by Nashvillians throughout the process of creating NashvilleNext. In the long run, Metro's investments should support all of these principles, though spending in individual years may focus on some principles more than others.



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The chart below shows the seven Guiding Principles and the number of projects that support each:

Guiding Principle	Number of projects supported
Ensure opportunity for all	500
Expand accessibility	477
Create economic prosperity	490
Foster strong neighborhoods	868
Advance education	561
Champion the environment	416
Be Nashville	488

Alignment with the Growth and Preservation Concept Map

The Growth and Preservation Concept Map gives geographic context to capital investment decisions.

The Growth & Preservation Concept Map reflects Nashvillians’ desires for how and where Nashville should grow and where it should preserve in the future. It identifies a green network that provides access to nature, requires environmental protection, and preserves natural resources. It also identifies and seeks to preserve the physical character of rural, suburban, and urban areas.

Smaller and larger activity centers accommodate most future growth, improve public spaces, support transit, provide walkable areas close to most parts of the county, and sustain economic activity. The locations of these centers are generally where centers and mixed use areas were identified in prior Community Plans. Infill development should be encouraged along transit and multimodal corridors in between and immediately around activity and employment centers.

The Concept Map also identifies a network of more frequent and reliable transit service. These routes should be more direct, with fewer stops. The most heavily used routes will be identified for high-capacity transit running outside of traffic.

Concept Map summary	Number of projects supported
Supports the Green Network	106
Located to support existing conditions	366
Supports a First Tier Center or Corridor	205
Supports a lower tier Center or Corridor	153
Program aligned with NashvilleNext	86

Efficient government

Finally, a core goal of the Capital Improvements Budget is to promote effective, efficient capital spending. Planning staff have developed criteria to assess projects that support efficient government:

- **Project need:** Expanding services, improving services or maintaining services.



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- **Condition:** Projects that renovate or replace an existing facility, which is obsolete or cannot support the department's operations.
- **Resource leveraging:** Projects whose funding includes outside money. Projects that support enterprise operations.
- **Project leveraging:** Projects that cluster with or coordinate with other department projects.
- **Planning context:** Projects based on a master plan, that are a priority for a board or commission, developed with public input, or whose implementation will include additional public input.
- **Regional collaboration:** Projects that support regional collaboration or intergovernmental agreements or that were developed through a regional planning process.

PRIORITIZATION

The Capital Improvements Budget includes several sources of priority.

Capital Priority Group

Departments identify one Capital Priority Group for each project. The Groups are:

- Mayor's Priority: Nashville Works
- Mayor's Priority: Nashville Grows
- Mayor's Priority: Nashville Moves
- Choose How You Move

Department priorities

When submitting their project requests, Metro departments assign each project a priority, using the following system for identifying their priority:

Code Priority

- 1001** Appropriated and unexpended
- 1002** Required in the year shown
- 1003** Preferred in the year shown
- 1004** Requested in the year shown
- 1005** Needed for consideration in future CIBs

Council Priorities

Councilmembers request projects by October 31 each year. Projects are assessed by the Metro Departments responsible for implementing each request, if funded, as well as the Planning Department. The Planning Department compiles a report identifying how projects align with Department master plans and the General Plan and provides it to Council. A joint meeting of the Metro Council's Budget & Finance and Planning, Zoning, & Historical Committees meets to develop Council priorities.

Each Councilmember was able to submit 100 points to prioritize projects anywhere in the County, with a maximum of 50 points on any single project. Points were totaled by project and placed in order to assign a priority rank. All prioritized projects are listed in rank order with points assigned at the beginning of the Metro Council section in Part III.



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Across all Councilmembers submitting priorities, 189 projects received some level of prioritization. Council priorities are reflected in Section III (Detailed project listing) as follows:

<i>Capital group</i>	Mayor's Priority: Transportation
<i>MPC rec priority</i>	B Recommend as planned if funding available
<i>Dept priority</i>	1003 : Preferred in FY2023
<i>Council priority</i>	12 of 178

MPC Recommendations

In adopting the Capital Improvements Budget, the Planning Commission assigns a priority recommendation to each project. The draft CIB includes staff's recommendations. An overview of these recommendations follows in the next section.

FY2026-27 RECOMMENDATIONS

Staff recommends submitting the Capital Improvements Budget to the Mayor with the following recommendations identified:

A: Recommend as planned (57 projects; see Note below)

Projects are Recommended As Planned when they substantially advance the Guiding Principles, align with the Growth & Preservation Concept Map, and use Metro resources efficiently. Projects whose funding has already been secured, or that need additional funding to be completed, are also Recommended As Planned. Planning Commission recommends projects not funding levels. In some cases, projects may not need to be fully funded in FY27.

Most recommended projects are requesting new General Obligation bonds. However, three sets of requests are identified as already funded projects: projects backed by water and sewer revenue bonds are backed by Water Services' revenues, projects implementing Choose How You Move, and Arts Commission projects funded by the 1% for Arts program.

NOTE: Because of time constraints, only previously funded projects (as discussed above) are identified as "A: Recommend as planned" in the FY2026-27 Capital Improvements Budget.

B: Recommend as planned if funding available (990 projects)

Projects that are in alignment with NashvilleNext. Most projects in FY27 are Recommended As Planned If Funding Is Available. Due to the number of projects, projects with a "B" recommendation are not listed here. They are available in the Draft CIB.

C: Recommend further work (12 projects)

The Planning Commission will Recommend Further Work when different projects can be usefully aligned with one another to reduce costs or improve service or when projects require additional development before they can be recommended.



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Department	Project ID	Project Title
Council	24DS0048	Renovate East High Weight Room <i>Recommend further discussion with MNPS.</i>
	25DS0072	Pedestrian Crossing improvements at Jefferson St. Rosa Parks Blvd, Monroe St <i>Recommend refining request to Monroe and continued discussion with NDOT.</i>
	25DS0071	Ave for the Arts enhancement <i>Recommend further coordination with NDOT to develop the request.</i>
	25DS0069	Municipal Auditorium <i>Recommend further coordination with Municipal Auditorium to compare current CIB requests to future needs.</i>
	25DS0092	Purchase Nolensville Rd <i>Recommend further discussion with TDOT / State.</i>
	25DS0094	Purchase 98 Wallace RD <i>State law limits public private partnerships funded with GO bonds. Recommend exploring other approaches to accomplish this.</i>
	25DS0019	Rosebank Elementary Playground upgrades <i>MNPS plans ADA access improvements. Recommend further discussion.</i>
	24DS0049	Widening of Nolensville Road <i>Project limits are included within existing TDOT project. Recommend further discussion with NDOT and TDOT to clarify.</i>
	25DS0109	WeGo Route 9 <i>Per MTA, this is an operational request. Recommend further coordination.</i>
	25DS0095	Purchase 204 Largo Dr <i>State law limits public private partnerships funded with GO bonds. Recommend exploring other approaches to accomplish this.</i>
	27DS0036	District Water Study <i>Recommend coordination with MWS to refine scope of study.</i>
	27DS0037	Road Expansion Study <i>Recommend coordination with NDOT to refine scope of study.</i>

N: Not scored (41 projects)

Projects that are not scored, because they do not relate to the Planning Commission's role in coordinating development, they are submitted with insufficient information to score, they are low department priorities, are late submissions, or are added after the Planning Commission has acted. Assessing projects that do not relate to the General Plan is likely to make them seem unimportant, when in fact they are simply not addressed by the General Plan. Projects such as these include:

- Information technology
- Fleet & equipment
- Office space retrofits or refreshes
- Omnibus categories of projects
- Contingency funding



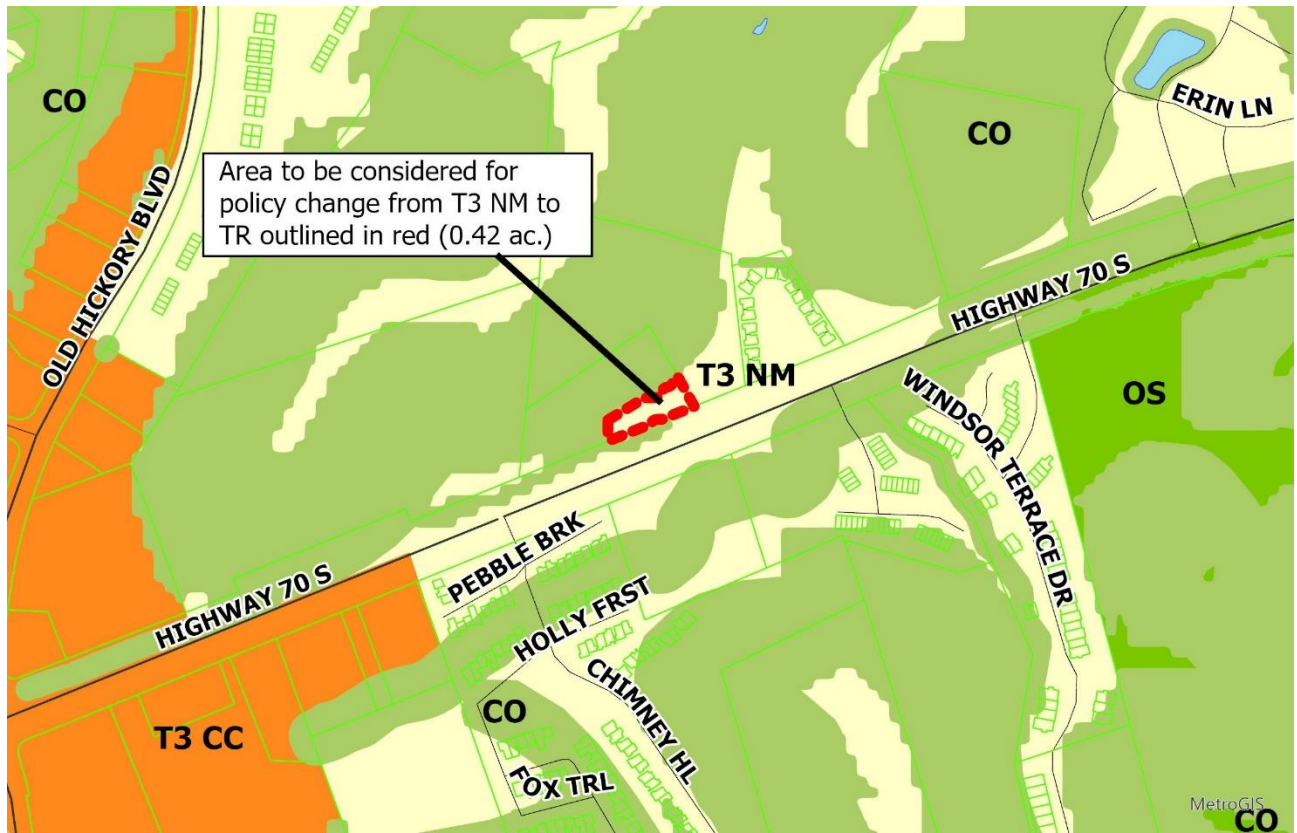
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Due to the number of projects, projects with a “N” recommendation are not listed here. They are available in the Draft CIB.

X: Do not conform to the General Plan (including recommendations for alignment):

In rare cases, project requests Do Not Conform To the General Plan. This recognizes when a proposed capital project is specifically out of step with a recommendation of the General Plan. The Planning Commission will recommend against projects that Do Not Conform to the General Plan until the project and plan are in alignment. This can be done by changing the project to conform to the General Plan or by amending the General Plan to support a vision for the future of Nashville that would be supported by the project.

No projects are currently identified as Not Conforming to the General Plan.



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



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Item #2
Project Name Major Plan Amendment 2025CP-006-001
Council District Bellevue Community Plan Amendment
School District 23 – Druffel
Requested by 09 – Tylor
Fulmer Lucas Engineering, applicant; Vue Properties LLC, owner.

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

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

APPLICANT REQUEST

Amend the Bellevue Community Plan to change the policy.

Major Plan Amendment

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

STAFF RECOMMENDATION

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



NO SKETCH



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Item #3	Text Amendment 2026Z-006TX-001
Project Name	Day Care Uses
Council Bill No.	BL2026-1317
Council District	Countywide
School District	Countywide
Requested by	Councilmember Rollin Horton

Deferral/ MPC Rules and Procedures

This item was deferred at the March 26, 2026, Planning Commission meeting per the MPC Rules and Procedures following a public hearing. A public hearing was held and closed.

Staff Reviewer

Konigstein

Staff Recommendation

Approve with a substitute ordinance.

APPLICANT REQUEST

Amend the Zoning Code to modify regulations pertaining to day care uses.

PROPOSED AMENDMENT TO TITLE 17

A request to amend Chapters 17.04, 17.08, 17.16, and 17.20 of the Metropolitan Code of Laws to modify regulations pertaining to day care uses.

BACKGROUND

The Code contains “daycare center” and “daycare home” land uses. As defined in the code, a day care is defined as the provision of care for individuals, who are not related to the primary caregiver, for less than twenty-four hours per day. The day care category or classification is delineated by the number of individuals being cared for. A day care home (DCH) is split into two classes: small (DCH-S) and large (DCH-L). Small is five to seven individuals and large being eight to twelve individuals. A daycare center (DCC) is shown in the land use table as two uses, DCC – Over 75 and DCC – Under 75.

The land use table, 17.08.030, identifies land uses as permitted (P), permitted with conditions (PC), special exception (SE), or accessory (A). A designation of P means there are no conditions for that use in the zoning district, whereas a designation of PC in a certain zoning district means that certain provisions need to be met in order for the use to be permitted. When a use is designated SE, approval from the Board of Zoning Appeals (BZA) is required for the use to be permitted, additionally subject to other conditions. An A use is only permitted with a primary use on the property.

Currently, DCC and DCH-L uses are SE uses in all residential zoning districts. DCC and DCH-L uses are permitted as a PC use in other mixed-use and non-residential zoning districts. DCH-S is PC in all residential zoning districts and other non-residential land uses. Where DCC is a SE or PC use, it is further broken down into four classes which have varying standards based on the following



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class sizes; Class 1: 13- 25 individuals, Class 2: 26-50 individuals, Class 3: 51-75 individuals, and Class 4 is greater than 75 individuals. All DCH and DCC uses are P in the DTC zoning district.

SUMMARY

The proposed amendment would do the following:

- Consolidate the classifications of day care centers in the definition part of the Code
- Permit with conditions the DCC uses in multifamily (RM) districts
- Modify DCH-L from SE use to PC use in the following residential zoning districts: AG, AR2a, RM, and Mobile Home Park (MHP))
- Modify DCH-L from SE to an accessory use in R and RS zoning districts
- Modify DCH-S to be an accessory use in R and RS districts (Note: the exhibit shows a change in the AG and AR2a zoning districts to make this use a PC use, however it is currently a PC use and no change would be required here)
- Reduce parking requirements for DCC and DCH uses
- Reduce spacing requirements for DCC uses and DCH-L uses

The proposed text amendment replaces the entire definition of “day care” in Section 17.04.060: General Provisions and Definitions, with a definition that consolidates the DCC classifications. Previously there were four classes as outlined above. The classes would be consolidated into two classes: DCC up to 50 individuals and DCC over 50 individuals.

The amendment also proposes to modify the land use chart (Section 17.08.030) by changing in which zoning districts DCH-L, DCH-S, and DCC are permitted with conditions, permitted as a special exception, or as an accessory use, as outlined in the bullet points above.

Section 17.16.035, the section of the Code outlining conditions applicable for institutional uses is proposed to be revised to use the new classification for DCC-S of over or under 50 individuals for DCCs and removes minimum lot size requirements for both DCCs and DCHs.

Section 17.16.170.C., the section of the Code outlining provisions for special exceptions of DCCs, is proposed to include revisions that reclassify DCCs to over or under 50 individuals. For DCCs under 50 individuals, the spacing requirements are reduced from 1000 feet to 600 feet between the same uses. Access for DCCs under 50 individuals is required to be from a collector or arterial. For DCCs over 50 individuals all requirements for DCCs under 50 individuals shall be met in addition to the use receiving a favorable recommendation from the Metropolitan traffic engineer and meeting either relational requirements (accessory to another institutional use, serving as adaptive reuse, or being within a large multifamily housing development) or the lot with the DCC abutting a non-residential or multifamily zoning district.

The entirety of Section 17.16.170.D., the section of the Code outlining provisions for special exceptions of DCHs, would be deleted as DCH-L and DCH-S are no longer SE uses with this amendment, and are only accessory uses or PC uses.

Section 17.16.260, Institutional accessory uses, is proposed to include standard day care provisions of applicability, play area, and state regulation for DCH uses. This section includes modifications to



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the minimum lot area to be the same as the principal activity or 75 percent of the minimum lot area of the principal activity. For DCH-L, the spacing is similarly reduced from 1000 feet to 600 feet between day care uses.

The last change to the DCC and DCH uses includes reductions to the parking requirements, shown in Exhibit B for DCCs and DCHs.

ANALYSIS

This item was presented at the March 26, 2026 Planning Commission meeting where a public hearing was held and closed. Below is a summary of the analysis presented at the meeting along with comments and questions posed by the Commission.

By allowing more day care uses to be PC uses, this removes the requirement for DCCs and DCHs to go through the BZA to be granted a special exception in some residentially zoned districts (see Exhibit A). This would reduce a step in the process and a potential barrier to increasing the opportunities for adding daycares throughout the county. Additionally, the reduction of spacing between day care uses requirement when applicable could open up new sites for these uses. All changes still ensure that the requirements for the state are met.

Commissioners discussed how the legislation seeks to increase accessibility for childcare services in the county. The legislation could make it easier to open a day care facility and seeks to reduce the wait times to access a day care facility. The commission asked questions related to distance requirements in peer cities, parking requirements, and lot size requirements.

Commissioners asked about how the distance requirement was determined for the reduction from 1000 feet of separation to 600 feet and whether it was comparable to other peer cities. Charlotte, North Carolina had a separation requirement of 400 feet between child care uses and Seattle, Washington had a separation requirement of 600 feet.

As it relates to lot sizes, the legislation as filed states that when a DCH is permitted as an accessory use, there is a requirement that non-conforming lot area must be a minimum of 75 percent of the lot area required by the principal activity. Staff is recommending the language to remove the 75 percent lot area requirement and replace the language with a “legally non-conforming lot” to clarify a DCH can operate as an accessory use where a primary use is permitted. The revision to this language would still allow for flexibility in lot size for legally non-conforming lots. Staff is recommending that for a DCC when it is a use permitted with conditions that it be required to meet the minimum lot size of the zoning district given that it could be a non-residential use in a residential zone.

Commissioners asked clarifying questions about when a DCH would be permitted as an accessory use. If a property is zoned Residential Single Family (RS15) and a single-family structure exists on the property, if the conditions of an accessory use are able to be met, they can open a DCH on the property. There were additional questions about how parking requirements would be met in neighborhood contexts given the revised proposed parking requirements. In the Urban Zoning Overlay (UZO), parking is not required. Outside of the UZO, the parking requirements of the use



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would need to be met on site. If located in a mixed-use development or a commercial development setting such as a multi-tenant building, a shared parking agreement may be established.

Since the first Planning Commission meeting, the Residential Neighborhood (RN) and Residential Limited (RL) zoning districts became effective on April 1, 2026. Staff is recommending approval of a substitute that would make DCCs and DCHs a PC use in the RN and RL zoning district.

Staff would like to note that the land use chart as filed identifies DCH-S as a SE use, however it is currently a PC use in the AG and AR2a zoning districts. The chart identifies this as changing to a PC use, which would not be needed with this amendment. Staff has no issues with DCH-S remaining a PC use.

Staff recommends approval with a substitute. The proposed substitute would do three things:

1. Add RN and RL zoning districts to the land use table; and
2. Add minimum lot size for DCC uses when the use is a PC use; and
3. Clarify that the DCH use is permitted as an accessory use on a legally non-conforming lot meeting the minimum lot size of 3,750 square feet.

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 proposed text amendment is scheduled for public hearing at the May 7, 2026, Metro Council meeting.

MPC RULES AND PROCEDURES/TEXT AMENDMENT REVIEW PROCESS

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

The Planning Commission public hearing was held on March 26, 2026 and the item was deferred to the April 23, 2026, Planning Commission meeting for consideration and a vote.

STAFF RECOMMENDATION

Staff recommends approval of a substitute ordinance.

SUBSTITUTE ORDINANCE NO. BL2026-1317

An ordinance amending Chapters 17.04, 17.08, 17.16, and 17.20 of the Metropolitan Code of Laws to modify regulations pertaining to day care uses (Proposal No. 2026Z-006TX-001).



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WHEREAS, access to affordable childcare is essential to the economic stability of families, the healthy development of children, and the overall success of Nashville and Davidson County; and

WHEREAS, the rising cost of childcare has placed significant financial strain on Nashville families; and

WHEREAS, the cost and scarcity of childcare services in Nashville creates unnecessary barriers to workforce participation, particularly for women and single-parent households; and

WHEREAS, the shortage of childcare services contributes directly to higher costs, longer waitlists, and reduces access to care in neighborhoods across Davidson County; and

WHEREAS, expanding access to childcare aligns with Nashville's goals of inclusive growth, economic resilience, and ensuring Nashville is a place for individuals of all incomes, backgrounds, and stages of life, including those ready to start and raise a family.

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

Section 1. That Subsection 17.04.060 of the Metropolitan Code is amended by deleting the definition of "Day care" in its entirety and replacing it with the following:

"Day care" means the provision of care for individuals, who are not related to the primary caregiver, for less than twenty-four hours per day. These classes are referenced:

1. Accessory to a single-family dwelling: Up to four individuals;
2. Day care home—Small: Five through seven individuals;
3. Day care home—Large: Eight through twelve individuals;
4. Day care center—Up to 50: Thirteen through fifty individuals;
5. Day care center—Over 50: More than fifty individuals;
6. Parents day out: Day care for pre-teenage children that is not open for more than twelve hours in any one week;
7. School day care: Day care centers of unlimited size for before, during and after school programs.

Section 2. That the Zoning District Land Use Table in Section 17.08.030 of the Metropolitan Code is amended as shown in Exhibit A.

Section 3. That Subsection 17.16.035 of the Metropolitan Code is amended by deleting it in its entirety and replacing it with the following:

17.16.035 - Institutional uses.
(Refer to zoning district land use table)

A. Day care center—Up to 50.

1. Play Area. If an outdoor play area is provided, it shall be fenced and attached to the day care structure in a manner which minimizes noise impacts on neighboring residences.
2. State Regulations. All requirements of the state that pertain to the use and operation of the facility shall be met.



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3. Multi-Family Buildings. The zoning administrator may waive the above standards for multi-family housing developments of two hundred or more units if compliance would disqualify an otherwise reasonable location.
 4. Lot Size. The lot shall conform to the minimum lot size of the zoning district.
- B. Day Care Center—Over 50.
1. Play Area. If an outdoor play area is provided, it shall be fenced and attached to the day care structure in a manner which minimizes noise impacts on neighboring residences.
 2. State Regulations. All requirements of the state that pertain to the use and operation of the facility shall be met.
 3. Multi-Family Buildings. The zoning administrator may waive the above standards for multi-family housing developments of two hundred or more units if compliance would disqualify an otherwise reasonable location.
 4. Lot Size. The lot shall conform to the minimum lot size of the zoning district.
- C. Day care home—Small.
1. Play Area. If an outdoor play area is provided, it shall be fenced and attached to the day care structure in a manner which minimizes noise impacts on neighboring residences.
 2. State Regulations. All requirements of the state that pertain to the use and operation of the facility shall be met.
 3. Multi-Family Buildings. The zoning administrator may waive the above standards for multi-family housing developments of two hundred or more units if compliance would disqualify an otherwise reasonable location.
- D. Day care home—Large
1. Play Area. If an outdoor play area is provided, it shall be fenced and attached to the day care structure in a manner which minimizes noise impacts on neighboring residences.
 2. State Regulations. All requirements of the state that pertain to the use and operation of the facility shall be met.
 3. Multi-Family Buildings. The zoning administrator may waive the above standards for multi-family housing developments of two hundred or more units if compliance would disqualify an otherwise reasonable location.

Section 4. That Subsection 17.16.170(C) of the Metropolitan Code is amended by deleting it in its entirety and replacing it with the following:

- C. Day Care Center. Day care centers shall be classified according to the ranges below. For existing facilities in residential zone districts, a special exception permit shall be required for any proposed increase which upgrades the classification.
1. Day Care Center—Up to 50.
 - a. Lot Size. The minimum lot size shall be the same as the base zoning.
 - b. Street Standard. At a minimum, driveways shall meet one of the following conditions:



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- i. access on a collector street.
 - ii. access on any street, except a minor local street, where the lot is located at the intersection of a local street and an arterial or collector street.
 - c. Landscape Buffer Yard. Where the day care center abuts a residential zone district or district permitting residential use, there shall be screening in the form of landscape buffer yard Standard C along common property lines.
 - d. Spacing. No such use shall locate on the same local street within 600 feet as another day care home or day care center, measured in a direct line from property line to property line and including any public right-of-way.
 - e. Play Area. If an outdoor play area is provided, it shall be fenced and attached to the day care structure in a manner which minimizes noise impacts on neighboring residences.
 - f. States Regulation. All requirements of the state that pertain to the use and operation of the facility shall be met.
2. Day Care Center—Over 50. Such use shall be permitted only if the site satisfies the development standards of subitem 1 of this Subsection above (Day care center—Up to 50); receives a favorable recommendation from the metropolitan traffic engineer; and:
 - a. The day care center will be accessory to another institutional use; or
 - b. The day care center will be the principal use serving as an adaptive reuse of a vacant institutional facility or nonresidential structure; or
 - c. The day care center lot abuts and has common street frontage with a nonresidential or multifamily zone district; or
 - d. The day care center is within a large multifamily housing development of two hundred or more dwelling units.

Section 5. That Subsection 17.16.170(D) of the Metropolitan Code is amended by deleting it in its entirety and renumbering subsequent subsections accordingly.

Section 6. That Section 17.16.260 of the Metropolitan Code is amended by adding the following:

- D. Day care home—Small.
1. Applicability. The use shall only be permitted in an occupied residence or as an accessory to another institutional use.
 2. Play Area. If an outdoor play area is provided, it shall be fenced and attached to the day care structure in a manner which minimizes noise impacts on neighboring residences.
 3. State Regulations. All requirements of the state that pertain to the use and operation of the facility shall be met.
 4. Lot Area. ~~The minimum lot area shall be the same as the principal activity. For non-conforming lots, the minimum lot area shall be at least 75 percent of the minimum lot area of the principal activity, except when in the opinion of the zoning administrator circumstances warrant otherwise.~~ A daycare home may be an accessory use on a legally created lot that contains less than the minimum lot area required by the zoning



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district, provided the lot contains a minimum area of three thousand seven hundred fifty square feet.

E. Day care home—Large

1. Applicability. The use shall only be permitted in an occupied residence or as an accessory to another institutional use.
2. Play Area. If an outdoor play area is provided, it shall be fenced and attached to the day care structure in a manner which minimizes noise impacts on neighboring residences.
3. State Regulations. All requirements of the state that pertain to the use and operation of the facility shall be met.
4. Lot Area. ~~The minimum lot area shall be the same as the principal activity. For non-conforming lots, the minimum lot area shall be at least 75 percent of the minimum lot area of the principal activity, except when in the opinion of the zoning administrator circumstances warrant otherwise.~~ A daycare home may be an accessory use on a legally created lot that contains less than the minimum lot area required by the zoning district, provided the lot contains a minimum area of three thousand seven hundred fifty square feet.
5. Spacing. No day care home – large use shall locate on the same local street's block face or opposing block face within 600 feet of another day care home or day care center, measured in a direct line from property line to property line and including any public right-of-way.

Section 7. That Table 17.20.030: Parking Requirements is amended as shown in Exhibit B.

Section 8. The Metropolitan Clerk is directed to publish a notice announcing such change in a newspaper of general circulation within five days following final passage.

Section 9. That this ordinance shall take effect upon publication of above said notice announcing such change in a newspaper of general circulation, the welfare of the Metropolitan Government of Nashville and Davidson County requiring it.



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Key:	AG	Residential							Mixed Use			Office						
	AG and AR2a	RS80 through RS3.75-A	R80 through R6-A	RM2 through RM20-A-NS	RM40 through RM100-A-NS	RN1 and RN2	RL1, RL2 and RL3	MHP	SP**	MUN, MUN-NS, MUN-A-NS and MUN-A-NS	MUL, MUL-NS, MUL-A-NS and MUL-A-NS	MUG, MUG-NS, MUG-A-NS and MUG-A-NS	MUL, MUL-NS, MUL-A-NS and MUL-A-NS	ON	OL	OG and OG-NS	OR20 through OR40-A-NS	ORI, ORI-NS, ORI-A, and ORI-A-NS
P-Permitted																		
PC-Permitted w/conditions* SE-Special exception* A-Accessory* O-Overlay * Refer to Chapter 17.16 for standards																		
Day care center (Up to 75-50)	SE	SE	SE	SE-PC	SE	SE*** PC***	SE*** PC***	SE		PC	PC	PC	PC	PC	PC	PC	PC	PC
Day care center (Over 75-50)	SE±	SE±	SE±	SE-PC	SE	SE*** PC***	SE*** PC***	SE		PC	PC	PC	PC	PC	PC	PC	PC	PC
Day care home—Large	SE-PC	SE-A	SE-A	SE-PC	SE	SE*** PC***	SE*** PC***	SE-PC		PC	PC	PC	PC	PC			PC	PC
Day care home—Small	SE-PC	PC-A	PC-A	PC	PC	PC***	PC***	PC***		PC	PC	PC	PC	PC			PC	PC

* Day care centers (over 75) as special exception uses in the AG, AR2a, RS80 through RS3.75 and R80 through R6 shall expire and are expressly repealed and shall no longer be in force and effect from and after July 1, 1999

Commercial				Downtown (DTC)				Shopping Center			Industrial				
CN, CN-NS, CN-A, and CN-A-NS	CL, CL-NS, CL-A, and CL-A-NS	CS, CS-NS, CS-A, and CS-A-NS	CA and CA-NS	CF and CF-NS	North	South	East	West	Central	SCN and SCN-NS	SCC and SCC-NS	SCR and SCR-NS	IWD	IR	IG
PC	PC	PC	PC	PC	P	P	P	P	P	PC	PC	PC	PC	PC	
PC	PC	PC	PC	PC	P	P	P	P	P	PC	PC	PC	PC	PC	
				PC	P	P	P	P	P						
				PC	P	P	P	P	P						

Exhibit A



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Exhibit B

Institutional Land Uses	
Day care center	1 space for each 5 individuals accommodated, up to 50 individuals; for more than 50 individuals accommodated, 10 spaces plus 1 space per 10 individuals <u>1 space for each 6 individuals accommodated, up to 30 individuals; for more than 30 individuals accommodated, 5 spaces plus 1 space per 12 individuals</u>
Day care home – Large	1 space plus requirement for principal use, plus 2 spaces for patrons <u>2 spaces; where the day care home use is an accessory use, 2 spaces plus principal use minimum</u>
Day care home – Small	1 space plus requirement for principal use, plus 1 space for patrons <u>1 space; where the day care home use is an accessory use, 1 space plus principal use minimum</u>



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NO SKETCH



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Item #4	Text Amendment 2026Z-007TX-001
Project Name	SP Conditions
Council Bill No.	BL2026-1296
Council District	Countywide
School District	Countywide
Requested by	Councilmember Mike Cortese

Deferral/ MPC Rules and Procedures

This item was deferred at the March 26, 2026, Planning Commission meeting per the MPC Rules and Procedures following a public hearing. A public hearing was held and closed.

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

APPLICANT REQUEST

Amend the Zoning Code to add a notice requirement to councilmembers when conditions adopted as part of a preliminary Specific Plan are determined to be unenforceable.

PROPOSED AMENDMENT TO TITLE 17

A request to amend Chapter 17.40 of the Metropolitan Code to require notice to the district council member of unenforceable conditions associated with approved specific plan (SP) zoning districts and their associated development plans.

BACKGROUND

The proposed amended addresses the review of development plan, also referred to as final site plans, which is typically an administrative process. Preliminary SPs often have conditions of approval which will typically include restrictions on the permitted uses and compliance with the conditions of all Metro agencies. Conditions of approval may also include conditions related to infrastructure, architecture, or landscaping. At times, councilmembers may add conditions at the council level after Planning Commission consideration and recommendation.

SUMMARY

The proposed amendment would add a requirement to Section 17.40.106 (Administration and Procedures), which is the portion of the Code that outlines administrative procedures, including for final site plans for property zoned Specific Plan (SP). The section details preliminary SP and final site plan approval and modification processes as well as Planning Commission and Council procedures.

The proposed amendment would require councilmember notification within two business days of staff determination that a condition adopted as part of an SP rezoning is unenforceable. Once the determination is made by Metro Planning or the Metro Department of Law that a condition is unenforceable, email notification to the councilmember where the SP is located would be required.



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The legislation addresses the Planning Department and the Department of Law. The Department of Law provided the following information regarding the proposed legislation:

The Metropolitan Department of Law reviews each zoning ordinance pursuant to MCL Sec. 17.40.075 and submits a memo to the Council prior to third reading addressing whether a zoning ordinance may expose the Metropolitan Government to any liability for violation of federal, state, or local law. Any legal concerns regarding a piece of zoning legislation or its enforceability are addressed at this time. In addition, the Department of Law is available to address concerns from Councilmembers regarding any proposed, pending, or enacted legislation. The Department of Law requests that any changes to the scope of its review of zoning legislation be added to MCL Sec. 17.40.075.

ANALYSIS

Review of preliminary specific plans is led by the Land Development team of the Planning Department and includes other development services agencies such include: Fire Marshal, Nashville Department of Transportation (NDOT), Water Services, WeGo, and Metro Historic Zoning Recommendations of approval include conditions from some or all agencies and agencies do not knowingly add unenforceable conditions and it is likely rare for an condition to be determined to be unenforceable during final site plan review. There are some conditions that have been included in the past, such as hours of operation, that can be difficult to enforce although they are legally unenforceable. At times, the Planning Commission will add conditions during their consideration and Planning staff will advise as to issues that may arise related to enforcement, if any are known, to avoid inclusion of unenforceable conditions.

On occasion, conditions are added by a district councilmember at the Metro Council level after the Planning Commission has reviewed and made a recommendation. Legislation is only referred back to the Planning Commission in limited circumstances so staff review of added conditions is focused on if inclusion would change the recommendation of the Commission, not on a determination of enforceability.

Staff would like to note that the review period for a final site plans may take months because they often include detailed construction drawings and a determination of unenforceability may not be discovered until days or weeks after the application is filed and under review. Additionally, there are multiple agencies involved in the review process for a final site plan. If an agency were to determine a condition is unenforceable, per the proposed legislation, the agency would need to notify Planning who would then need to notify the councilmember. This relies on other agencies communicating to Planning or Metro Legal the determination of unenforceability of a condition.

This item was presented at the March 26, 2026 Planning Commission meeting where a public hearing was held and closed. At the public hearing, Commissioners asked questions about the timeline for reviews of final site plans and how that would affect when councilmembers are notified. Staff clarified that the requirement for the notification to the councilmember would be within two business days of the determination of a condition being unenforceable, not within two days of the submittal of the plans. This notification could be after weeks or months of review of the final site plan and depends on when the determination is made. Additionally, if a condition is



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deemed unenforceable but an alternative is proposed and agreed upon that equally meets the goals of the original condition, the original condition may not be considered unenforceable; it would be considered an alternative solution. The proposed amendment does not change any other part of the finalization of the final site plan process.

FISCAL IMPACT RECOMMENDATION

There is no fiscal impact identified with this amendment.

COUNCIL

The proposed text amendment passed on first reading at the March 3, 2026, Metro Council meeting. The public hearing at council is scheduled for the May 7, 2026, Metro Council meeting.

MPC RULES AND PROCEDURES/TEXT AMENDMENT REVIEW PROCESS

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

The Planning Commission public hearing was held and closed on March 26, 2026 and the item was deferred to the April 23, 2026, Planning Commission meeting for consideration and a vote.

STAFF RECOMMENDATION

Staff recommends approval.

ORDINANCE NO. BL2026-1296

An ordinance amending Chapter 17.40 of the Metropolitan Code to require district council member notice of unenforceable conditions associated with approved specific plan (SP) zoning districts and their associated development plans (Proposal No. 2026Z-007TX-001).

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

Section 1. That Section 17.40.106 is hereby amended by adding the following as Subsection J:

J. When a condition of an approved ordinance adopting a SP district or a feature or requirement shown on an approved SP development plan is determined by the Metropolitan Planning Department or the Metropolitan Department of Law to be unenforceable, the Metropolitan Planning Department shall provide notice by email to the district councilmember representing the council district in which the SP district is located within two business days of the determination.

Section 2. The Metropolitan Clerk is directed to publish a notice announcing such change in a newspaper of general circulation within five days following final passage.



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Section 3. This Ordinance shall take effect upon publication of above said notice announcing such change in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.



SEE NEXT PAGE



NO SKETCH



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Item #5	Text Amendment 2026Z-009TX-001
Project Name	Home Occupation Revisions
Council Bill No.	BL2026-1318
Council District	Countywide
School District	Countywide
Requested by	Councilmember Sean Parker

Deferral/ MPC Rules and Procedures

This item was deferred from the March 26, 2026, Planning Commission meeting per the MPC Rules and Procedures following a public hearing.

Staff Reviewer

Garland

Staff Recommendation

Approve with a substitute ordinance.

APPLICANT REQUEST

Amend Title 17 of the Zoning Code to amend regulations for home occupations.

PROPOSED AMENDMENT TO TITLE 17

The proposed ordinance would amend Title 17 of the Metropolitan Code to revise certain sections of the Home Occupations (Chapter 17.16.250).

BACKGROUND

The purpose of the amendment is to update the Home Occupation section of Title 17 per direction from Metro Legal. Home Occupation in the Code is defined as an occupation, service profession, or enterprise carried on by a resident member of a family within a dwelling unit. Generally speaking, the home occupation provisions are intended to permit small scale non-residential land uses to operate on residentially zoned properties, as long as they are an accessory use to a principal use (17.08.030). Section 17.16.250.D. list standards on what to meet to in order to attain a permit in home occupation such as number of employees, number of vehicles, customer visits, outward appearance, activities, enforcement, and permit expiration or renewal. These standards are regulated through permits issued from the Codes Department. Prior to receiving the permit, the applicant shall provide Codes with proof the home is their primary residence, an affidavit confirming compliance with HOA/lease restrictions, notice to adjacent property owners, and approval of the homeowner if the applicant is not the homeowner.

The proposed changes are due in part to a ruling by the Tennessee Court of Appeals. The following summary was provided by Metro Legal:

The proposed revisions to Metro Code 17.16.250 address provisions found unconstitutional by the Tennessee Court of Appeals in Shaw v. Metropolitan Government, No. M2023-01568-COA-R3-CV. The Court found that the restrictions in Metro Code 17.16.250.D.3 on client visits to home businesses violated the Equal Protection provisions of the Tennessee Constitution. The Code currently reads as follows:



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Home Occupation. A home occupation shall be considered an accessory use to a residence subject to the following:

3. Customer Visits

- a. Customer visits must occur by scheduled appointment and only between the hours of 8:00 a.m. and 7:00 p.m., Monday through Saturday.*
- b. Customer visits shall be limited to no more than three visits per hour and a maximum of six total visits per day.*
- c. The permit holder shall maintain and make available to the codes department a log or register of customer appointments for each calendar year.*

The Plaintiffs (a hairdresser and professional music producer) argued these Code provisions limiting the number and times of client visits to home businesses, plus keeping a log of visits, were more restrictive than the Code provisions governing day cares, STRPs, historic home event venues, and residential properties zoned SP – which also exist on residentially zoned property. Metro argued that the purposes of each and authorization processes were all different. The Trial Court ruled in Metro’s favor, but the Court of Appeals held that there was not a rational basis for this differential treatment. The Court noted that the home businesses did not differ visibly from other residences, that the work and clients could not be heard outside the residence, that the customers parked in the driveways like any other visitor to a home, and that there had been no complaints from the neighbors about the customer visits. The Court found that the Plaintiffs’ businesses had no greater impact on the residential nature of neighborhoods than the other residential uses at issue.

The proposed changes to Metro Code 17.16.250 remedy the deficiencies found by the Court by setting limits on client visits that are closer to other home businesses. The provision still provides that the home businesses must be an accessory use and the residential nature of the lot and dwelling must be maintained. The prohibition of a sign indicating that a business exists at that residence is changed to be consistent with Metro’s sign ordinance and avoid a content-based sign restriction. The effect of this is that residences can have a one-square-foot sign per 17.32.040(O) if they wish. At the recommendation of Codes, the renewal period is changed from annual to every 3 years. Home businesses engaged in the repair of nonpowered equipment and vehicles, including bicycles, whether indoors or outdoors would not be allowed to have clients visit. In addition, the sunset provision is removed, as it was deleted through previous Council action but not removed from the Code.

UPDATE

At the March 26th, 2026, Planning Commission meeting, this item was presented and a public hearing was held. Staff was asked to clarify what nonpowered equipment and vehicles mentioned in subsection D.5.b.vi. would include. Since the meeting, staff has had additional time to review and determined that the language could refer to items such as bicycles, scooters, unicycles, wheelbarrows, boats, wheelchairs, etc. The home occupation provisions prohibit the manufacturing of automobile and transportation equipment. The intent of this section is to prohibit the repair of automobiles including cars, trucks, and motorcycles as there is a concern for potential nuisance



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issues of noise and pollution that stem from these items. However, the legislation as drafted could allow for the repair of nonpowered equipment vehicles including but not limited to bicycles.

SUMMARY

This ordinance proposes to delete and replace Section 17.16.250.D. of the Metropolitan Code, which regulates Home Occupation throughout Nashville and Davidson County. The proposed changes to this section will be summarized below by sections.

The requirement for a home occupation to be conducted entirely with the dwelling unit or accessory building remains with the new text. This ensures that the home occupation use is accessory to the primary use of property as a residential land use. The current home occupation standards have limitations on floor area to the principal structure (no more than 20 percent of the total floor area) and includes a maximum square footage for the floor area for a home occupation (1,000 square feet). The new ordinance would remove this square footage limitation and simplify that the home occupation use shall be incidental and subordinate to the residential use of the property.

Sections 17.16.250.D.2.a., b., and d., remain unchanged. This requires that no more than one part-time or full-time employee not living in the dwelling unit may work at the location. It also retains the prohibition for truck deliveries and pick-ups. The proposed legislation does make changes to parking of vehicles. Currently, no parking for a commercial vehicle on the premises or street is prohibited and vehicles associated with the home occupation shall be limited to one vehicle. The legislation removes the prohibition on parking on premises or on the street. While this language would permit the parking of vehicles associated with the home occupation use on premises or nearby, it still limits it to one vehicle and is consistent with the intent to prevent commercial vehicle traffic in residential areas.

Subsection 3 is renamed from “Customer Visits” to “Customer Appointments” in this proposal. While customer visits are currently permitted, they are only permitted within certain hours (8 a.m. to 7 p.m., Monday through Saturday) and limited in numbers (no more than three visits per hour and a maximum of six total visits per day). The proposed changes would remove the hours of operation and modify the appointments to clarify that appointments can be for a single person or a group, but no more than 12 customers per day. The updates would remove the current requirement that the permit holder has to maintain and make available to the Codes Department a log or register of customer appointments for each calendar year.

Subsection 4 related to the outward appearance of home occupations, now titled “Outward Appearance, Quiet, and Objectionable Effects” in this ordinance proposal. 17.16.250.D.4.b., which states that the residential character must be maintained is retained with this ordinance. Restrictions on the content of signage are being removed. A home occupation is still permitted to have one square foot of signage. Subsection (c) is changing the language of “garage” to “accessory building,” consistent with how the code classifies accessory buildings but still prohibits noise, vibration, smoke, dust or other particulate matter, odorous matter, heat, glare, humidity, fumes, electrical interference, waste run-off, or other objectionable effects outside of the dwelling unit.



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The following subsection, 5 (Activities) outlines the permitted uses under home occupations. No changes to permitted personal instruction, general office, personal care services, multi-media production, and artisan manufacturing uses are proposed. The new ordinance adds one more permitted home occupations use type to the list: (vi.) The repair of nonpowered equipment and vehicles, including bicycles, whether indoors or outdoors. A prohibition (17.16.250.5.c.ii.) on repairs that take place outdoors is removed with this legislation. This addition is proposed by the sponsor and is not in response to the court ruling.

Section D.6. outlines permit requirements. Many of the requirements in this section remain the same; 17.16.250.D.6.a., provides an exemption for when a permit is required: if no customers are served on the property and the home occupation does not employ anyone who does not live within the dwelling. The process for permitting remains the same and the materials needed do as well, 6.b.i.-iii. The current subsection (d) is removed by this amendment. This subsection states that “the owner of the property: (1) must be natural person or persons or trust; (2) may not be limited liability entity, including without limitation a corporation or limited liability company; and (3) may not be an unincorporated entity, including without limitation a partnership, or joint venture.” This change was necessary in order to treat tenants and homeowners the same way. Section (e) remains the same, with the exception of adding a provision for renters. This requirement calls for the permit applicant to be the owner of the property, relative, or if a renter must have at least a one-year lease for the property. A sentence was added by the new ordinance that if a renter, they must provide a letter showing that the landlord approves of the use of the property for a home occupation. Limitations to the number of home occupation permits for property owners and property are retained with this legislation, limiting the likelihood that residentially zoned properties are used exclusively for commercial purposes.

In the following section, Transferability and Enforcement, the limitation on permit transferability still applies. However, changes to section (b) modifies the process for revocation of permit. Previously, filing two or more verified complaints against a home occupation would require the zoning administrator to determine if the complaints were a violation of the home occupation standards. Language has been added to provide that a permit may only be revoked by the zoning administrator if someone actually found to have violated the code through a final court order, if two violations occur within 12 months. This change creates a clearer enforcement process.

The two remaining changes in the legislation are to increase the length of a permit from one year to three years, unless it is renewed prior to its expiration and remove the previous section related to a sunset clause.

ANALYSIS

The proposed amendments to Title 17 of the Metropolitan Code as they relate to home occupations are largely in response to a recent ruling by the Court of Appeals and necessary to correct deficiencies in the Code. Outside of the corrections related to deficiencies, one additional use is proposed to be added as a permissible home occupation. Staff is recommending approval of a substitute to clarify that the intent is to permit the assembly or repair of small non-powered equipment and vehicles, such as bicycles and prohibit the repair of automobile or other powered equipment due to the potential impacts to adjacent property owners. The substitute removes the



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provision for outdoor repairs as the intent of the home occupation is to be minimal to adjacent property owners. The intent of the home occupation remains in place, which is to provide small scale non-residential opportunities for homeowners and renters, while still maintaining the residential nature of a property.

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 May 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.

STAFF RECOMMENDATION

Staff recommends approval with a substitute ordinance.

SUBSTITUTE ORDINANCE NO. BL2026-1318

An ordinance amending Title 17 of the Metropolitan Code of Laws to amend the regulations on home occupations (Proposal No. 2026Z-009TX-001).

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

Section 1. That Subsection 17.16.250.D of the Metropolitan Code is hereby amended by deleting it in its entirety and replacing it with the following:

- D. Home Occupation. A home occupation shall be considered an accessory use to a residence subject to the following:
1. Location
 - a. A home occupation must be conducted entirely within the dwelling unit or accessory building.
 - b. The home occupation shall be incidental and subordinate to the residential use of the property.
 2. Employees and Vehicles
 - a. No more than one part-time or full-time employee not living within the dwelling may work at the home occupation location.
 - b. No more than five employees may reside within the dwelling at a home occupation location.



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- c. Vehicles associated with the home occupation shall be limited to one passenger vehicle. such as a motorcycle, automobile, pick-up truck, sport utility vehicle, van or similar.
- d. No truck deliveries or pick-ups, except by public or private parcel services, are permitted.
3. Customer Appointments.
 - a. Customers may visit home occupations by scheduled appointment.
 - b. Appointments may be for single customers or for groups of customers, but shall be limited to no more than 12 total customers per day.
4. Outward Appearance, Quiet, and Objectionable Effects
 - a. Signs shall be governed by Chapter 17.32, Sign Regulations, of the Metropolitan Code.
 - b. The residential character of the lot and dwelling must be maintained. A home occupation that requires a structural alteration of the dwelling to comply with a nonresidential construction code is prohibited. This prohibition does not apply to modifications to comply with accessibility requirements.
 - c. A home occupation may not produce noise, vibration, smoke, dust or other particulate matter, odorous matter, heat, glare, humidity, fumes, electrical interference, waste run-off, or other objectionable effects outside the dwelling unit or accessory building that are used as a home occupation.
5. Activities
 - a. The storage of materials or goods shall be permitted in connection with a home occupation provided such storage complies with the following standards.
 - i. All materials or goods shall be stored completely within the space designated for home occupation activities.
 - ii. Only those materials or goods that are utilized or produced in connection with the home occupation may be stored within the dwelling unit or accessory building.
 - iii. All materials or goods shall be stored completely within the dwelling unit or accessory building.
 - iv. All flammable or combustible compounds, products or materials shall be maintained and utilized in compliance with Fire Code NFPA-30.
 - b. The following are permitted as home occupations that are allowed customer visits under subsection D.3:
 - i. Personal instruction, defined for the purposes of this section as services for training individuals or groups in academics, arts, fitness, personal defense, crafts, or other subjects of a similar nature;
 - ii. General office, defined for the purposes of this section as provision of executive, management, administrative, or professional services, but not involving medical services;
 - iii. Personal care services, defined for the purposes of this section as spa services and beauty and barber care. Personal care services do not extend to the care of or services for animals;
 - iv. Multimedia production, defined for the purposes of this section as staging and recording of video or audio productions that occur indoors and do not require sound to leave the premises;
 - v. Artisan manufacturing, defined for the purposes of this section as the shared or individual use of hand tools, mechanical tools, and electronic tools for the manufacture of finished products or parts as well as the incidental storage, sales, and distribution of such products within the limitations of this section;



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- vi. The repair or assembly of nonpowered equipment and vehicles, including but not limited to bicycles, ~~whether indoors or outdoors~~;
- c. The following are not permitted as home occupations:
 - i. The manufacture or repair of automobiles and vehicles. ~~other transportation equipment~~.
 - iii. The outdoor storage of construction, scrap, or salvage materials.
 - iv. Animal grooming activities.
- 6. Permits – When Required and Requirements
 - a. Home occupations must acquire a permit for activity under this section unless they meet both of the following conditions:
 - i. The home occupation does not serve customers on the property; and
 - ii. The home occupation does not employ anyone who does not live within the dwelling.
 - b. Prior to issuance of a permit, the applicant shall provide the codes department with an affidavit verifying:
 - i. that the applicant has confirmed that operating the proposed home occupation would not violate any home owners association agreement or bylaws, condominium agreement, covenants, codes and restrictions, lease or any other agreement governing and limiting the use of the property proposed for the home occupation;
 - ii. that the property is the applicant's primary residence. Two documents indicating proof of primary residence shall be provided. Each document must be current and show the owner's name and address matching that of the property to be utilized for a home occupation. Acceptable documentation includes: (a) Tennessee Driver's license; (b) other valid State of Tennessee identification card; (c) Davidson County voter registration card; (d) current employer verification of residential address or a letter from the employer on company letterhead with original signature. (If the employer does not have letterhead, the signature of the employer must be notarized.); (e) current automobile, life or health insurance policy. (Wallet Cards not accepted); (f) paycheck/check stub, (g) work ID or badge, (h) Internal Revenue Service tax reporting W-2 form; or (i) a bank statement; and
 - iii. if the applicant is not the property owner, that the property owner is aware of the application and does not object to pursuit of the home occupation permit.Further, the applicant shall provide proof of written notification to the owner of each adjacent property prior to filing the application. For each such adjacent property, proof of written notification shall be: (a) a signature of an owner; (b) a signed receipt of U.S. registered or certified mail addressed to an owner; or (c) notice from the U.S. Postal Service that registered or certified mail to an owner was refused or not timely accepted.
 - c. In single-family and two-family zoning districts, no more than one home occupation permit may be issued per lot.
 - d. The permit applicant must be the owner of the property, a relative of the owner of the property, or, if a renter, must have at least a one-year lease for the property. The applicant shall verify by affidavit that they comply with this subsection and, if a renter, must provide a letter showing that the landlord approves of the use of the property for a home occupation.
 - e. Only one permit may be issued per property owner, regardless of the number of properties owned by the property owner and regardless of whether the property owner is the applicant.
 - f. No person may be issued more than one permit.
- 7. Transferability and Enforcement



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- a. Permit Transferability. A permit issued for activities under this section shall not be transferred or assigned to another person, entity, or address, nor shall the permit authorize any person, other than the person named therein, to commence or carry on the business. Upon termination of the occupant's residency, the home occupation permit shall become null and void.
 - b. Revocation of Permit. If a final court order or orders find the permittee in violation of Code sections governing home occupation permits twice, and the violations took place within a twelve-month period, the zoning administrator may revoke a permit as provided in Section 17.40.590. Once a permit has been revoked pursuant to this subsection, no home occupation permit shall be issued to the applicant for a period of one year from the date of the revocation. The permit holder may appeal the zoning administrator's decision to the board of zoning appeals for a public hearing as provided in this title. Other violations of this Subsection D are punishable by a fine of fifty dollars per day, per violation.
8. Permit expiration and renewal
- a. A home occupation permit shall expire three years after it is issued unless it is renewed prior to its expiration.
 - b. The codes department may promulgate additional regulations by which a renewal application may be submitted.
 - c. The renewal application must include a statement verified by affidavit that the home occupation remains in compliance with Section 17.16.250.D.

Section 2. The Metropolitan Clerk is directed to publish a notice announcing such change in a newspaper of general circulation within five days following final passage.

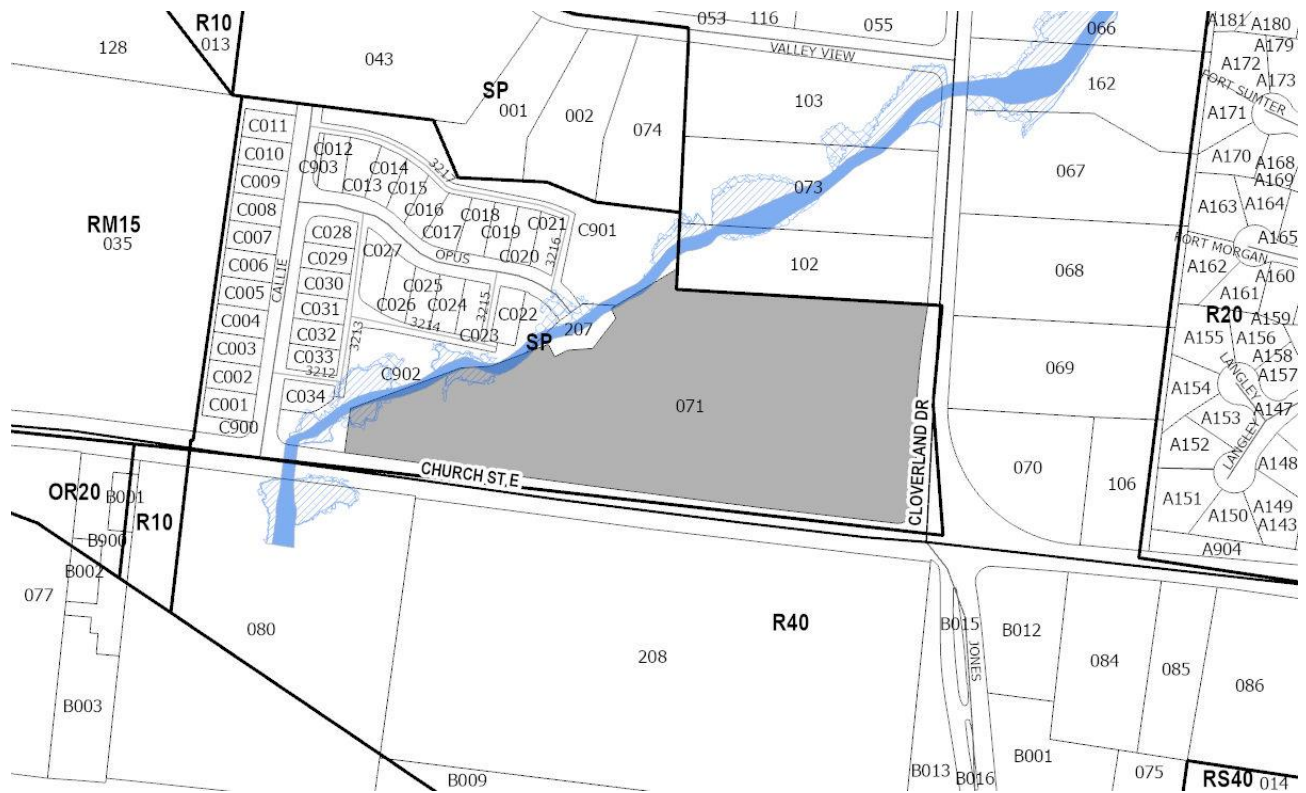
Section 3. This Ordinance shall take effect upon publication of the above said notice, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.



SEE NEXT PAGE



Metro Planning Commission Meeting of 4/23/2026



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



Metro Planning Commission Meeting of 4/23/2026

Item #6	Final Plat 2026S-037-001
Project Name	Callie Subdivision Phase 2
Council District	26 – Johnston
School District	08 – O’Hara Block
Requested by	Dale and Associates, Inc, applicant. Church Holding Company, LLC, owner.

Deferrals This item was deferred at the February 26, 2026, March 12, 2026, March 26, 2026, and April 9, 2026, Planning Commission meetings. No public hearing was held.

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

APPLICANT REQUEST

Request for final plat approval to create 36 lots.

Final Plat

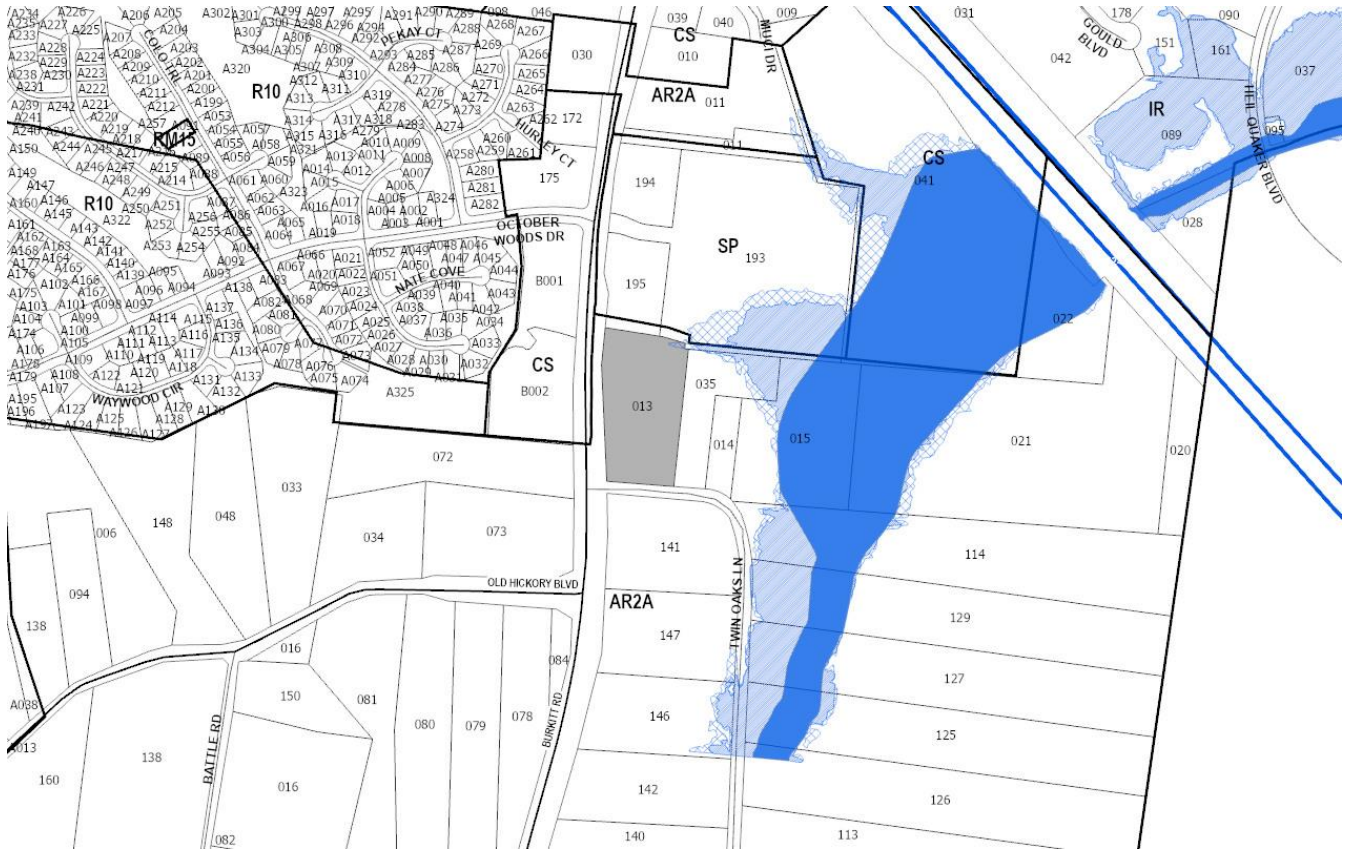
A request for final plat approval to create 36 lots on property located at 5693 Cloverland Drive, at the northwest corner of Cloverland Drive and Church Street East, zoned Specific Plan (SP) (8.28 acres).

STAFF RECOMMENDATION

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



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



Metro Planning Commission Meeting of 4/23/2026

Item #7	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.
Deferrals	This item was deferred from the April 9, 2026, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Shane
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. 20091010-012968
PLAT BY CE-01, PG. 346
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



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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.”



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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)



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Item #8	Specific Plan 2025SP-048-001
Project Name	New Hope Gardens SP
Council District	12 – Evans
School District	4 – 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, March 12, 2026, and April 9, 2026, Planning Commission meetings. No public hearing was held.

Staff Reviewer	Comme
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</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.

Existing Zoning

Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. *Based on acreage alone, RS15 would permit a maximum of eight lots. Compliance with the Metro Subdivision Regulations may result in fewer lots.*

Proposed Zoning

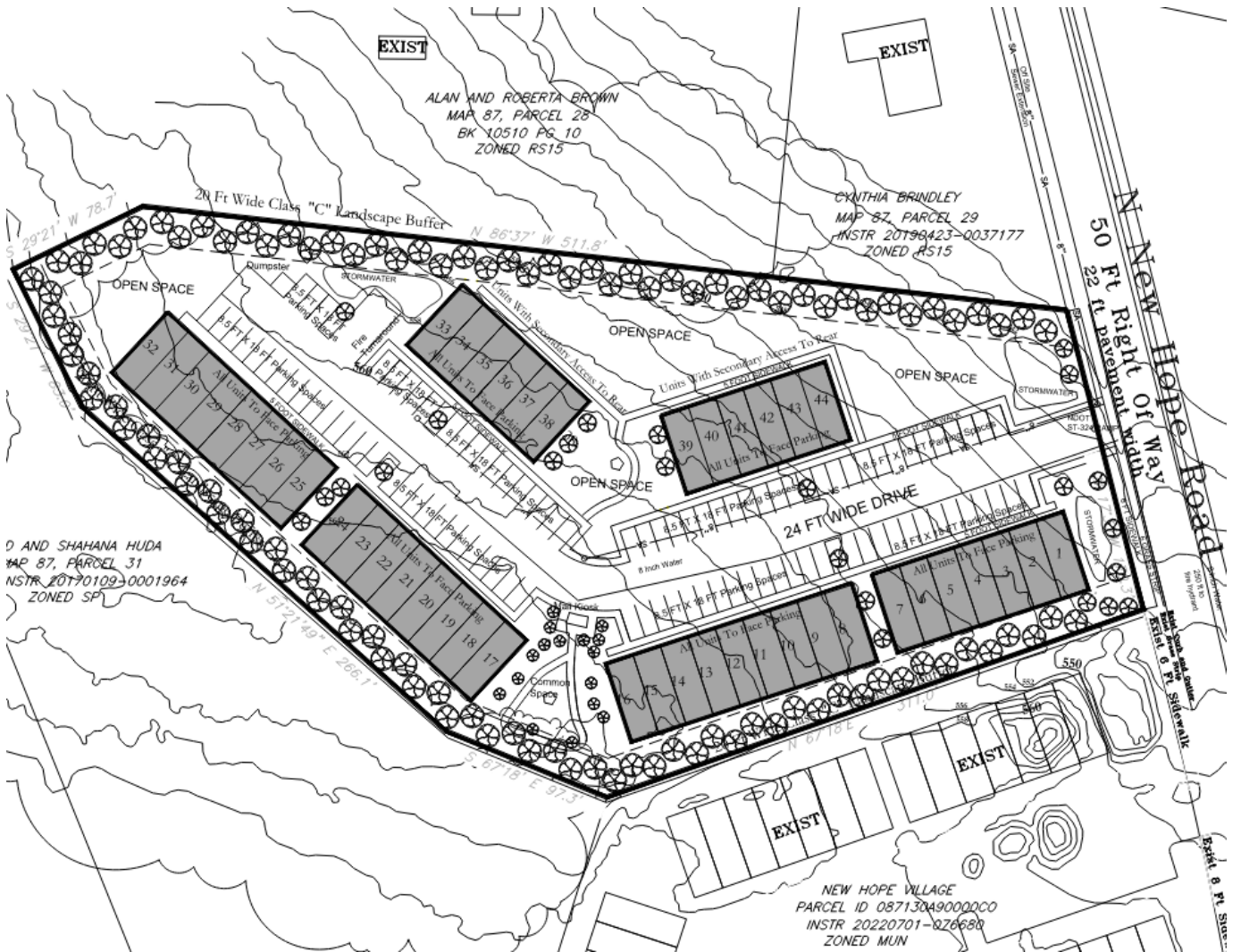
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes only one residential building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

DONELSON – HERMITAGE – OLD HICKORY COMMUNITY PLAN

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



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Proposed Plan

N



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

Supplemental Policy Area 14-T3-CM-01- Central Pike/Melvin Road/New Hope Road (2018) was created to address issues identified by the community related to the mix of land uses, mobility, connectivity, and pedestrian infrastructure. The supplemental policy contains a concept plan which provides guidance on the mix of land uses as well as mobility and improved connectivity within the study area. The mobility guidance is intended to improve connectivity and promote safe and efficient modes of transportation across the study area and along Central Pike through new development and redevelopment that creates a system of streets with multiple routes and connections.

SITE CONTEXT

The subject site consists of one parcel located north of Central Pike. The site is approximately three acres in size and currently includes a single-family home. The site has frontage along North New Hope Road which is classified as a collector avenue in the Major and Collector Street Plan (MCSP). The site has been zoned Single-Family Residential (RS15) since 1998. Adjacent properties are zoned Single-Family Residential (RS15), Mixed-Use Neighborhood (MUN), and Specific Plan (SP) and include single-family residential uses, multi-family residential uses, and office uses.

PLAN DETAILS

The proposed SP would permit a multi-family residential development with a maximum of 44 units. Units are distributed across the site in groupings of attached townhomes. The maximum building height of the townhomes is two stories in 36 feet. The proposed units share access through a private drive from North New Hope Road. The units are surface parked and oriented internally towards a private drive. Units 33-44, which back up to the open space include a secondary rear entry. A minimum of 25 percent glazing is required on building facades fronting a street or a private drive.

The plan includes areas of open space located throughout the site. The plan shows a six-foot wide planting strip and a six-foot wide sidewalk width along North New Hope Road, consistent with the MCSP requirements. Sidewalk connections to individual units are provided on the site. A 20-foot Type C landscape buffer is provided along the side and rear property lines.

ANALYSIS

The site is within the T3 Suburban Mixed-Use Corridor (T3 CM) area and the T3 Suburban Neighborhood Evolving policy areas. T3 Suburban Mixed-Use Corridor (T3 CM) is intended to



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enhance suburban mixed-use corridors by encouraging a greater mix of higher density residential and mixed-use development along the corridor. T3 Suburban Neighborhood Evolving (T3 NE) policy is intended to create and enhance suburban residential neighborhoods with more housing choices. The site is also within the Central Pike Supplemental policy which is intended to promote a mix of residential uses and improved connectivity.

The proposed plan is consistent with the T3 CM and T3 NE policy areas. The proposed SP would permit 44 multi-family residential units at a density of approximately 14.7 units an acre, which is within the range of densities that is supported by both the T3 CM and T3 NE policies. The plan limits the heights of all units to two stories in 36 feet which is in line with policy guidance of one to three stories being appropriate in T3 NE policy areas.

Additionally, the SP meets the key goals of the Central Pike Supplemental Policy by providing a multi-family residential use in a mixed-use area that transitions to a range of residential uses, complementing the adjacent single-family character. The supplemental policy calls for road connections through the site. However, given the surrounding parcel configuration, it is challenging to create a continuous road network without right-of-way (ROW) dedication from smaller adjacent lots. The road connection as shown in the supplemental policy would impact the viability of the site and there would still be remaining gaps in the right-of-way that would require future acquisition of ROW to make a complete network as called for by the supplemental policy.

The MCSP requirements are proposed to be met along North New Hope Road and the internal sidewalks connecting to the sidewalks proposed on North New Hope Road contribute to the overall evolving sidewalk network in the area.

The landscape buffer Type C provided on the southern, western, and northern property boundaries aligns with policy guidance as it acts as a formal buffer and screen between existing and new development. The T3 NE policy encourages new developments that create their own internal drive system and provide inviting, functional, and accessible open spaces as an integral part of the development. The plan shows both an open space and a common space on the site, which together provide sufficient open space internal to the development.

As the proposed SP meets the goals of the Central Pike Supplemental Policy as well as the T3 CM and T3 NE policy areas, staff recommends approval.

FIRE MARSHAL RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT.
- Final design and improvements may vary based on actual field conditions.
- The following are general approval comments and conditions;



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- All public commercial ramps should meet code spacing requirements. Any public access point(ramps, drives) should meet AASHTO sight distance requirements. Provide sight distance triangles and profile view exhibit with final.
- With any MCSP requirements, call out and dimension any ROW dedications that are needed to accommodate MCSP.
- In general, any proposed roadway half-sections, pavement widening, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT standard details.
- There should be no earthen retaining walls installed in the public ROW.
- There should be no vertical obstructions in new public sidewalks and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
- Note: A private hauler may be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW. Development shall match existing curb line/sidewalks along frontage adjacent to the South redevelopment. Comply w/ NDOT traffic comments/conditions of approval.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Comply with MCSP half section 25.5' along North New Hope Rd. (6' sidewalk & 6' grass strip).
- The applicant shall provide appropriate traffic control at the site access point.
- Comply with NDOT Roads conditions of approval.
- The applicant's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

STORMWATER RECOMMENDATION

Approve with conditions

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

METRO 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.



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	3	2.90 F	8 U	102	11	9

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	3	0.80	44 U	238	15	20

Traffic changes between maximum: **RS15 and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+136	+4	+11

METRO SCHOOL BOARD REPORT

Projected student generation existing RS15 district: 1 Elementary 0 Middle 1 High

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

The proposed SP zoning district is anticipated to generate nine more students than what would be generated under the current RS15 zoning district. Students would attend Dodson Elementary School, Dupont Tyler Middle School, and McGavock High School. Dodson Elementary School is identified as overcapacity. Dupont Tyler Middle School is identified as at capacity. McGavock High School is identified exceedingly under capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 44 multi-family residential units. Short-term rental properties, owner occupied and short-term rental properties, not owner occupied, shall be prohibited.
2. With the final site plan, the side elevation identified as Unit 1 shall have a minimum of 25 percent glazing.
3. With the final site plan, all mechanical units shall be located to the sides or rear of units and be screened with additional landscaping, subject to Planning Staff review.
4. With the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.

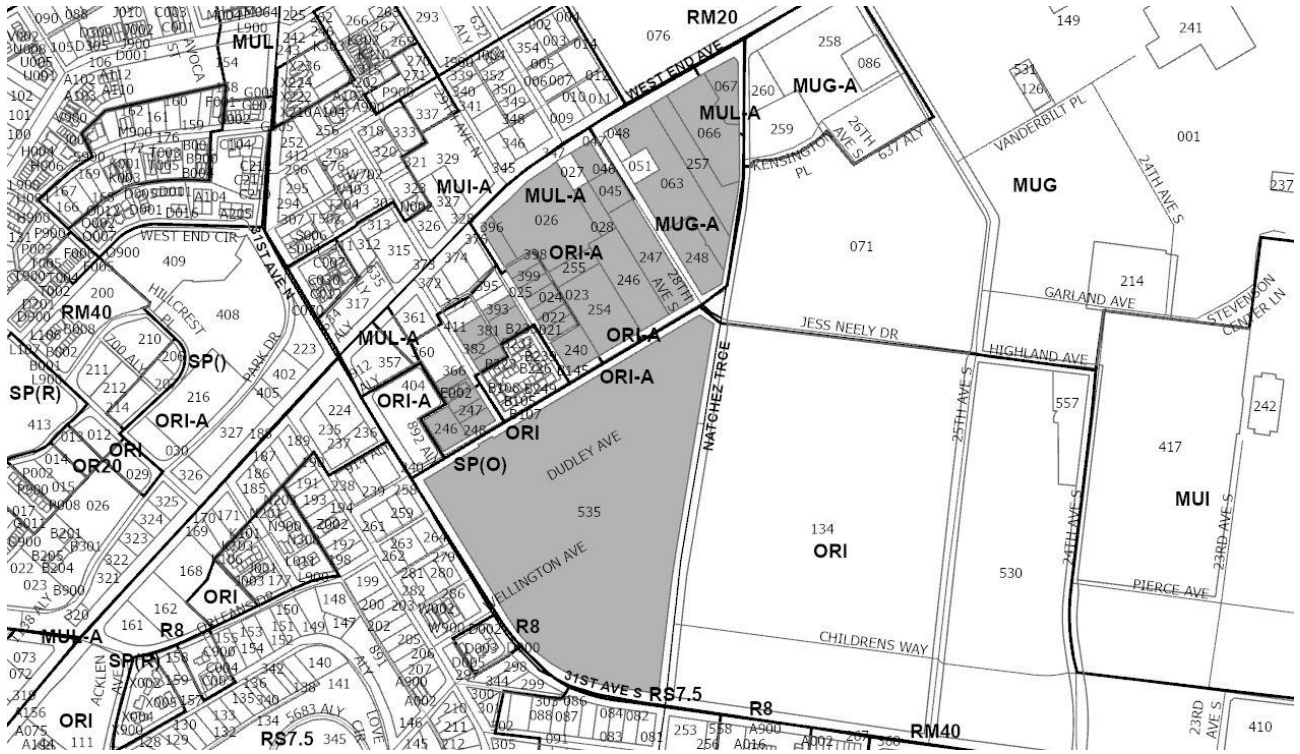


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5. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
6. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
7. 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.
8. Comply with all conditions and requirements of Metro reviewing agencies.
9. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM15-A-NS, as of the date of the applicable request or application.
10. 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.
11. 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.
12. No master permit/HPR shall be recorded prior to final SP approval.
13. Final plat may be required prior to permitting.



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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)



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Item #9a	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, and April 9, 2026, Planning Commission meeting. No public hearing was held.

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

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.

Existing Zoning

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

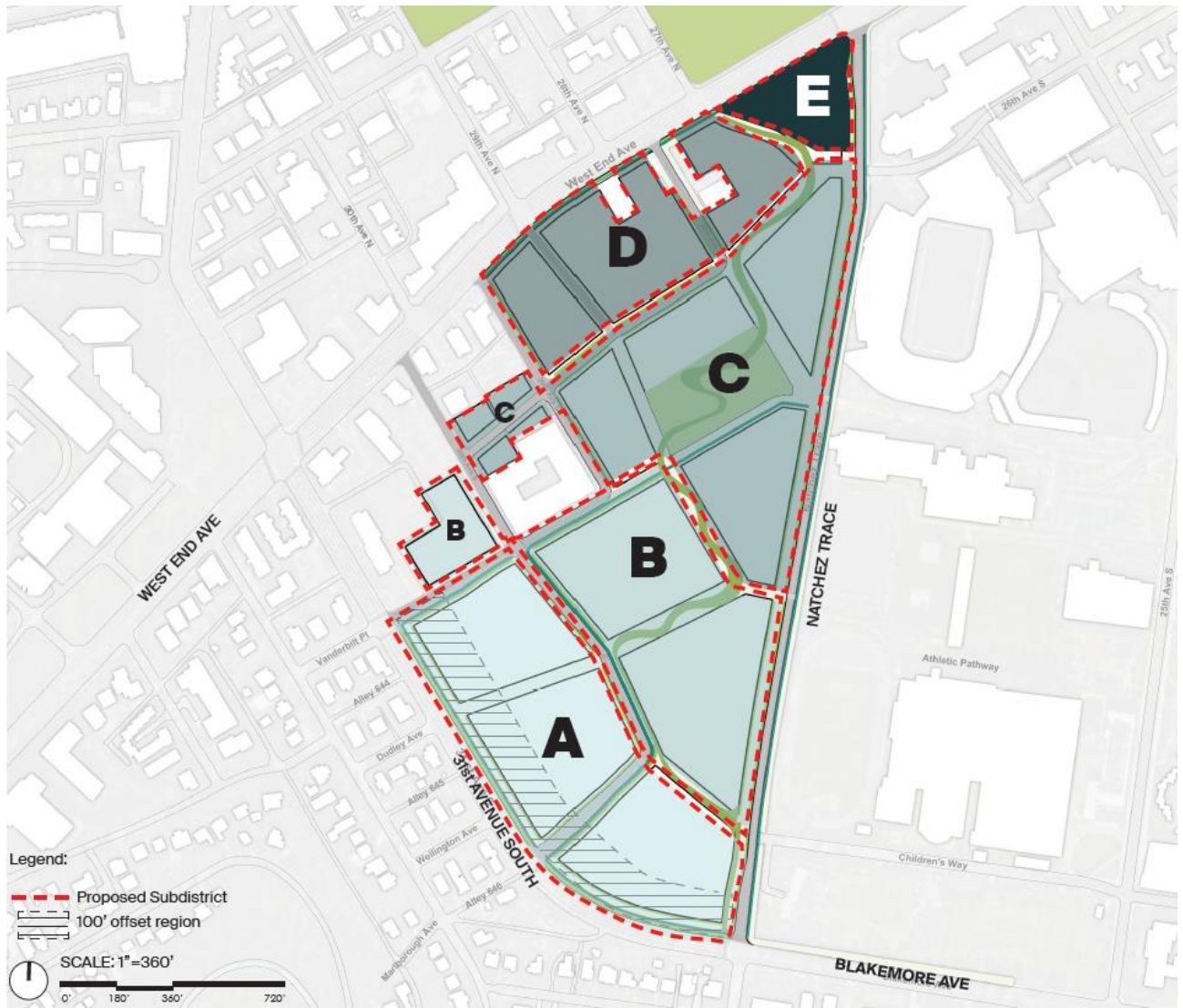
Office/Residential Intensive-Alternative (ORI-A) is intended for high intensity office and/or multi-family residential uses with limited retail opportunities and is designed to create walkable neighborhoods through appropriate building placement and bulk standards.

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

Specific Plan-Office (SP-O) 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 office uses.*



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Proposed Preliminary Site Plan and Subdistrict Diagram



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

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

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.

GREEN HILLS – MIDTOWN COMMUNITY PLAN

T5 Center Mixed Use Neighborhood (T5 MU) is intended to maintain, enhance, and create high-intensity urban mixed use neighborhoods with a development pattern that contains a diverse mix of residential and non-residential land uses. T5 MU areas are intended to be among the most intense areas in Davidson County. T5 MU areas include some of Nashville's major employment centers such as Midtown that represent several sectors of the economy including health care, finance, retail, the music industry, and lodging. T5 MU areas also include locations that are planned to evolve to a similar form and function.

D Major Institutional (D MI) is intended to maintain, enhance, and create Districts where major institutional uses are predominant and where their development and redevelopment occurs in a manner that complements the character of surrounding communities. Land uses include large institutions such as medical campuses, hospitals, and colleges and universities as well as uses that are ancillary to the principal use.

Special Policy (10-MT-T5-MU-01 in Midtown) applies to properties generally fronting on West End Avenue between 31st Avenue North and 1-440. A maximum height of 20 stories and above is supported by the policy. Specific guidance is given to the development of properties facing Centennial Park. Guidance is provided on land use, parking, and building form.

Special Policy (10-MT-T5-MU-04 in Midtown) applies to properties that are south of properties that front on West End Avenue and are between the Carleen Batson Waller Apartments that front on 31st Avenue South on the west and Vanderbilt Place on the south and extending to the east side of



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28th Avenue South. Maximum building heights of about 12 stories are generally most appropriate in this area. Guidance is provided on land use, parking, and building form.

PLAN DETAILS

Site Context

The approximately 43.16-acre assemblage of properties is located on the south side of West End Avenue, extending south of West End Avenue along Natchez Trace to Blakemore Avenue/31st Avenue North, and generally bounded by Natchez Trace to the east and 31st Avenue South, 30th Avenue South, and 29th Avenue South to the west. The assemblage contains a mix of institutional, commercial, and residential structures, along with several surface parking areas and vacant parcels. Existing uses within the SP boundary include university-related office and support buildings, small commercial structures, multi-family and single-family residences, and institutional facilities associated with Vanderbilt University. A number of parcels contain older low-intensity commercial and residential buildings, while others are improved primarily with surface parking or are currently vacant. The existing Planned Unit Development (PUD) on property located at 2609 West End Avenue permits the sale of beer for on-premises consumption for an existing restaurant use.

Across West End Avenue to the north is Centennial Park and commercial uses zoned Mixed Use Intensive-Alternative (MUI-A). To the east across Natchez Trace are university buildings, including the campus football stadium and other recreational institutional uses associated with Vanderbilt University. These properties are generally zoned Mixed Use General (MUG), Mixed Use General-Alternative (MUG-A), and Office/Residential Intensive (ORI). Along 29th Avenue South and 30th Avenue South are multi-family residential buildings, small commercial structures, and parking lots, zoned Office/Residential-Alternative (ORI-A) and Mixed Use Intensive-Alternative (MUI-A). South of 31st Avenue South is an established residential area consisting primarily of single-family homes, zoned Single-Family Residential (RS7.5) and One- and Two-Family Residential (R8). To the west across 31st Avenue South is a multi-family residential building zoned ORI.

Regulatory Plan

The plan proposes a large-scale, mixed-use, pedestrian-oriented district organized into five Subdistricts (A–E), each with its own block structure and height allowance. The SP establishes a regulatory framework calibrated to the site’s location between West End Avenue, Natchez Trace, and 31st Avenue South. The proposed SP includes standards governing building heights, tower massing, articulation, open space, and street typologies.

The SP as proposed divides the site into Subdistricts A through E, each with a maximum height:

- Subdistrict A: 10 to 12 stories
- Subdistrict B: 20 stories
- Subdistrict C: 25 stories
- Subdistrict D: 30 stories
- Subdistrict E: 35 stories

These limits concentrate the tallest development along the northern portion of the site near West End Avenue, tapering heights as the plan transitions south toward 31st Avenue South/Blakemore



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Avenue and the adjacent residential areas. A series of step-back requirements apply in key locations:

- Along the central publicly accessible walkway (referred to as the Meander in the plan), buildings in Subdistricts B, C, and D must provide a 10-foot step-back at or below the 8th story, unless tower separation exceeds 100 feet. This is intended to preserve sunlight, scale, and pedestrian comfort along the district's primary open-space corridor.
- Subdistrict A requires a 30-foot step-back at or below 65 feet along 31st Avenue South.

Additional building-scale controls include maximum podium lengths, maximum tower lengths and required tower separation distances based on proposed building heights. The maximum podium length is 280 feet. Towers above 25 stories must maintain 80 feet of separation, with lower heights requiring between 55 and 75 feet of separation. These measures ensure permeability of views and daylight throughout the district while preventing excessively long, monotonous facades.

The SP permits uses of MUI with additional uses permitted including artisan distilleries, microbreweries, tasting rooms, mobile vendors, theatres, community gardening, small outdoor event spaces, and live-work units. The following uses are prohibited throughout the development: check-cashing, beer and cigarette market, alternative financial services, flea market, automobile service, car wash, and drive through facilities. In subdistrict A liquor sales and bar or nightclub are prohibited uses. The SP permits a maximum of 120 short term rental properties (STRPs) outside of subdistrict A.

A major regulatory focus of the plan is active ground-floor frontages along streets and open spaces. Requirements for active ground floor uses vary by street type or along open spaces:

- West End Avenue: 80 percent
- The Square and the Meander: 70 percent
- All other public streets: 60 percent

Ground-floor residences can count as active uses in most areas except along West End Avenue and The Square (see description below for The Square). This framework supports a pedestrian-oriented environment and is reinforced by plans for outdoor plazas and open spaces to satisfy frontage percentages.

Subdistrict A, which encompasses properties along 31st Avenue includes standards for façade articulations, signage, prohibitions on land uses, maximums on individual ground floor tenant spaces to maintain a neighborhood scale and high quality development along this corridor.

Building material standards require high-quality architectural finishes (masonry, textured metal, precast concrete, fiber cement paneling, etc.). Signage in subdistrict A is regulated per the MUL-A standards. All other subdistricts must comply with MUG-A standards. Skyline sign standards based on building heights are permitted throughout the site but are not permitted along 31st Avenue South.

The plan establishes a minimum of three acres of publicly accessible open space, including:



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- At least 1.2 acres for The Square, envisioned as the site’s central gathering space;
- Approximately 1.5 acres for the Meander, a winding pedestrian greenway linking Vanderbilt Place, West End, and internal blocks; and
- Additional open-space elements distributed along the Meander.

The Meander will function as the district’s primary pedestrian spine, with permeable paving, native plantings, and ecological design consistent with the Nashville Basin and Highland Rim landscape character of the region.

The plan proposes a fully restructured network of access streets and “social streets.” Social streets will prioritize pedestrians but will allow service access during non-peak hours and emergency access where necessary. Street segments are assigned specific widths with multimodal components such as bikeways, planting zones, and pedestrian zones. This structured street hierarchy enables a block pattern with strong multimodal connectivity. A note indicates that Major and Collector Street Plan (MCSP) cross-section standards will be met or exceeded along existing and proposed public streets. Publicly accessible mid-block crossings are required in Subdistrict C, with a minimum 12-foot width and 14-foot height to maintain continuity between open spaces and circulation routes. These crossings may be interior conditioned spaces with Planning staff approval. The plan encourages mid-block crossings on parcels outside of Subdistrict C where appropriate and practicable.

The plan proposes no maximum parking and parking is permitted to be shared across the entire SP. A MMTA was completed with the submittal and reviewed by the Nashville Department of Transportation (NDOT). All parking in Subdistrict C must be below grade. Parking in Subdistricts A, B, D, and E is to be below grade; if not, any garage exposure to a public right-of-way, access street, West End Avenue, Natchez Trace 31st Avenue, open space, or the meander must be lined with active uses or habitable space. On all other frontage, such as alleys, structured parking shall be screened with an architectural cladding coherent with the architectural design of the building and approved by Planning staff. No unscreened structured parking shall be visible from the public realm. Restrictions on the percentage of the building frontage used for curb cuts ensures a highly walkable public realm.

The site includes several properties listed as being Worthy of Conservation (WOC) that are located along 29th Avenue and 30th Avenue. The plan provides a series of steps that the applicant will take to consult with Planning and Historic Zoning Commission Staff at the time of Final SP submittal to assess these properties and identify aspects that could be preserved. Additionally, the plan includes a dedicated framework for temporary and semi-permanent activation, allowing pop-ups, kiosks, modular structures, and short-term cultural or entrepreneurial uses throughout the district. Duration, materials, utility connections, and appearance standards ensure flexibility while maintaining safety and encouraging placemaking. University- or community-partnered installations may exceed standard time limits with Planning staff approval.

Given the scope of the SP, it is likely that development will be implemented in multiple phases. The document indicates that phasing should generally align with the overall vision and that improvements will be delivered incrementally as development progresses.



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ANALYSIS

The proposed SP provides standards that allow for a mixed-use, pedestrian-oriented district with scale, massing, and circulation that align with the guidance in both the T5 Center Mixed Use Neighborhood (T5 MU) and D District Major Institutional (D-MI) policies. These policies call for urban, walkable development patterns with active frontages, strong street connectivity, and building forms that reinforce a human-scaled public realm. The proposal includes an urban street and block system, active frontage requirements, and an open-space framework that positions The Meander and The Square as primary organizing elements, all of which support the character expectations of these policies.

The T5 Center policy in particular supports a broad mix of uses at higher intensities, with buildings pulled close to the street, pedestrian-friendly design, and multimodal transportation options. The SP implements these principles through strategically locating the tallest proposed heights within this policy area, by requiring active frontages of 60 percent to 80 percent of facades depending on the street type, requiring a build-to zone of 0–15 feet, laying out an anticipated street network that delivers the block structure expected in T5 Center areas, providing generous pedestrian open space areas, and requiring mid-block crossings in key blocks to enhance pedestrian connectivity.

The southeastern portion of the plan area lies within the District Major Institutional (D-MI) policy, which anticipates campus-oriented environments, structured open space, and pedestrian- and bicycle-friendly circulation while permitting residential and commercial uses when thoughtfully organized and ancillary to an institutional use. The Community Character Manual (CCM) describes these districts as “part of the fabric of the surrounding neighborhood, center, or corridor. While their large geographical areas and singular land uses make them districts, the D-MI areas lend themselves to being permeable, accessible, and beneficial to the community.” Considered as part of the much larger Vanderbilt campus, this development, the Innovation District, is subordinate to and ancillary to the institution, thus preserving the main intent of the policy which is to support institutional uses while allowing for a broader mix of uses that can form an integral link between the surrounding community and the campus.

Overall, the proposed building heights are contextual and supported by the policy, and the proposal to step heights down as proximity to the surrounding residential neighborhood increases is appropriate. The portion of the site along 31st Avenue abuts the lower intensity Urban Neighborhood Maintenance (T4 NM) policy. Staff has reviewed the proposed building heights in subdistrict A to determine if a sufficient transition between the two policies is met. As proposed in the plan, the height in subdistrict A is 10 stories within 100 feet of 31st Avenue with an increased permitted height to 12 stories beyond 100 feet. There are many ways to consider what could be appropriate heights in this location including street widths, pedestrian improvements, and the existing development pattern. Thirty-first Avenue is a relatively wide street and the added pedestrian facilities on the SP side will add a larger buffer between new buildings and the existing neighborhood. However, the structures along and south of 31st Avenue range in height from one to three stories. Staff has considered that 8 stories may be more appropriate within the 100 foot area, and a permitted maximum height of 10 stories beyond. Staff would welcome guidance from the commission related to the height given the context, proposed pedestrian improvements, and policy.



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The supplemental policies are components of the Midtown Study. The supplemental policies give guidance on heights, uses, character, and frontage design. The 10-MT-T5-MU-01 character area anticipates the highest intensity and tallest buildings along West End Avenue. The SP aligns with this by locating Subdistricts C, D, and E—with heights ranging from 25 to 35 stories—along or closest to the West End Avenue frontage. The 10-MT-T5-MU-04 character area supports mixed-use development north of Vanderbilt Place, with heights of around 10 to 12 stories. Special mention of avoiding the effects of taller buildings overshadowing smaller streets is mentioned, along with providing strong pedestrian orientation and public-space integration. The SP advances these objectives by requiring tower separation distances that increase with taller buildings, thus limiting the effects of the 20- to 25-story heights possible in this area. Increased heights are appropriate based on the carefully articulated tower separation and footprint limits, which ensure adequate light and air. The Meander and The Square, located within this supplemental policy area, act as strong open space anchors.

Given that the SP implements the height, massing, and transition expectations of the relevant community character policies; provides street connections and multimodal improvements consistent with the MCSP and Midtown Study; delivers an accessible and functional open space network anchored by The Square and The Meander; requires active frontages and controls massing, articulation, and tower separation; and establishes a flexible but detailed framework for a mixed-use environment, staff finds that the proposed SP is consistent with NashvilleNext and will support redevelopment of this prominent location in a manner that reinforces its identity as a high-density, transit-supportive, pedestrian-oriented district integrated with Vanderbilt University and the surrounding urban neighborhoods.

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.

METRO HISTORIC RECOMMENDATION

Approve with conditions

- Prior to site work, including grading, conduct a Phase 1 archaeological survey for portions of the following parcels: 10407053500, 10403002600, 10403024800, 10403006300, 10403025700, 10403006600, 10403006700. Additional consultation with the MHC's archaeologist would determine location and number of test sites based on research of the property. The survey shall be submitted to historicalcommission@nashville.gov, for review and determination of next steps, if any. The first final site plan submittal shall contain the plan to conduct archaeology and to have an archaeologist monitor for and documenting resources during site preparation. Additional coordination with Metro Historic may be required prior to or with the submittal of final site plan. The purpose of this recommendation is to provide documentation for ongoing research on the city, to inform if additional study might be warranted and to advise potential revisions to the site plan or mitigation measures,



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in consultation with the developer, Planning staff and MHC. Please contact historicalcommission@nashville.gov.

- Preserve WOC properties on 29th Avenue South to the extent possible and design new construction with additional coordination between Planning and Metro Historic Zoning staff on this street in a manner that compliments the historic character.
- Coordinate with historic commission to provide a historical marker on the subject site to tell the story of the neighborhood that was located in this area.

WEGO PUBLIC TRANSIT RECOMMENDATION

Approve with conditions

- Developer is coordinating with WeGo regarding the possibility of a transit center on site, and associated transit improvements.
- If a transit center is not constructed on site, other suitable transit provision may include:
 - Improvements to bus stops at 31st & West End, to foster better connections between routes 3 and 77
 - A new pair of bus stops on 31st Ave between West End and Natchez Trace, location to be determined
 - Improvements to bus stops at 31st Ave & Natchez Trace.
 - Improvements to bus stops on West End, either prior to or after implementation of an All Access Corridor
- All stop pairs must be integrated with safe pedestrian crossings.
- The exact transit improvements shall be agreed by WeGo prior to the next SP phase or MMTA amendment.
- All conditions to be on plans prior to the next SP phase or MMTA amendment.
- Developer shall include WeGo in TDM Planning.

STORMWATER RECOMMENDATION

Approve with conditions.

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

WATER SERVICES RECOMMENDATION

Approve with conditions

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



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NASHVILLE DOT ROADS RECOMMENDATION

Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- For final plans w/ new public roads, plans shall include proposed public roadway profiles, curvature, grade, drainage and utility data. Public roadway construction drawings should comply with NDOT Subdivision Street Design Standards and specifications, and NDOT's Access Management Manual.
- 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.
- Coordinate w/ metro planning on MCSP requirements along existing and proposed ROW frontages. For reference, provide call outs on the final site plan for any 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.
- Any proposed public road terminus, 150 ft. or greater, will require a temporary paved cul-de-sac, per ST-331. This paved cul-de-sac should provide for general and emergency vehicular turning maneuvers at the road terminus.
- If the project is in the Urban Services Tax District (USD), a street lighting plan will be required with the final SP. Coordinate w/ Teresa Neal (teresa.neal@bargedesign.com) for street lighting plan approval.
- Submit landscape plan with the final SP.
- There shall be no earthen retaining walls installed in the public ROW. There shall be no vertical obstructions in new public sidewalks (or roadways) and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
- Residential and commercial ramps, driveways shall meet metro spacing code.
- Note: A private hauler will be required for waste/recycle disposal.
- A mandatory referral (MR) approval will be required for any proposed abandonments of existing ROW and/or encroachments into existing ROW. Clearly label any ROW encroachments and/or abandonments on final plan submittals.
- 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/ traffic comments and conditions.

NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- A Multimodal Transportation Analysis (MMTA) will be required with each Final SP of the Development when warranted per NDOT's MMTA Guidelines. The extent and scope of each MMTA shall be coordinated with NDOT prior to the completion of the MMTA and



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shall be commensurate to the scale of the project. When a Final SP plan is submitted and the overall SP development reaches the 25%, 50%, 75%, and 100% build threshold of the 43.16 acre site, the Final SP MMTA shall include an update to the Master Plan MMTA. The scope of any Master Plan MMTA update shall include, at minimum, an analysis of the following intersections:

- West End Avenue and Natchez Trace
 - 31st Avenue South/Blakemore Avenue and Natchez Trace
 - Natchez Trace and Blair Boulevard
 - 31st Avenue and Vanderbilt Place
 - Through the scoping process, as determined by NDOT, additional intersections may be added, including the I-440 interstate ramps on West End Ave and Murphy Road.
- Any improvements identified in the Final SP MMTA (road improvements, signalization, etc.) that are attributed to the Final SP program and can be feasibly constructed by the applicant shall be the responsibility of the applicant to complete. If transportation deficiencies are identified that cannot be feasibly addressed by the applicant, alternative but comparable improvements will be required.
 - Within six (6) months of preliminary SP approval by Metro Council, the applicant shall submit a scope of work for a Neighborhood Traffic Calming Study (“Study”) to evaluate vehicular traffic traveling through the neighborhood bounded by Blakemore Ave., I-440, West End Ave., and 21st Ave. (“Study Area”). The Study scope shall include, at minimum, an evaluation of traffic volumes and speeds, and an assessment of key intersections and/or roadways within the Study Area. Within one year of preliminary SP approval by Metro Council, the applicant shall begin the data collection process identified in the scope of work. The Study should be updated approximately every five (5) years for up to fifteen (15) years, and the scope of work for each Study update shall be coordinated with the acting Council person and NDOT’s neighborhood traffic calming team to ensure conformance with NDOT standards and practices.
 - Each Final SP MMTA shall include an analysis of parking demand and supply to demonstrate that parking is appropriately accommodated either on-site, reasonably within the footprint of the SP, or within the overall campus and does not adversely impact adjacent neighborhoods. Each phase shall also identify multimodal strategies intended to reduce single-occupancy vehicle trips and support multimodal use through a Traffic Demand Management (TDM) Plan. Final parking supply and multimodal measures shall be reviewed by NDOT's Engineers and TDM coordinators at the time of final site plan approval for each phase.
 - The Applicant shall continue to coordinate with NDOT on the feasibility and location of the requested Mid-Block Crossing on West End Ave between 28th Ave S and Natchez Trace at the appropriate phase/Final SP.
 - The Applicant shall continue to coordinate with NDOT on any proposed road cross-sections, pedestrian crossings, and intersection configurations within Public ROW.
 - The final roadway network alignment/configuration to be consistent with the intent and design of the preliminary SP plans will be determined at final SP in coordination with Planning and NDOT. The approval of this plan supports the pedestrianized intent and road design in the preliminary SP, but it does not approve the abandonment or dedication of any existing or proposed rights-of-way (ROW). The required mandatory referral process will



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still be required as will additional conversations between Planning and NDOT for the road network. Prior to the approval of any mandatory referrals for ROW abandonments, a traffic evaluation shall be done to ensure that any associated transportation infrastructure improvements need to accommodate a closure are completed prior to the official closing/abandonment of said public ROW. Protections shall be put in place either through access easements or other means to accommodate pedestrian and bike traffic that may be impacted by any proposed ROW abandonment.

- The applicant shall continue to coordinate with NDOT on all necessary ROW dedications and public access easements to be implemented. At a minimum the applicant shall comply with the most current version of the Major Collector Street Plan (MCSP) along all public frontages.
- With each Final SP, the applicant shall continue to coordinate with NDOT on the access configurations and driveway locations wherein site access is taken from the Public ROW. Driveway locations shall comply with NDOT's Access Management Manual guidelines.
- Per the Master Plan MMTA, the applicant shall continue to coordinate with NDOT in regard to the realignment of Natchez Trace at West End Boulevard at the appropriate phase/Final SP.
- With each Final SP, the Applicant shall continue to coordinate with the NDOT Choose How You Move (CHYM) Group and WeGo to ensure the development plans align with the Multimodal goals along the corridor.
- At the time any new traffic signal(s) is installed as a result of this development, the applicant shall work with NDOT to ensure that it is integrated into NDOT's existing traffic signal system. Upgrades may be required at existing signalized intersections to support the implementation of NDOT's future 'Smart Signals' system.

TRAFFIC TABLE

Due to the current zoning on the subject property and anticipated mix of uses permitted by the SP, a traffic table would be unlikely to capture an accurate amount of generated traffic. A MMTA was completed and reviewed by NDOT with a full analysis and recommendations provided above.

METRO SCHOOL BOARD REPORT

Given the mix of uses permitted by the existing ORI/ORI-A/MUL-A/SP/MUG-A zoning districts and the proposed SP-MU zoning district, the number of residential units possible now and ultimately built on site may vary and an assumption as to impact at this point is premature. Students generated by future development would attend Eakin Elementary School, West End Middle School, and Hillsboro High School. Eakin Elementary School is identified as at capacity while West End Middle School is identified as being exceedingly under capacity and Hillsboro High School is identified as being under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.



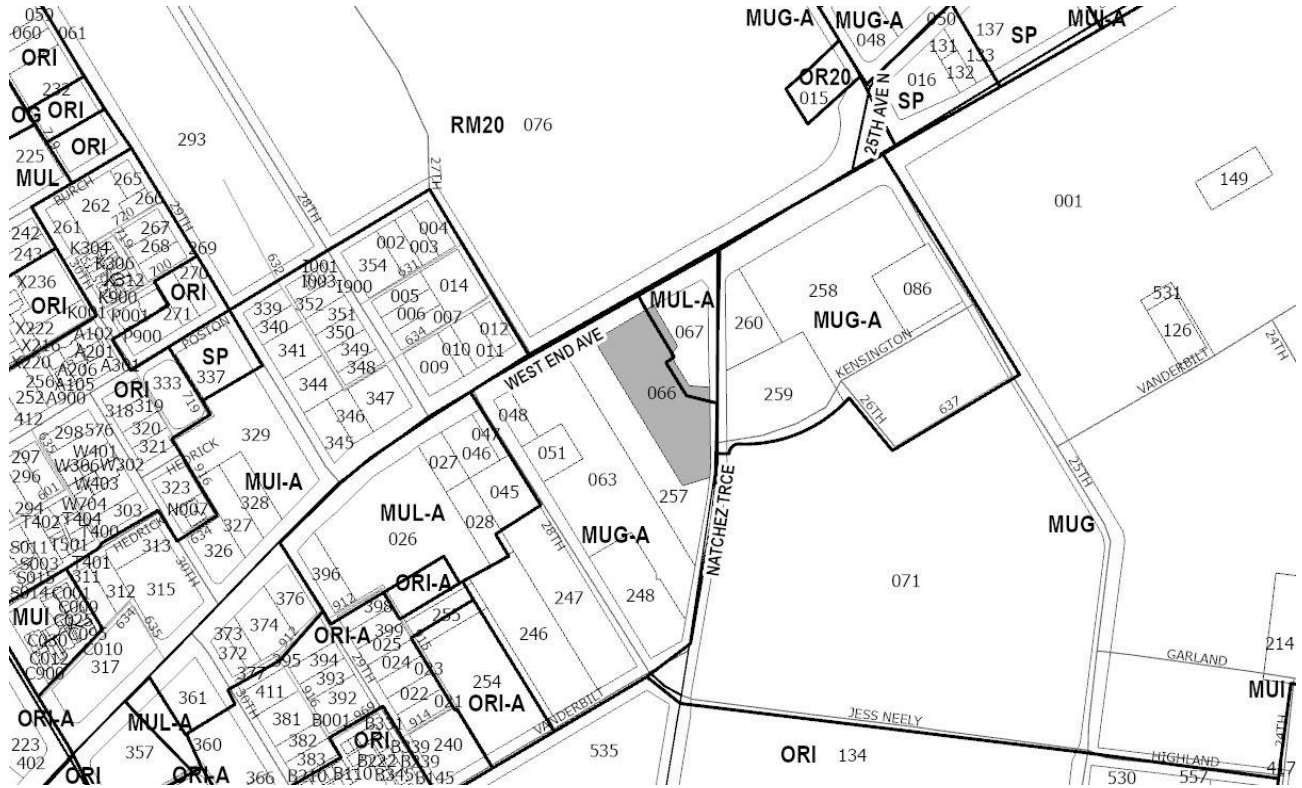
Metro Planning Commission Meeting of 4/23/2026

CONDITIONS

1. Permitted uses shall be limited to all uses per the MUI-A zoning district with the addition of artisan distillery, microbrewery, tasting room, mobile vendor, theatre, community gardening (commercial and non commercial), small outdoor event space, and live-work units. Prohibited uses shall include check cashing, beer and cigarette market, alternative financial services, flea market, automobile service, and car wash. Liquor sales and bar or nightclub are prohibited in Subdistrict A. A maximum of 120 short term rental property (owner occupied and not owner occupied) units are permitted outside of Subdistrict A.
2. Final road alignments to be determined at final SP in coordination with Planning and NDOT. The approval of this plan does not approve the abandonment or dedication of any existing or proposed rights-of-way. The mandatory referral process will still be required as will additional conversations between Planning and NDOT for the road network.
3. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
4. 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.
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 MUL-A zoning district for subdistrict A and MUI-A zoning district for subdistricts B, C, D, and E as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP 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.



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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 4/23/2026

Item #9b	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, and April 9, 2026, Planning Commission meetings. No public hearing was held.

Staff Reviewer Marton
Staff Recommendation *Approve if the associated SP is approved and disapprove if the associated SP is not approved.*

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).

Existing Zoning

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

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

GREEN HILLS – MIDTOWN COMMUNITY PLAN

T5 Center Mixed Use Neighborhood (T5 MU) is intended to maintain, enhance, and create high-intensity urban mixed use neighborhoods with a development pattern that contains a diverse mix of residential and non-residential land uses. T5 MU areas are intended to be among the most intense areas in Davidson County. T5 MU areas include some of Nashville’s major employment centers



Metro Planning Commission Meeting of 4/23/2026

such as Midtown that represent several sectors of the economy including health care, finance, retail, the music industry, and lodging. T5 MU areas also include locations that are planned to evolve to a similar form and function.

Special Policy (10-MT-T5-MU-01 in Midtown) applies to properties generally fronting on West End Avenue between 31st Avenue North and 1-40. A maximum height of 20 stories and above is supported by the policy. Specific guidance is given to the development of properties facing Centennial Park. Guidance is provided on land use, parking, and building form.

Plan Details

The preliminary Planned Unit Development (PUD), which includes only the subject property, was approved by the Metro Council in 2006 (Case No. 2005P-035U-10/BL2005-920) to permit an existing restaurant an exemption from the minimum distance requirement included in the beer provisions of the Metro Code. Previously, restaurants/bars that had obtained a license from the Tennessee Alcoholic Beverage Commission permitting the sale of alcoholic beverages for on-premises consumption could become exempt from the minimum distance requirements for the issuance of beer permits if a PUD was established on the property. Staff noted at the time of approval that “the requested PUD has been submitted only to allow the property to meet the Council-adopted requirements for obtaining an on-premises beer permit.” Since that time, the beer permit board has instituted a new process, “exemption by resolution after public hearing” (Section 7.08.090.E), which allows the Metro Council to grant exemptions to distance requirements without the adoption of a PUD. If the PUD overlay is removed, the existing restaurant would continue to operate, however if there is a new business, they would likely need to go through the current process.

ANALYSIS

The property is located within the T5 Center Mixed Use Neighborhood (T5 MU) policy and Subarea 01 within the Midtown Study special policy. Both policy designations call for urban neighborhoods with a high intensity of development, increased levels of multi-modal connectivity, and an urban design form. A Specific Plan (SP) rezoning (Case No. 2026SP-004-001) has been filed for this and much of the surrounding property by Vanderbilt University that lays out a preliminary master plan for the area that meets the goals of these policies. Because the PUD is no longer necessary for exemption from beer permit distance requirements and as a more suitable zoning proposal in line with policy has been introduced for this property, staff supports canceling this PUD if the associated SP is approved.

STAFF RECOMMENDATION

Staff recommends approval if the associated SP is approved and disapproval if the associated SP is not approved.



SEE NEXT PAGE



Metro Planning Commission Meeting of 4/23/2026

108.



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



Metro Planning Commission Meeting of 4/23/2026

Item #10

**Neighborhood Conservation Overlay
2026NHC-001-001**

Project Name

**Green Hills East Neighborhood Conservation
Overlay**

Council Bill No.

BL2025-1175

Council District

25 - Preptit

School District

08 - Block

Requested by

Councilmember Jeff Preptit, applicant; various property owners.

Deferrals

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

Staff Reviewer

Marton

Staff Recommendation

Withdraw.

APPLICANT REQUEST

Apply a Neighborhood Conservation Overlay District.

Neighborhood Conservation Overlay

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

STAFF RECOMMENDATION

Staff recommends withdrawal at the request of the applicant.



NO SKETCH



Metro Planning Commission Meeting of 4/23/2026

Item #11	Text Amendment 2026Z-004TX-001
Project Name	DTC Rail Corridor Entitlements
Council Bill No.	BL2026-1326
Council District	19 – Kupin
School District	01 – Taylor 05 – Fayne
Requested by	Metropolitan Nashville Planning Department, applicant.
Deferral/MPC Rules and Procedures	Approve, including an exception to Section VIII.D. of the Planning Commission rules and procedures.
Staff Reviewer	Hammer
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Request to amend Section 17.37 of the Metropolitan Code to clarify the entitlements of properties which are adjacent to or within rail corridors.

PROPOSED AMENDMENT TO TITLE 17

This bill, as filed, would clarify the entitlements of properties located within or adjacent to rail corridors. The amendment removes the "Open Space Subdistrict" designation previously assigned to these areas and replaces it with a new "Unassigned Properties" section. Under the new text, unassigned properties - including rail corridors - will be granted the entitlements of the immediately adjacent subdistrict. In instances where a property borders multiple subdistricts, the most restrictive standards and regulations will apply.

ANALYSIS

The Downtown Code (DTC) serves as the primary regulatory tool for ensuring high-quality, sustainable urban development within the downtown area. As the downtown landscape evolves, it is necessary to refine these standards to address ambiguities and areas where the code is not providing certainty to property owners.

The primary focus of this amendment is to address issues regarding the entitlements of rail corridors and other rights-of-way that fall outside of the established subdistrict boundaries. Previously, Ordinance No. BL2017-827 amended the DTC to designate any property not within a subdistrict boundary—specifically referencing rail and river corridors—as an "Open Space Subdistrict." While the intent of BL2017-827 was to account for these unmapped areas, the legislation did not provide any specific dimensional standards, bulk regulations, or open space design requirements for this new subdistrict. This left properties with an ambiguous zoning status and no clear guidance for form or development potential, effectively requiring a piecemeal rezoning process for any development.

To resolve this, the proposal replaces the undefined "Open Space Subdistrict" designation with a clear framework for "Unassigned Properties." It extends the entitlements of the adjacent subdistrict



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to the centerline of the corridor, ensuring that future development rights (such as air rights over rail lines) remain compatible with the surrounding context.

Furthermore, if an unassigned property is adjacent to two or more subdistricts with differing regulations (e.g., a high-intensity district and a lower-intensity district), the property is granted the entitlements of the subdistrict with the *most restrictive* standards. This provision ensures that development in these areas defaults to the scale of the less intense adjacent subdistrict.

Finally, recognizing that outdoor spaces are vital to Nashville's downtown ecosystem, this amendment aligns with the recent adoption of BL2025-799. That legislation expanded general outdoor space standards, creating a cohesive method for categorizing, designing, and programming open spaces as properties redevelop.

COUNCIL

First reading at Council was held on March 10, 2026, Council meeting and a public hearing is scheduled for May 5, 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.

Given that this functions as a rezoning more so than a text amendment, staff is recommending that the Commission hear the case as if it were a rezoning which does not require a two hearing process. Additionally, as the request functions more similarly to a rezoning, the item was noticed per MPC Rules and Procedures. This means that public hearing notices were sent to surrounding property owners. If the rules are not suspended then this item will need to be deferred to the May 23, 2026, Planning Commission meeting for consideration.

STAFF RECOMMENDATION

Staff recommends approval.

PROPOSED ORDINANCE

An ordinance to amend Title 17 of the Metropolitan Code of Laws, the Zoning Ordinance of the Metropolitan Government of Nashville and Davidson County, to clarify the entitlements of properties which are adjacent or within rail corridors within 17.37, Downtown Code, all of which is described herein (Proposal No. 2026Z-004TX-001)

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



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

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

WHEREAS, The Metropolitan Government recognizes that properties located within and adjacent to rail corridors require clarified development entitlements to ensure compatible land uses and harmonious development patterns within Downtown; and

WHEREAS, the DTC to address properties within and adjacent to rail corridors will reduce ambiguity regarding their entitlements;

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

Section 1. That Chapter 17.37 of the Metropolitan Code is hereby amended by deleting the second bullet point within the section entitled "Regulating Plan" on page 13 of the DTC and replacing it with the following text:

- Subdistrict boundaries extend to the centerline of all abutting rights-of-way and rail corridors.

Section 2. That Chapter 17.37 of the Metropolitan Code is hereby amended by adding a section entitled "Unassigned Properties" on page 13 of the DTC with the following text:

- Unassigned Properties, including but not limited to any railroad corridors, are granted the entitlements of the adjacent subdistrict in their entirety. In the event a property has two or more adjacent subdistricts, the property is granted the entitlements of the subdistrict with the most restrictive standards and regulations. If these adjacent districts include height maximums expressed in a mixture of feet and stories, the most restrictive of each shall also apply.

Section 3. Be it further enacted, that this ordinance shall take effect immediately after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

Sponsored by:

Councilmember Jacob Kupin



Metro Planning Commission Meeting of 4/23/2026

Item #12	Specific Plan 2023SP-009-002
Project Name	Altera California SP (Amendment)
Council District	20 – Horton
School District	05 – Fayne
Requested by	Fulmer Lucas Engineering, applicant; Skylight Land, LP, owner.
Staff Reviewer	Konigstein
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit a mixed-use development.

Zone Change

A request to amend a Specific Plan on property located at 5901 California Avenue, at the southeast corner of 60th Avenue North and California Avenue, zoned Specific Plan (SP) (8.12 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.*

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.*

WEST 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.

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



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Proposed Site Plan



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SITE CONTEXT AND PLAN DETAILS

The request is to amend the existing SP approved by Council in 2023 (2023SP-009-001/ BL2023-1719) to modify the site layout. The previously approved SP permitted a mixed-use development with 300 multi-family units and an adaptive reuse component utilizing the existing industrial buildings for commercial uses. The proposed amended SP consists of 296 multi-family units and a commercial structure at the northeast corner limited to 6,000 square feet.

The site consists of one parcel in the Nations neighborhood, totaling 8.12 acres and bounded by California Avenue on the northeast and 60th Avenue North on the northwest. The site has frontage along both streets. The multi-family developments to the northeast, east, and south are zoned SP. As part of the 2025 Nations rezoning and Urban Design Overlay (UDO), the site across California Avenue was rezoned to Mixed-Use Limited Alternative (MUL-A) and has been developed with non-residential land uses. The properties across 60th Avenue North were rezoned Multi-Family Residential – Alternative – No Short-Term Rental (RM40-A-NS) as a part of the UDO adoption and rezoning. The UDO was not applied to any property zoned SP.

Site Plan

The SP plan proposes 296 multi-family residential units at a density of approximately 36.5 units/acre and a commercial building at the northeast corner with a maximum of 6,000 square feet. The SP includes a site plan as well as bulk standards, a grading/drainage plan, and a landscaping plan with a note that the final site plan will meet the requirements of Code.

There are a total of six residential buildings with the max height across the site being four stories in 60 feet. Buildings 1-4, and 6 are four stories in approximately 51 feet and Building 5 at the southern property line is three stories in approximately 40 feet. The site is served by private drives and surface parking. A pool and two open spaces are provided internal to the site. Additionally, there is a leasing office south of Building 1 along the 60th Avenue North frontage. The commercial component of this plan is at the northeast corner and is limited to 6,000 square feet. Elevations depict a one-story building with a patio.

The southern and eastern property boundaries have Type A and Type B landscape buffers, respectively. Five-foot sidewalks and parallel parking will be provided along the 60th Avenue North frontage. ROW will be dedicated, and a grass strip constructed along California Avenue.

ANALYSIS

The property is within the T4 Urban Neighborhood Maintenance (T4 NM) policy area. Typically this policy only supports non-residential land uses in limited instances, including with the adaptive reuse of existing structures, like in the previously approved plan. The existing context of the site and neighborhood is mixed-use in character, with medium-density multi-family uses present in nearby SP-zoned parcels. While the industrial buildings currently on site are proposed to be demolished, there is a broader pattern in the neighborhood of smaller scale commercial uses as evidenced by the limited commercial uses north of California Avenue and nearby at the intersection of Morrow Road and 60th Avenue North.



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Infill areas such as this are identified in the T4 NM policy as being suitable for a more diverse mix of housing than similar locations that are also interior to the neighborhood. The proposed stacked flats introduce a moderately high level of density on the large site while adding to the diversity of unit types found in urban neighborhoods. The buildings proposed line the street frontages which is appropriate in an urban neighborhood context where shallow setbacks and screened parking internal to the site are encouraged.

The local road requirements are proposed to be met along California Avenue. Along 60th Avenue North the street frontage consists of 5-foot-wide sidewalks and on street parking. Internal sidewalks connecting to the sidewalks proposed on both frontages of the site contribute to the overall connectivity of the sidewalk network in the area by filling in existing gaps in pedestrian connections. The landscape buffers provided on the southern and eastern property boundaries align with policy guidance as they act as a formal buffering and screening between existing development and the proposed new development.

Staff recommends approval with conditions and disapproval without all conditions. The proposed SP allows an appropriately intense mixed-use development that achieves the intent of the urban policy areas within which it is located.

Maximum Uses in Existing 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)	-	-	300 U	1633	100	128

Maximum Uses in Existing 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)	4.06	1.5	265,280 SF	10,014	250	1,011

Maximum Uses in Existing 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)	4.06	1.5	265,280 SF	29,759	2,637	2,592

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)	-	-	296 U	1,611	99	126



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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)	-		6,000 SF	227	5	23

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
-	-	-	-	-39,568	-2,883	-3,528

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire apparatus access roads shall be provided and maintained in accordance with the 2024 International Fire Code and local amendments.
- Fire apparatus access roads shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.
- Fire apparatus access roads shall have a minimum unobstructed width of 20 feet.
- Aerial fire apparatus access roads shall have a minimum unobstructed width of 24 feet.
- Dead-end fire apparatus access roads exceeding 150 feet, or where required by the fire code official, shall be provided with an approved fire apparatus turnaround.
- Fire apparatus access roads shall be constructed of an all-weather driving surface capable of supporting fire apparatus weighing 87,000 pounds.
- Fire hydrants shall be provided and spaced in accordance with 2024 International Fire Code Appendix C. No portion of the building shall exceed 500 feet from a fire hydrant.
- All construction and developments shall meet the fire-flow requirements listed in 2024 International Fire Code Appendix B.
- Fire Department Connections (FDC) for sprinkler systems and standpipes shall be located within 100 feet of a fire hydrant. FDC locations shall be approved by the fire code official.
- Where two separate and approved fire department access roads are required, they shall be placed a distance apart equal to not less than one-half the maximum overall diagonal dimension of the property or area to be served.
- The maximum grade for fire apparatus access roads shall not exceed 12%.
- Approach and departure angles for fire apparatus access roads shall not exceed 1 foot of drop in 20 feet.
- Gates across fire apparatus access roadways shall comply with NFD policy. Electrically operated gates shall be equipped with “Click-2-Enter” operating system. Manual gates shall have a Knox key box or Knox padlock.
- All approvals are conditional pending full review of building construction documents. Changes to site or building construction may be required to comply with fire and/or building code requirements.



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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. May require Hydrologic Determination prior to final submittal.

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.
- 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.
- Provide unobstructed sight triangles at each site access with final.
- For reference, provide call outs on the final site plan for MCSP requirements.
- All ROW frontages should meet half section ST-252.
- In general, with a final: Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called outed per NDOT standard details. Submit a 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.
- 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.
- A cross-access easement for proposed commercial 'food court' out parcel will be required.
- The cross access for the outparcel aforementioned should be provided to/from a proposed site access or accesses.



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TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

Per review of the submitted MMTA the applicant shall include the following in the building permit submittal;

1. Morrow Rd & Tennessee Ave:

[1.A.] Construct pedestrian curb ramps on Morrow Rd & Tennessee Ave, the existing crosswalk may need to be realigned.

[1.B.] At appropriate corners provide striping and delineation for a shorter crosswalk distance.

[1.C.] An enhanced pedestrian crossing may be required per FHWA Guidance.

2. Morrow Rd & 60th Ave:

[2.A.] Install a crosswalk on the east leg with ADA compliant ramps and detectable warning mats.

[2.B.] Relocate crosswalk across Morrow Rd South to the southeast corner and install a new pedestrian ramp on the Southwest curblane.

[2.C.] Comply with WeGo conditions for stop improvements within the available ROW.

3. 60th Ave & California Ave:

[3.A.] Install a crosswalk on the north & east legs with ADA compliance and detectable warning mats.

[3.B.] Add stop lines on all approaches.

4. 58th Ave & California Ave:

[4.A.] Install a pedestrian crossing on California with adequate ADA ramps and detectable warning mats. Advanced pedestrian crossing signage shall also be installed per MUTCD and FHWA guidance.

5. The applicant shall comply with MCSP street scape improvements across all public frontages.

6. Comply with NDOT Roads conditions.

7. 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.

WEGO RECOMMENDATION

Approve with conditions

- Development to provide bus stops at 60th & Marrow Road.
- Southbound stop to be located behind the stop bar north of 60th Ave N.
- Southbound stop to be an in-lane shelter type stop with appurtenances which must comply with the latest WeGo Transit Design Guidelines. The bus stop passenger waiting pad must be a minimum of 35 ft x 8 ft x 6 in concrete behind tangent curb. Pad must be flushed with curb and sidewalk but may be subject to existing ROW and existing utilities.
- Northbound bus stop to be located south of 60th Ave 10 feet clear of any crosswalks.
- Development to fill in grass strip 5 feet to create a 5x8 accessible pad, flush with the curb and with the sidewalk, with min 4in thick concrete as per NDOT sidewalk standard. Bus stops with appurtenances must be shown on plans at final SP submittal.
- Bus stop must be completed prior to any occupancy or use of first phase to be constructed.



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- Developer must liaise and reach agreement with WeGo Philip.randall@nashville.gov on all WeGo conditions at final SP submittal, again prior to building permit issue and again prior to finalization of construction drawings.

METRO SCHOOL BOARD REPORT

**Projected student generation existing SP-MU districts: 14 Elementary 11 Middle 9 High
Projected student generation proposed SP-R district: 14 Elementary 11 Middle 9High**

The proposed SP-MU zoning is not expected to generate any more students than the existing zoning districts. Students would attend Cockrill Elementary School, Moses McKissack Middle School, and Pearl-Cohn 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

Approve with conditions and disapprove without all conditions.

CONDITIONS

1. Permitted uses shall be limited to 296 multi-family residential units and a total maximum of 6,000 square feet of grocery store, personal care services, restaurant, retail, office, medical office, daycare center, and nano-brewery uses. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited.
2. On the corrected copy, update the permitted uses consistent with the Permitted Uses condition.
3. On the corrected copy, specify the maximum height of multi-family structures is four stories in 60 feet and the maximum height of the non-residential structure is limited to one story.
4. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
5. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
6. 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.
7. 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.
8. Comply with all conditions and requirements of Metro reviewing agencies.
9. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
10. 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.
11. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of



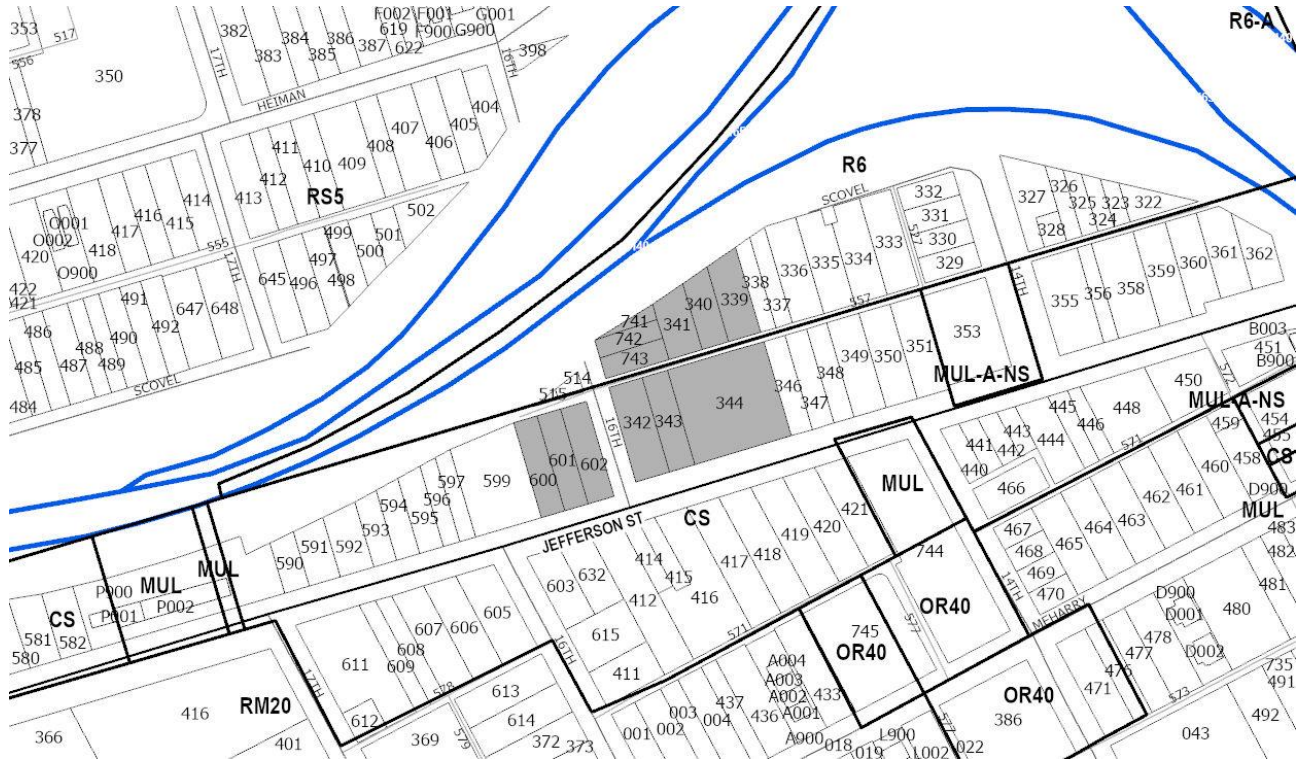
Metro Planning Commission Meeting of 4/23/2026

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

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



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2026SP-011-001
PLEASANT GREEN
Map 081-15, Parcel(s) 600-602
Map 081-16, Parcel(s) 339-344, 741-743
08, North Nashville
21 (Brandon Taylor)



Metro Planning Commission Meeting of 4/23/2026

Item #13**Specific Plan 2026SP-011-001****Project Name****Pleasant Green****Council District**

21 – Taylor

School District

05 – Fayne

Requested by

Thomas and Hutton, applicant; Scott C. Chambers and Pleasant Green Baptist Church TRS, owners.

Staff Reviewer

Garland

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

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

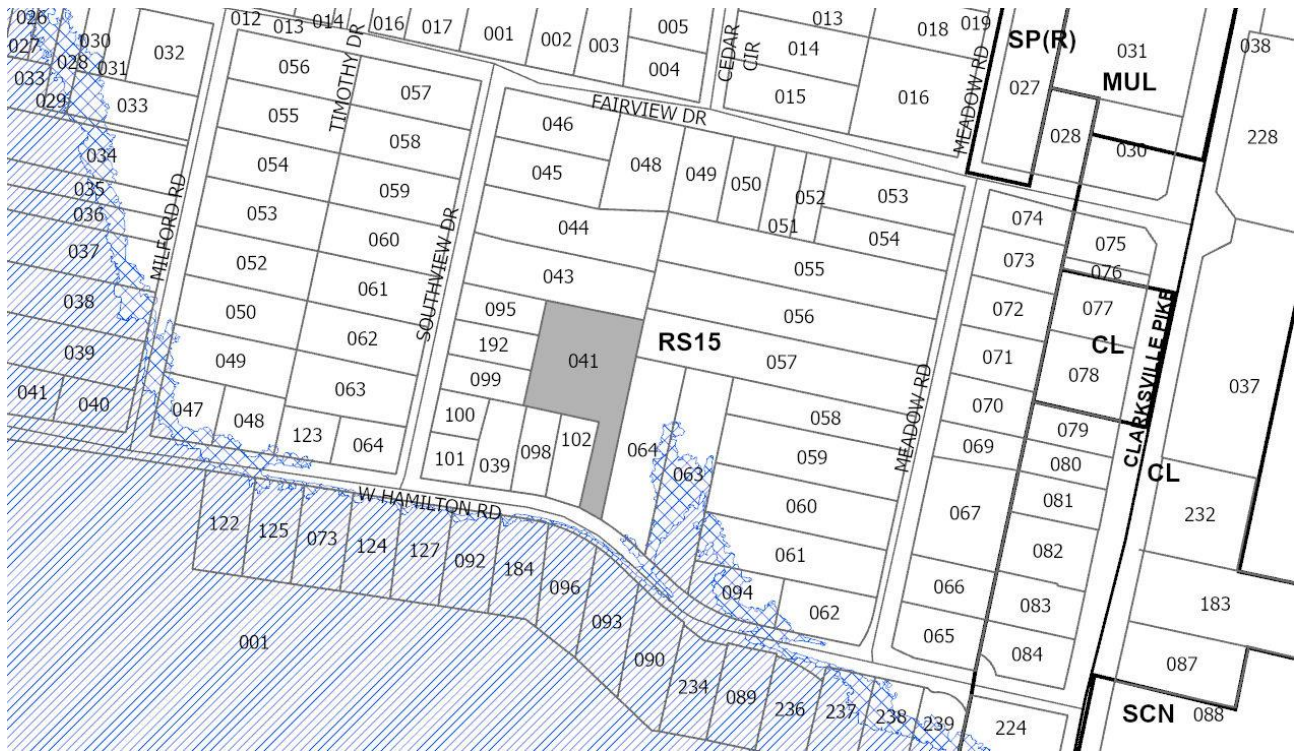
A request to rezone from One and Two-Family Residential (R6) and Commercial Service (CS) to Specific Plan (SP) zoning for properties located at 1501 and 1503, Scovel Street, 1100, 1102, 1104 16th Avenue North, 1412, 1414, 1417, 1502, 1600, 1602, 1604 Jefferson Street, approximately 384 feet west of 14th Avenue North (1.76 acres) and within the Jefferson Street Redevelopment District, to permit a mixed-use development.

STAFF RECOMMENDATION

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



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2026SP-017-001
HAMILTON HALL
Map 069-04, Parcel(s) 041
03, Bordeaux-Whites Creek-Haynes Trinity
01 (Joy Kimbrough)



Metro Planning Commission Meeting of 4/23/2026

Item #14	Specific Plan 2026SP-017-001
Project Name	Hamilton Hall
Council District	01 – Kimbrough
School District	01 – Taylor
Requested by	Dale & Associates, applicant; Urban Capital, LLC, owner.
Staff Reviewer	Commey
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions</i>

APPLICANT REQUEST

Preliminary SP to permit a multi-family residential development.

Zone Change

A request to rezone from Single-Family Residential (RS15) to Specific Plan (SP) zoning for property located at 3722 West Hamilton Road, approximately 348 feet east of Southview Drive (1.2 acres), to permit seven multi-family residential units.

Existing Zoning

Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.9 dwelling units per acre. *Based on acreage alone, RS15 would permit a maximum of three lots. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

Proposed Zoning

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

BORDEAUX-WHITES CREEK-HAYNES TRINITY COMMUNITY PLAN

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

SITE

The approximately 1.2-acre site is classified as vacant residential land and located approximately 348 feet east of Southview Drive. The site has frontage on West Hamilton Road which is a local road. The site is surrounded by Single Family Residential (RS15) zoning on all sides while surrounding land uses are predominantly single-family uses.



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PLAN DETAILS

The plan proposes seven multi-family detached residential units. All units are oriented internally to the site around a private drive, with a common open space located centrally within the site.

The proposed units share access through a private drive from West Hamilton Road. All units have garage parking. All units are proposed with a maximum height of two stories in 35 feet.

The plan shows a five-foot sidewalk from West Hamilton Road along the private drive to the site. As shown on the site layout, a 10-foot landscape buffer is proposed along the southern, western and northern property lines, with a 5-foot buffer along the eastern property line. The existing vegetation, supplemented with additional landscaping, will provide the required buffer.

ANALYSIS

The subject site is vacant and located within an Urban Neighborhood Maintenance (T3 NM) policy area. These T3 NM policy areas are characterized by low to moderate density residential development with an emphasis on height, building form and open space within and around a site. Policy guidance notes established T3 NM areas may have underutilized or vacant parcels that may be developed with a broader mix of housing types than the rest of the T3-NM area, subject to appropriate design that transitions in building type, massing, and orientation in order to blend new development into the surrounding neighborhood. Underutilized or vacant parcels may also be developed at a slightly greater intensity depending on the site's proximity to transit and location along a higher classification street. The proposed SP would permit seven detached multi-family residential units at a density of approximately 5.7 units an acre, which is within the range of densities supported by the T3 NM policy. This lot has a unique configuration with limited visibility from the existing street. Development on this property does not impact the existing development pattern along the existing street and allows for additional density and housing options interior to the lot.

Pedestrian access to the site is provided by an internal sidewalk connection extending from the property boundary along the private drive. The site has frontage along West Hamilton, and within a quarter mile of West Hamilton Avenue and Clarksville Pike to the east which are classified as collector avenue and arterial boulevard, respectively, in the MCSP. The site is within half a mile of several WeGo transit stops along West Hamilton Avenue, Fairview Drive and Clarksville Pike. The site's location in relation to high connectivity may support the additional density

The proposed height of all units at two stories in 35 feet is consistent with the policy guidance of one-to-three-story tall buildings. The landscaping buffers provided along the property boundaries are appropriate to minimize the proposed development's visual impact on the existing surrounding neighborhood. Landscaping is also used to screen the private driveway. The orientation of the units to the open space is in line with the T3 NM policy goals of orienting buildings to the street, an open space, or courtyard. Overall, the plan meets the goals for T3 NM policy, and staff recommends approval.



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FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Per revisions 04062026 with 22' pavement width drive and minimum 26' pavement dimensions shown to facilitate fire apparatus turning movements.

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.
- 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.
- The following are general approval comments and conditions;
 - In general, with a final: Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT standard details.
 - There shall be no earthen retaining walls installed in the public ROW.
 - There should be no vertical obstructions in new public sidewalks and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
 - Note: A private hauler will be required for waste/recycle disposal. Contact Metro
 - Water services for waste disposal requirement (solidwastereview@nashville.gov). Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW.

TRAFFIC AND 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.



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	1.2	2.90 F	3 U	41	7	3

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 (220)	1.2	-	7 U	51	4	5

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+10	-3	+2

METRO SCHOOL BOARD REPORT

Projected student generation existing RS15 district: 0 Elementary 0 Middle 0 High

Projected student generation proposed SP-R district: 2 Elementary 1 Middle 1 High

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

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of seven detached multi-family residential units. Short-term rental properties, owner occupied and short-term rental properties, not owner occupied, shall be prohibited.
2. With the final site plan, all mechanical units shall be located on the sides or rears of units and be screened with additional landscaping, subject to Planning Staff review.
3. With the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
4. 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.



Metro Planning Commission Meeting of 4/23/2026

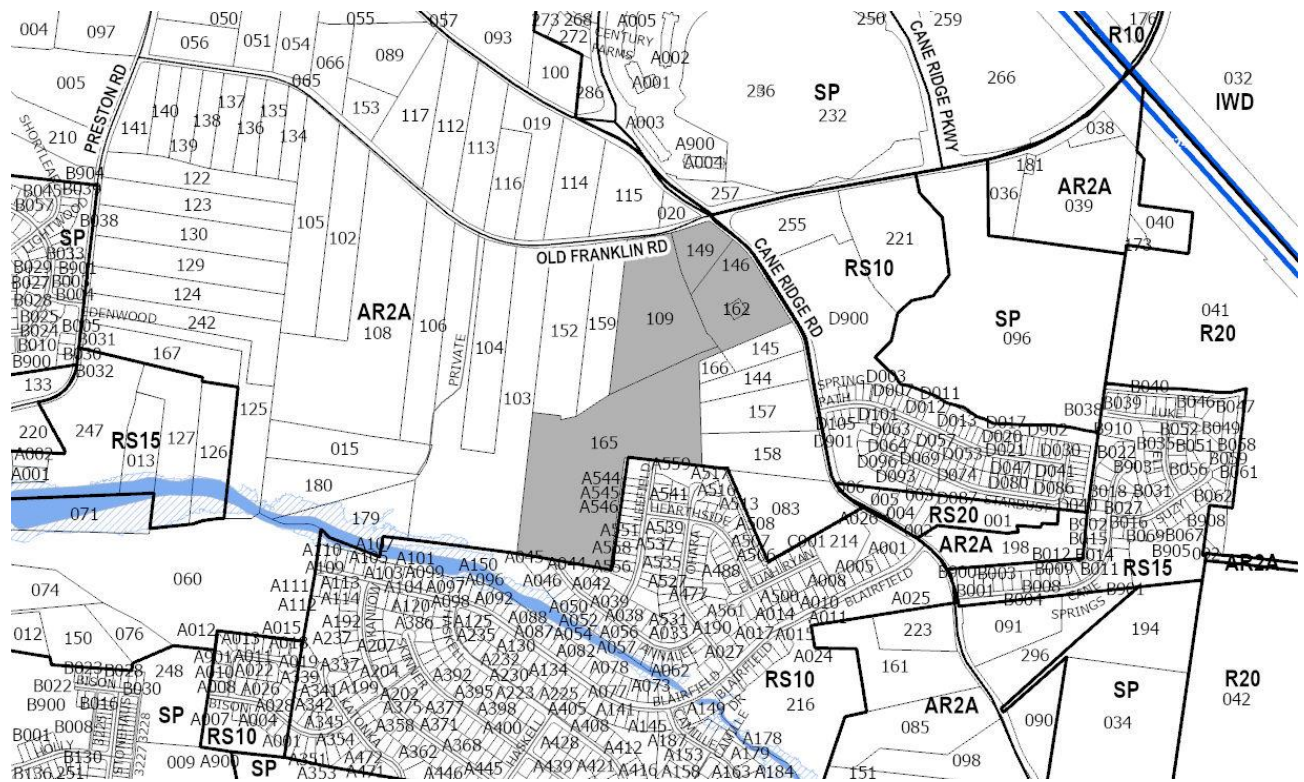
5. The final site plan shall label all internal driveways as “Private Driveways.” A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
6. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
7. Comply with all conditions and requirements of Metro reviewing agencies.
8. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM6, as of the date of the applicable request or application.
9. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
10. 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.
11. No master permit/HPR shall be recorded prior to final SP approval.
12. Final plat may be required prior to permitting.



SEE NEXT PAGE



Metro Planning Commission Meeting of 4/23/2026



2026SP-019-001
RIDGESIDE HEIGHTS
 Map 174, Parcel(s) 109, 146, 149, 162, 165
 12, Southeast
 33 (Antoinette Lee)



Metro Planning Commission Meeting of 4/23/2026

Item #15**Specific Plan 2026SP-019-001****Project Name****Ridgeside Heights****Council District**

33 – Lee

School District

06 – Mayes

Requested by

Thomas & Hutton, applicant; Jennings Family Properties and George T. et ux Johnston, owners.

Staff Reviewer

Konigstein

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

APPLICANT REQUEST**Rezone to SP to permit 83 multi-family residential units and 99 single-family residential lots.**Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for properties located at 5601, 5621 Cane Ridge Road, Cane Ridge Road (unnumbered) and 3314 Old Franklin Road, (42.2 acres) to permit 83 multi-family residential units and 99 single family residential lots.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 4/23/2026



2026S-060-001

3701 HOMELAND DRIVE

Map 058, Parcel(s) 098

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Joy Kimbrough)



Metro Planning Commission Meeting of 4/23/2026

Item #16	Final Plat 2026S-060-001
Project Name	3701 Homeland Drive
Council District	01 – Kimbrough
School District	01 – Taylor
Requested by	ASM Land Surveyor, applicant; B & C Garrett Family Trust, owner.
Staff Reviewer	Dhital
Staff Recommendation	<i>Approve with conditions, including an exception to Section 3-5.2.d.2 for lot area.</i>

APPLICANT REQUEST

Request for final plat approval to create two lots.

Final Plat

A request for final plat approval to create two lots on property located at 3701 Homeland Drive (2.74 acres), approximately 2,060 feet south of Echo Lane, zoned Single-Family Residential (RS40).

SITE DATA AND CONTEXT

Location: The site consists of one parcel located along Homeland Drive, north of Briley Parkway.

Street Type: The site has frontage on the west side of Homeland Drive, which is a local street.

Approximate Acreage: 2.74 acres or approximately 119,301 square feet.

Parcel/Site History: The parcel was created in 1941 being Lots No. 1, 2, and 3 of Block "E" on the map of Homeland Heights, not of record. The parcel in its current configuration was created in 1990 via deed.

Zoning History: The site has been zoned RS40 since 1998.

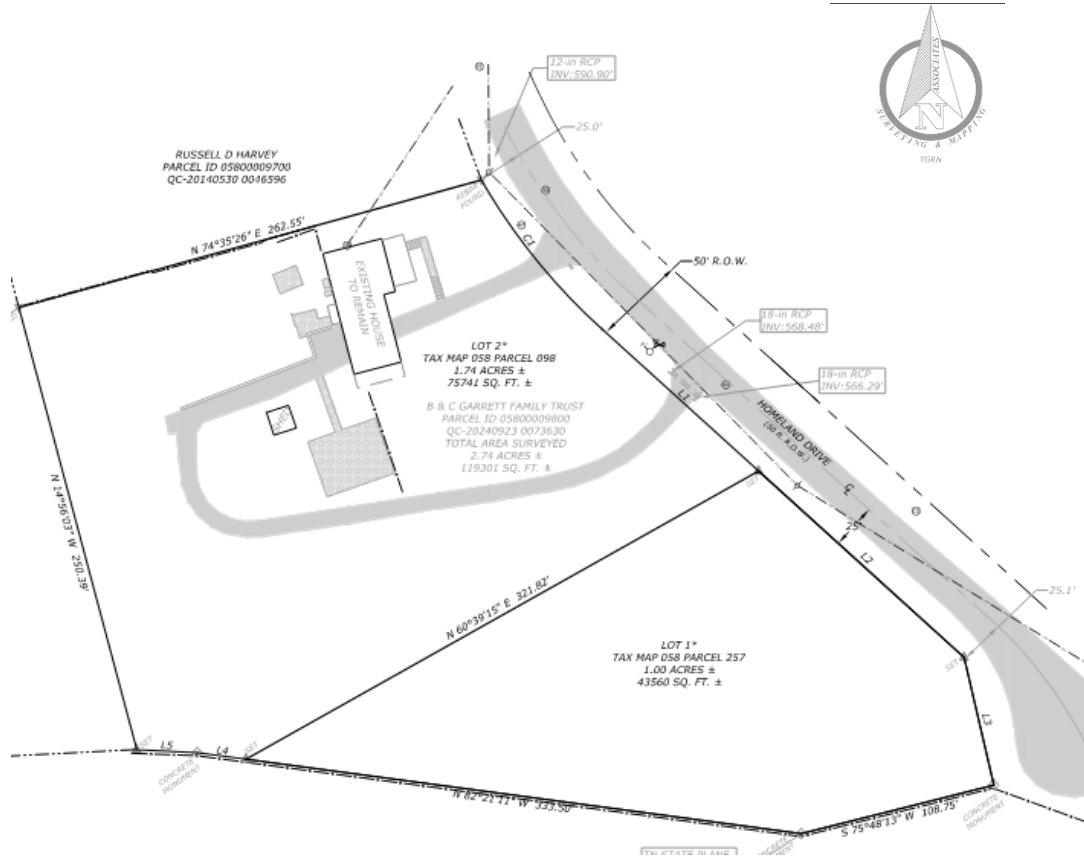
Existing land use and configuration: The site currently contains a single-family residential house and a shed on the northern portion of the property, which is indicated to remain on proposed Lot 2. The southern portion of the property that is closest to Briley Parkway is proposed as Lot 1.

Surrounding Zoning and Land Use:

- North: RS40/Single Family Residential
- South: RS40/ Briley Parkway
- East: RS40/Single Family Residential
- West: RS40/Vacant



Metro Planning Commission Meeting of 4/23/2026



Proposed Final Plat



Metro Planning Commission Meeting of 4/23/2026

Zoning: Single-Family Residential (RS40)

Min. lot size: 40,000 square feet

Max. building coverage: 0.25

Min. rear setback: 20 feet

Min. side setback: 15 feet

Max. height: 3 stories

Min. street setback: Contextual per the Zoning Code

PROPOSAL DETAILS

Number of lots: 2

Lot sizes: Proposed Lot 1 is approximately one acre (43,560 square feet) and proposed Lot 2 is approximately 1.74 acres (75,741 square feet).

Access: Proposed Lot 1 and Lot 2 have frontage along Homeland Drive. Access to the proposed lots will be determined by NDOT at the time of building permit. The existing home on proposed Lot 2 is accessed by a circular driveway.

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

APPLICABLE SUBDIVISION REGULATIONS

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

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

3-1 General Requirements

The proposal meets the requirements of 3-1.



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3-2 Monument Requirements

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

3-3 Suitability of the Land

The site contains areas with potential environmental features, including problem soils and steep slopes. The majority of the problem soil areas are located on proposed Lot 2, where the existing home is identified to be retained. There is small area of problem soils on proposed Lot 1, as well as slopes that are likely associated with the construction of Briley Parkway to the south. However, given the required setbacks (explained below in Section 3-5.2.d.3), the buildable area on proposed Lot 1 would be located outside of a majority of these features. Proposed Lot 1 and Lot 2 are designated as critical lots. Lots designated as critical must comply with the critical lot standards in the Zoning Code. Based on this analysis, staff determined that the environmental features present in the site are not prohibitive to development. Staff finds that the remaining land is suitable for development consistent with this section.

3-4 Lot Requirements

The proposed lots comply with the minimum standards of the Zoning Code. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of RS40. The proposed lots are greater than 40,000 square feet and have frontage on a public street, Homeland Drive.

3-5 Infill Subdivisions

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

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

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

Complies. Lots meet the minimum standards of the zoning code.

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

Complies. Lots 1 and 2 have frontage on Homeland Drive, a public street.



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

The T3 NM policy that applies to the site does not specifically identify an appropriate density; however, the policy supports the underlying RS40 zoning district and its prescribed density.

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

1. *Lot frontage is either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater.*

The proposed Lots 1 and 2 have frontage on Homeland Drive. The proposed Lot 1 has a frontage width of approximately 219.44 feet and Lot 2 has a frontage width of approximately 223.58 feet. The required frontage per compatibility standards for surrounding parcels along Homeland Drive is approximately 87.42 feet. Proposed Lots 1 and 2 comply with the minimum frontage requirement.

2. *Lot size is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than the smallest surrounding lot, whichever is greater.*

Lots 1 and 2 do not comply with the lot size requirements. The minimum required lot size per compatibility standard is approximately 122,371 square feet. The proposed Lot 1 has an area of approximately 43,560 square feet and proposed Lot 2 has an area of approximately 75,741 square feet. Per Section 3-5.2, in cases where lots do not meet the required minimum lot size, the Planning Commission may grant an exception to the compatibility requirement by considering a larger area to evaluate general compatibility. More information is provided in the Variance/Exceptions Analysis section below.

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

The average street setback of abutting parcels is approximately 54 feet, which is in line with the approximate contextual street setback required by Codes. Therefore, no setback identified on the plat.

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

Complies. Lots 1 and 2 are oriented towards Homeland Drive, consistent with surrounding parcels.

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

All agencies have recommended approval or approval with conditions.



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- f. *If the proposed subdivision meets subsections a, b, c and e of this section but fails to meet subsection d, the Planning Commission, following a public hearing in accordance with the Planning Commission Rules and Procedures, may consider whether the subdivision can provide for the harmonious development of the community by otherwise meeting the provisions of TCA 13-4-303(a). In considering whether the proposed subdivision meets this threshold, the Commission shall specifically consider the development pattern of the area, any unique geographic, topographic and environmental factors, and other relevant information. The Commission may place reasonable conditions, as outlined in Section 3-5.6, necessary to ensure that the development of the subdivision addresses any particular issues present in an infill subdivision and necessary to achieve the objectives as stated in TCA 13-4-303(a). The proposed lots do not meet the minimum required lot size. The Planning Commission may grant an exception to the compatibility criteria by considering the development pattern of the area. The following section discusses the exceptions for lot size.*

Variance/Exceptions Analysis

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

Lot Area

In the compatibility analysis, staff used five adjacent properties to the north of the subject site that have lot size ranging from 20,698 to 700,964 square feet. One of these properties, 0 Homeland Drive (05800022000) is much larger than the rest, with 700,964 square feet of lot area. The remaining four parcels have lot sizes ranging from 20,698 to 84,008 square feet. The required lot size per the compatibility standards of all five parcels resulted in approximately 122,371 square feet. However, when the larger property was removed from the analysis, the minimum requirement became approximately 30,295 square feet, which is smaller than either of the proposed lots. The proposed Lot 1 has a lot size of 43,560 square feet and proposed Lot 2 has a lot size of 75,741 square feet which are both greater than 30,295 square feet. Staff would consider the surrounding larger lot to be an outlier and that the proposed lots are similar to the existing lots north of the site along Homeland Drive. Staff finds the proposed lot sizes to be consistent with the character of the lots in broader area.

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

Not applicable to this case.

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

Not applicable to this case.

- 3-5.5 *Infill Subdivision Frontage*

Not applicable to this case.



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3-5.6 *Reasonable Conditions*

Not applicable to this case.

3-6 **Blocks**

Not applicable. No new blocks are being created.

3-7 **Improvements**

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

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

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

3-9 **Requirements for Streets**

Not applicable. No new streets are proposed.

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

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

3-11 **Inspections During Construction**

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

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

Not applicable. No new streets are proposed.

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

Not applicable. No private streets are proposed.

3-14 **Drainage and Storm Sewers**

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

3-15 **Public Water Facilities**

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



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3-16 Sewerage Facilities

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

3-17 Underground Utilities

There are no new utilities proposed.

PLANNING STAFF COMMENTS

With the exception for the minimum lot size requirement of the compatibility requirements, the proposed lots meet the standards of the Metro Subdivision Regulations and Metro Zoning Code. Future development will be required to meet the standards of the Metro Zoning Code regarding setbacks, building heights, etc. Staff recommends approval with conditions based on a finding that the proposal can provide for harmonious development.

POLICY CONSIDERATIONS

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

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to this property is T3 Suburban Neighborhood Maintenance. The intent of T3 NM policy is to create and enhance neighborhoods—to include greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques. The proposed subdivision maintains the residential land use, meets the minimum standards of the zoning district, and has frontage along an existing local street and scenic arterial boulevard.

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

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve



Metro Planning Commission Meeting of 4/23/2026

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Attached is a copy of the above-referenced subdivision (uploaded by planning on March 10, 2026) on which we recommend approval. A minimum of 30% of W&S capacity fees must be paid before issuance of building permits. (See W&S Capacity fee Permit #'s T2026024091 & T2026024099).

STAFF RECOMMENDATION

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

CONDITIONS

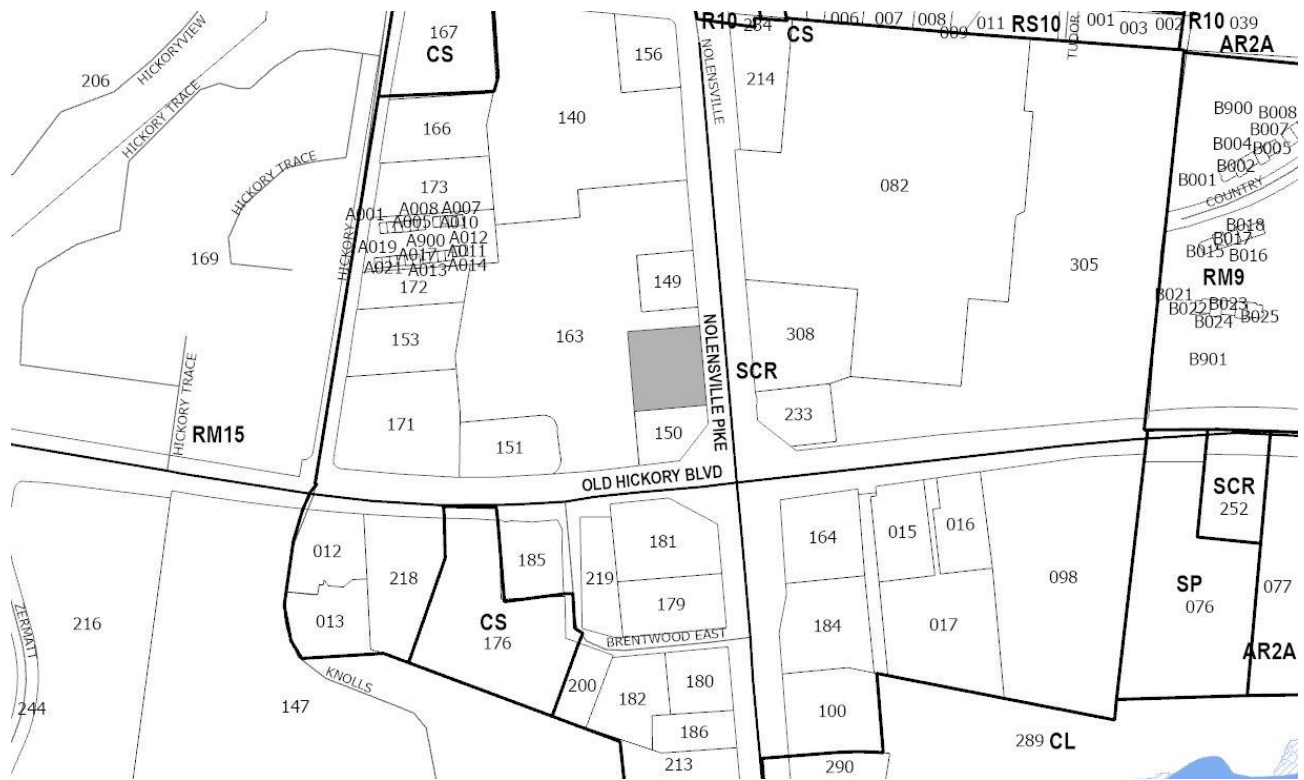
1. On the mylar, provide correct surveyor certificate per Subdivision Regulations appendix section detail A.2.
2. On the mylar, update note #2 to just include the following: The property is currently zoned RS40.
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2026S-060-001 with conditions including an exception to 3-5.2.d.2. for lot area based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



Metro Planning Commission Meeting of 4/23/2026



192-69P-006
HICKORY PLAZA PUD (REVISION)
Map 161, Part of Parcel(s) 163
12, Southeast
27 (Robert Nash)



Metro Planning Commission Meeting of 4/23/2026

Item #17	Planned Unit Development 192-69P-006
Project Name	Hickory Plaza PUD (Revision)
Council District	27 – Nash
School District	02 – Elrod
Requested by	Kimley-Horn, applicant; Hickory Station LLC, owner.
Staff Reviewer	Konigstein
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Revise preliminary PUD to permit a restaurant.

PUD Revision

A request to revise the preliminary plan for a portion of a Planned Unit Development Overlay District for property located at 5753 Nolensville Pike, approximately 450 feet south of Hickory View Drive, zoned Shopping Center Regional (SCR) and located within a Planned Unit Development Overlay District and Corridor Design Overlay District, (7.92 acres), to permit a restaurant.

Existing Zoning

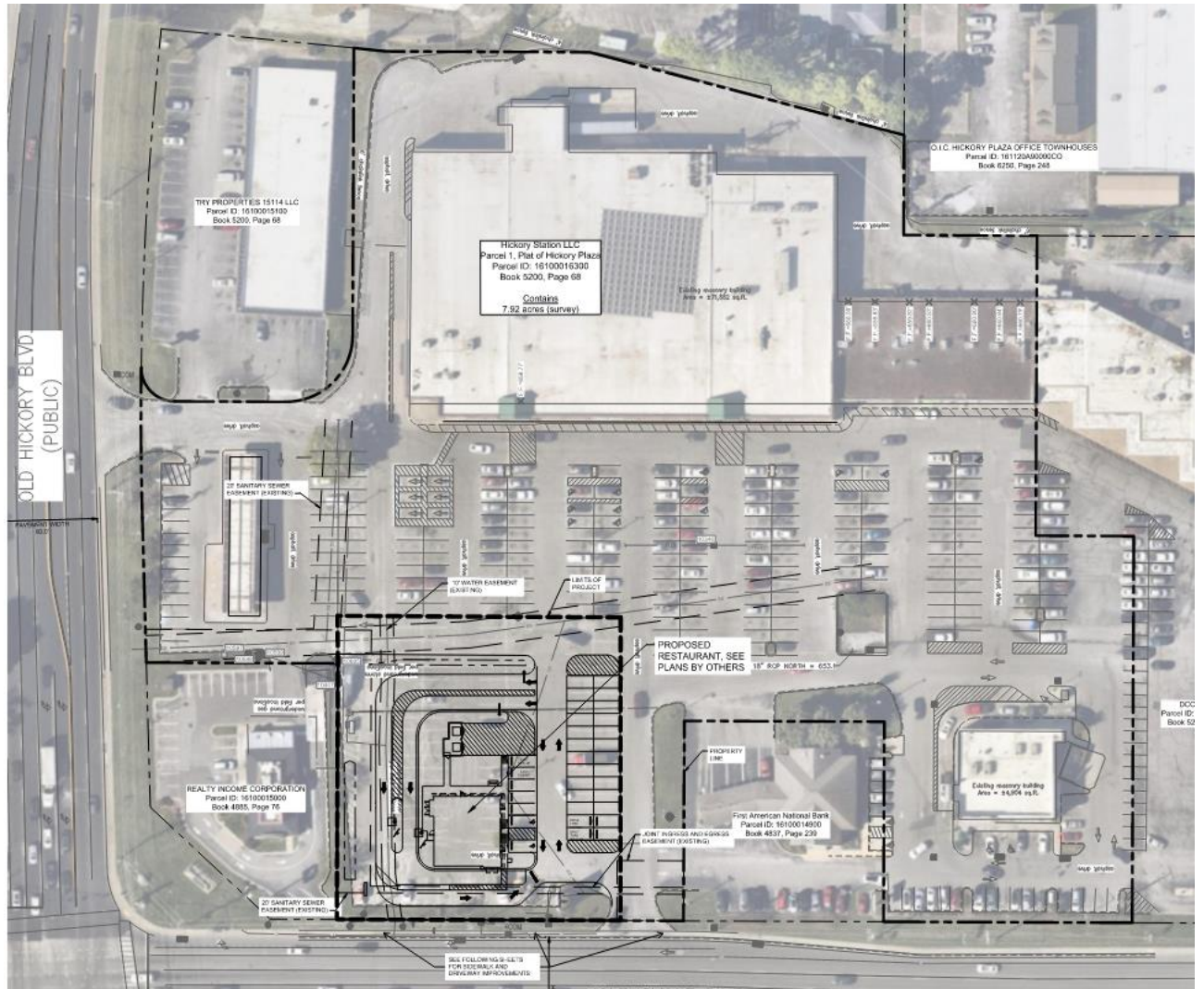
Shopping Center Regional (SCR) is intended for high intensity retail, office, and consumer service uses for a regional market area.


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

Corridor Design Overlay District (CDO) provides appropriate design standards for commercial, office and mixed-use development along corridors necessary to provide incremental improvements to the aesthetics of Nashville's commercial districts and corridors. Application of this overlay district shall be limited to areas requiring transitional standards.



Metro Planning Commission Meeting of 4/23/2026




N
Proposed Site Plan



Metro Planning Commission Meeting of 4/23/2026

PUD History

This PUD was originally approved in 1969 and included multiple properties. The 1969 Metro Council plan was approved for 258,500 square feet of retail, financial, daycare, office, and multifamily uses. To date a total of 244,006 square feet of the approved 258,500 square feet within the PUD have been built. The PUD contains a total of 14,494 square feet of unbuilt square footage. The most recent revision on Parcel 163, the subject parcel, was approved by the Planning Commission in 2019 for a revision to the preliminary and final site plan approval for a 4,800 square foot restaurant and retail building. The revision to the preliminary proposed with this application would permit a maximum of 3,000 square feet of restaurant uses. The square footage requested within this revision would result in 11,494 square feet remaining in the PUD.

SITE CONTEXT AND PLAN DETAILS

The 7.92-acre subject property consists of one parcel located north of the intersection of Nolensville Pike and Old Hickory Boulevard. The parcel is zoned SCR and is within a PUD overlay and CDO. There is an existing free standing neighborhood supermarket on the western portion of the site and a retail/restaurant building on the northeastern part of the site. Adjacent zoning is SCR and Commercial Service (CS) with adjacent land uses including general commercial and office or medical. The subject portion of the parcel is developed with surface parking. This application proposes to permit a maximum of 3,000 square feet of restaurant uses.

The site plan includes a one story, 2,675 square foot restaurant building, a drive-thru and associated parking. Access is taken from interior to the existing parking lot and the drive-thru queue begins at the northwest corner of the subject site. Landscaping is provided along the eastern boundary of the site to screen the drive-thru window from Nolensville Pike and along the southern boundary of the site.

ANALYSIS

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

- G. Status of Earlier Planned Unit Developments (PUDs). The following provisions shall apply to a planned unit development (PUD) approved under the authority of a previous Zoning Code and remaining a part of the official zoning map upon the enactment of this title.
1. The planned unit development (PUD) shall be recognized by this title according to the master development plan and its associated conditions specified in the PUD ordinance last approved by the metropolitan council prior to the effective date of the ordinance codified in this title.
 2. The planning commission may consider and approve minor modifications to a previously approved planned unit development subject to the following limitations. All other modifications shall be considered by the planning commission as an amendment to the previously approved planned unit development and shall be referred back to the council for approval according to the procedures of Section 17.40.120(A)(5). That portion of a planned unit development master plan being amended by the council shall adhere to all provisions of this code:



Metro Planning Commission Meeting of 4/23/2026

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



Metro Planning Commission Meeting of 4/23/2026

- m. In the judgment of the commission, the planned unit development or portion thereof to be modified does not meet the criteria for inactivity of Section 17.40.120.H.4.a.

The plan does not increase the floor area greater than the originally approved 258,550 square feet that was approved by Council. The proposed increase in square footage is still below the total permitted square footage of the PUD, allowing this to be a PUD revision rather than a PUD amendment. The proposed use is permitted in the PUD. The request does not expand the boundary of the PUD, nor does it include any new access points where access was not already permitted. Staff recommends approval with conditions as the plan meets all the criteria of Section 17.40.120.G.

FIRE MARSHAL RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- The following are general approval comments and conditions; In general, and with the building permit plans, any proposed roadway half-sections, pavement widening, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT standard details. There should be no earthen retaining walls installed in the public ROW. There should be no vertical obstructions in new public sidewalks and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
- A private hauler may be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- 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

- NDOT takes no exceptions to the submitted parking study.
- Per review of the MMTA, the applicant shall provide an 8' sidewalk along the Nolensville Pike frontage of this development and provide an ADA compliant driveway ramp for the central access adjacent to the site.
- The applicant's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.



Metro Planning Commission Meeting of 4/23/2026

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. May require Hydrologic Determination prior to final submittal.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary PUD only. Public and/or private Water and Sanitary Sewer construction plans must be submitted and approved prior to Final Site Plan/Final PUD approval. The approved construction plans must match the Final Site Plan/Final PUD plans.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Permitted uses shall be limited to maximum of 3,000 square feet of restaurant uses.
2. On the corrected copy, update the "Previous Revisions" section to include the two most recent revisions to the PUD.
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
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. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.
7. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.
8. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require reapproval by the Planning Commission and/or Metro Council.



SEE NEXT PAGE



Metro Planning Commission Meeting of 4/23/2026



2026M-001SR-001
ALLEY #581 RENAMING TO BIRDSONG ALY
Various Maps, Various Parcels
21 (Brandon Taylor)



Metro Planning Commission Meeting of 4/23/2026

Item #18
Project Name
Council District
School District
Requested by

Street Renaming 2026M-001SR-001
Alley #581 Renaming
21 – Taylor
05 – Fayne
Department of Emergency Communications

Staff Reviewer

Garland

Staff Recommendation

Approve and recommend that the Code section applicable to the renaming of streets be evaluated and amended.

APPLICANT REQUEST

Rename Alley #581 to Birdsong Aly

Street Renaming

A request for the renaming of Alley #581 to Birdsong Aly from 27th Avenue North east to the dead end (approximately 0.09 miles).

STREET RENAMING PROCEDURE

As prescribed in the Metro Code, the Metropolitan Council can change street names through the adoption of an ordinance. The Planning Department is required to notify all property owners on the portion of the street proposed for renaming and to give owners the opportunity to provide written comments in support of or in opposition to the proposed name change. Properties with mailing addresses on the section of roadway to be renamed will continue to receive mail using the old street name for one year after adoption of a renaming ordinance giving residents and businesses time to notify persons and entities they correspond with of the change in address. After consideration of the petition, the Planning Commission and Emergency Communications District Board provides the Council with a recommendation approving or disapproving the proposed change. The Historical Commission reviews the request as to whether there is any historical significance associated with the existing street name. The Historical Commission provides a written report to Council prior to consideration at the second reading.

APPLICATION INFORMATION

The application was received February 19, 2026, and notices were sent on February 24, 2026. The application has complied with all street name change procedures and requirements of Metro Code chapter 13.08.015. Although it is not required by Code, or the Planning Commission Rules of Procedure, the Planning Commission has typically held public hearings on street name changes when opposition is received.

Alley #581 is located between Jefferson Street and Meharry Boulevard from 28th Avenue North to Interstate 40. The alley provides vehicular access to lots located along Meharry Boulevard and Jefferson Street. The eastern portion of the alley dead ends where the interstate runs south of Jefferson Street. There are several lots located along the alley that do not have frontage on Meharry Boulevard due to the location of the interstate. The requested name change is a result of residential units constructed on properties without street access. Naming right-of-way allows residents only accessed by the alley to be addressed off the alley. This request comes from the Department of



Metro Planning Commission Meeting of 4/23/2026

Emergency Communications and The Nashville Department of Transportation. By renaming the alley it allows units to be addressed from the new street name. The alley is not proposed to be reclassified as a street with this request, and no improvements, including widening of the alley are proposed with this renaming.

ANALYSIS

Planning Staff followed proper procedures for street name changes as identified in Chapter 13.08 of the Metro Code. Property owners were notified of the proposed name change and provided a period of time in which property owners may provide written comments. The Planning Department has received opposition to this request after notices were sent out regarding this street name change request. Street renamings are processed as mandatory referrals which allows all Metro reviewing agencies an opportunity to review and comment. There were no public safety concerns provided by the other reviewing agencies; therefore, staff recommends approval.

In addition to staff's recommendation of approval for this case, staff also recommends that Chapter 13.08 of the Metro Code regarding the procedure for street name changes be reviewed and potentially amended. The Planning Commission is required to make a recommendation but there are not typically traditional planning related issues with street name changes. Staff typically makes a recommendation to the Planning Commission based on input from other reviewing agencies. Street name changes are not a land use policy decision, or issue, and there is no guidance within the Code for the basis on which the Planning Commission decision is to be made regarding street name changes. The guiding documents utilized by planning staff are the Zoning Code, Subdivision Regulations, and Nashville Next, none of which provide guidance for street name changes. When new streets are established, the new street names are reviewed, processed, and approved through the Nashville Department of Transportation (NDOT). Additionally, as prescribed by State Law, the powers, duties, and responsibility of the Planning Commission is to review and make recommendations on planning, zoning, and subdivision regulations. Staff recommends that the section of the Code related to street renaming be reevaluated and updated as necessary to clarify responsibilities.

FIRE MARSHAL RECOMMENDATION

Approved

EMERGENCY COMMUNICATION CENTER RECOMMENDATION

Approved

METRO HISTORICAL COMMISSION RECOMMENDATION

The Historical Commission staff neither approves nor disapproves this request. Per Ordinance No. BL2019-110, the Historical Commission staff will submit a report to the Metropolitan Council regarding any historical significance associated with the current/original street name upon filing of the legislation.

STAFF RECOMMENDATION

Planning staff recommends approval of renaming Alley 581 to Birdsong Aly with a recommendation for changes to the Metro Code for future street name changes.



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Metro Planning Commission Meeting of 4/23/2026



2026Z-017PR-001
Map 133-06, Parcel(s) 017
11, South Nashville
16 (Ginny Welsch)



Metro Planning Commission Meeting of 4/23/2026

Item #19	Zone Change 2026Z-017PR-001
Council District	16 – Welsch
School District	07 – Player
Requested by	Arta Farhangi, applicant; Mozghan Alikhani, owner.
Staff Reviewer	Konigstein
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 for property located at 412 Veritas Street, located approximately 380 feet west of Nolensville Pike (0.26 acres).

Existing Zoning

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

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 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 site consists of one parcel totaling 0.26 acres located on the north side of Veritas 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 structure. The surrounding properties are zoned Single-family Residential (RS7.5), Office/Residential (OR20), Commercial Service (CS), and Specific Plan (SP). Surrounding land uses are one- and two-family residential, industrial, commercial, and community or institutional. The property has frontage on Veritas Street, a local street.



Metro Planning Commission Meeting of 4/23/2026

The property is located within the T4 NM policy area which intends to maintain the general character of urban residential neighborhoods while accommodating new growth that fits within the character. Properties along Nolensville Pike to the east of the subject site are located within the T4 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 which serves as a transitional policy between the T4 CM policy on the corridor and the policy of T4 NM present on this site. Land across the street from the subject property along Veritas Street is in the Transition (TR) policy. Given the site's proximity to the corridor, and adjacency to other policies, the requested rezoning may be appropriate in this location. Further interior to the T4 NM neighborhood, the application of R8-A zoning may not be appropriate.

The proposed R8-A zoning could allow up to one duplex lot for a maximum 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 less than a quarter mile from Nolensville Pike, which is classified as an Arterial Boulevard, in the Major and Collector Street Plan (MCSP).

The property is within a five-minute walk of two WeGo bus stops along Nolensville Pike. Additionally, Nolensville Pike is an all-access/bus rapid transit route. When considering the location of the site 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 site has access to an improved alley at the rear, and the -A standards would require future development on the parcel to take access from the alley more consistent with an urban form and limiting access on Veritas Street. The -A standards would ensure that future development on the site has an urban form, consistent with the T4 NM policy guidance.

Given the site's proximity to the corridor and its adjacency to higher intensity policy areas, additional density may be appropriate, and staff recommends approval of the requested R8-A zoning district.

FIRE RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.26	8.71 F	1 U	15	5	1



Metro Planning Commission Meeting of 4/23/2026

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.26	9.2 D	2 U	28	7	2

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

Traffic changes between maximum: **RS7.5 and R8-A**

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

METRO SCHOOL BOARD REPORT

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

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

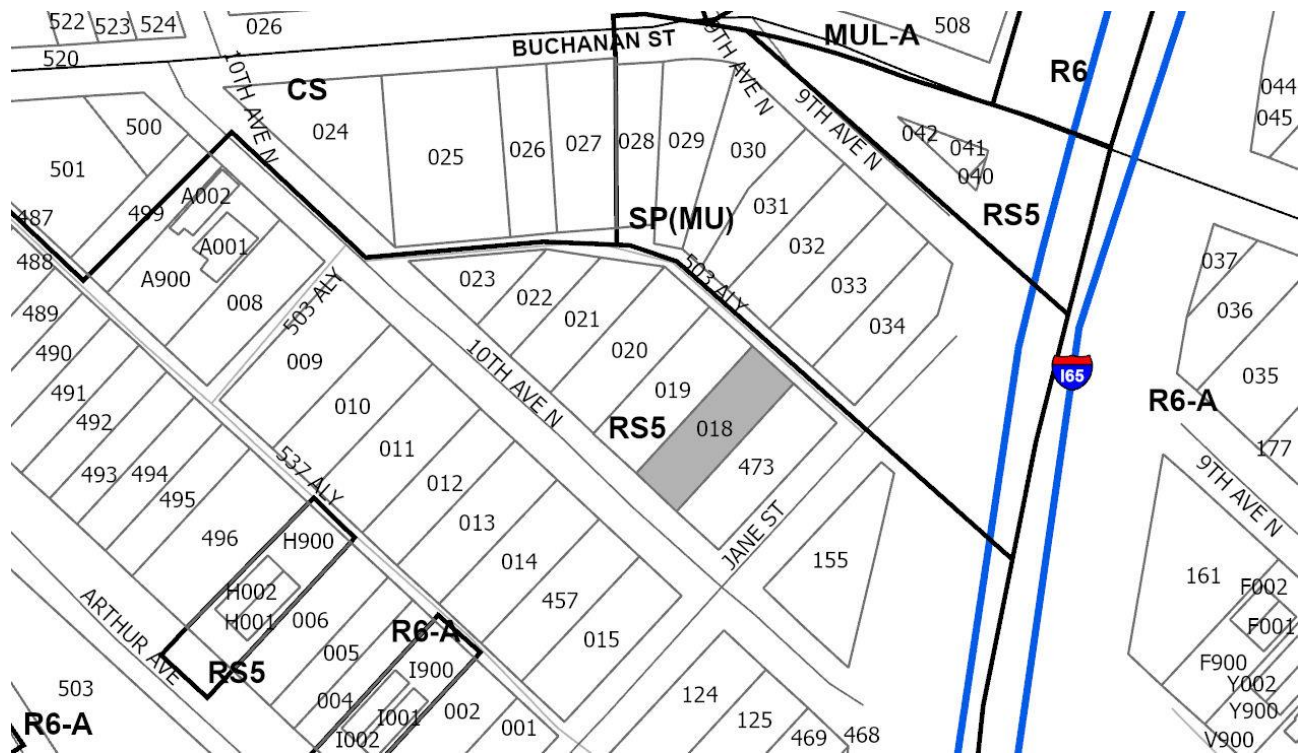
The proposed zoning is not expected to generate any additional students than the existing RS7.5 zoning district. Students would attend Glencliff Elementary School, Wright Middle School and Glencliff High School. Glencliff Elementary School is identified as being at overcapacity. Wright Middle School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



Metro Planning Commission Meeting of 4/23/2026



2026Z-025PR-001
Map 081-12, Parcel(s) 018
08, North Nashville
21 (Brandon Taylor)



Metro Planning Commission Meeting of 4/23/2026

Item #20**Council District****School District****Requested by****Zone Change 2026Z-025PR-001**

21 – Taylor

05 – Fayne

Assurance Restoration & Roofing, Inc., applicant and owner.

Staff Reviewer

Chen

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

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 1704 10th Avenue North, approximately 80 feet northwest of Jane Street (0.17 acres) and located within the Detached Accessory Dwelling Unit Overlay District.

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 8.71 dwelling units per acre. *Based on acreage alone, RS5 would permit a maximum of one lot.*

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

Proposed Zoning

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

NORTH NASHVILLE COMMUNITY PLAN

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



Metro Planning Commission Meeting of 4/23/2026

ANALYSIS

The application consists of one parcel totaling 0.17 acres located on 10th Avenue North, south of Buchanan Street, approximately 480 feet north of the intersection with Arthur Avenue. The property has frontage along 10th Avenue North, which is a local street that connects to Buchanan Street. Interstate 65 is located approximately 200 feet east of the site. The property has been zoned RS5 since 1998. The site is currently vacant and there is an improved alley, Alley #503, at the rear of the parcel. Buchanan Street is identified as a Collector Avenue in the Major and Collector Street Plan (MCSP), and two WeGo bus stops are located near the intersection of 10th Avenue North and Buchanan Street on both sides of the street, with existing sidewalks providing a continuous connection from the subject site to the bus stops.

The surrounding properties along 10th Avenue North are zoned RS5, with some nearby properties rezoned to R6-A in the last few years, and some Commercial Service (CS) and Mixed Use-Limited (MUL-A) zoned properties located to the north along Buchanan Street. There is also a recently approved Specific Plan (SP) (Case 2025SP-059-003; BL2025-993) adjacent to the site to the north that permits a mixed-use development. A substantial portion of that site is currently vacant. The surrounding land uses are single-family with some two-family uses in the area, as well as institutional and commercial uses along Buchanan Street. Along 10th Avenue North, there is an existing two-family use.

The property is located within the T4 Urban Neighborhood Maintenance (T4 NM) policy, which is intended to maintain the general character of existing urban residential neighborhoods. The T4 NM policy supports moderate to high density residential development. This pocket of T4 NM is surrounded by several different policy areas and physically separated by Interstate 65 from a larger area of T4 NM. To the north, T4 NM is bordered by Urban Neighborhood Center (T4 NC) and Urban Mixed Use Corridor (T4 CM). To the south, the area transitions to Urban Neighborhood Evolving (T4 NE). This unique configuration creates a distinct pocket where a moderate increase in density would be appropriate. The site's proximity to a Collector Avenue and access to an improved alley at the rear supports a slight increase in density. The site is also within a block of two WeGo transit stops located along Buchanan Street. The Alternative (-A) designation provides additional guidelines for access, driveways, garages, and a minimum raised foundation requirement, to be in line with urban development standards as called for in the T4 NM policy. The -A district standards would ensure that future development on the site has an urban form, consistent with the policy guidance. As the proposed R6-A district increases density modestly and aligns with the goals of T4 NM policy, staff recommends approval.

FIRE RECOMMENDATION

Approve

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

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



Metro Planning Commission Meeting of 4/23/2026

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.17	13.14 F	2 U	28	7	2

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

Traffic changes between maximum: **RS5 and R6-A**

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

METRO SCHOOL BOARD REPORT

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

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

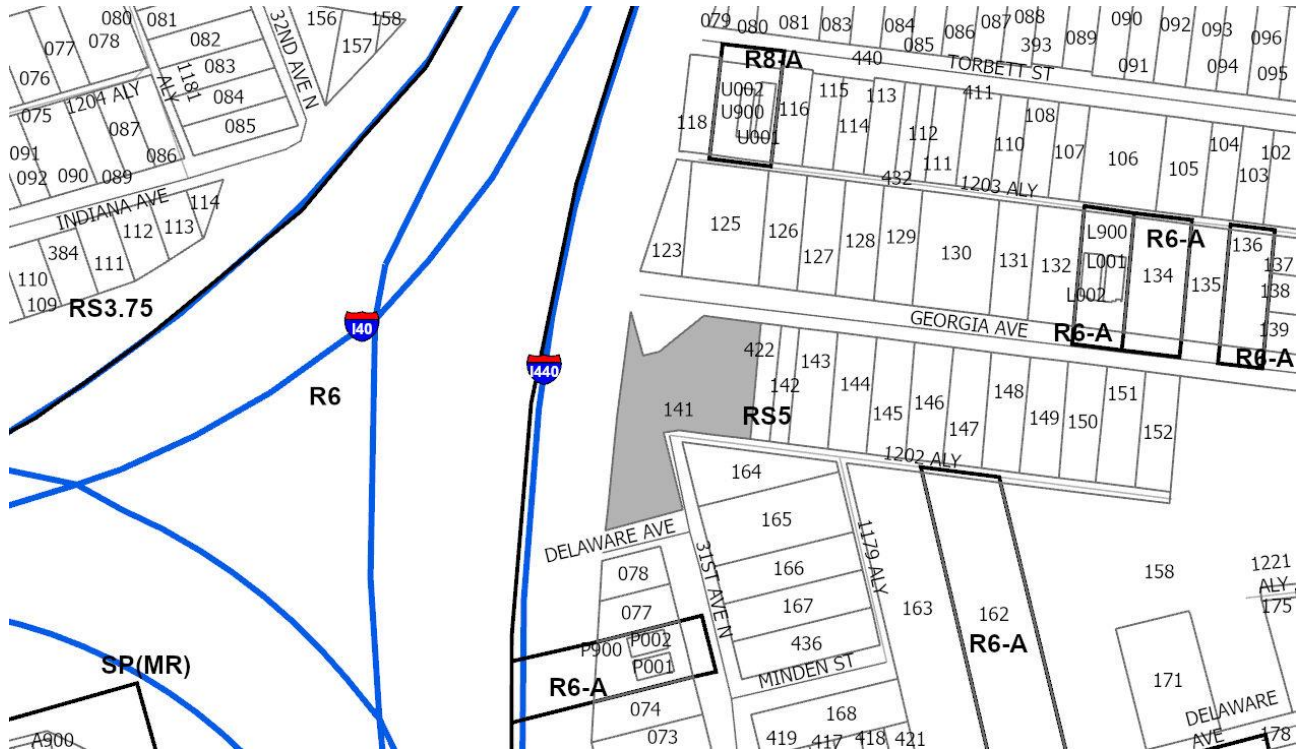
The proposed zoning is not expected to generate any additional students than the existing RS5 zoning district. Students would attend Robert Churchwell Elementary School, John Early Middle School, and Pearl-Cohn High School. Robert Churchwell Elementary, John Early Middle School and Pearl-Cohn High School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

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 4/23/2026



2026Z-026PR-001
 Map 092-10, Parcel(s) 141
 08, North Nashville
 21 (Brandon Taylor)



Metro Planning Commission Meeting of 4/23/2026

Item #21	Zone Change 2026Z-026PR-001
Council District	21 – Taylor
School District	05 – Fayne
Requested by	Hella Temple No. 105, applicant and owner.
Staff Reviewer	Commey
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from RS5 to RM20-A-NS.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential-Alternative No Short-Term Rental (RM20-A-NS) zoning for property located at 2839 Georgia Avenue approximately 808 feet west of 28th Avenue North (0.74 acres).

Existing Zoning

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

Proposed Zoning

Multi-Family Residential-Alternative No Short-Term Rental (RM20-A-NS) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through 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, RM20-A-NS would permit a maximum of 15 units.*

NORTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The application consists of one parcel totaling 0.74 acres, located on the south side of Georgia Avenue. The property is currently vacant. Surrounding properties are zoned Single-family



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Residential (RS5), One- and Two-Family Residential Alternative (R6-A), and Multifamily Residential-Alternative (RM20-A), and surrounding uses are single family residential, two family residential and multifamily residential uses.

The application proposes to rezone the property from RS5 to RM20-A-NS. The property is located within the T4 Neighborhood Evolving (T4 NE) policy area, which 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. The T4 NE Policy is often applied to areas where infill development produces a neighborhood character that can include increased housing diversity with proximity to transit. Properties within the T4 NE policy areas have high levels of connectivity with complete street networks, sidewalks, bikeways, and existing or planned mass transit. The subject site is served by sidewalks along Georgia Avenue. The site is also within a quarter mile of 28th Avenue North which is classified as an arterial boulevard in the Major and Collector Street Plan (MCSP) and I-40 to the west. The subject site is within a half mile radius of several WeGo transit stops along Clifton Avenue and 28th Avenue North. The property is larger than adjacent properties with frontage on Georgia Avenue, making it more suitable to accommodate higher density than other smaller infill parcels. A similar request to rezone to a higher density may not be appropriate if the site were smaller or mid-block. When considering the site’s context and location in relation to transit opportunities and nearby corridors, additional density may be appropriate in this location.

The proposed RM20-A-NS zoning increases density and has the opportunity to add to a greater mixture of housing choices, as called for by the T4 NE policy. The Alternative (-A) component of the requested zoning district requires an urban style of development with the buildings located near the street and parking provided to the side or rear of the building. The -NS designation restricts short term rental properties from the development. Staff recommends approval, finding that the proposed zoning district is appropriate with the T4 NE policy at this location, given the intent of the policy to provide additional opportunities for housing.

FIRE RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.74	8.71 F	6 U	78	9	7

Maximum Uses in Proposed Zoning District: **RM20-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	0.74	20 D	15 U	80	5	7



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Traffic changes between maximum: **RS5 and RM20-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+18	-4	+0

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed RM20-A-NS district: 1 Elementary 1 Middle 0 High

The proposed R6-A zoning is expected to generate two additional students than the existing RS5 zoning district. Students would attend Park Avenue Elementary School, Moses McKissack Middle School, and Pearl-Cohn High School. Park Avenue Elementary School, Moses McKissack Middle School, and Pearl-Cohn High School are identified as exceedingly under capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools

STAFF RECOMMENDATION

Staff recommends approval.